



Have your say

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

Public Consultation from:
5 November 2021 to 26 November 2021

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

Carlisle Cycling and Walking Follow-up Consultation



Purpose of the consultation

We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Carlisle 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 and Carlisle City Council are working together with a shared ambition to increase cycling and walking in the Carlisle 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 Carlisle live and work within the City 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 Carlisle. 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 Carlisle 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.



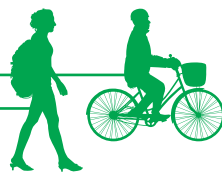
The LCWIP will provide:

- 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 Carlisle 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 Carlisle LCWIP is based on the district boundary, however, the focus is on the urban area of Carlisle where there is the greatest potential to get more people cycling and walking for short journeys. Connections to nearby communities have also been considered as part of the development of the Plan.

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 the current barriers are, preventing them from doing so.

Priority networks for cycling and walking around Carlisle have been identified. These are made up of existing and new or improved routes and have been developed from a review of the evidence and feedback from the consultation.



You said, we did

During our consultation on the draft priority networks for Carlisle 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 | Lack of cycle connectivity between Brampton and Carlisle. | A link to Brampton has been included. This is currently via the NCN. Feasibility work is ongoing to identify how this could be improved. |
| | Re-open the Waverley line and viaduct as a cycle / walking route. | A route over the Waverley Viaduct has been included. Further feasibility work is required to identify how connections to this route could be provided. |
| | Poor, indirect connections to the city centre and railway station. | New direct routes are proposed, including access to the railway station. From the south this includes two options; one on Lancaster Street and one on Botchergate. |
| | Existing network is disjointed / poor interconnectivity between routes. | The existing network will be significantly extended through the priority network plan. All routes will be cohesive and will provide a continuous network for cycling. |
| | Improved connectivity needed across the River Eden. | A number of improvements are proposed, including routes that use Eden Bridge and the Waverley Viaduct. Further feasibility work and engagement with landowners is required. |
| Crossings | Improved pedestrian priority is needed at crossings and junctions. | Crossings and junctions will be considered in more detail once funding becomes available. Subject to funding, all routes will be improved in line with the latest guidance, promoting access for users of all abilities. |
| Safety | Safety issues on major routes into Carlisle (London Rd, Warwick Rd, Eastern Way and Dalston Rd). | Where routes are improved this will be undertaken in line with the latest guidance, promoting inclusivity and access for users of all abilities. This should significantly improve safety where issues are identified. |
| | Issues with maintenance of existing routes. | All new routes will be designed with long-term maintenance in mind. Resurfacing on existing routes that lie on the priority network is included. |
| | Need to ensure a footway is present on major walking routes. | Subject to funding, all routes on the map will be improved in line with the latest guidance, promoting inclusivity and access for users of all abilities. |
| Traffic | Not in favour of shared use paths, as potential to create conflicts between pedestrians and cyclists. | The latest design guidance sets out a principle that bicycles should be segregated from pedestrians on main routes. |
| | Need to segregate walking, cycling and motor vehicles from each other. | 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. |



Delivery of cycling and walking improvements

Delivery of the plan is subject to securing funding. Some funding has already been secured for delivery of the LCWIP and we are exploring other opportunities such as government funding for active travel and place based investment. In Carlisle this includes:

- Provision as part of the Carlisle Southern Link Road (CSLR) by Spring 2024.
- Improvements to cycling and walking connectivity in the city centre as part of the Carlisle Station Project (Borderlands Inclusive Growth Deal) and Southern Gateway Project (Carlisle Town Deal, subject to business case approval).
- Cycling improvements from DfT Active Travel funding (subject to funding confirmation).
- Investment in improved cycle storage at Carlisle Station.

Local Cycling and Walking Network

The Carlisle LCWIP seeks to build on the vision for St Cuthbert's Garden Village to create low carbon neighbourhoods including development of an integrated cycling and walking network to provide excellent sustainable transport connections and environments that make active travel the most attractive method for getting from A to B. Furthermore, the St Cuthbert's Garden Village masterplan seeks to preserve and enhance the distinctive landscape of the River Caldew and River Petteril and promotes using these river corridors for walking and cycling together with a new 'Greenway' to connect the new Garden Village and existing communities with the city centre.

The LCWIP seeks to reflect this vision by making the most of Carlisle's natural assets using the three river corridors to provide a largely off-road green network for pedestrians and cyclists to connect residential areas with the city centre and education cluster, creating an attractive environment, for both commuting and leisure. This network is shown highlighted in yellow on the Priority Cycling Network Plan.

It is believed that this network has potential to create a '20 minute neighbourhood'. The idea of the 20 minute neighbourhood has grown in interest since the Covid-19 pandemic put a spotlight on the importance of the liveability of where we live. The concept is based on creating a compact and connected neighbourhood where people can meet their everyday needs within a short walk or cycle with potential for multiple benefits including boosting local economies, improving people's health and well-being and increasing social connections in communities and tackling climate change.

Priority Cycling Network Plan

The proposed Priority Cycling Network Plan to be included in the LCWIP is shown on page 10 and 11 of this document, and an inset of the city centre is shown adjacent.

The network has been designed to prioritise connectivity into the city centre in order to increase active travel and reduce car journeys with Carlisle Station being a central cycle hub with provision of a new cycle parking facility, from which to access the city centre. The education cluster around Carlisle College and the secondary schools provides another important destination. Another key influence on the routes selected for the priority network is access to employment, including the hospital, Kingmoor Park/Kingstown and the city centre as significant locations of employment. In addition, connectivity from the St Cuthbert's Garden Village to the south is critical to the LCWIP given the importance of cycling and walking connectivity to realising the low carbon ambitions for the proposed new settlements.

The network presented provides key connections along or adjacent to the main routes into Carlisle, recognising that it is not possible to connect everywhere, the Plan focuses on the most important routes to secure funding for. The network provides a combination of cycling infrastructure along the main routes into the city as well as alternative routes using the river corridors and quieter roads to create an integrated walking and cycling network. 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 Carlisle.

The routes have been developed taking into account updated guidance 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.

Carlisle City Centre Priority Cycling Network



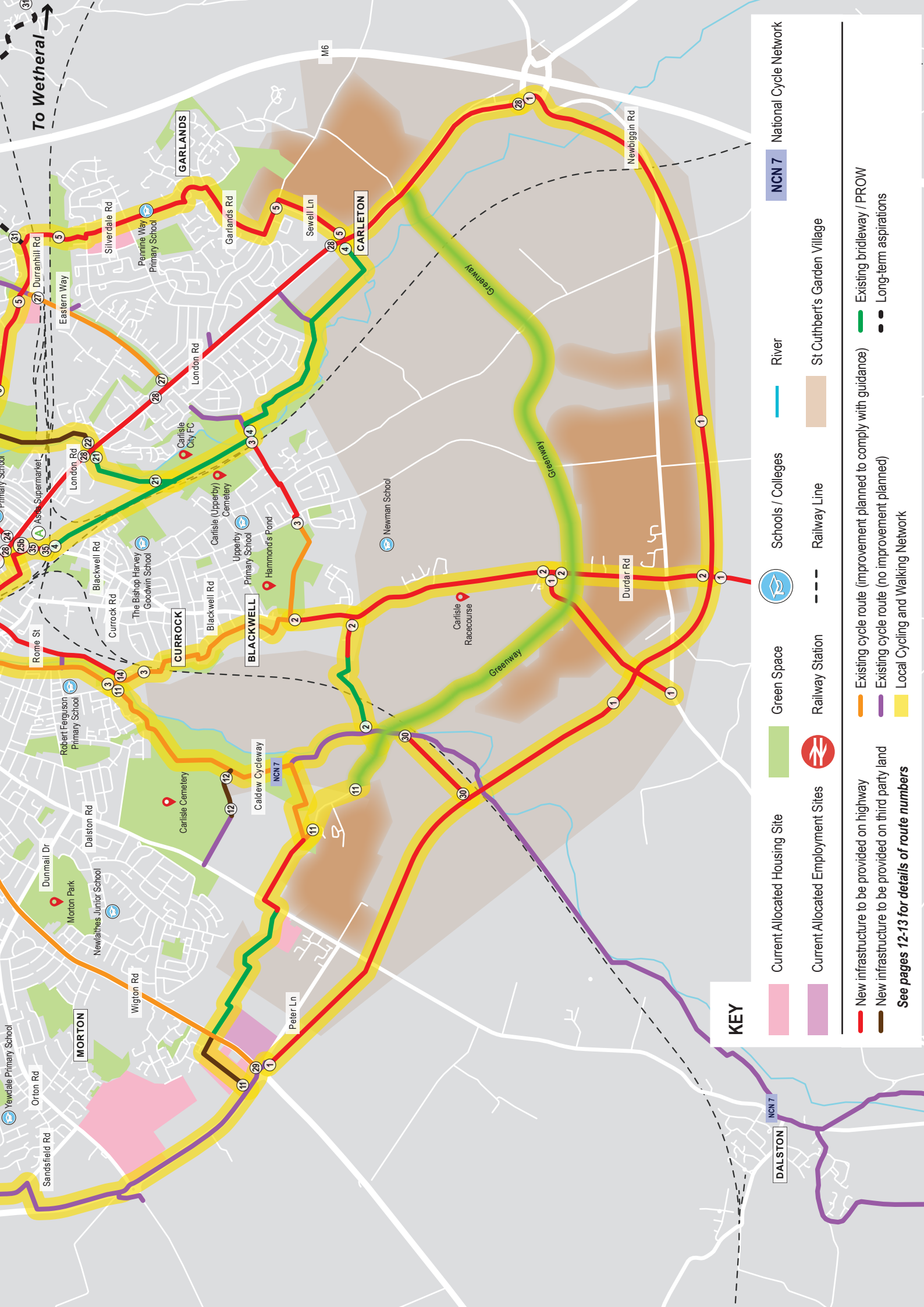
- Railway Station
- Railway Line
- River
- Current Allocated Employment Sites
- New infrastructure to be provided on highway
- New infrastructure to be provided on third party land
- Existing cycle route (improvement planned to comply with guidance)
- Existing cycle route (no improvement planned)
- Existing bridleway / PROW
- Long-term aspirations

Carlisle Priority Cycling Network

















Route 32 continues to Longtown

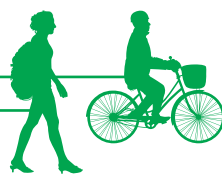
Route 33 continues to Brampton





KEY

-  Current Allocated Housing Site
 -  Current Allocated Employment Sites
 -  New infrastructure to be provided on highway
 -  New infrastructure to be provided on third party land
 -  Green Space
 -  Schools / Colleges
 -  River
 -  Railway Station
 -  Railway Line
 -  St Cuthbert's Garden Village
 -  National Cycle Network
 -  Existing cycle route (improvement planned to comply with guidance)
 -  Existing cycle route (no improvement planned)
 -  Local Cycling and Walking Network
 -  Existing bridleway / PROW
 -  Long-term aspirations
- See pages 12-13 for details of route numbers**



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 (PRoW)

| ID | Route Name | Route Description | Intervention type | | | |
|----|--|--|-------------------|--|--|--|
| 1 | Carlisle Southern Link Road | A new link road to the south of Carlisle connecting in the Garden Village, incorporating cycling and walking provision. | | | | |
| 2 | St Cuthbert's Garden Village (Durdar to Blackwell) | Connections to Currock and Upperby and to the Garden Village. To include a segregated cycleway. Also includes a spur onto NCN 7. | | | | |
| 3 | Hammonds Pond to Castle Way | An existing route. Improvements to the width and surface, along with traffic calming measures. | | | | |
| 4 | Carleton to Blackwell Road | Connection from Carleton and the nearby Garden Village to Blackwell Road and St Nicholas Bridges. | | | | |
| 5 | Carleton to Warwick Road | Connection from Carleton to Warwick Road via Melbourne Park. Mixture of new provision including segregated cycleway. | | | | |
| 6 | Warwick Road to Strand Road | Warwick Road to Strand Road, to the back of Carlisle United. Link to education facilities. | | | | |
| 7 | Knowefield Avenue to Cavendish Terrace | Residential connection avoiding Kingstown Road. To include traffic calming measures and improvements to crossing points. | | | | |
| 8 | Morrison's to Hadrian's Cycleway & Strand Road | Residential connection via Lansdowne Crescent, Beech Grove and Rickerby Park, avoiding Kingstown Road. A mixture of segregated cycleway and upgrades to existing facilities. | | | | |
| 9 | Sands Centre to Strand Road | A quiet alternative to Georgian Way / Hardwicke Circus Roundabout. Includes segregated cycleway and upgrades to existing cycleway. | | | | |
| 10 | Castle Way | Connection from Hardwicke Circus to McVitie's. To include a segregated cycleway. | | | | |
| 11 | Denton Holme to Cummersdale - Caldew River | Denton Holme to Cummersdale connection along the Caldew Cycleway NCN7 and linking to the A689 to the west and the greenway to the east. Improvements to the existing shared use facility Where applicable. | | | | |
| 12 | Dalston Road to Caldew Cycleway | Connection from Dalston Road to the Caldew Cycleway NCN7. Off road route. | | | | |
| 13 | Belle Vue to Engine Lonning | A quiet alternative to Newtown Road and Moorhouse Road. Connection alongside Parham Beck and through Heysham Park. | | | | |
| 14 | Rome Street | Link from Currock to Carlisle Railway Station via Rome Street. On road route to include traffic calming measures. | | | | |
| 15 | Heysham Park to City Centre | Link from Heysham Park to McVitie's. To include a mixture of segregated and traffic calming measures. | | | | |
| 16 | Kingmoor Park to Etterby Lea Road | Quiet alternative to Kingstown Road, using a network of quieter streets and an existing cycleway. Upgrades to existing and traffic calming measures. | | | | |
| 17 | California Lane to Morrison's | Quiet alternative to A7 Kingstown Road, using a network of quieter streets. To include a mixture of segregated cycleway and traffic calming measures. | | | | |

Carlisle Cycling and Walking Follow-up Consultation

| ID | Route Name | Route Description | Intervention type | | | |
|-----|--|---|-------------------|-------|--------|-------|
| 18 | Warwick Road - Lismore Street to Carlisle Railway Station | Connection from the city centre to educational facilities. To include a segregated cycleway. | Red | Brown | Orange | Green |
| 19 | Upgrade to NCN72 and City Centre Link | Upgrades to NCN72 on Newtown Road between McVitie's and Infirmary Street. Quieter alternative via Infirmary Street, Willowholme and the Sheepmount. Links to Route 26 Waverley Bridge and CNDR. Segregated cycleway, traffic calming and off road cycleway. | Red | Brown | Orange | Green |
| 20 | Etterby Road / Scour | Upgrades to the existing on road cycleway. Traffic calming measures. | Red | | Orange | |
| 21 | Hilltop Link | Off road link from London Road onto Route 4 via the existing PRoW. Improvements to surfacing. | | | | Green |
| 22 | London Road to Melbourne Park | Link from London Road to Melbourne Park. Connection to Route 21. Off road cycleway. | | Brown | | |
| 23 | Sands Centre to Strand Road via Catholic Lonning | Off road cycleway connecting the Sands Centre to Strand Road. Improvements to surfacing. | | | | Green |
| 24 | Education Cluster Connection (from London Road) | Connection to the education cluster from London Road via Grey Street, Fusehill Street, Aglionby Street and Lismore Street. On road route to include improvements to the existing cycleway and traffic calming measures. | Red | | Orange | |
| 25a | Botchergate and English Street | Main direct route into the city centre from the south east. Improvements to existing cycle route and creation of a segregated cycle route. | Red | | | |
| 25b | Carlisle Railway Station to London Road (via Lancaster Street) | Link from Carlisle Railway Station using Lancaster Street, Albion Street, St Nicholas Street and Woodrouffe Terrace to access London Road. Combination of segregated cycleway and traffic calming measures. | Red | | | |
| 26 | Waverley Bridge crossing | Connection over the River Eden via the Waverley Viaduct. New off road connection to Etterby Road. | | Brown | | Green |
| 27 | Eastern Way (London Road to Durranhill Road) | Improvements to the existing shared use path on Eastern Way. | | | Orange | |
| 28 | London Road | Main direct route into the city centre from the south east. Improvements to existing cycleway and creation of a segregated cycleway. | Red | | Orange | |
| 29 | Wigton Road | Main direct route into the city centre from the south west. Improvements to existing cycleway and creation of a segregated cycleway. | Red | | Orange | |
| 30 | Carlisle Southern Link Road - NCN Link | Cycling and walking link from the CSLR onto the existing NCN Route 7. | Red | | | |
| 31 | Carlisle to Wetheral | Aspirational link to Scotby and Wetheral, subject to further feasibility. | Red | Brown | | |
| 32 | Carlisle to Longtown via A7 | Aspirational link to Longtown, subject to further feasibility. | Red | | | |
| 33 | Carlisle to Brampton | Currently via the NCN. Feasibility work is ongoing. | Red | | Orange | |
| 34 | Eden Bridge | Improvements to the existing shared use route. | Red | | Orange | |
| 35 | St Nicholas Street | Link on St Nicholas Street. Segregated cycleway. | Red | | | |
| 36 | Victoria Viaduct | Link from James Street to the Victoria Viaduct via Water Street. To include a new access point to Carlisle Station. | Red | Brown | | |
| 37 | West Walls | Victoria Viaduct to Annetwell Street and Castle Way via West Walls. Traffic calming measures. | Red | | | |
| 38 | Cargo Cycleway | Cycleway on the C1016 Cargo straight from Cargo junction connecting to the Stainton roundabout of the A689. | Red | | | |



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.

Core Walking Zones and Primary Routes

The local cycling and walking network highlighted in yellow on the Priority Cycling Network Plan, will provide local connectivity across the City for walking and cycling. This will complement the primary existing walking routes into the City Centre.

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.

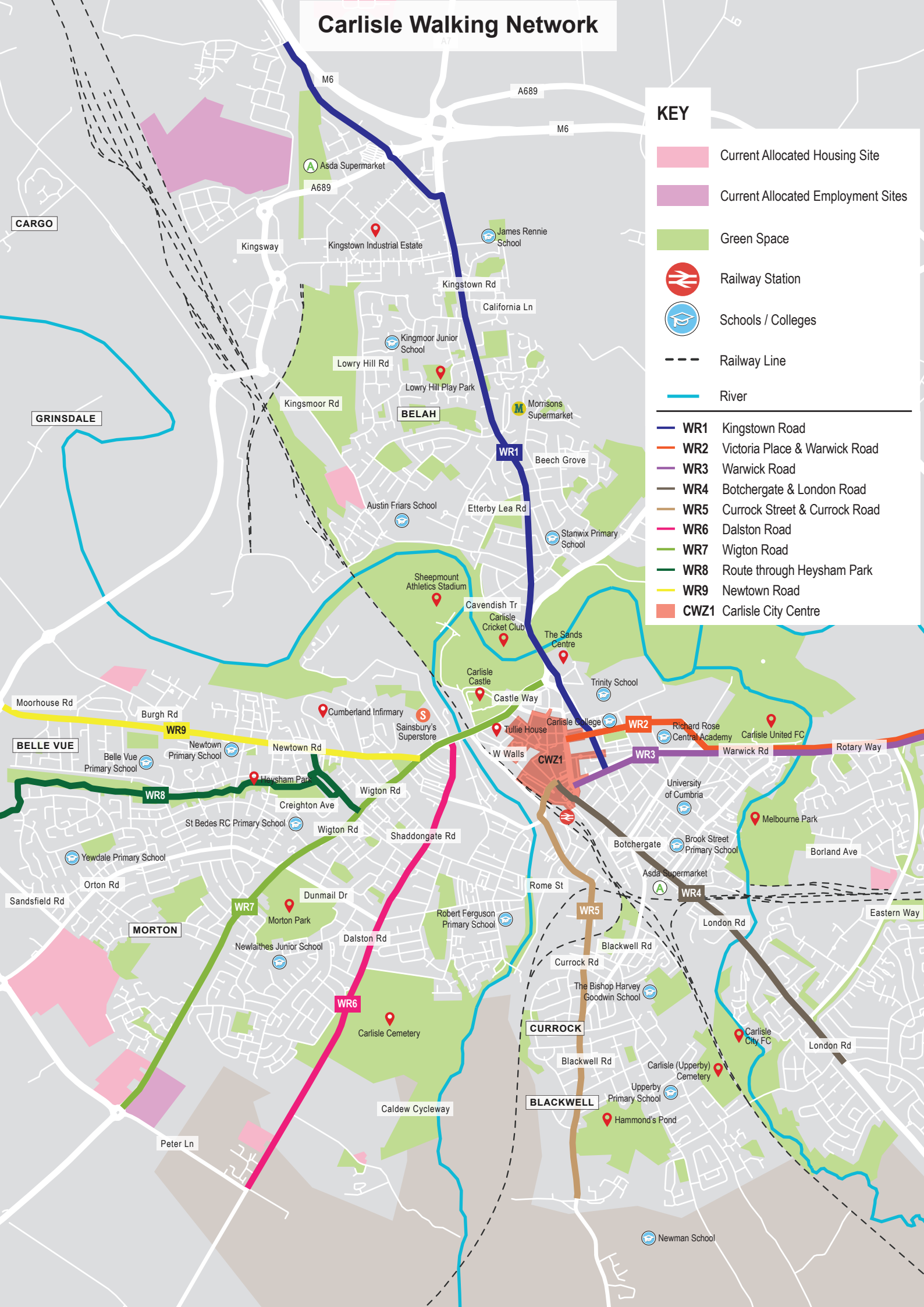
Improvements have been identified for the Carlisle City Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and summarised on page 16 and 17 of this document.

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

Carlisle Walking Network

KEY

- Current Allocated Housing Site
 - Current Allocated Employment Sites
 - Green Space
 - Railway Station
 - Schools / Colleges
 - Railway Line
 - River
-
- WR1** Kingstown Road
 - WR2** Victoria Place & Warwick Road
 - WR3** Warwick Road
 - WR4** Botchergate & London Road
 - WR5** Currock Street & Currock Road
 - WR6** Dalston Road
 - WR7** Wigton Road
 - WR8** Route through Heysham Park
 - WR9** Newtown Road
 - CWZ1** Carlisle City Centre





Priority Core Walking Zone

The interventions identified on key routes into and within the Carlisle City 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 / Kingstown Road | <ul style="list-style-type: none"> • Introduce more crossing points between the east and west side of Kingstown Road. • Improve junctions along Kingstown Road. • Widen pavement to make it consistent throughout the route, particularly at the north sections (Along Parkhouse Road and Kingstown between Carlisle Northern Development Route and Morrison's) where footway width reduces. • Where possible, side street treatments will be introduced to make crossing easier for people on foot and wheeling. • Improve pavement evenness by resurfacing or replacing cracked paving slabs in localised areas. |
| WR2 Victoria Place & Warwick Road | <ul style="list-style-type: none"> • Provide additional crossing points in proximity to Carlisle College and Richard Rose Central Academy along Victoria Place. • Where possible, side street treatments will be introduced to make crossing easier for people on foot and wheeling. • Improve Montgomery Way / Warwick Road junction by changing signal timings to reduce pedestrian wait time, providing upgraded signalised crossing points. Studies to be undertaken to understand what pedestrian improvements can be made. • Improve Victoria Road / Warwick Road junction by reducing junction widths and providing new gateway features such as road markings, build outs, coloured surfacing, signage, planting, and/or speed tables, to enforce 20mph speed limit. |
| WR3 Warwick Road | <ul style="list-style-type: none"> • Pavement parking is common practice in the area. Parking can be formalised where there is space for both pavement parking and pedestrians. Where there is not space parking controls can be introduced or pavements widened to incorporate parking spaces. • Improve pedestrian priority at side streets including tactile paving and dropped kerbs. • Improve Montgomery Way / Warwick Road junction by changing signal timings to reduce pedestrian wait time, providing signalised crossing points and/or fewer pedestrian islands, widening pedestrian islands, reducing junction widths, and removing or improving guardrail. Studies to be undertaken to understand what pedestrian improvements can be made. • Improve Victoria Road / Warwick Road junction by reducing junction widths, providing new gateway features, such as road markings, build outs, coloured surfacing, signage, planting, and speed tables, to enforce 20mph speed limit. • Provide dog waste bins along the route. |
| WR4 / Botchergate & London Road | <ul style="list-style-type: none"> • Where possible, side street treatments will be introduced to to make crossing easier for people on foot and wheeling. |
| WR5 Currock Street & Currock Road | <ul style="list-style-type: none"> • Incorporate place making and landscaping which could include planting trees and greenery along Currock Road and providing more litter bins. • Improve Nelson Bridge underpass by providing better lighting and repainting it. • Pavement widening, particularly between Crown Street and Currock Rd. • More frequent crossing points between the east and west side of Currock Road and Blackwell Road. • Where possible, side street treatments will be introduced to make crossing easier for people on foot and wheeling. • Improvements to the Henderson Road / Blackwell Road junction. • Remove unnecessary guardrail. |

| ID/Zone | Route Description (inc intervention type) |
|---|---|
| WR6 Dalston Road | <ul style="list-style-type: none"> • Where possible, side street treatments will be introduced to to make crossing easier for people on foot and wheeling. • Pavement parking is common practice in the area. Parking will be formalised where there is space for both pavement parking and pedestrians. Where there is not space parking controls will be introduced or pavements widened to incorporate parking spaces. • Extend the pavement on the western side of Dalston Rd between the cemetery and Cummersdale Road to the new housing site. • Improve pavement evenness by resurfacing or replacing cracked paving slabs in localised areas. |
| WR7 Wigton Road | <ul style="list-style-type: none"> • Widen the pavement, particularly the west side of Wigton Road between Glamara Drive and Orton Road. • Repaint the centre line of shared-use path between Glaramara Drive and Orton Road as line is fading. • Resurface pavement, where pavement surface is eroding. • Cut back overgrown vegetation that limits the pavement width. • Improve bus stops' maintenance along the route by providing waiting facilities and tactile paving for ease of crossing. |
| WR8 Route through Heysham Park | <ul style="list-style-type: none"> • Resurface path in Sandsfield Park to be consistent with surfacing in Heysham Park. • Widen footway in Sandsfield Park. • Provide a formal path with consistent surfacing between Parham Grove and Dobinson Road. • Provide a formal path with consistent surfacing in the field with a basketball court, east of Heysham Park. • Deliver elements of place making and improve visibility, which could include improvement of lighting, bins and seating areas in Sandsfield Park and the field with a basketball court. • Widen entrance ways and improve access in to Heysham Park. • Widen or replace bridge at Coalfell Avenue in Sandsfield Park. • Provide railings at the bridge over Parham Beck (section east of Coalfell Avenue and west of Dobinson Road) to increase safety. • Cut back low hanging vegetation from trees. |
| WR9 Newtown Road | <ul style="list-style-type: none"> • Where possible, side street treatments will be introduced to to make crossing easier for people on foot and wheeling. • Provide and position signage in better locations so that it does not encroach on pedestrians. • Widen pavement along section from the hospital to Church Street roundabout. • Improve pavement evenness by resurfacing or replacing cracked paving slabs in localised areas. • Pavement parking is common practice in the area. Where there is insufficient space, parking controls can be introduced, or pavements widened to incorporate parking spaces. |
| CWZ1 Carlisle City Centre | <ul style="list-style-type: none"> • Deliver placemaking/landscaping elements such as improving space around tree pits (planting, tree pit surfacing, clearing), planting trees along Lowther Street, and providing more litter bins. • Provide dog waste bins along the route. • Provide additional crossing points, for example at West Tower Street and Market Street junction. • Provide pavement along the east side of Market Street. • Widen pavement where possible, for example along West Walls and Blackfriars Street. • Explore opportunities to improve pedestrian security and safety at Market Hall bus station, West Walls, Blackfriars Street. • Remove unnecessary guardrail. • More in-depth review of existing pedestrian wayfinding and signage provision and identify opportunities to improve. |



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 in 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 Carlisle. Cycling and walking infrastructure can be difficult to deliver in built up areas where there are competing demands on road space. Would you support walking and cycling improvements when this could mean less space for other road traffic at some locations?

Yes No

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

Q9 - The Priority Cycling Network plan shows links into the city centre along London Road (28 on the plan) and along a quieter alternative adjacent the River Petteril (4 on the plan). Once we get nearer to the city centre we are considering two options where we could invest in cycle infrastructure to link into Carlisle Railway Station:

Option A: From St Nicholas Gate continuing along Botchergate via the provision of a two-way cycleway separate from pedestrians and vehicles, with links onto Court Square (25A on the plan). This would maintain two way-traffic flow, but would limit the opportunity to enhance the pedestrian environment and in places the footway may need to be reduced to accommodate the cycle lane.

Option B: From St Nicholas Street continuing along Lancaster Street on on-road cycle lanes and onto a new dedicated cycle link through to Court Square (25B on the plan). This option would take cyclists away from Botchergate on a dedicated route with improved lighting, thus providing the opportunity to increase and enhance the pedestrian space on Botchergate.

Do you prefer Option A or Option B? (Select only one answer)

Option A: Botchergate Option B: Lancaster Street Don't know

If you were cycling which of the following would you use? (Please select one)

Option A: Botchergate Option B: Lancaster Street Both I would not use either

Consultation feedback

Did we provide enough information for you to properly respond?

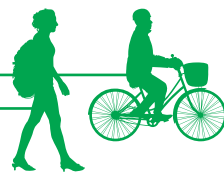
Yes Partially No

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 Carlisle.



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

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