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# Consultation Report

# Penrith Cycling and Walking



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## 1 Introduction

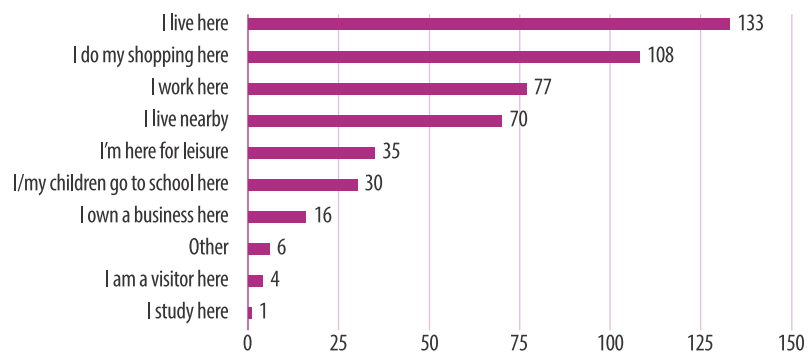
- 1.1** Cumbria County Council are developing a programme of Local Cycling Walking Infrastructure Plans (LCWIP). These are being developed for locations across the county, including Penrith. As part of the development of the LCWIP, a consultation has been undertaken to seek public opinion on the work completed to date and the emerging cycling and walking networks.
- 1.2** This report summarises the results of the public consultation on the LCWIP for Penrith, undertaken between 14th July and 6th August 2021. The consultation included a survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements.
- 1.3** The questionnaire was split into the following sections:
- Finding out about the respondent and their links to the area.
  - Current travel behaviour (cycling and walking journeys and why these are undertaken).
  - Public opinion on the current active travel infrastructure provision in Penrith.
  - Any barriers on active travel routes that may prevent cycling and walking.
  - Finding out what would encourage modal shift to cycling or walking for short journeys.
  - Open questions to provide insights on improving cycling and walking in Penrith.
- 1.4** A total of 209 responses were received to the Penrith LCWIP questionnaire during the consultation period, with these results being presented in Section 2.

## 2 Results of the questionnaire

### About you

2.1 The first question asked about those responding and their interest in the Penrith LCWIP consultation (Figure 1). The largest group of respondents are local residents (133 respondents), followed by those that shop in Penrith (108) and those that work in the area (77). Multiple options could be selected by respondents.

Figure 1 - Which of the following best describes the reason for your interest in this consultation? (Please tick all boxes applicable).



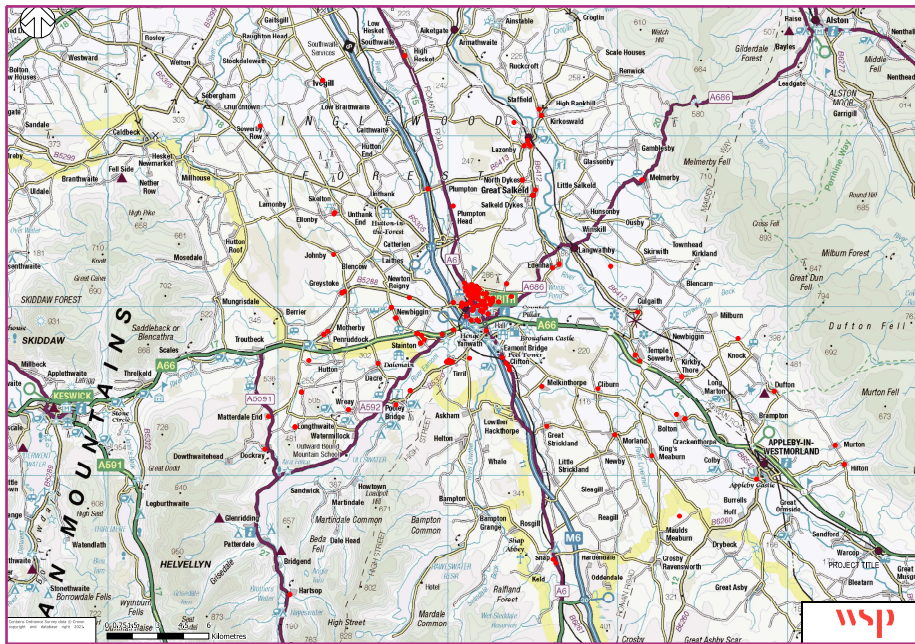
2.2 A UK postcode was requested to understand where those responding were from. Table 1 shows the largest numbers responses were from Penrith and the surrounding settlements (CA11). Three respondents came from locations outside of Cumbria. Some invalid postcodes were also present.

Table 1 - Postcode locations of respondents.

Postcode	Count	Location of postcde
CA11	131	Penrith, Greystoke, Glenridding
CA10	49	Shap, Whinfell, Bampton, Tebay
CA16	8	Appleby-in-Westmoreland
CA4	7	Wetheral, Armathwaite, Warwick Bridge
CA17	1	Brough, Kirkby Stephen
CA2	1	Carlisle (west)
CA7	1	Wigton
CA8	1	Brampton, Gilsland
L40	1	Ormskirk
N3	1	Finchley (London)

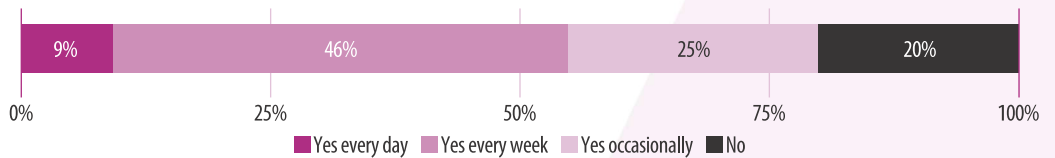


**2.3** Figure 2 shows the full postcode locations of respondents (where provided), to complement Table 1.  
 Figure 2 - Map to show postcode location of respondents.



**2.4** Respondents were asked whether they currently make journeys by cycling, and if so, how often. Figure 3 shows that a fifth of respondents do not currently make journeys by bicycle, while 9% do so every day, 46% every week and 25% occasionally.

Figure 3 - Do you currently make journeys by cycling and if so how often?

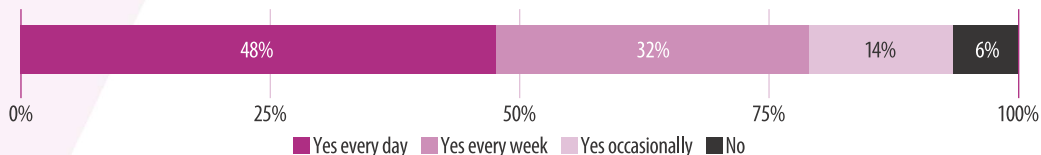


**2.5** The purposes of these journeys by bicycle can be summarised as follows (respondents could give more than one purpose):

- Leisure (141 mentions)
- Commuting (47 mentions)
- Shopping (41 mentions)
- Education (7 mentions)

**2.6** In terms of walking trips and their frequency, a larger proportion of respondents walk compared to cycling (Figure 4). This is evident in that close to half of respondents state that they walk every day. A small proportion (6%) stated that they never walk.

Figure 4 - Do you currently make journeys by walking and if so how often?



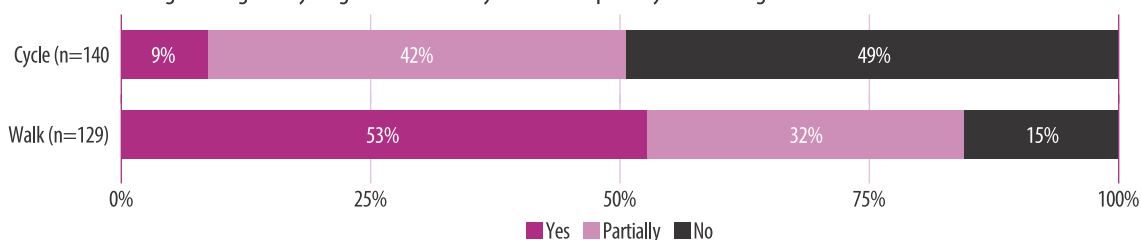
**2.7** The purposes of these walking trips are summarised in the bullet points below:

- Leisure (130 mentions)
- Shopping (94 mentions)
- Commuting (38 mentions)
- Education (7 mentions)

**Your local cycling and walking network**

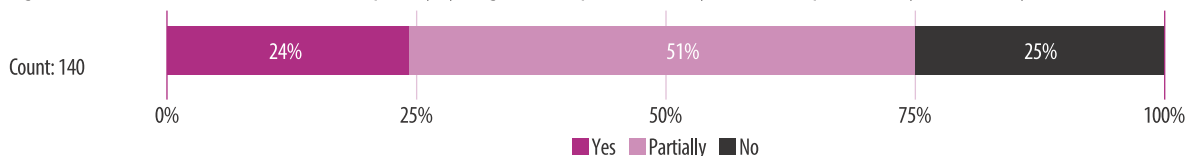
**2.8** When asked whether the existing cycling and walking routes in Penrith connect with where they want to go, many more respondents answered yes for walking routes compared to cycle routes (53% vs 9%). Figure 5 also shows a larger proportion of respondents that feel the cycle routes don't connect to their destinations compared to walking routes (49% vs 16%).

Figure 5 - Do the existing walking and cycling routes connect you with the places you wish to go?



**2.9** The Draft Priority Cycling Network Plan proposed cycle connections for Penrith, were overall considered to connect to the places respondents wished to cycle (Figure 6). Around half of the respondents partially agree with the Plan, while 24% agree fully. Meanwhile, a quarter of respondents answered no.

Figure 6 - Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?





- 2.10** For those respondents that answered 'partially' or 'no' to the questions about existing cycle routes, existing walking routes and the draft priority cycling network plan - a follow up question asked respondents to provide further feedback.
- 2.11** A summary of the most prevalent open-ended responses explaining why respondents in Penrith said that existing cycle and/or walking routes either do not or only partially connect with where they want to travel to, is shown below.

### **Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?**

- Route suggestions / routes that have been missed out from the plan (68 mentions).  
This includes the following:
  - Tirril (9 mentions).
  - Eamont Bridge (9 mentions).
  - Langwathby (8 mentions).
  - A66 as a key route (7 mentions).
  - Stainton (6 mentions).
  - Pooley Bridge (5 mentions).
  - Ullswater (4 mentions).
  - Stainton to Redhills (3 mentions).
  - Castletown (3 mentions).
  - Greystoke (3 mentions).
  - Keswick (2 mentions).
  - Askham (2 mentions).
  - Penrith Station (2 mentions).
  - Glenridding (2 mentions).
  - Beaconside School (2 mentions).
  - Temple Sowerby (2 mentions).
  - Great Saltkeld (1 mention).
  - Matterdale to Penrith (1 mentions).
  - Eden Valley to Penrith (1 mention).
  - Other Streets through Penrith.
- The current network is discontinuous and often ceases upon reaching a pinch point (2 mentions).
- Participant never cycles and will not cycle (7 mentions).
- Difficult terrain needs to be taken into account when designing routes (4 mentions).
  - A66 (2 mentions).
  - NCN7 (1 mention).
- Unsafe infrastructure / maintenance issues on cycleway / carriageway (10 mentions).
  - Road surfacing (4 mentions).
  - Greystoke to Penrith is not safe (2 mentions).
  - Carleton to Cross Keys Pub (1 mention).
  - Signage unclear (1 mention).
  - Potholes (1 mention).
  - Parking places (1 mention).
- Lack of protection for cyclists which make cycling dangerous / need for segregation between users (38). These indicate a general desire to improve all the current cycle lanes in Penrith and roads into the town centre.
  - Traffic Issues / Heavy Traffic is a deterrent to cycling (13 mentions).
  - Dangerous (10 mentions).
  - Plans inadequate / do not go far enough - only focus on Penrith (10 mentions).
  - No location specified (5 mentions).
  - Tirril to Askham (3 mentions).
  - Routes that people currently like to use (3 mentions).
  - Bus Infrastructure - Park and Ride is needed at Gilwilly (3 mentions).
  - Town centre (2 mentions).
  - Lack of Cycle Protection in Penrith Town Centre (2 mentions).
  - Cilburn Road (1 mention).
  - Brunswick Road (1 mention).
  - Temple Sowerby (1 mention).

### **Do the existing walking routes connect you with the places you wish to go?**

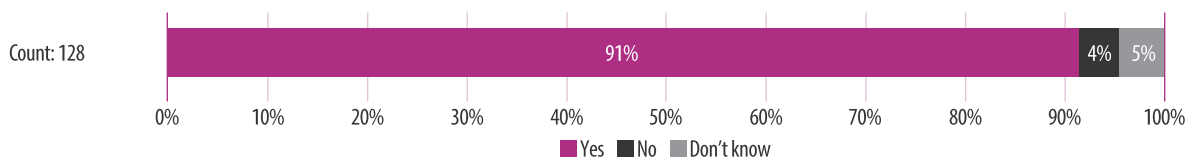
- Don't walk in Penrith (1 mention).
- Penrith area is not easy with a mobility scooter (2 mentions).
- More Disabled Parking (1 mention).
- Crossing Points are inadequate (18 mentions).
  - Morrisons Penrith Roundabout (5 mentions).
  - Brunswick Street / Cromwell Street (3 mentions).
  - Skipton Building Society. No location given (2 mentions).
  - Meeting House Lane (2 mention).
  - Out of town shopping parks (1 mention).
  - Market Place (1 mention).
  - Booths (1 mention).
  - New Squares and Great Dockway (1 mention).

- Routes outside Penrith which require footway and cycleway (35 mentions).
  - Long distance cycling walking routes (11 mentions).
  - Beacon Edge (5 mentions).
  - Alongside A66 (4 mentions).
  - Tirril (3 mentions).
  - Pooley Bridge (2 mentions).
  - Askham (2 mentions).
  - Stainton (2 mentions).
  - Skirsgill to Pooley Bridge (1 mention).
- Improve Access to certain locations (4 mentions).
  - Penrith Beacon (2 mentions).
  - Thacka Beck with a mobility Scooter (1 mention).
  - Carleton (1 mention).
- Safety (2 mentions).
  - Path from Mile Lane across the railbridge is scary on the M6 (1 mention).
  - Safer walking route from Motorway bridge to Greystoke (1 mention).
- Poorly Maintained Routes (9 Comments).
  - Routes can be muddy including Carleton and Frenchfield (4 mentions).
  - Pinchpoints can be dangerous (1 mention).
- Pedestrianise Penrith Town Centre (6 mentions).
- Narrow pavement / congestion in Penrith town centre is a barrier to walking and can be a barrier for small children (7 mentions).
- The walking network is generally good/ adequate (3 mentions).
  - The entire road network is available for walking. In recent years, dropped kerbs and zebra crossings have helped tremendously. Parked cars blocking pavements is a problem. (1 mention).

**2.12**

When asked whether they would welcome more money being spent on cycling and walking in Penrith, an overwhelmingly positive response emerged (Figure 7 with 91% of respondents agreeing, and only 4% disagreeing, indicating significant support for investment).

Figure 7 - Would you like to see more money spent on cycling and walking in Penrith?

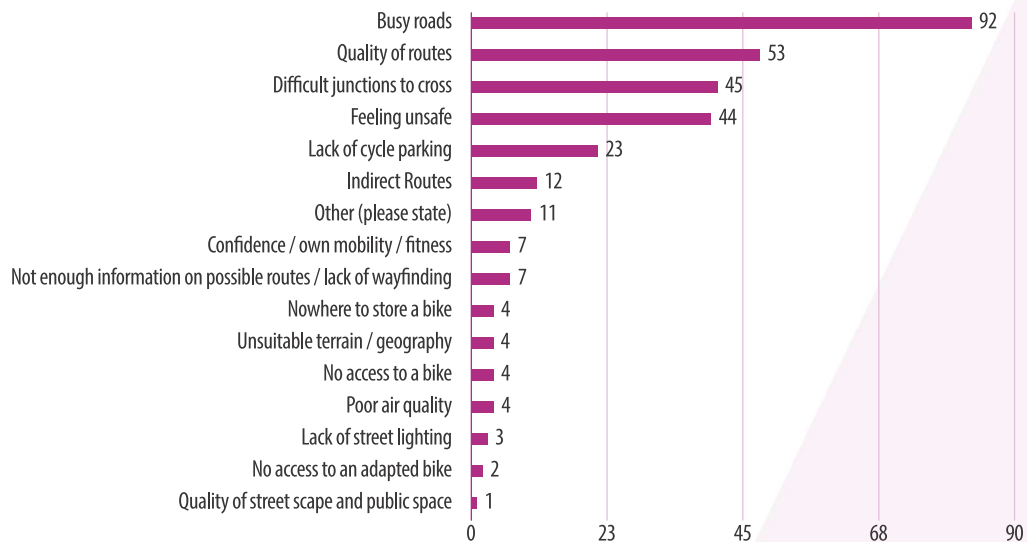




## Barriers to cycling and walking

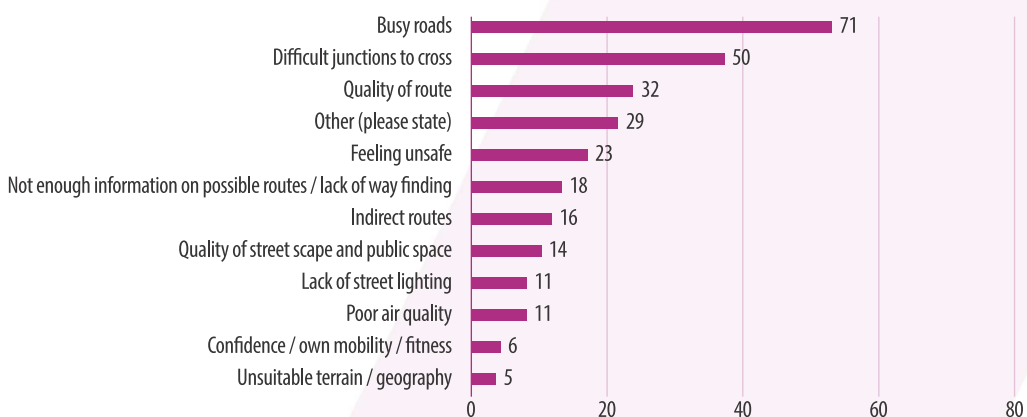
- 2.13** Figure 8 shows issues that respondents identified as making it more difficult for them to cycle in Penrith. Top of these is the presence of busy roads (92) while quality of routes (53) and difficult junctions (45) were frequently mentioned, closely followed by feeling unsafe (44).
- 2.14** Quality of street scape and public space was mentioned by one respondent, while two had no access to an adapted bike, which made it difficult for them to cycle. Lack of street lighting (three respondents) was also not a frequently mentioned issue.
- 2.15** Other reasons mentioned (11 responses) included poor road surfaces (3 mentions), weather (1 mention), as well as age, lack of desire, lack of time, lack of a coherent cycle strategy (1 mention each). In an issue local to Penrith, one respondent also mentioned that the A66 is a significant barrier – but added that the proposed upgrade to the road provides an excellent opportunity to introduce a cycle superhighway to Brough, as part of the improvements.

Figure 8 - Do any of the following make it difficult for you to cycle? (Please select your top 3)



- 2.16** A similar question asked respondents what the main barriers to walking were - as before they were asked to select their top three. As shown in Figure 9, the main obstacle was the presence of busy roads (71 respondents), while the presence of difficult junctions to cross (50) was also prevalent among respondents. Meanwhile, unsuitable terrain and geography is not considered to be a major barrier to most respondents, with this being mentioned by only five respondents in their top three issues that make it most difficult to cycle. Lack of confidence / mobility or fitness was also infrequently mentioned, with only six respondents identifying this as a barrier.
- 2.17** Other reasons mentioned (29 responses) included cars being parked on pavements as obstacles (4 mentions), noise from passing traffic (1 mention), as well as health reasons, too great a distance to travel with young children, weather, and a lack of circular routes (one mention each).

Figure 9 - Do any of the following make it difficult for you to cycle? (Please select your top 3)

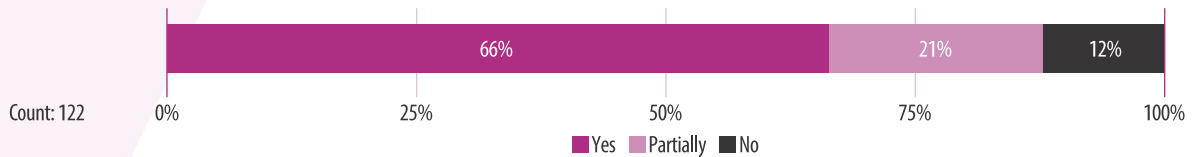




**Changing to cycling or walking**

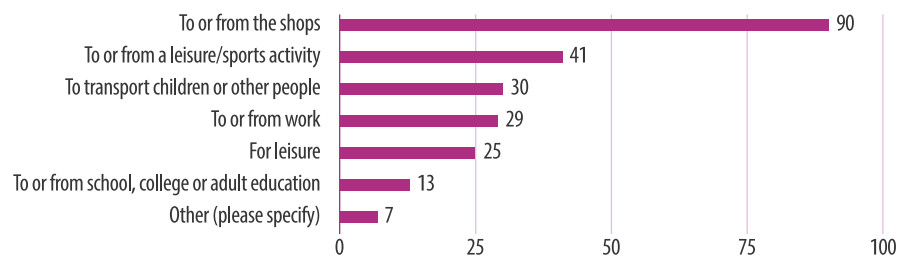
**2.18** Respondents were asked whether they made any journeys by car to places that are within walking or cycling distance. As Figure 10 shows, a majority of respondents confirmed that they make journeys by car to locations within walking and cycling distance (66%). This does however suggest that due to the distances involved, considerable scope exists for these journeys to be made by active travel modes as an alternative to car use.

Figure 10 - Do you make any journeys by car to places that are within walking or cycling distance?



**2.19** As a follow up to the previous question, respondents were asked to describe the purpose of the journeys that are made to places within cycling or walking distance. Respondents could give more than one reason (Figure 11). The main reasons given are for journeys to and from the shops (90 respondents), followed by those travelling to or from a leisure or sports activity (41 respondents). A total of seven respondents also gave other reasons, which included: the need to carry items or large loads (including shopping), due to time pressures, visiting friends, and for work purposes (e.g. needing to bring along equipment).

Figure 11 - For what purpose do you make journeys by car to places that are within cycling or walking distance?

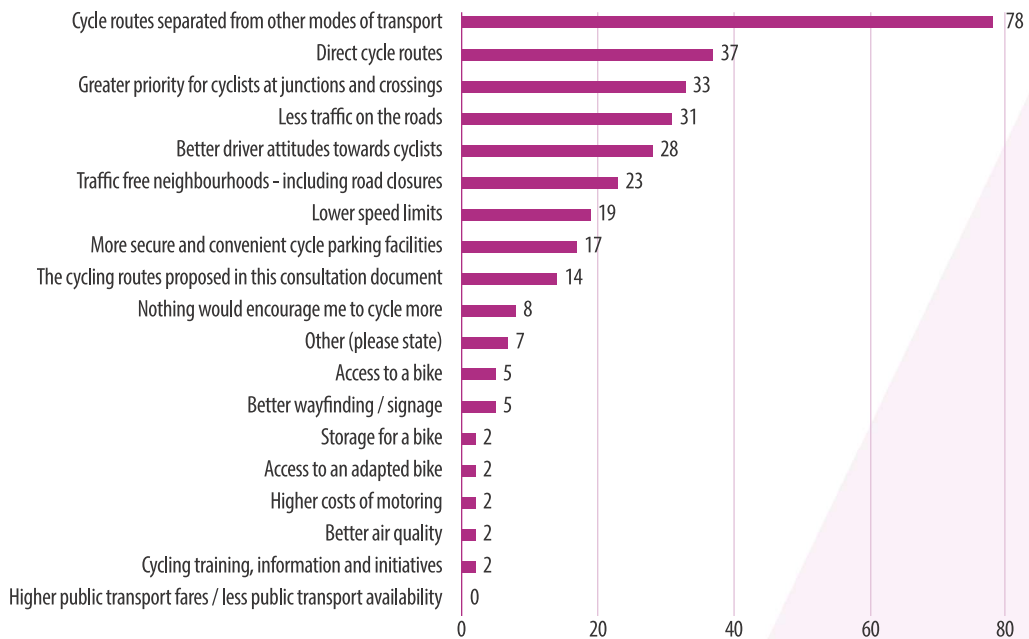




## 2.20

Next, respondents were asked to give details of what would encourage them to cycle more than they do currently (shown in Figure 12). As with previous questions, respondents were asked to indicate the top three items that would encourage increased cycling. The most commonly mentioned items were segregated cycle routes with separation from other modes of travel (78 respondents - out of 119 respondents overall, meaning 66% of respondents to this question mentioned this). Direct cycle routes (37), greater cycle priority at junctions and crossings (33) were also mentioned most by respondents. Interestingly, the use of 'stick' measures is not supported, with higher public transport fares not being selected by any respondents and higher motoring costs appearing only twice.

Figure 12 - What would encourage you to cycle more? (Please select your top 3)

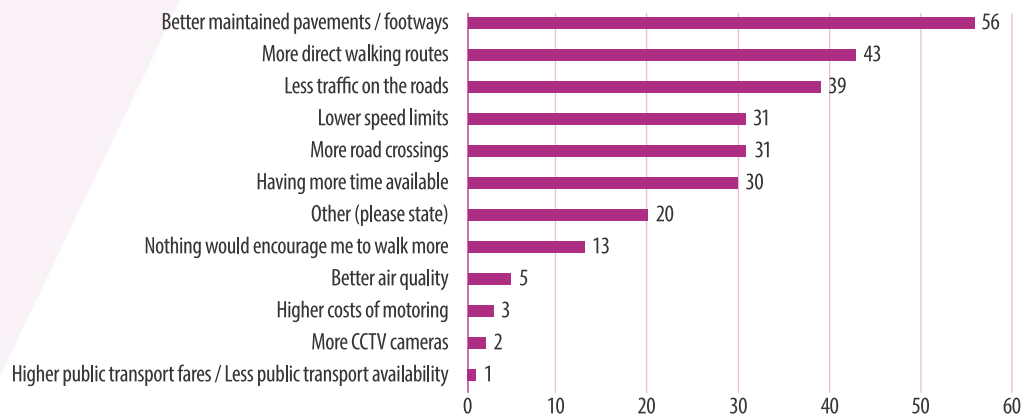


## 2.21

A total of seven respondents mentioned 'other' measures, which included: a need for better maintenance and surface quality, improved drainage, more legal protection for cyclists, more time, and availability of showers at the workplace.

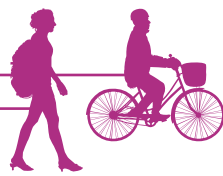
**2.22** The next question asked the same, but for walking. As Figure 13 shows, the main measures that would be most likely to encourage greater walking and cycling were better maintained pavements and footways (56 respondents - 47% of respondents to the question), more direct walking routes (43 respondents), less traffic on the roads (39), lower speed limits (31) and more road crossings (31). As for the cycling responses, 'stick' measures were not commonly mentioned as a means to encourage walking – with higher public transport fares and higher costs of motoring being infrequently mentioned (1 and 3 respondents respectively).

Figure 13 - What would encourage you to walk more? (Please select your top 3)



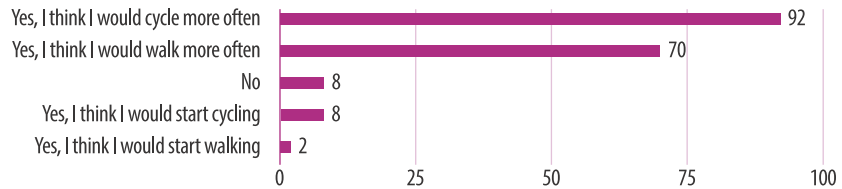
**2.23** A total of 20 respondents mentioned 'other' measures, which included: a desire to have larger traffic-free areas within Penrith town centre, such as providing areas of pedestrianisation. Improvements to parking including preventing vehicles from parking on pavements was also a key measure, while other issues mentioned better provision of separated routes from traffic to protect users. A wider issue mentioned was the need for improvement to public transport in the Eden Valley.

**2.24** The results shown in Figure 12 and Figure 13 suggest that 'carrot' type measures which incentivise sustainable travel are more likely to encourage sustainable behaviour in Penrith, than 'stick' type measures which seek to de-incentivise alternatives. This is further borne out in the results shown in Figure 14 which suggest that improvements to cycling and walking routes would encourage cycling and walking - with 8 respondents out of 119 that answered the question, indicating that this would not do so. Meanwhile, 92 respondents felt that improvements would encourage them to cycle more often, and 70 said the same for walking. Two respondents said that they would start walking, while eight said that they would start cycling - suggesting that there is scope for some newly encouraged cycling and walking trips from any improvements in Penrith.



**2.25** The results in Figure 14 show that out of all 209 respondents, 44% would cycle more often than they do currently, while 33% would walk more often, 4% would start cycling and 1% would start walking. 4% of respondents said that improvements in Penrith would make no difference to their walking and cycling behaviour (i.e. no).

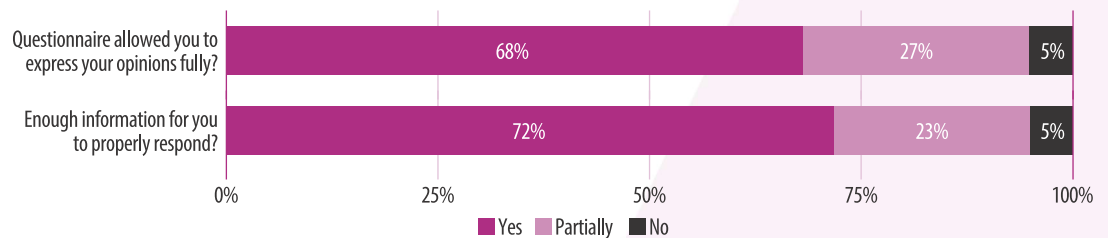
Figure 14 - Would improvements to cycling and walking routes encourage you to walk and/or cycle more often?  
(Please select all that apply)



### Consultation feedback

**2.26** The final question in the survey asked whether respondents felt that they had been provided with enough information about the Penrith LCWIP to properly respond, and whether the questionnaire allowed them to express their opinions fully. The results shown in Figure 15 indicate that respondents did in the main feel that there was enough information provided in order to properly respond to the consultation, with 72% of respondents answering 'yes' and 23% 'partially'. Meanwhile 5% of respondents said that there was insufficient information to allow for a proper response. Also, 68% of respondents felt that the questionnaire allowed them to express their opinions fully, while 27% felt that it did so 'partially'. Meanwhile, 5% disagreed with this comment.

Figure 15 - Was enough information provided and did the questionnaire allow full expression of opinions?



### 3 Further comment and questions

3.1 A further three questions were included which allowed respondents an opportunity to comment on improving cycling and walking in Penrith and to give more feedback on their experience.

**Are there any routes that you would like to see developed as quieter alternatives to the draft priority network?**

- Extend the Gillwilly Lane route fully into and around the Gillwilly employment site, and from Gillwilly to the A66 underpass (Penrith to Stainton) to avoid needing to go along the A66 (3 mentions).
- Due to the presence of cycle routes on A66, which is also congested – air pollution can potentially cause health issues to users (1 mention).
- Eamont Bridge, Penrith, Pooley Bridge, and Tirril / Sockbridge should be connected via safe cycling / walking routes (9 mentions).
- Kemplay roundabout through Eamont Bridge to the end of the road to Cliburn (2 mentions).
- Fellside to Penrith (1 mention).
- Penrith to Ullswater through Eamont Bridge needs to be improved.
- Bridleway alongside Ullswater, such that walkers and cyclists can proceed safely along the lake to Glenridding, etc (3 mentions).
- Penrith to Stonybeck roundabout along A6 needs to be improved (1 mention).
- Direct route from Castletown to the leisure centre (1 mention).
- Need improvements to cycle routes linking the rural areas outside Penrith (between villages) in terms of cycle priority / segregated cycle paths by reallocation of space. Such measures will lead to improved safety due to causing motorists to slow down (4 mentions).
- Need safe and connected cycle routes between main routes, and also to Centre Parcs (3 mentions).
- Direct routes preferred for work / shopping to encourage cycling for leisure (3 mentions). This includes the following:
  - Route from Keswick to Threlkeld.
  - Direct route to Keswick instead of routing via Mungrisdale.
  - Direct route to Dalemmain / Pooley Bridge rather than needing to use Lake Road.
- Drovers lane (1 mention).
- A route along the A686 to Langwathby, via Eden Hall (2 mentions).
- Penrith to Matteredale (1 mentions).
- Thacka Beck Trail - joining up the green space and making the route to Thacka nature reserve safer by improving the junction on Scotland Road to Thacka Lane. Also, developing a route from Thacka Lane to Gilwilly under the railway arch (3 mentions).
- Nateby Road, Kirkby Stephen (1 mention).
- Using Castle Park for pedestrian access to the town centre. Routing from the railway station along the old railway line (converted to a walking and cycling route) as far as the 'Auction Mart' and then a bridge over to Skirsgill for onward walking and cycling to Ullswater (1 mention).
- Circular route around Penrith (2 mentions).
- Edenhall west A686 junction to Penrith, and Edenhall east A686 junction to and including Langwathby Bridge (1 mention).
- Decongesting town centres and making space more social and safer (1 mention).
- Need to improve connectivity along A66 corridor between North and South and the River Eden: between Brougham Castle to St Ninian and Ninekirks Church. Also need to clean the French Fields Underpass (1 mention).
- Suggest route from A66 to Kiddlywinks meadows, and then a roundabout over Tramontana Bridge, then through Eamont Bridge to Lowther (5 mentions).
- Route to Greystoke (1 mention)
- Pedestrianise Castlegate and consider Castle Drive to Ullswater Road instead of Castlegate (2 mentions).
- Suggest a route along Skirsgil Lane in Eamont Bridge, with direct access to Skirsgil roundabout (1 mention).



- Need off road cycle paths such as around the beacon. Also, please provide more leisure routes out of Penrith such as to the National Park by providing safer routes out of town. Paths could also be routed through parks to keep drivers safe (3 mentions).
- Safe and step free route from Pategill and the new housing around Carleton to Tynfield (1 mention).
- Links between Penrith and surrounding villages such as Lanwathby and Temple Sowerby (1 mention).
- The road opposite Milestone House towards Catterlen (1 mention).
- More contra flow cycle lanes on one-way streets, particularly in residential areas (1 mention).
- Dedicated access should be provided to public transport (1 mention).
- Provide an off-road alternative at Brougham Castle, also link the NCN to Newton Rigg and Lowther Holiday Park (1 mention).
- Ensuring residential developments are accessible (1 mention).
- Walking should be given emphasis on rather than cycling (1 mention).
- Much longer distance routes should be developed for walking and cycling (1 mention).
- Avoid including hilly areas in routes, as the steepness makes them less attractive. An example provided was Carleton Road via Frenchfield Way linked to Fell Lane coming out on Brent Road (1 mention).
- Ways of getting beyond the A66 and M6 to the quieter roads (1 mention).

#### **Do you have any other comments on improving cycling and walking in Penrith?**

- Remove traffic from the town centre of Penrith (e.g. along Middlegate and around the Market Square (4 mentions).
- Remove parking from the town centre of Penrith (3 mention).
- Well designed and engineered cycleways (1 mention).
- Motor vehicles are prioritised, making it unsafe for cycling and walking. Suggest infrastructure is needed, such as 20mph routes, pedestrianised zones, Traffic calming measures and dedicated cycle routes (12 mentions).
- Be aware of unsafe junctions such as at the bottom of Brunswick Road, plus roundabouts at Ullswater Road and Haweswater Road (2 mentions).
- Electric scooters and skateboards with shared cycle lane (1 mention).
- A bus service combined with walking and cycling can shift people away from private transport (2 mentions).
- Dedicated / segregated cycle tracks / lanes (e.g. from Penrith to Ullswater / Pooley Bridge (15 mentions).
- Safe crossings: More toucan crossings needed for pedestrians (e.g.: Mini roundabout by morrison) (3 mention).
- Improve awareness by educating drivers, cyclists and pedestrians. Also, ensuring cyclists are using the right equipment (5 mentions).
- Sweep clean cycleways and footpaths (1 mention).
- Making routes more accessible to cyclists, and encouraging more people to cycle into Penrith from surrounding areas (e.g. along route A686) (2 mention).
- Need surface repairs and improvements to roads, kerbs, and footpaths (2 mention).
- Wider roads to ensure people feel confident and safe (1 mention).
- Need for longer and continuous walking / cycling routes around Penrith (3 mention).
- Make routes more attractive in terms of ecology, cleanliness, air quality, or cultural attractions (2 mention). Also note that the cycle route to Newton Rigg past Thacka becomes unusable in winter.
- More contraflow cycle lanes are needed on one way only streets, such as on Drovers Lane (1 mention).
- Cleaner signages for cyclists (2 mention).
- Discourage mixed uses of walking and cycling on shared paths (1 mention).
- Better road markings are needed to remind drivers of the presence of cycle lanes. Also, feel that contraflow cycle lanes are dangerous (1 mention).
- Money would be better spent on road maintenance (1 mention).
- Needs to link into a wider Eden cycle routes strategy (1 mention).
- Connecting the Center Parks holiday complex into the cycle network (1 mention).
- Stop blocking the route into the Beacon wood through the cemetery (1 mention).

- Universal accessibility should be focussed on for all routes (1 mention).
- Footpath alongside the library / St Andrews Church should remain pedestrian only as existence of cafes makes it totally unsuitable for cyclists (1 mention).
- Access to Penrith from surrounding villages should be improved (3 mentions).
- Access from the south along the A6. The route from Pooley Bridge to Eamont Bridge is dangerous with muddy fields.
- Traffic separation along the A592 past the station (1 mention).
- Connecting the old railway lines for cycling, walking or even trains between Penrith, Appleby or Keswick (1 mention).
- Creating a one-way system around town which allows sufficient space for both bicycles and motor vehicles (1 mention).

### **We really value your feedback, please use this space to tell us more about cycling and walking in Penrith.**

- Map formatting (4 mentions).
- Segregated cycle tracks and physical separation from motorised traffic (e.g. routes around Ullswater - HGV's making it unsafe (15 mention).
- Well maintained cycle track, such as overgrown vegetations, muddy surfaces (7 mentions).
  - Path from Thacka Beck Nature Reserve to Eden Business Park.
  - Bridge under the A66 at Frenchfield.
  - Route to Newton Rigg college.
- Cyclists / pedestrians should be given priority to ensure they feel safe and confident (13 mentions).
- Bus routes should be linked to cycling/walk links to form joined-up network making journey seamless. Park and ride might help (4 mentions).
- Enhancing and improvement of NCN network (1 mention).
- Lack of materialising plans on ground (1 mention)
- Connecting villages around / to Penrith and maintaining the existing ones such as Langwathby in one direction, Greystoke and Hackthorpe (10 mentions).
- Draft Priority Cycling Network and a suggested cycling network should be the same (1 mentions).
- Aggressive motorists to be restricted as they create disturbance (3 mentions).
- Some provision to improve mobility for elderly people (1 mention).
- Happy with the existing conditions (3 mentions).
- Educating / spreading awareness among drivers and cyclists (3 mentions).
- Good crossing points for pushchairs / wheelchairs (1 mention).
- Right balance on shared paths between different users (1 mention).
- Steep slopes of Penrith are dangerous and unsafe (3 mentions).
- Making the Kemplay Bank roundabout safe and easy for children (1 mention).
- Motorcyclists should also be considered in the studies (2 mentions).
- Badly engineered infrastructure is a problem - cyclists should be designing it themselves. For example, it is difficult to cross M6 / A66 roundabout junctions. Also, difficult to manoeuvre for wheelchair users and those using a mobility scooter. Want to see seamless merging of cycle lanes, plus priority given to cyclists over turning traffic (8 mentions).
- Not satisfied with questionnaire (1 mention).
- A66 needs a proper cycle / walk route with suitable surface (1 mentions).
- Consultation document not easily available (3 mentions).
- Upgrade off road footpaths around Penrith into multi-user paths (1 mention).
- Focusing just on town centre (3 mentions).
- Lack of public transport pushes people to use cars (2 mentions).
- Do not reallocate spaces from drivers (1 mention).
- Basic amenities such as toilets, shelters from rain, etc (2 mentions).
- Need to share the questionnaire to target audience (2 mentions).
- Additional cycling route could be constructed between Scotland Road and Robinson Street (Thacka Lane) (1 mention).
- Routes out of Penrith are not easily accessible (1 mention).
- Narrow and congested road to Eamont Bridge (uncomfortable) (1 mention).

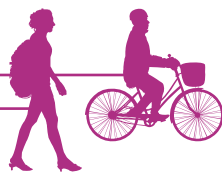


- Providing better connectivity to Penrith by developing off road cycle routes through A66 connecting as follows (1 mention).
  - Kirby Thore.
  - Appleby.
  - Routes to Carlisle in North and Lakes to the West.
- Cafes / restaurants should be allowed to have outdoor seating (1 mention).
- Prefer the building off-road links, such as redeveloping old railway lines rather than segregated lanes in town. For example, the Keswick to Penrith route via the Threlkeld tunnels, plus there is an old line from Clifton to Appleby, linking with Sustrans Route 71 in Clifton and Route 68 in Appleby. (Mention 1)



## 4 Summary

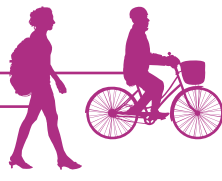
- 4.1** A total of 209 responses were received to the Penrith LCWIP consultation questionnaire. Of those responses, most had an interest in the proposals due to living in the area, while there were also large numbers that shop or work in Penrith.
- 4.2** The vast majority of respondents came from the CA11 postcode which covers Penrith and areas around the town, while there were also large numbers of respondents from the CA10 postcode, which covers Shap, Whinfell and Tebay.
- 4.3** In terms of key findings:
- More respondents walk than cycle currently (20% do not cycle, 6% do not walk).
  - Respondents feel that the existing walking routes and cycling routes connect with the places they wish to go to (more so for walking routes (53% answering 'yes') than cycling (9% stating 'yes')). Meanwhile 49% answered 'no' for cycling vs 16% for walking.
  - Three-quarters of respondents consider that the draft priority cycling network plan either partially or fully connect with the places that people wish to cycle to.
  - Respondents were overwhelmingly supportive about the idea of more money being spent on cycling and walking in Penrith (91% would like to see this, while 4% would not).
  - The main obstacles to cycling in Penrith were busy roads (92 respondents), quality of routes (53) and difficult junctions to cross (45). Encouragingly, terrain and geography were not considered to be a major barrier to cycling (four people mentioned this).
  - The main obstacles to walking were busy roads (71 respondents) and difficult junctions to cross (50). Terrain and geography were mentioned as a barrier to walking by five people, the smallest issue raised in terms of number of respondents.
  - 87% of respondents currently make journeys by car to places that are within walking or cycling distance (either fully or partially) – most of these being for shopping trips (90 respondents).
  - Cycle routes separated from other modes of travel were seen as the most common measure that would encourage more cycling in Penrith, being mentioned by 78 respondents.
  - Better maintained pavements and footways were seen as the most common measure that would encourage more walking in Penrith (56 respondents).
  - There was some indication in the responses, that 'carrot' type measures which incentivise sustainable travel were more likely to encourage sustainable behaviour than 'stick' type measures which seek to de-incentivise alternatives (raising costs for public transport and motoring were not mentioned by many respondents as a means of encouraging walking and cycling). Higher public transport costs received no mentions at all as a measure to encourage cycling and were only mentioned by one respondent in regard to encouraging walking more.
  - Improvements to cycling and walking routes would encourage respondents to walk and/or cycle more often than they do currently in Penrith (all but eight of the respondents stating they would either start walking or cycling or do so more often).
- 4.4** Respondents agreed that the questionnaire had allowed them to express their opinions fully (68% agreed) while a large majority also felt that enough information was provided to respond properly (72% agreed).



## 5 Next Steps

- 5.1** The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to integrate into the development of the LCWIP for Penrith. The responses we have received have given us essential data on which to base the further refinement of the LCWIP and the comments made are also crucial to us in understanding the localised issues which are key to successful LCWIP refinement and delivery of a plan which encourages active travel by providing interventions in areas where these are most likely to derive the greatest benefit.
- 5.2** Further refining of the LCWIP will take place over the coming months, with a further consultation to seek comments on the final proposed priority cycling network and the types of improvements that could be delivered and the suggested walking improvements. Following the consultation, the LCWIP will be finalised and provide a clear 10-year plan for investment in cycling.





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