



Consultation Report

Whitehaven Cycling and Walking



Proud of our past. Energised for our future.



Contents

1 Introduction	2
2 Results of questionnaire	3
3 Further comments and questions	13
4 Summary	16
5 Next steps	17

1 Introduction

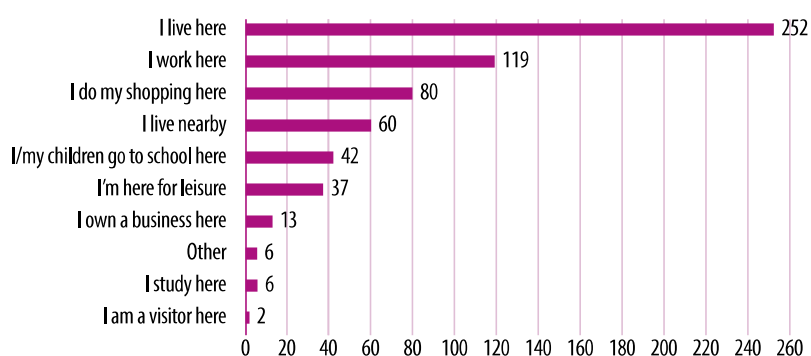
- 1.1** Cumbria County Council are developing a programme of Local Cycling Walking Infrastructure Plans (LCWIP). These are being developed for locations across the county, including Whitehaven. As part of the development of the LCWIP, a consultation has been undertaken to seek public opinion on the work 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 Whitehaven, 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 Whitehaven.
 - 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.
 - Levels of support for improvements identified around Whitehaven town centre.
 - Open questions to provide insights on improving cycling and walking in Penrith.
- 1.4** A total of 316 responses were received to the Whitehaven 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 Whitehaven LCWIP consultation (Figure 1). The largest group of respondents are local residents (252 respondents), followed by those that work in Whitehaven (119) and those that shop in the area (80). Sixty respondents also said that they live nearby, but not within Whitehaven itself. Multiple options could be selected by respondents.

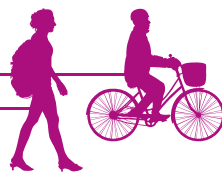
Figure 1 - Which of the following best describes the reason for your interest in this consultation? (Please tick all boxes applicable).



2.2 A UK postcode was requested to understand where those responding were from. Table 1 shows the largest numbers responses were from St Bees, to the south of Whitehaven (145), while 89 respondents were from Whitehaven itself and 25 were from Egremont. Most of the remaining respondents gave postcodes in Cumbria. Six respondents came from locations outside of Cumbria.

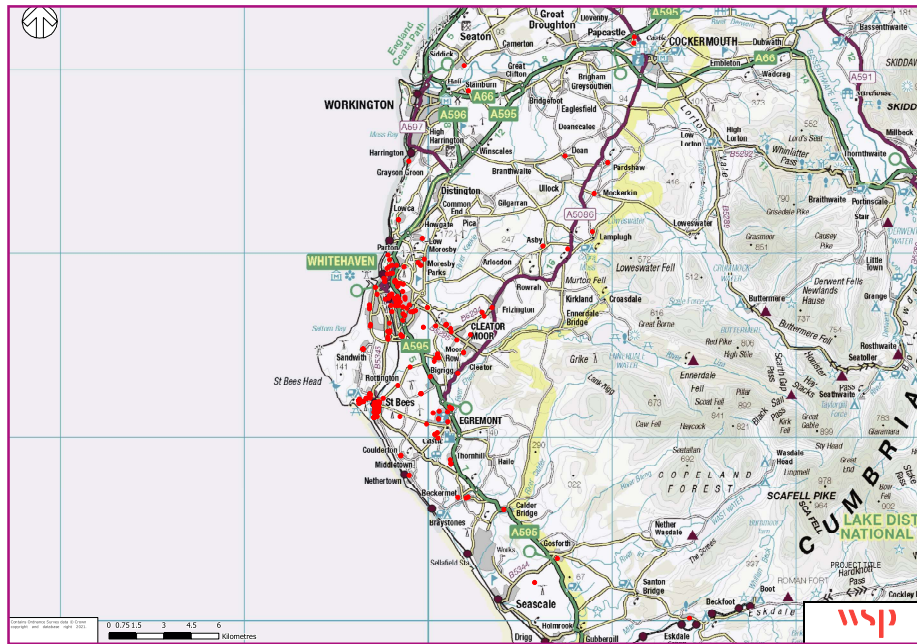
Table 1 - Postcode locations of respondents.

Postcode	Count	Location of postcode
CA27	145	St Bees
CA28	89	Whitehaven, Parton
CA22	25	Egremont
CA25	9	Cleator Moor
CA14	7	Workington, Distington
CA24	7	Moor Row
CA13	4	Cockermouth, Buttermere
CA26	4	Frizington
CA20	3	Seascale, Calder Bridge
CA21	3	Beckermet
BL6	1	Bolton
CA11	1	Penrith, Greystoke, Glenridding
CA19	1	Drigg, Holmrook, Boot
CA23	1	Ennerdale Bridge
CA7	1	Wigton, Aspatria
G31	1	Glasgow
LA18	1	Millom
LA19	1	Bootle
NR8	1	Norwich
WA14	1	Altrincham



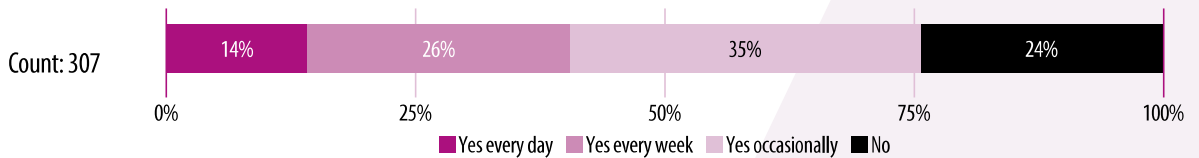
2.3 Figure 2 shows the full postcode locations of respondents (where provided), to complement Table 1.

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 close to a quarter of respondents do not currently make journey by bicycle, while 14% do so every day, 26% every week and 35% occasionally.

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

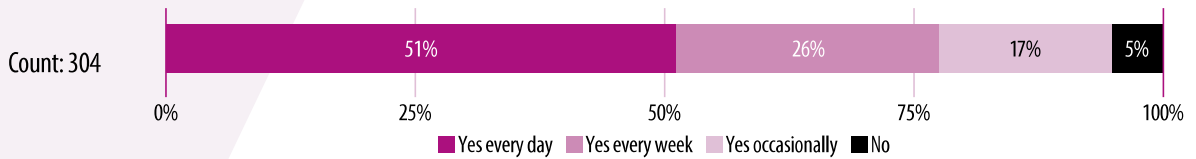


2.5 The purposes of these journeys by bicycle can be summarised as follows (respondents could give more than one purpose):

- Leisure (197 mentions)
- Commuting (92 mentions)
- Shopping (28 mentions)
- Education (2 mentions)

2.6 In terms of walking trips and their frequency (Figure 4), close to half of respondents stated that they walk every day. A small proportion (5%) stated that they never walk.

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



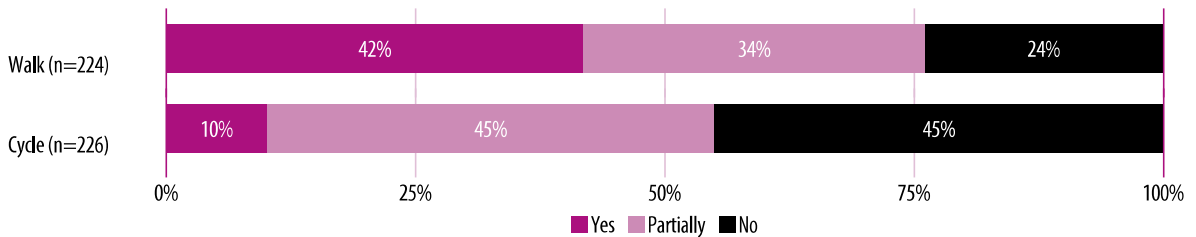
2.7 The purposes of these walking trips are summarised in the bullet points below:

- Leisure (235 mentions)
- Shopping (67 mentions)
- Commuting (36 mentions)
- Education (8 mentions)

Your local cycling and walking network

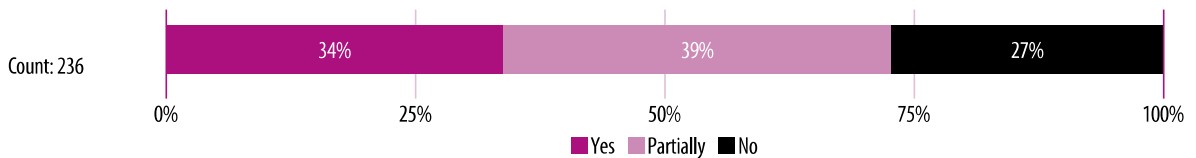
2.8 When asked whether the existing cycling and walking routes in Whitehaven connect with where they want to go, many more respondents answered yes for walking routes compared to cycle routes (42% vs 10%). Figure 5 also shows a larger proportion of respondents that feel the cycle routes don't connect to their destinations compared to walking routes (45% vs 24%).

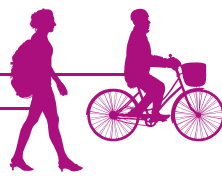
Figure 5 - Do the existing walking and cycling routes connect you with the places you wish to go?



2.9 The Draft Priority Cycling Network Plan proposed cycle connections for Whitehaven, were overall considered to connect to the places respondents wished to cycle (Figure 6). Over a third (39%) of the respondents partially agree with the Plan, while 34% agree fully. Meanwhile, just over 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 is shown below.

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

- Valley Route Connecting St Bees with other towns. Avoids cycling over steep hills (128 mentions).
This includes the following:
 - St Bees to Whitehaven (56 mentions).
 - St Bees to Mirehouse (16 mentions).
 - St Bees to Sellafield (7 mentions).
 - St Bees to Egremont (5 mentions).
 - St Bees to Linethwaite (3 mentions).
 - St Bees to Westlakes (2 mentions).
 - St Bees to Nethertown (2 mentions).
 - St Bees to cycle route 71 / 72 (3 mentions).
 - Moor Row (1 mention).
 - St Bees to the coast (2 mentions).
- Provisions should be made to support cycling into Sellafield from Whitehaven - Currently it is unsafe with high levels of traffic. It is a core centre of employment in the area (14 mentions).
- Whitehaven Town Centre is poorly provisioned for active travel (3 mentions).
 - Draft policy covers Victoria Road, but should extend down to Whitehaven encompassing St James school. That particular bit of road is very busy especially at school drop off times (1 mention).
- Improve Links to Westlakes science park as it is a key centre of employment (7 mentions).
- Routes are not maintained (2 mentions).
 - Whitehaven to Sellafield (1 mention).
 - NCN72 (1 mention).
- Whitehaven improve connections to other areas such as Mirehouse, Gosforth, Egremont, Keswick and Cockermouth (20 mentions).
- Proposed C2C Route connecting Whitehaven (3 mentions).
- Corckicle to Brantsy C2C route is poor (1 mention).
- C2C needs repairs (1 mention).
- Routes connecting Hensingham are poor, to Cleator Moor, Moor Row, St Bees and Victoria Road (5 mentions).
- Narrow and busy roads which are poor for cycling around Whitehaven, Westlakes Park, St Bees and Sellafield (13 mentions).
- Current routes are dangerous or unsafe (45 mentions).
 - St Bees to Whitehaven current route (20 mentions).
 - St Bees to Mirehouse (4 mentions).
 - St Bees to Westlakes science park is dangerous (2 mentions)
 - No safe route from Egremont to Moor Row (1 mention).
 - Linethwaite route is dangerous (1 mention).
 - Whitehaven to Rowrah (1 mention).
 - Gosforth to Seascale cycleway (1 mention).
 - Hadrians cycleway from Seascale to Sellafield (1 mention).
 - Egremont to Moor Row (1 mention).
 - Safe route to Sellafield (1 mention).
 - Routes from Hospital. (1 mention).
 - Snebro Road to Hopeland pool (1 mention).
 - Purpose Built Track along the railway line to Sellafield would help prevent accidents on the A595 (1 mention).
 - Safe route needed on the A595 from Waberthwaite North to Waberthwaite South, Waitherbraite School and Broad Oak (4 mentions).
 - A595 from Calder Bridge to Gosforth (1 mention).
 - I would like to buy a bike myself and cycle with my son but there is no point at the moment because I'd struggle transporting the bikes to somewhere suitable to actually begin the ride. (1 mention).

- The A595 is not suitable for cycling currently due to narrow verges and busy traffic (17 mentions).
- I don't walk (1 mention).
- There is a good cycle route that is not included in your document which is to use the B5345 out from Whitehaven past the cemetery which is a nice wide road with a relatively gentle gradient (particularly compared to the Ginns to Kells road or Rosemary Lane/Harbour View alternatives). It then ideally requires conversion of the footpath from Greenbank to Wilson Pit to a bridleway which could be done given the new development in the area, currently the footpath is blocked up by the developer. This then avoids the drop down from Greenbank to the St Bees Road/ Mirehouse Road/Wilson Pit road junction which is hazardous for bicycles and involves steep gradients (1 mention).

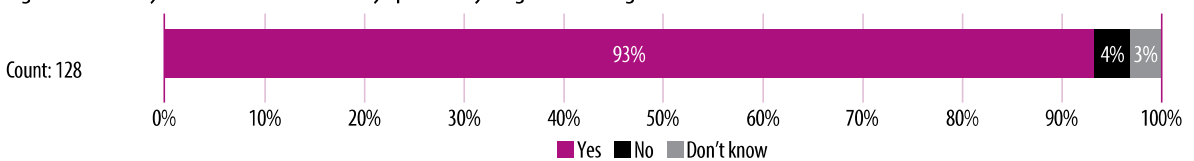
Do the existing walking routes connect you with the places you wish to go?

- The existing routes are inadequate (1 mention).
- More buses are needed (2 mention).
- The route from St Bees to Whitehaven / Mirehouse/ Sandwith is inadequate/ unsafe and there needs to be a route created through the flatter valley, this was not included in the plan (85 mentions).
- Mirehouse to Kells - the path is too narrow and often floods (1 mentions).
- Harras Road and Wilson Pit Road - Dangerous for families walking into Whitehaven (2 mentions).
- No safe walking route from Waberthwaite to Ravenglass (1 mentions).
- Improve links from Calderbridge to the Hospital (1 mentions).
- More protection on roads is needed (1 mentions).
- Improve Links into town centre from Schools / station (6 mentions).
- Difficult junction from Front Corkrickle to Low Corkrickle (1 mention).
- Maintenance / condition of some routes is poor (8 mentions).
- Improve Surfacing (especially into Sellafield) (2 mentions).
- Pavement is used illegally by cyclists (1 mentions).
- Route from St Bees to Egremont needs to be approved (9 mentions).
- Inadequate connections to Hensingham to Whitehaven Town Centre (3 mentions).
- There needs to be a route from St Bees to Cleator Moor (3 mentions).
- The coastal path is not fully connected and difficult to walk with the kids (3 mentions).
- More signposted routes are needed (1 mention).

2.12

When asked whether they would welcome more money being spent on cycling and walking in Whitehaven, an overwhelmingly positive response emerged (Figure 7). With the 93% of respondents agreeing, and only 4% disagreeing, indicating that there is a significant level of support for investment in cycling and walking in Whitehaven.

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

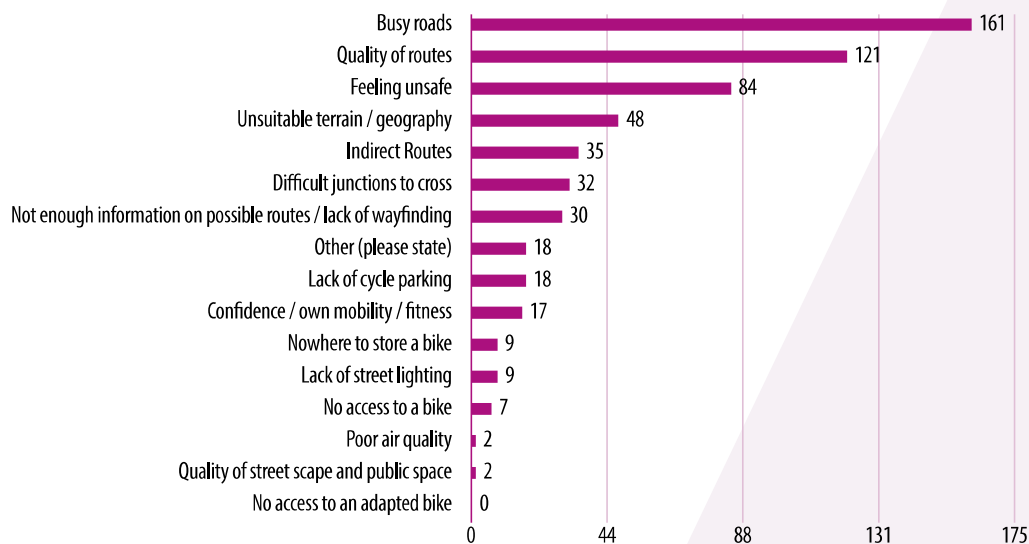




Barriers to cycling and walking

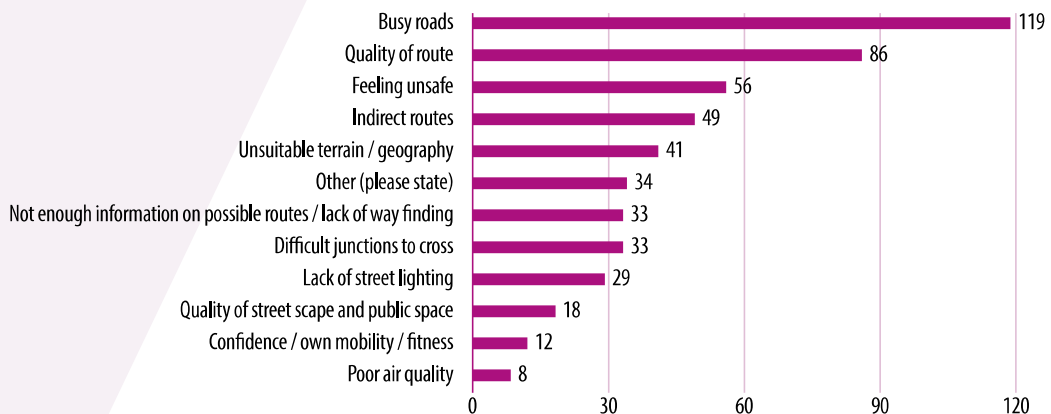
- 2.13** Figure 8 shows issues that respondents identified as making it more difficult for them to cycle in Whitehaven. Top of these is the presence of busy roads (161) followed by Quality of routes (121) and a feeling of being unsafe (84). Unsuitable terrain was also mentioned by 48 respondents, perhaps in recognition of the hilly topography of the Cumbrian coast in the vicinity of Whitehaven, with some surrounding villages and suburbs being considerably elevated above the town centre and marina.
- 2.14** Quality of street scape and public space was mentioned by two respondents, while no respondents mentioned having no access to an adapted bike. Poor air quality (two respondents) was also not a frequently mentioned issue.
- 2.15** Other reasons mentioned (18 responses) included the number of hills and the fact that these make it unattractive to cycle to certain areas (four mentions), presence of narrow roads (two mentions), feeling unsafe (two mentions) as well as concerns about poor maintenance and condition of existing routes (two mentions). Further comments mentioning reasons for difficulty cycling related to a lack of off-road cycle routes, lack of interest in cycling and driver behaviour. Physical barriers and gates preventing access for cyclists were also mentioned twice, although there is no indication as to where these barriers are.

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 their 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 (119 respondents), while the quality of route (86) and a feeling of being unsafe (56) were also prevalent among respondents. Meanwhile, in terms of physical characteristics making it difficult to walk around Whitehaven, unsuitable terrain and geography is considered to be a major barrier to 41 respondents and indirect routes to 49 respondents. Poor air quality (8 respondents) and lack of confidence / mobility or fitness (12 respondents) were the least mentioned barriers.
- 2.17** Other responses mentioned (34) that there were no barriers, and that there was no option to say 'no barrier' within the responses. Of those that did give reasons, these included a lack of pavements (3 mentions), poorly connected routes, narrow paths and the presence of fast cars (1 mention each). Local geography was also mentioned, with the presence of hills in the area being a major barrier to walking.

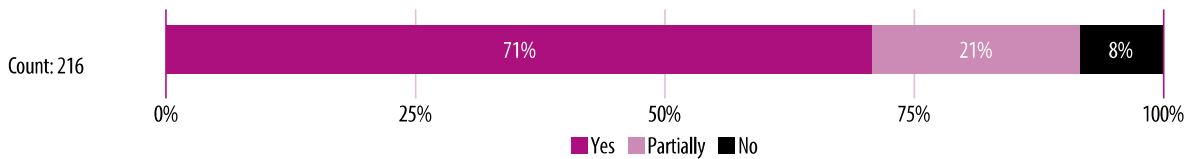
Figure 9 - Do any of the following make it difficult for you to walk? (Please select your top 3).



Changing to cycling or walking

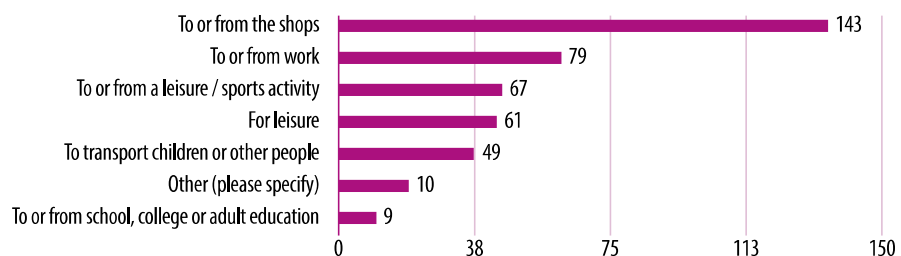
2.18 Respondents were asked whether they made any journeys by car to places that are within walking or cycling distance. As Figure 10 shows, a majority of respondents confirmed that they make journeys by car to locations within walking and cycling distance (66%). This does however suggest that due to 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 (143 respondents), followed by those travelling to or from work (79 respondents), and those traveling to or from a leisure or sports activity (67). A total of 10 respondents also gave other reasons, which included: the need to carry heavy items, visiting friends and family, poor weather and recreational activities.

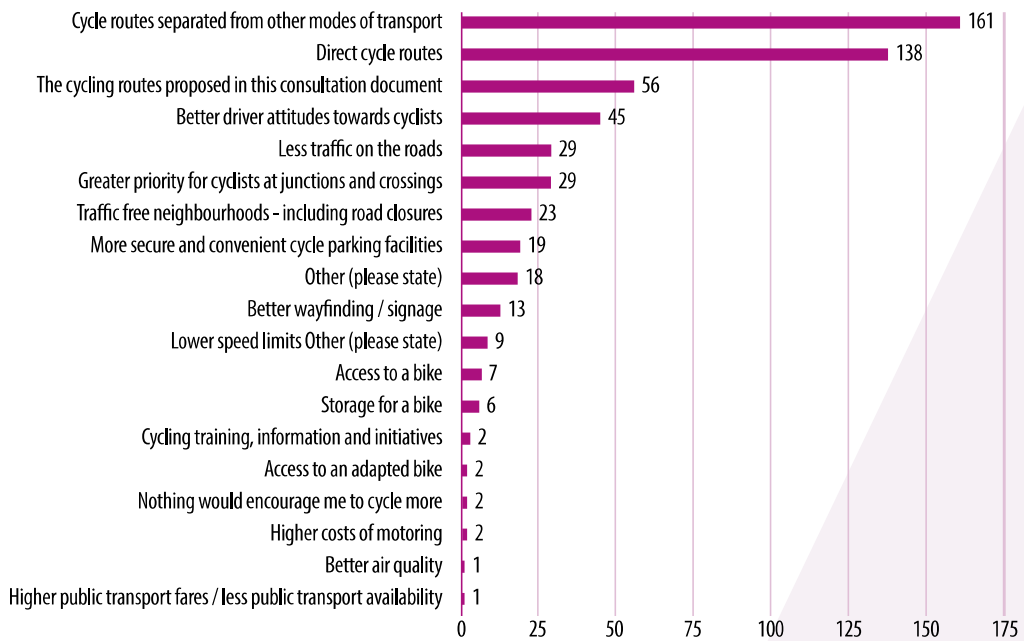
Figure 11 - For what purpose do you make journeys by car to places that are within cycling or walking distance?





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 a top three items that would encourage increased cycling. The most commonly mentioned items were segregated cycle routes with separation from other modes of travel (161 respondents – out of 212 respondents who answered, meaning 76% of respondents to this question mentioned this). Direct cycle routes (138), and the cycle routes proposed in this document (56) were also mentioned most. Interestingly, the use of ‘stick’ measures is not supported, with higher public transport fares not and higher motoring costs being selected by one and two respondents respectively.

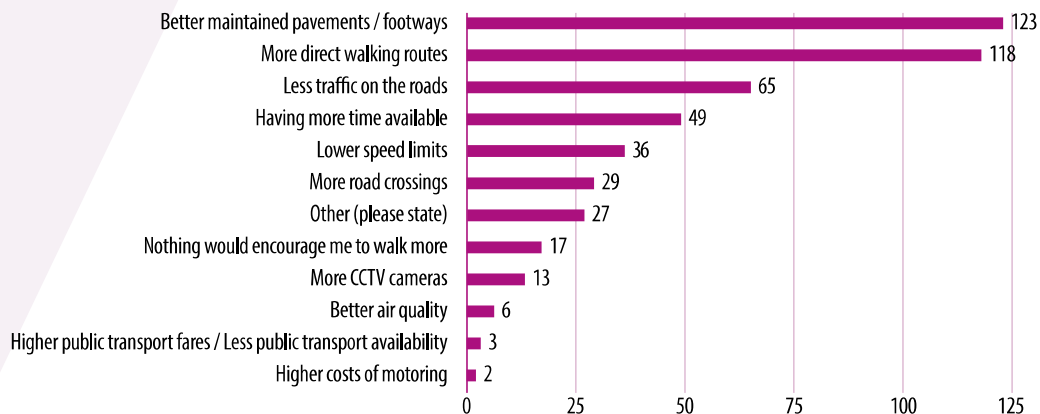
Figure 12 - What would encourage you to cycle more? (Please select your top 3)



2.21 A total of 18 respondents mentioned ‘other’ measures, which included: the need for a St Bees to Mirehouse cycle link (the Valley Link), a St Bees to Whitehaven cycle link, fewer steep gradients and fewer speeding motorists and surety that dogs are kept on leads.

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 (123 respondents - 58% of respondents to the question), more direct walking routes (118 respondents), less traffic on the roads (65), having more time available (49) lower speed limits (36) and more road crossings (29). 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 (3 and 2 respondents respectively).

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



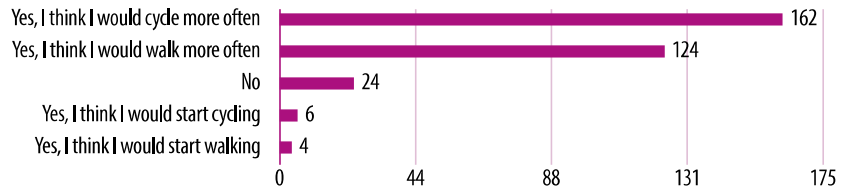
2.23 A total of 27 respondents mentioned 'other' measures, which included: a direct segregated route from St Bees to Whitehaven, better maintenance, better lighting, dogs under control and more seating made available along the routes.

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 Whitehaven, 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 6 respondents out of 212 that answered the question, indicating that this would not do so. Meanwhile, 162 respondents felt that improvements would encourage them to cycle more often, and 124 said the same for walking. Four respondents said that they would start walking, while 24 said that they would start cycling - suggesting that there is scope for some newly encouraged cycling and walking trips from any improvements in Whitehaven.



2.25 The results in Figure 14 show that out of all 316 respondents to the consultation, 51% would cycle more often than they do currently, while 39% would walk more often, 8% would start cycling and 1% would start walking. 2% of respondents said that improvements in Whitehaven would make no difference to their walking and cycling behaviour (i.e. no).

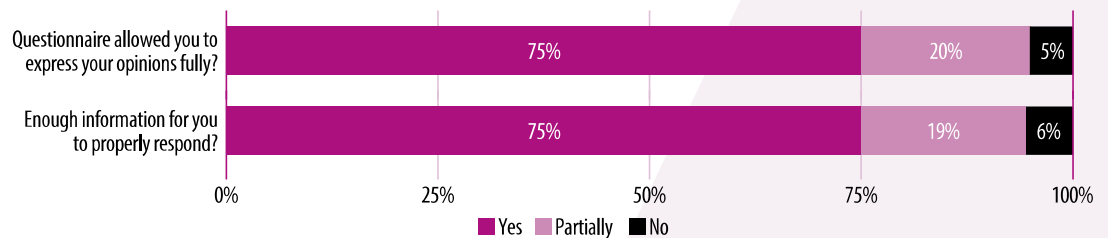
Figure 14 - Would improvements to cycling and walking routes encourage you to walk and/or cycle more often?
(Please select all that apply)



Consultation feedback

2.26 The final question in the survey asked whether respondents felt that they had been provided with enough information about the Whitehaven 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 75% of respondents answering 'yes' and 19% 'partially'. Meanwhile a far smaller 6% of respondents said that there was insufficient information to allow for a proper response. Also, 75% of respondents felt that the questionnaire allowed them to express their opinions fully, while 20% felt that it did so 'partially'. Meanwhile, a smaller 5% disagreed with this comment.

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



3 Further comments and questions

3.1 A further three questions were included which allowed respondents an opportunity to comment on improving cycling and walking in Whitehaven 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?

- Dedicated off road Cycle / Walking track from Whitehaven to St Bees link / Valley link to St Bees (or Whitehaven Valley Cycle Track Project) (68 mentions). Reasons given: safe, low level route, but existing route too narrow, and no frequent buses / trains in that area mentions).
- Whitehaven to Parton (1 mention).
- Whitehaven to Moor Row (1 mention).
- Dedicated Cycle track link from St Bees link to Mirehouse "Valley Link" cycle track to overcome steepness of existing roads (16 mentions).
- St Bees to Keswick (2 mentions).
- St Bees to Egremont (7 mentions).
- Whitehaven - St Bees - Sellafield (5 mentions).
- Levelled and Resurfacing Cycle routes around St Bees (2 mentions).
- Cleator Moor to St Bees (1 mention).
- St Bees to Sellafield via Nethertown. This is currently 60mph, narrow, and has no foot paths (5 mentions).
- Provision to encourage children cycling and walking safely to school (1 mention).
- Maintain the existing infrastructure including eliminating potholes and eliminating cycle path root ridges (Valley connection from St Bees) (1 mention).
- Walking route from Hensingham to Whitehaven (1 mention).
- Having a segregated side on the cycle track for dog walkers (1 mention).
- St Bees to Seascale (1 mention).
- Railway line to Sellafield as current cycle route is not fit for purpose (1 mention).
- Segregated cycle route from the A595 between Calderbridge and Gosforth (1 mention).
- Improvement on the Viking Way access points (1 mention).
- Off road cycle route from Gosforth to Whitehaven via the National Cycle Route is very indirect (1 mention).
- Routes from Sandwith to Whitehaven (1 mention).
- A595 between Thornhill and Gosforth (1 mention).
- Widen cycleway around Mirehouse (1 mention).
- Kells to Sandwith, Whitehaven. Very busy roads and no pavements (1 mention).
- St. Bees to and from surrounding towns and villages through cycle network (6 mentions).
- Directness of route avoiding crossover to Mirehouse West on sustains route 72 (1 mention).
- Cycle / walking path connecting St Bees to Westlakes (1 mention).
- Route to Solway View (1 mention).
- Linking St Bees to The Coast, leading to more coastal routes (acting as tourist attractions) (4 mentions).
- Routes linking schools directly to transport locations such as Lowther Street and the stations (1 mention).
- Connecting Greenbank and Kells (1 mention).
- Whitehaven to Workington (2 mentions).
- Proposed main extensions to NCN72 link directly to the Distington by-pass and also down to Egremont (1 mention).
- B5345 route out of town and a new Greenbank - Wilson Pit cycle track (1 mention).
- Hensingham Main Street should not be considered as cycle route as it has parking narrow pavements often blocked by customers and parents at the school (1 mention).
- Linking south that avoid the A595 (2 mention).
- Routes around hospital are preferred (1 mention).
- Along loop road, path running parallel to road with access from loop road (1 mention).
- Routes from St Bees to Whitehaven via NCN 71/72 (2 mentions).
- St Bees to Whitehaven: at the start of C2C route, it should go through marketplace making the route more attractive (1 mention).
- Improvements to the rail line cycle network, wider / better quality tarmac, extension of the Whitehaven to Rowrah line further up the Marron valley (1 mention).



Do you have any other comments on improving cycling and walking in Whitehaven?

- Linking the town to Keswick via Cockermouth along the old railway connection (1 mention).
- Dedicated Cycle lanes within the town (e.g. using the old Railway line) (10 mentions).
- Building environment to give confidence to cyclists. Suggestions including lowering speed limits (e.g. to 20 mph and traffic calming measures (1 mention).
- More cleanliness and maintenance required (18 mentions).
 - Reasons: Dog fouling, no dustbins present, broken glass present, cycle path roots, and overgrown vegetation.
 - Suggested locations: routes through Mirehouse, and near the Valley School area.
- All new developments and town center should be accessible for all and better access to routes (e.g. around McDonalds and Solway Hall on Inkerman Terrace) (4 mentions).
- Dedicated cycle route between St Bees and Whitehaven (14 mentions).
- Dedicated cycle route between Ergemont and Whitehaven (2 mentions).
- Dedicated cycle route between Sellafield and Whitehaven (1 mention).
- More cycle routes (1 mention).
- Seamless travel: more signage and maps showing the routes available (2 mentions).
- Better street lighting, including poor lighting on the NCN 72 (4 mentions).
- Wider paths for cycling (e.g. Harras road) (4 mentions).
- Monitoring cycle lanes to avoid motorists driving within them (2 mentions).
- Cycle as a means of staying fit (2 mentions).
- Dedicated cycle route between St Bees and Mirehouse (Valley Link) (3 mentions).
- Cycle lane along the A595 (1 mention).
- Well designed and engineered cycleways needed (4 mentions).
 - Gosforth to Seascale has blind corners.
 - The junction and cycle route layout near Tesco for consideration.
 - Changing of sides on cycle paths.
 - Slopes make cycling challenging.
- Education people to change attitudes towards cyclists / cycling (4 mentions).
- Maintenance of cycle lanes, such as routes around the Whitehaven area, and specifically the Route 72 in Whitehaven (5 mentions).
- Focus outside of Whitehaven to the outlying villages and towns (2 mentions).
- Adding the bike shops, supermarkets, schools (1 mention).
- Work with Sustrans (1 mention).
- Setting up a shower / change / storage facilities (3 mentions)
- Connecting St Bees to surrounding cycle tracks (e.g. current cycle path to Kirkland can be connected to St Bees (2 mentions).
- C2C cafes or WCs would attract cyclists and walkers (1 mention).
- Make more pram friendly routes too (1 mention).
- More cycling routes connecting the west Cumbria towns (1 mention).
- No easy access back onto loop road (1 mention).
- 71/72 should be less convoluted (1 mention).
- Improvements to connect onto route 72 at Bransty on Parton cycle track (1 mention).
- Cycle routes must have priority over sideroads (e.g. the A595 from the end of the dual carriage-way to Whitehaven and from the hospital roundabout through to Bigrigg) (1 mention).

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

- Current cycle paths need more regular maintenance. (e.g. cycle paths from Mirehouse up to Rowrah, noting that dog fouling is a big issue at Mirehouse) (11 mentions).
- Need speed relaxation for mobility scooters (1 mentions).
- Happy with the existing condition of cycling and walking infrastructure (7 mentions).
- Road from St Bees to Whitehaven should be developed on priority (a flatter option than the existing) (22 mentions).
- Involvement of more local areas in consultation not just Whitehaven (5 mentions).
- Prioritise cycling over other private modes (5 mentions).
- Physical separation of cycle tracks / dedicated cycle lanes (3 mentions).

Whitehaven Cycling and Walking Consultation Report

- Consultation should not just be limited to Whitehaven (2 mentions).
- Rest stops along the way (2 mentions).
- Less awareness spread about consultation (3 mentions).
- Better signage and maps showing the routes (3 mentions).
- Expansion of existing routes and more cycle tracks / walkways (3 mentions).
- Dedicated cycle route to Sellafield from Whitehaven. Currently is in poor and unsafe condition (5 mentions).
- Infrastructure requiring improvements (narrow roads and footpaths, no crossing points, potholes) routes between Whitehaven and Cleator Moor were identified in this regard (7 mentions).
- Unsafe roads (e.g. due to dog walkers and cars in Sellafield, steep slopes in Whitehaven, and unsafe footpaths within vicinity of St Bees (7 mentions).
- Secure cycle storage / parking at stations (3 mentions).
- Difficult questionnaire (1 mention).
- Showcase towns assets to boost tourism and bring investment (e.g. the C2C route) (5 mentions).
- Encourage use of active travel (9 mentions).
- Whitehaven to Rowrah cycle track joining the cycle track to St Bees, Nethertown and beyond (1 mention).
- Focus on cycling around the marina to attract more tourism (1 mention).
- More direct routes required, avoiding longer access routes (2 mentions).
- Cycle track alongside the rail route would be better to encourage people to travel to Sellafield (1 mention).
- Take reference from other places as case studies (network in Netherlands) (1 mention).
- Section from Sellafield to Seascale needs to be improved, this route causes discomfort to cyclists (2 mentions).
- Lack of a good cycling route south beyond Calderbridge (1 mention).
- St Bees to Distington route is missing on the map (1 mention).
- Replace 'new housing sites' in 'suggested cycling network' by 'Copeland Borough Council draft housing allocations' (1 mention).
- Highly beneficial off-road cycle/walking track from Mirehouse and routes 71/72 along the valley bottom to St Bees (1 mention).

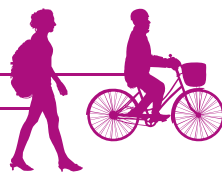


4 Summary

- 4.1** A total of 316 responses were received to the Whitehaven 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 Whitehaven.
- 4.2** The largest number of respondents came from the CA27 postcode which covers St Bees, followed by the CA28 postcode, which covers Whitehaven and Parton.
- 4.3** In terms of key findings:
- More respondents walk than cycle currently (24% do not cycle, 5% 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 (42% answering 'yes') than cycling (10% stating 'yes')). Meanwhile 45% answered 'no' for cycling vs 24% 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 (73% exactly).
 - Respondents were overwhelmingly supportive about the idea of more money being spent on cycling and walking in Whitehaven (93% would like to see this, while 4% would not).
 - The main obstacles to cycling in Whitehaven were busy roads (161 respondents), quality of routes (121) and a perceived lack of safety (84). Terrain and geography were also considered by some to be a major barrier to cycling (48 people mentioned this) - which is unsurprising due to the local topography around Whitehaven, which includes suburbs and surrounding villages on elevated ground above the town.
 - The main obstacles to walking were busy roads (119 respondents) and quality of route (86). Unsuitable terrain and geography were mentioned as a barrier to walking by 41 people, while air quality was the smallest issue raised in terms of number of respondents (8 people).
 - 71% 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 (143 respondents).
 - Cycle routes separated from other modes of travel were seen as the most common measure that would encourage more cycling in Whitehaven, being mentioned by 161 respondents. Meanwhile 138 respondents mentioned that direct cycle routes would be encouraging to them.
 - Better maintained pavements and footways were seen as the most common measure that would encourage more walking in Whitehaven (123 respondents), closely followed by the presence of more direct walking routes (118 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 four mentions between the cycling and walking responses, while higher costs of motoring also received four mentions.
 - Improvements to cycling and walking routes would encourage respondents to walk and/or cycle more often than they do currently in Whitehaven (all but six 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 (75% agreed) while a large majority also felt that enough information was provided to respond properly (75% 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 Whitehaven. The responses we have received have given us essential data on which to base the further refinement of the LCWIP. An understanding the localised issues its 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 follow up 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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