



# Consultation Report

# Workington Cycling and Walking



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## 1 Introduction

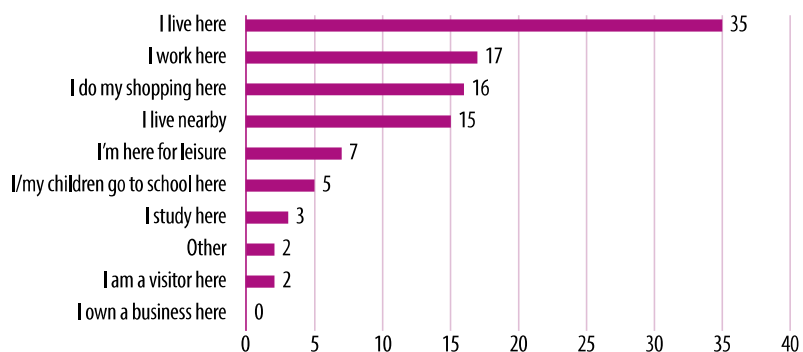
- 1.1** Cumbria County Council are developing a programme of Local Cycling Walking Infrastructure Plans (LCWIP). These are being developed for locations across the county, including Workington. As part of the development of the LCWIP, a consultation has been undertaken to seek public opinion on the work 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 Workington, 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 Workington.
  - 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 51 responses were received to the Workington 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 Workington LCWIP consultation (Figure 1). The largest group of respondents are local residents (35 respondents), followed by those that work in Workington (14) and those that shop in the area (16). Fifteen respondents also said that they live nearby, but not within Workington 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 Workington (29), while 8 respondents were from Maryport and 6 respondents were from the Cockermouth / Buttermere area. The remaining respondents gave postcodes in Cumbria.

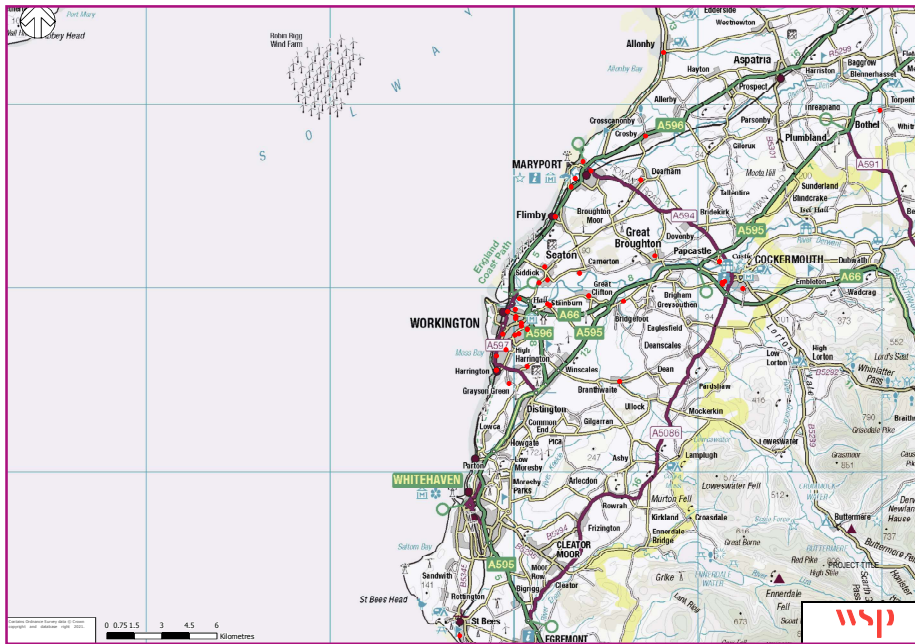
Table 1 - Postcode locations of respondents.

Postcode	Count	Location of postcde
CA14	29	Workington, Distington
CA15	8	Maryport
CA13	6	Cockermouth, Buttermere
CA11	1	Penrith, Greystoke, Glenridding
CA12	1	Keswick
CA2	1	Carlisle (west)
CA27	1	St Bees



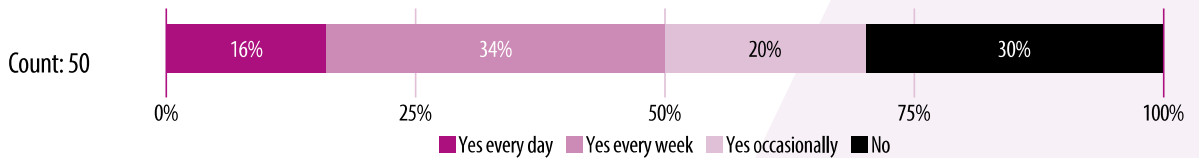
2.3 Figure 2 shows the full postcode locations of respondents (where provided), to complement Table 1.

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 third of respondents do not currently make journey by bicycle, while 16% do so every day, 34% every week and 20% occasionally.

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

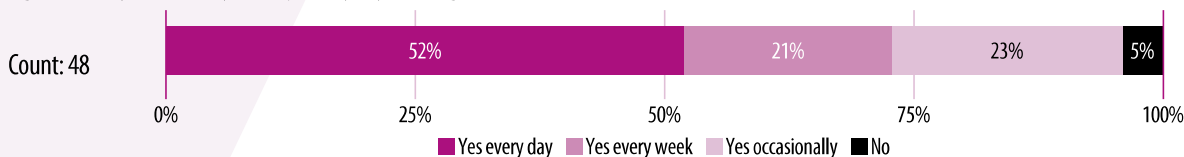


2.5 The purposes of these journeys by bicycle can be summarised as follows (respondents could give more than one purpose):

- Leisure (34 mentions)
- Commuting (7 mentions)
- Shopping (5 mentions)
- Education (1 mentions)

**2.6** In terms of walking trips and their frequency (Figure 4), just over 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?



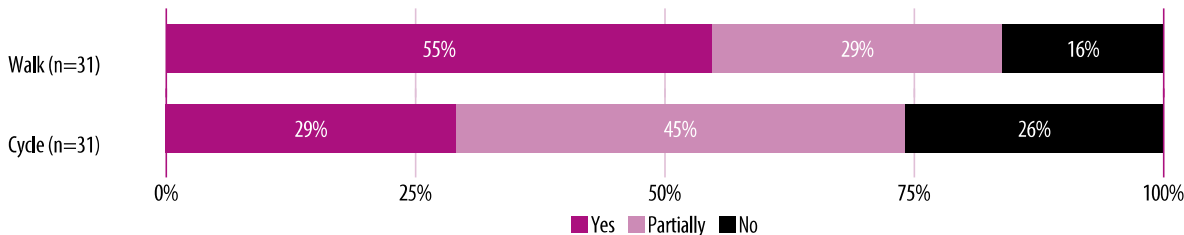
**2.7** The purposes of these walking trips are summarised in the bullet points below:

- Shopping (36 mentions)
- Leisure (4 mentions)
- Commuting (4 mentions)
- Education (1 mentions)

**Your local cycling and walking network**

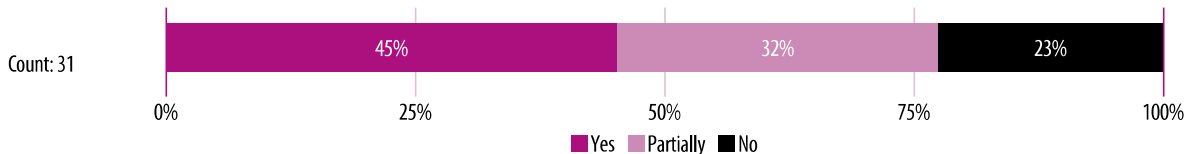
**2.8** When asked whether the existing cycling and walking routes in Workington connect with where they want to go, many more respondents answered yes for walking routes compared to cycle routes (55% vs 29%). Figure 5 also shows a larger proportion of respondents that feel the cycle routes don't connect to their destinations compared to walking routes (26% 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 Workington, were overall considered to connect to the places respondents wished to cycle (Figure 6). Over a third (32%) of the respondents partially agree with the Plan, while 45% agree fully. Meanwhile, less than 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?**

- Improve access to St Bees via the St Bees Valley Route (3 mentions).
- Workington has a good environment - better than other towns in the area (4 mentions).
- Current cycle routes are limited - only go to Marypoint / Whitehaven (2 mentions).
- Need to connect Lillyhall business centre to High Harrington / Branthwaite (2 mentions).
- Vehicle free route desired from Workington to Whitehaven / Siloth (2 mentions).
- Tax payers money is being wasted on cycle routes (1 mention).
- Want to cycle through RNAD (1 mention).
- Whitehaven to Rowrath cycle path has become dangerous due to lack of maintenance (1 mention).
- Proposed link from Harrington to NCN is on busy road and not safe for children (1 mention).
- Washington Street is a barrier (1 mention).
- Footpaths are in a bad state (1 mention).

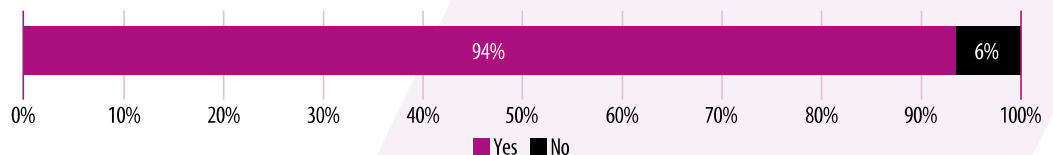
**Do the existing walking routes connect you with the places you wish to go?**

- Footpaths in a bad state (1 mention).
- FP 230008 - Codfitz Lonning, is flooded (1 mention).
- FP 230006 - Meelbarrow Lonning, is impassable (1 mention).
- Seaton / Camerton cycle routes need to be extended (2 mentions).
- I want to walk safely through RNAD site to get to Broughton & Cockermouth (1 mention).
- We need more cycle lanes, in Workington, to help the cyclists get to where they need to go. (1 mention).
- The current routes would take me where I wanted to go but often parts or all of the routes are not sign posted, covered with litter and drug paraphernalia, overgrown and not nice to walk through inarticulate the old railway lines.

**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 94% of respondents agreeing, and only 6% disagreeing, indicating that there is a significant level of support for investment in cycling and walking in Workington.

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

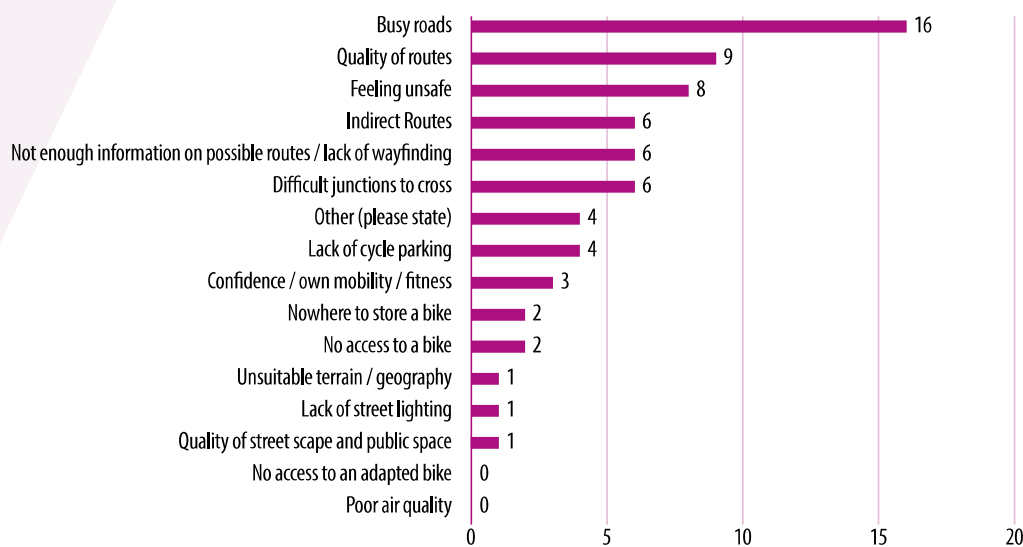
Count: 31



Barriers to cycling and walking

- 2.13 Figure 8 shows issues that respondents identified as making it more difficult for them to cycle in Workington. Top of these is the presence of busy roads (16) followed by the Quality of routes (9) and a feeling of being unsafe (8) were also the most mentioned issues. Unsuitable terrain was not a frequently mentioned barrier to cycling, with this being only mentioned by one respondent.
- 2.14 No respondents mentioned problems with gaining access to an adapted bike, nor did any respondents mention poor air quality as a barrier to cycling.
- 2.15 Other reasons mentioned (4 responses) included issues with the condition and maintenance of cycle paths, tree routes causing pavement cracking, as well as other issues such as difficulty crossing roads during busy hours, as well as a lack of parking spaces.

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

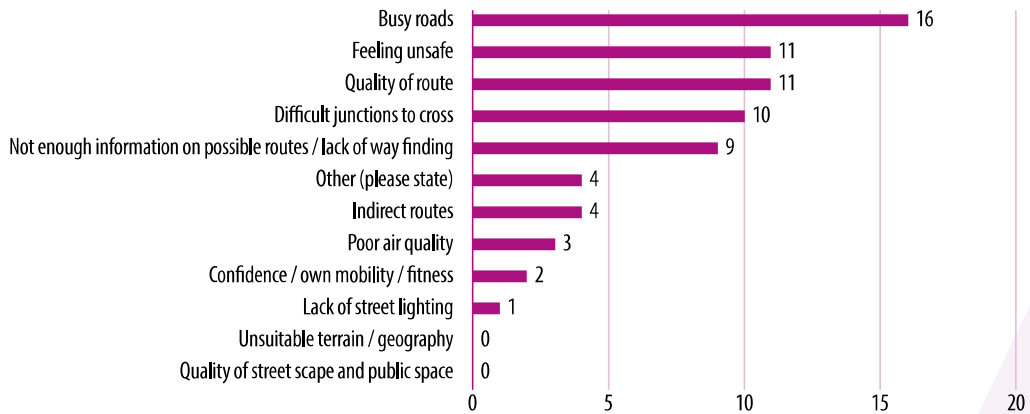


- 2.16 A similar question asked respondents what their main barriers to walking were - as before they were asked to select their top three. As shown in Figure 9, the main obstacle was the presence of busy roads (16 respondents), followed by the quality of route (11) and a feeling of being unsafe (11). Unsuitable terrain and lack of street scape and public space were not mentioned by any respondents in relation to Workington.



**2.17** One 'other' reason was given, which was the need for additional lighting from Moorclose to Skeleton Bridge. The remaining three 'other' responses were commenting that none of the factors listed make it difficult for them to walk around Workington.

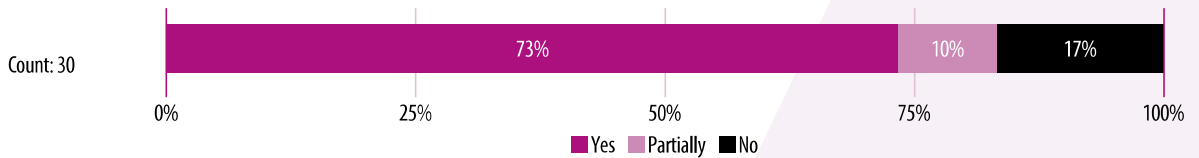
Figure 9 - Do any of the following make it difficult for you to cycle? (Please select your top 3).



**Changing to cycling or walking**

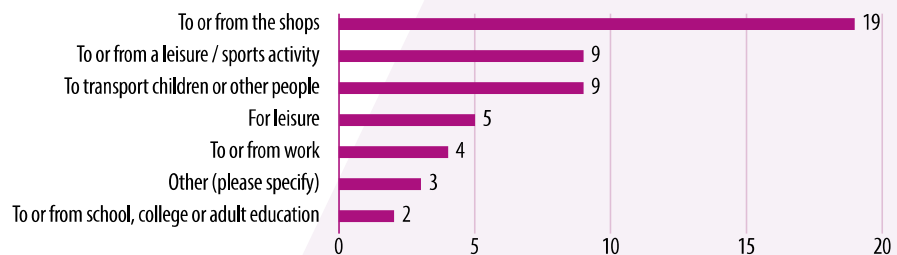
**2.18** Respondents were asked whether they made any journeys by car to places that are within walking or cycling distance. As Figure 10 shows, the majority of respondents confirmed that they make journeys by car to locations within walking and cycling distance (73%). This does however suggest that 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 (19 respondents), followed by those travelling to or from leisure and sports activities (9) and to transport children or other people (9). Of those that made journeys for 'other' purposes, these included carrying heavy loads, taking the dog for a walk to a rural location and that the respondent isn't always physically able to walk or cycle.

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

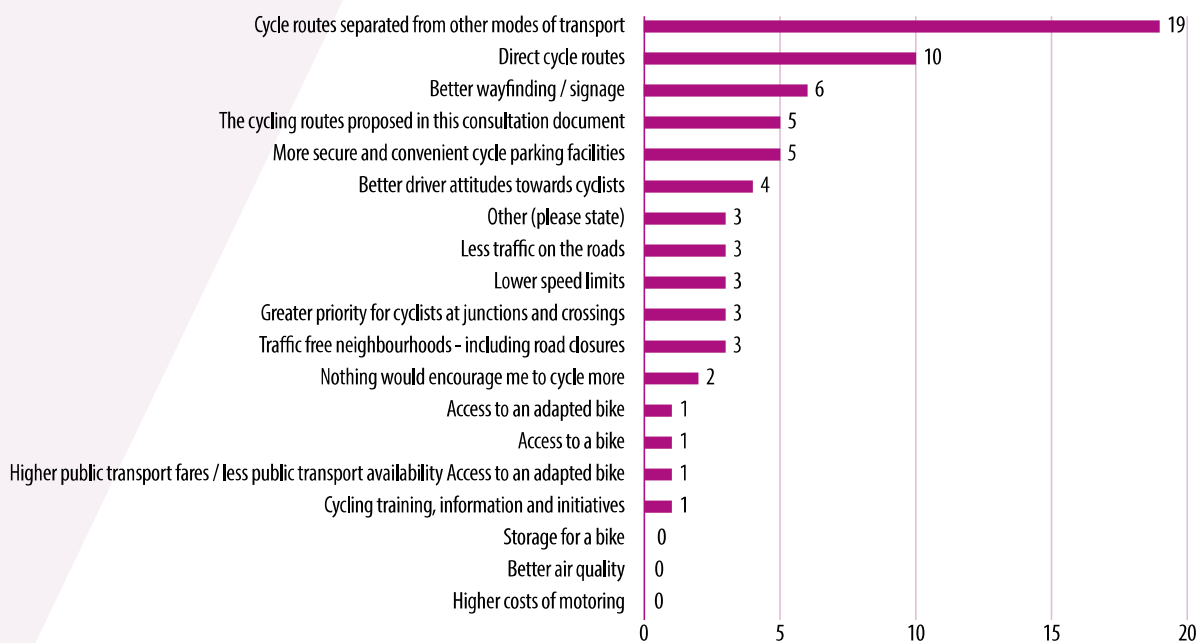




2.20

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 item was cycle routes with separation from other modes of travel (19 respondents - out of 30 respondents who answered, meaning 63% of respondents to this question mentioned this). Use of 'stick' measures is not supported, with higher public transport fares being selected by one respondent and higher costs of motoring not being mentioned by respondents. Storage for bicycles and better air quality were also factors not mentioned by respondents. 'Other' factors mentioned were better maintained roads and cycle paths.

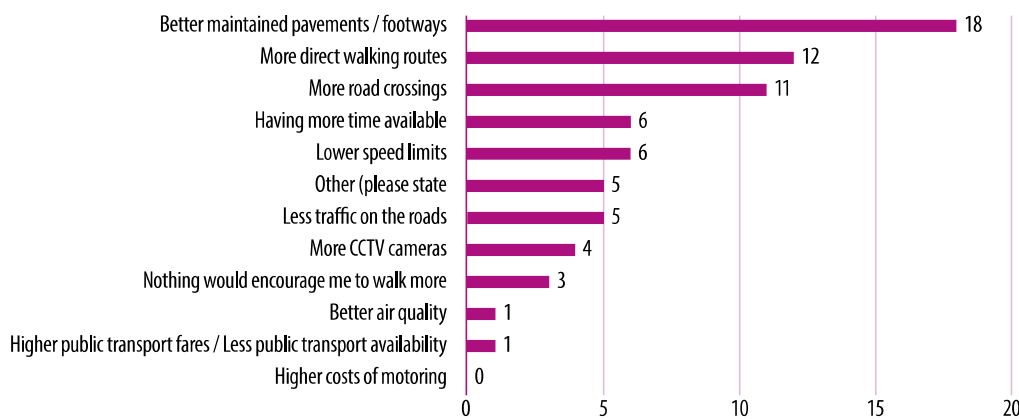
Figure 12 - What would encourage you to cycle more? (Please select your top 3)



2.21

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 (18 respondents - 60% of respondents to the question), more direct walking routes (12) and more road crossings (11). As for the cycling responses, 'stick' measures were not commonly mentioned to encourage walking - with higher public transport fares mentioned once and no mentions of higher costs of motoring.

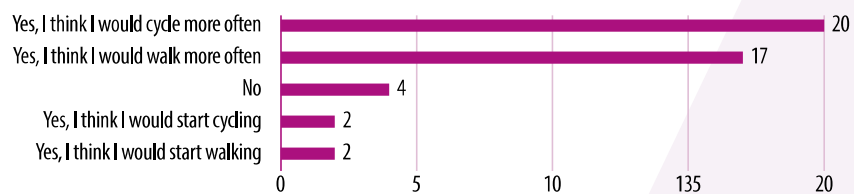
Figure 13 - What would encourage you to walk more? (Please select your top 3)





- 2.22** Five respondents mentioned 'other' measures, which included: Better signage and publicised routes starting in central Workington, better lighting and more trees and shrubs to encourage wildlife.
- 2.23** 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 Workington, than 'stick' type measures which seek to de-incentivise alternatives. Figure 14 shows that overall respondents felt improvements to cycling walking routes would encourage them to walk and cycle more often or start to walk and cycle. Out of 51 respondents only 4 indicated that this would not do so.
- 2.24** Out of all 51 respondents 39% would cycle more often than they do currently, 33% would walk more often, 4% would start cycling and 4% would start walking. 8% of respondents said that improvements in Workington 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)

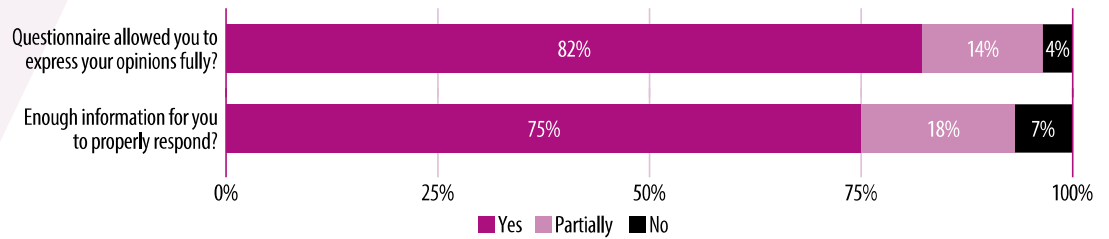


Consultation feedback

2.25

The final question in the survey asked whether respondents felt that they had been provided with enough information about the Workington 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 18% 'partially'. 7% of respondents said that there was insufficient information to allow for a proper response. Also, 82% of respondents felt that the questionnaire allowed them to express their opinions fully, while 14% felt that it did so 'partially'. 4% felt they were unable to express their opinions fully.

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





### 3 Further comment questions

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

- From Travellers Rest to cycle path at Moorclose and from there to A597 at Moss Bay
- Joined up footpaths (1 mention).
- Workington to Whitehaven, and Workington to Silloth (1 mention).
- From Great Clifton to Workington Academy: avoid Seaton Main Road by a cycle track at the top of the riverbank (1 mention).
- Cockermouth to Workington - through Stainburn (1 mention).
- Routes such as old railway lines can be improved through regular maintenance with tree lined walkways and monitored (1 mention).
- Safe link from Harrington to the main NCN through Workington (1 mention).
- Branthwaite and surrounding villages to cycle path St Lillyhall (1 mention).

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

- Ban HGVs using Ashfield Road routinely (1 mention).
- Cyclists to be given the priority (1 mention).
- Maintenance of Cycle paths / walkways (1 mention).
- Traffic island where the path from Hall Park comes onto the A596 near the police station (1 mention).
- Safe and comfortable crossings to make pedestrians feel confident (1 mention).
- Dedicated cycle paths and banning motorists to access them (Mentions 3). For e.g. Workington Shore and Slag Banks (1 mention).
- Cyclist should use dedicated tracks if provided instead of using roads (1 mention).
- Due to more dog owners, walk tracks are being used for dog walks too. Bikers are complaining about this (2 mentions).
- Secured cycle parking facilities (1 mention).
- Regulations for cyclists to use shared pathways and taking care of fellow pedestrians (1 mention).
- C2C route should be promoted (1 mention).
- Designated stops for people so they don't stop abruptly and affect others (1 mention).

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

- More consultation on cycle paths and more cycle paths (1 mention).
- More awareness about the consultation (1 mention).
- Tracks should be cleaned / maintained. An example provided was the path along the railway to Derwent Howe needs to be cleaned, and maintenance of the path between Harrington and Workington is needed (5 mentions).
- Secured cycle parking facilities (1 mention).
- Obstructions to cycle path from the town bridge at central car park to past Seaton (1 mention).
- Strict restrictions and enforcing of rules to dog fouling as it hinders walking and cycling (1 mention).
- Workington Shore and the Slag Banks should be well maintained tracks, but natural environment should not be disturbed (1 mention).
- Satisfied with all the proposals (1 mention).

## 4 Summary

- 4.1** A total of 51 responses were received to the Workington 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 Workington. This is a smaller number of responses than for the other LCWIP consultations, so the response rate should be considered in any comparisons with the results obtained from other towns in Cumbria.
- 4.2** The largest number of respondents came from the CA14 postcode which covers Workington and Distington, followed by the CA15 postcode for Maryport and CA13 for Cockermouth / Buttermere.
- 4.3** In terms of key findings:
- More respondents walk than cycle currently (30% do not cycle, 4% 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 (55% answering 'yes') than cycling (29% stating 'yes')). Meanwhile 26% answered 'no' for cycling vs 16% for walking.
  - Over 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 (77% exactly).
  - Respondents were overwhelmingly supportive about the idea of more money being spent on cycling and walking in Workington (94% would like to see this, while 6% would not).
  - The main obstacles to cycling in Workington were busy roads (16 respondents), quality of routes (9) and a perceived lack of safety (8).
  - The main obstacles to walking were busy roads (16 respondents) feeling unsafe (11) and quality of route (11).
  - 83% 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 (19 respondents).
  - Cycle routes separated from other modes of travel were seen as the most common measure that would encourage more cycling in Workington, being mentioned by 19 respondents. Meanwhile 10 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 Workington (18 respondents), closely followed by the presence of more direct walking routes (12 respondents) and more road crossings (11 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 two mentions between the cycling and walking responses, while higher costs of motoring was not mentioned at all as a means to encourage more walking and cycling.
  - Improvements to cycling and walking routes would encourage respondents to walk and/or cycle more often than they do currently in Workington (all but four 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 (82% agreed) while a large majority also felt that enough information was provided to respond properly (75% agreed).



## 5 Next Steps

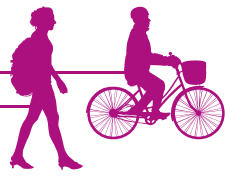
- 5.1** The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to integrate into the development of the LCWIP for Workington. The responses we have received have given us essential data on which to base further refinement of the LCWIP. An understanding of the localised issues is 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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