



Have your say

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

Public Consultation from:
4 February to 25 February 2022

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

Workington Cycling and Walking Follow-up Consultation



Purpose of the consultation

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

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

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

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

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

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

Please respond by Friday 25 February 2022.

Background

Cumbria County Council and Allerdale Borough Council are working together with a shared ambition to increase cycling and walking in the Workington area. Cycling and walking more often is good for our health and wellbeing, the environment, and the local economy.

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

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

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

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

Local Cycling and Walking Infrastructure Plans (LCWIP)

The LCWIP will set out a high-level approach for how we can encourage more people to make journeys on foot or by bike, by creating a safe, integrated and well linked network of walking and cycling routes. It will focus on the everyday shorter journeys undertaken within and to urban areas; journeys such as to work or school. It is designed to facilitate a long-term approach to the development of cycling and walking networks but it is also a document that can be revised and updated throughout its 10-year lifespan to reflect changing priorities.

The LCWIP will provide:

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

The LCWIP will not provide:

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



Development of the LCWIP

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

1

Determining Scope

Establish the area the LCWIP will cover.

2

Information Gathering

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

3

Network Planning for Cycling

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

4

Network Planning for Walking

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

5

Prioritising Improvements

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

6

Integration and Application

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

LCWIP Development Timeline

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

Summer 2020 - Summer 2021

Information Gathering (Stage 1-2)
Evidence review and identification of draft priority cycling network.

Summer 2021 - Summer 2022

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

Summer 2022 - Summer 2032

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

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



Area covered by the LCWIP

The study area for the Workington LCWIP focuses on the urban area of Workington where there is the greatest potential to get more people cycling and walking for short journeys. The LCWIP also includes the longer distance connections into Workington from outlying settlements such as Flimby, Seaton, Bridgefoot, Distington and the Lillyhall Industrial Estate.

Information gathering and network planning

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

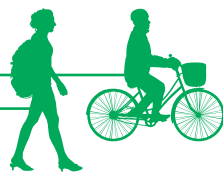
Priority networks for cycling and walking around Workington have been identified. These are made up of existing and new or improved routes and have been developed from a review of the evidence and feedback from the consultation.



You said, we did

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

Theme	You said...	We did...
Connectivity	The current cycle routes are limited, particularly onward connections to surrounding communities.	The priority cycling network includes links to Seaton and Camerton with onward connections to Great Broughton using existing cycleways. To the north there are connections to Flimby and to the south, connections to Distington and Lowca. We have updated the priority network to include an additional link to Great Clifton and Bridgefoot roundabout.
	Need to connect Lillyhall Business Centre to High Harrington.	We have included an additional link from High Harrington to Lakes College with onward connections via existing cycleways to the Lillyhall Business Centre.
	A safe link from Harrington to the main NCN (Route 72) through Workington.	An additional link from Harrington to the NCN Route 72 via Moorclose Road has been provided.
Crossings	You want safe and comfortable crossings to make pedestrians feel confident.	Crossings and junctions will be considered in more detail once funding becomes available. All routes will be improved in line with the latest guidance, promoting access for users of all abilities.
Safety	Proposed link from Harrington to NCN is on busy road and not safe for children.	All routes will be improved in line with the latest guidance, promoting inclusivity and access for users of all abilities. This should significantly improve safety where issues are identified.
	Issues with maintenance of existing routes.	All new routes will be designed with long-term maintenance in mind. Resurfacing on existing routes that lie on the priority network is included where appropriate and subject to funding.
Traffic	That busy roads were the main barrier to cycling and walking more and that cycle routes should be separated from other modes of transport.	The latest design guidance sets out a principle that bicycles should be segregated from pedestrians on main routes and sets new standards on when segregation from motor traffic is required.



Delivery of cycling and walking improvements

Delivery of the plan is subject to securing funding.

While funding is yet to be secured for delivery against the LCWIP, we are exploring opportunities such as government funding for active travel and place based investment. In Workington this includes:

- The Levelling Up Fund (LUF): details of the LUF are expected to be announced by the Government in early 2022, both Allerdale Borough and Cumbria County Councils will be considering applications to the LUF.
- Workington Town Investment Plan: As part of the Town Deal Fund, Allerdale Borough Council has submitted a Town Investment Plan to the Government. The plan includes elements of Cycling and Walking.

Priority Cycling Network Plan

The proposed Priority Cycling Network Plan to be included in the LCWIP is shown on pages 10 and 11 of this document and an inset of Workington Town Centre is shown adjacent.

The network has been designed to prioritise connectivity for commuting and leisure; to help increase active travel in order to reduce car journeys and help to get more people active in Workington. The Sustrans NCN72 Hadrian's Cycleway forms the core network for cycling in the town and the network presented provides key connections in the town, recognising that it is not possible to connect everywhere. The Plan therefore focuses on the most important routes to secure funding for.

Incorporating NCN72, the draft priority network provides connectivity from Workington town centre and railway station to key destinations including the Workington Academy, Lakes Colleges West Cumbria at Lillyhall and to nearby villages of Seaton, High Harrington, Stainburn, Great Clifton, Flimby.

The Workington Town Investment Plan sets out a long-term strategy for change to drive sustainable growth in the town including urban regeneration targeting an increase in cycling and pedestrian flows facilitated by the improvements within the LCWIP. The improvements would include key upgrades to encourage pedestrian and cycle movements along the Hadrian's Cycleway (NCN72) on Central Way which, in turn, will provide leisure-based route options around the edge of the town. The network also extends east along the Sea-to-Sea cycleway (NCN71), connecting to the Derwent Forest development site. As such, the NCN 72 and 71 form an important part of the cycling network for Workington.

The combination of new cycling routes and improvements to existing routes, alongside existing provision, will provide coherent, direct, safe, comfortable and attractive cycle network for the town.

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

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



One way segregated cycleway.



Lightly segregated cycleway.



Two way segregated cycleway.



Traffic calming.

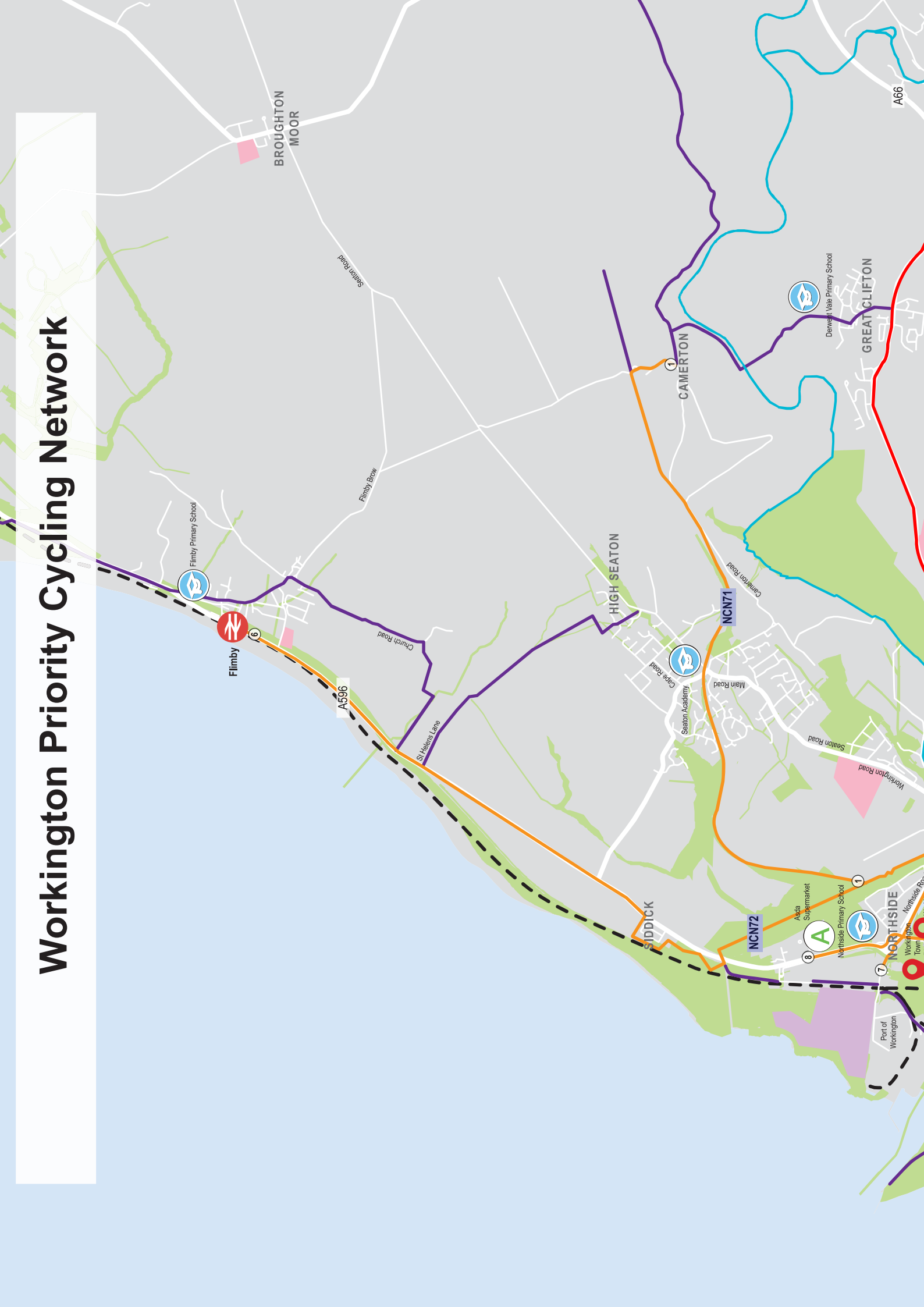


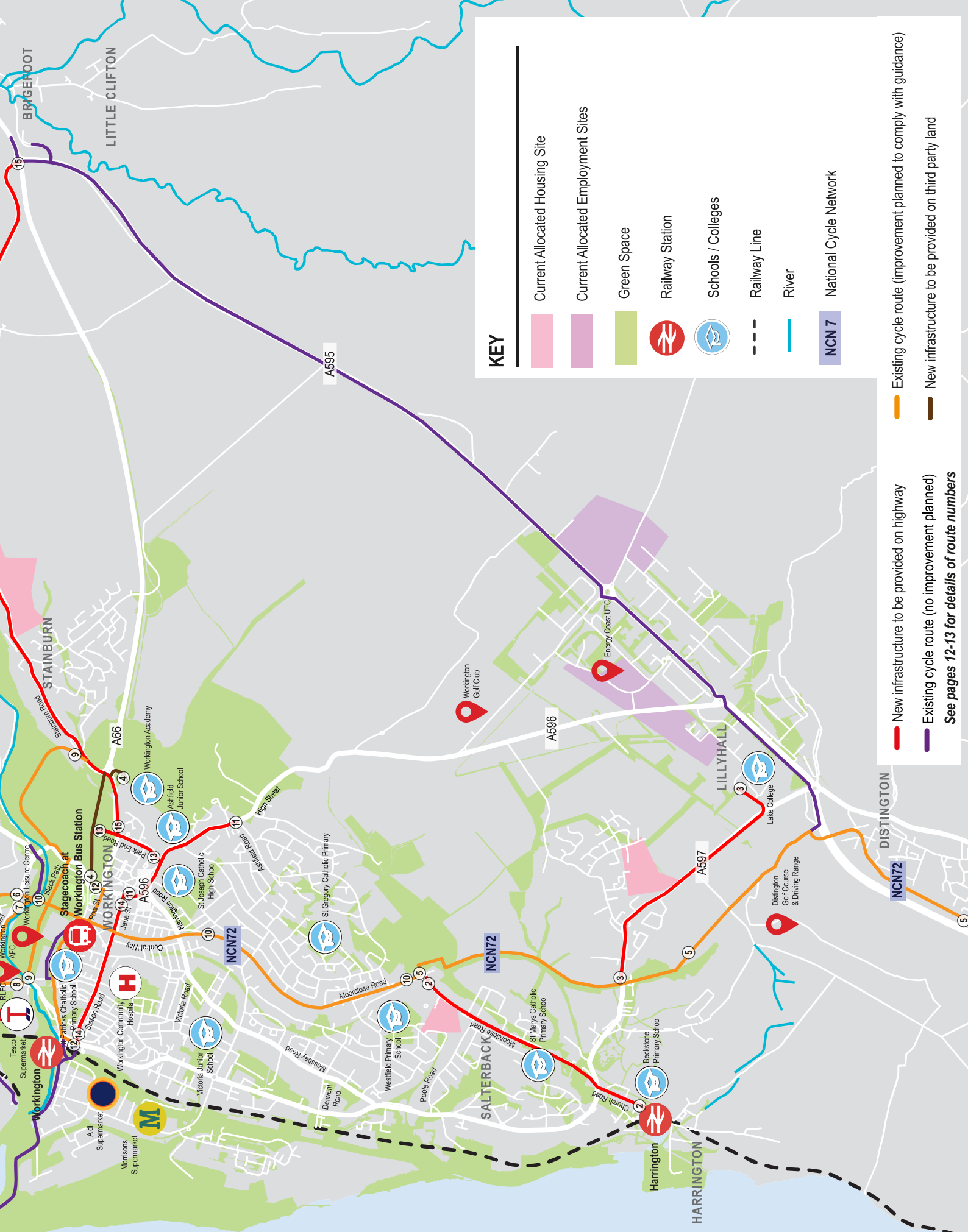
On road segregated (stepped) cycleway.



Traffic free.

Workington Priority Cycling Network





KEY

- Current Allocated Housing Site
- Current Allocated Employment Sites
- Green Space
- ↔ Railway Station
- ↻ Schools / Colleges
- Railway Line
- River
- NCN 7 National Cycle Network

- New infrastructure to be provided on highway
 - Existing cycle route (improvement planned to comply with guidance)
 - Existing cycle route (no improvement planned)
 - New infrastructure to be provided on third party land
- See pages 12-13 for details of route numbers**



Priority Cycling Network Plan

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

Intervention Type

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

ID	Route Name	Route Description	Intervention type			
1	Camerton via High Seaton	Improvements to the existing shared use cycleway between Navvies Bridge and Camerton, including widening and resurfacing where appropriate.				
2	Harrington Station to NCN72	Route linking the communities of Harrington and Salterbeck to NCN72. Several possible options including; a quiet streets approach (through traffic calming) on Church Road and Moorclose Road, an upgraded junction / crossing point across the A597, speed limit reduction to 20mph where appropriate and an off-road cycleway where verge widths allow.				
3	A597 to Lake College (Hallwood Road)	Route linking Lakes College to NCN72. Explore reducing the speed limit in High Harrington to 20mph.				
4	Workington Hall to Workington Academy	New pedestrian and cycle link from Workington Hall through Curwen Park to Workington Academy. New crossing point over Bridge Street and improved access into Workington Academy for cyclists.				
5	NCN72 Southern Section	Minor improvements and widening to address pinch points, localised improvements to accesses, general maintenance, signage.				
6	NCN72 Northern Section	Widening of the existing shared use path where possible, to meet updated design standards. Possibility of re-routing the NCN72 along the A596 south of Flimby replacing the detour via Church Road.				
7	Northside Road	Widening of the existing shared use path, where possible, to meet updated design standards.				
8	A596 Corridor (ASDA to Tesco)	The creation of fully segregated cycle and footways on New Bridge Road and widened shared-use path on A596 towards Asda.				
9	Black Path	Minor improvements to address pinch points, localised improvements to accesses, general maintenance, signage.				
10	NCN72 Central Section	Minor improvements and widening to address pinch points, localised improvements to accesses, general maintenance, signage.				
11	Washington Street/ Guard Street to Ashfield School Links	Uni-directional segregated cycle provision improving access and safety for cyclists between the town centre and schools in the Ashfield vicinity.				
12	NCN 71 route from Railway Station to NCN 72 via Church Street and Derwent Street	Explore light segregation on Church Street and Griffin Street together with reducing the speed limit to 20mph.				

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ID	Route Name	Route Description	Intervention type		
13	Park End Road	The options for active travel on Park End Road will be considered in a separate feasibility study.			
14	Rail Station to town centre (Station Road, Oxford St, Jane Street)	Potential remodelling of Falcon Street gyratory to provide segregated space for cyclists. Segregated facilities where possible along the route towards the town centre.			
15	Park End Road to Bridgefoot	Shared use facility using the verges where possible. Within Great Clifton width limitations means that traffic calming in addition to reduction in speed limit could be considered.			

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



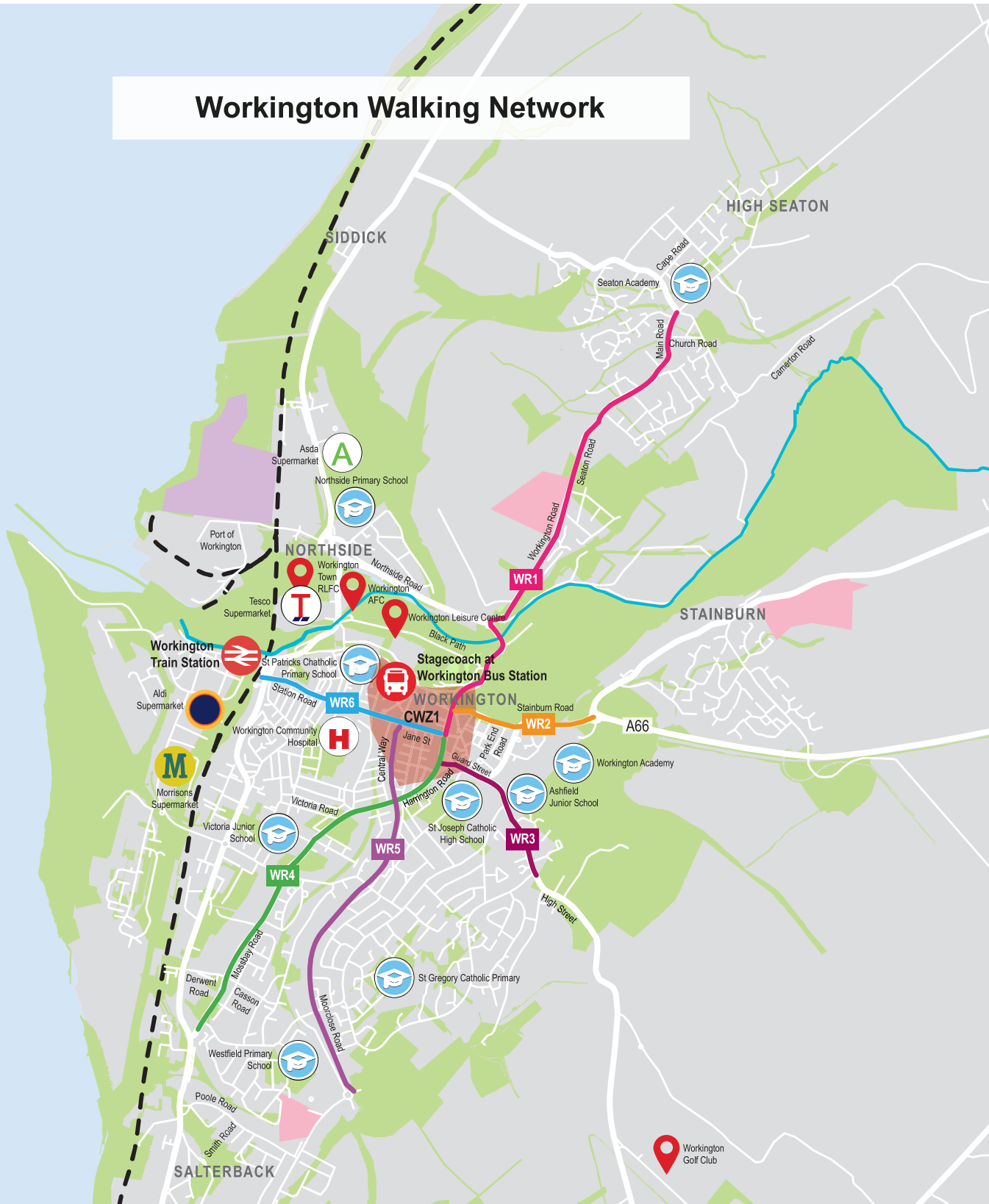
Core Walking Zones and Primary Routes

Core Walking Zones are areas with the highest potential for footfall such as town centres and employment areas. As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary routes linking into those Core Walking Zones.

Primary routes are those that are generally the most direct and have the highest usage. Improvements have then been identified and include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.





Improvements have been identified for the Workington Town Centre Core Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and summarised on page 16 of this document. Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.




Workington Walking Network



KEY

- | | | | | | | | |
|--|-----------------------------------|---|-------------|---|--------------------|---|--------------|
|  | Current Allocated Housing Site |  | Green Space |  | Railway Station |  | River |
|  | Current Allocated Employment Site | | |  | Schools / Colleges |  | Railway Line |

-  **WR1** Hall Brow / Workington Road / Seaton Road
-  **WR2** Ramsey Brow / Stainburn Road
-  **WR3** Washington Street / Guard Street / High Street
-  **WR4** Washington Road / Harrington Road / Mossbay

-  **WR5** Central Way Cycle Track
-  **WR6** Jane Street / Oxford Street / Station Road
-  **CWZ1** Core Walking Zone (c. 400m)

See page 16 for details of route ID's

LILLYHALL



Core Walking Zones

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

ID/Zone	Route Description (inc intervention type)
WR1 / Jane Street / Oxford Street / Station Road	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Consider additional place-based interventions such as planting / greening, creating an inviting corridor between the rail station and town centre. Consider a wider scheme to improve the junction and one-way system adjacent to the rail station for all modes, including onward connectivity for bicycles. Potentially improve the signalised junction of Oxford Street / Vulcans Street through 'scramble' (diagonal) crossings, meaning pedestrians don't have to wait twice. Develop a significant place-based scheme and junction improvements at Murry Lane (potentially as part of the emerging Town Deal project) to reduce vehicle dominance and create a better place for people to be in. Consider options for improving Oxford Street / Jane Street mini roundabout for all modes. Potentially improve Jane Street / Washington Street junction, lessening the time taken to cross and making more space where people must wait.
WR2 / Central Way Cycle Track	<ul style="list-style-type: none"> Increased attractiveness could be attained through place-based interventions with improvements to entrances to the walking and cycling route i.e. planters, benches, potential new walls / hedges / removal or replacement of metal fencing. Consider new signage which are in more suitable locations - this could be done in conjunction with enhancing the entrances points to make a more conspicuous and well used route. Undertake an initial street clean and instigate a more regular on-going maintenance programme to help increase natural surveillance and deter crime in the area, as well as lessening poor perceptions of safety. Consider improving the Harrington Road pedestrian crossing approaches by moving the cycle way entrances away from the highway, making a wider and safer crossing and waiting area; and Investigate widening the shared path to a more desirable minimum 3m width, reducing the potential for conflict between users.
WR3 / Washington Road / Harrington Road / Moss Bay Road	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Minor place-based and public realm interventions with particular attention to bus stop renovations to boost the attractiveness of the route and reduce signs of anti-social behaviour. Consider options for improving Washington Street, Guard Street & Harrington Road mini roundabout for all transport modes reducing reliance on Central Way for those with mobility issues. Investigation into current guard railing requirements and whether there are better alternatives that do not hinder footway width at the detriment of the streetscape. Look into providing controlled pedestrian crossings at the junction of Harrington Road and Honister Drive. Promote improvements to Ramsey Brow / Hall Brow / Washington Street through the Levelling Up Fund to help reduce the impact of the road on people moving between the parts of the town.
WR4 / Washington Street / Guard Street / High Street	<ul style="list-style-type: none"> Consider redesign of junctions to prioritise pedestrians - investigate opportunities for reducing crossing width and blended crossings or continuous footways at side streets, with zebra crossings at busier locations. Possible implementation of dropped kerbs and tactile paving where needed. Opportunities to increase signage for more effective way finding. Alter the Kings Street / Park End Road junction to better provide for pedestrians - this may be done in conjunction with a cycle scheme on Park End Road.



ID/Zone	Route Description (inc intervention type)
WR5 / Ramsey Brow / Stainburn Road	<ul style="list-style-type: none"> • Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. • Consider improved parking provision for residents and enforce restrictions to reduce footway parking and the detrimental impact this can have on people with mobility issues. • Investigate major junction improvements at Park End Road / Ramsay Brow, potentially signalling the junction and providing safe crossing points between Park End Road and Curwen Park for people on foot and on bike. Traffic light with pedestrian controlled crossings. This may be done in conjunction with a cycle scheme on Park End Road. • Investigate opportunities to increase signage for more effective wayfinding.
WR6 / Hall Brow / Workington Road / Seaton Road	<ul style="list-style-type: none"> • Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. • Consider minor junction improvements at Main Road / Milburn Croft junction to improve user experience and provide for crossing on desire lines. • Consider a new crossing point to better connect Hall Brow and Black Path for active modes. • Consider reducing the size of larger priority junctions to allow easier pedestrian crossing and reduce vehicle speeds while turnin. • Consider additional placed based interventions such as planting near Milburn Croft and minor resurfacing maintenance where required. • Investigate the feasibility of widening footways on Workington Road and Seaton Road to help pedestrians stay away from faster vehicles. • Consider an average speed limit restriction along Workington Road to create better conditions for active modes (including equestrians). • Investigate opportunities to increase signage for more effective wayfinding. • Consider improved parking provision for residents and enforce restrictions to reduce footway parking and the detrimental impact this can have on people with mobility issues.
CWZ1 / Murray Rd / Pow St / Ladies Walk / Washington St / Jane St / Oxford St	<ul style="list-style-type: none"> • Significantly improve Ladies Walk to provide a safe and attractive northern route around the town for active modes, including new materials, restoration of existing building facades, and new surveillance and lighting. • Develop a car parking strategy and rationalise car parking to allow better use of Udale Street / Pow Street, potentially including a new crossing point from Curwen Park and new public realm elements to tie these together. • Improve planting and greenery throughout the town to improve the streetscape and provide shelter. • Develop a significant place-based scheme and junction improvements at Murry Lane (potentially as part of the emerging Town Deal project) to reduce vehicle dominance and create a better place for people to be in. • Consider options for improving Oxford Street / Jane Street mini roundabout for all modes, reducing reliance on Central Way for those with mobility issues. • Potentially improve Jane Street / Washington Street junction, lessening the time taken to cross and making more space where people must wait. • Promote improvements to Ramsey Brow / Hall Brow / Washington Street through the Levelling Up Fund to help reduce the impact of the road on people moving between the parts of the town.



Questionnaire

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

About you

What is your postcode?

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

Yes No

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

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

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

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

Q3 - Do you think the routes and types of improvements proposed in the Priority Cycling Network plan, would encourage you to cycle more often, or start to cycle?

Yes No

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

Yes No

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

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

Q6 - Would you like to comment on any of the walking improvements proposed?
(Please reference the relevant Route IDs/Zones against your comments below)

Q7 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Workington. Cycling and walking infrastructure can be difficult to deliver in built up areas where there are competing demands on road space. Would you support walking and cycling improvements when this could mean less space for other road traffic at some locations?

Yes No

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

Consultation feedback

Did we provide enough information for you to properly respond?

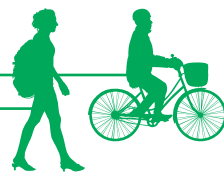
Yes Partially No

Did the questionnaire allow you to express your opinions fully?

Yes Partially No

Thank you for engaging in the consultation.

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



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

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

如果您希望通过母语了解此信息, 0300 303 2992 请致电

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

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

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

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