



Have your say

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

Public Consultation from:
4 February to 25 February 2022

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

Penrith Cycling and Walking Follow-up Consultation



Purpose of the consultation

We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Penrith 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, Eden District Council and Penrith Town Council are working together with a shared ambition to increase cycling and walking in the Penrith 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 Penrith 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 Penrith. 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 Penrith 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 Penrith 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 Penrith LCWIP focuses on the urban area of Penrith where there is the greatest potential to get more people cycling and walking for short journeys. The LCWIP also includes longer distance connections into Penrith from outlying settlements including the villages of; Plumpton to the north, Pooley Bridge to the south west, Eamont Bridge to the south, Stainton to the west and eastwards to Centre Parcs, Temple Sowerby and Warcop.

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 Penrith 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 Penrith 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	Need a dedicated cycle connection between Penrith and Ullswater/Pooley Bridge.	We are engaging with the local sustainable transport group (Sustainable and Integrated Transport for Ullswater) who are promoting a route between Penrith and Ullswater/Pooley Bridge. We will continue to support the group in developing their proposals.
	Better onward connections to/from surrounding communities (i.e. Plumpton, Langwathby, Stainton and Eamont Bridge).	We have included additional links into our priority cycling network to connect Stainton, Eamont Bridge and Plumpton to Penrith. We will continue to review network links to other communities through the 10 year lifespan of the Plan.
	Existing network is disjointed / poor interconnectivity between routes.	The existing network will be significantly extended through the priority network plan. All routes are planned to be cohesive, continuous and designed to connect people to places.
Crossings	Improved pedestrian priority is needed at a number of crossings and junctions (i.e. mini roundabout near Morrisons).	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	Safety issues on major routes and within Penrith Town Centre.	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 (i.e. poor surfacing, overgrown vegetation).	All new routes will be designed with long-term maintenance in mind. Resurfacing on existing routes that lie on the priority network is included.
Traffic	Implement 20mph zones in Penrith.	We are working closely with other County Council teams to understand the feasibility of implementing 20mph zones in Penrith.
	Busy roads are a barrier to cycling and walking.	The latest design guidance sets out a principle that bicycles should be segregated from pedestrians and on main routes and sets new standards on when segregation from motor traffic is required.
	Need to segregate walking, cycling and motor vehicles from each other.	The latest design guidance sets out a principle that bicycles should be segregated from pedestrians and sets new standards on when segregation from motor traffic is required.



Delivery of cycling and walking improvements

The Penrith Parking and Movement Study (September 2020) included the primary objective to develop a coherent and comprehensive parking and movement strategy, which meets the requirements of residents, businesses, commuters and visitors, and identifies measures to provide:

Improved walking and cycling connectivity, within Penrith, focusing on route connections to:

- The town centre,
- Key employment areas; and
- The rail and bus stations.

Priority Cycling Network Plan

The proposed priority cycling network plan to be included in the LCWIP is shown on page 10 and 11 of this document.

The priority cycling network provides connectivity to Penrith town centre and station. From there a number of radial routes extend out of the town providing connectivity to outlying Eden Valley towns and villages of Newton Reigny, Stainton, Eamont Bridge, Brougham and Langwathby. The option to choose walking or cycling for everyday trips should be promoted in rural areas, such as the Eden Valley, with many of the services relied upon by rural communities being within cycling distances.

With Penrith being the hub of the transport network in the Eden Valley, the LCWIP also has an important role in supporting the visitor economy. The main radial routes out of Penrith include the Coast to Coast route (NCN71) and the A66 corridor also plays an important role for connectivity east and west of Penrith.

The proposed A66 Northern Trans-Pennine (A66 NTP) project has the potential to provide direct and improved links eastward into Penrith's rural hinterland to support east-west cycling and walking links that could benefit Penrith, Center Parcs, Temple Sowerby, Kirkby Thore, Crackenthorpe, Appleby-in-Westmorland, Warcop and Brough. However, the A66 NTP could lead to severance of the local active travel networks, particularly where new alignments cut off or restrict movements discouraging walking and cycling and will make connectivity to the south of Penrith more challenging such as to Eamont Bridge, Stainton and to Centre Parcs. It will be important that the A66 is not a barrier to active travel in and around Penrith and provides direct routes for cycling and walking with facilities at M6 Junction 40 and Kemplay Bank roundabout as part of the A66 NTP project, to deliver the LCWIP priority cycling network.

The combination of new cycling routes and improvements to existing routes will provide a coherent, direct, safe, comfortable and attractive cycle network for the town, while recognising the unique historic market town nature of the Penrith.

The routes have been developed following the 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 where possible.

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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.



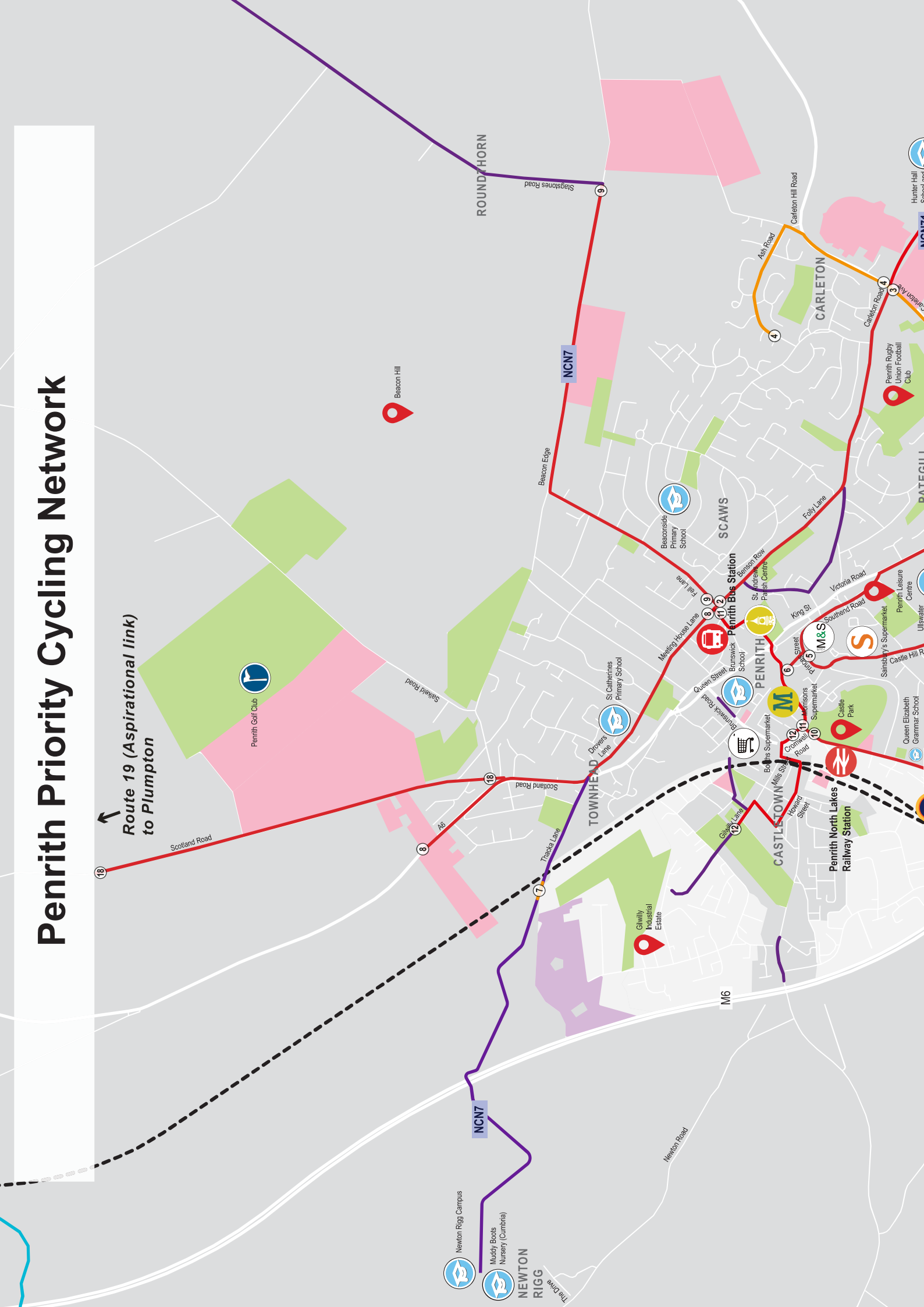
On road segregated (stepped) cycleway.

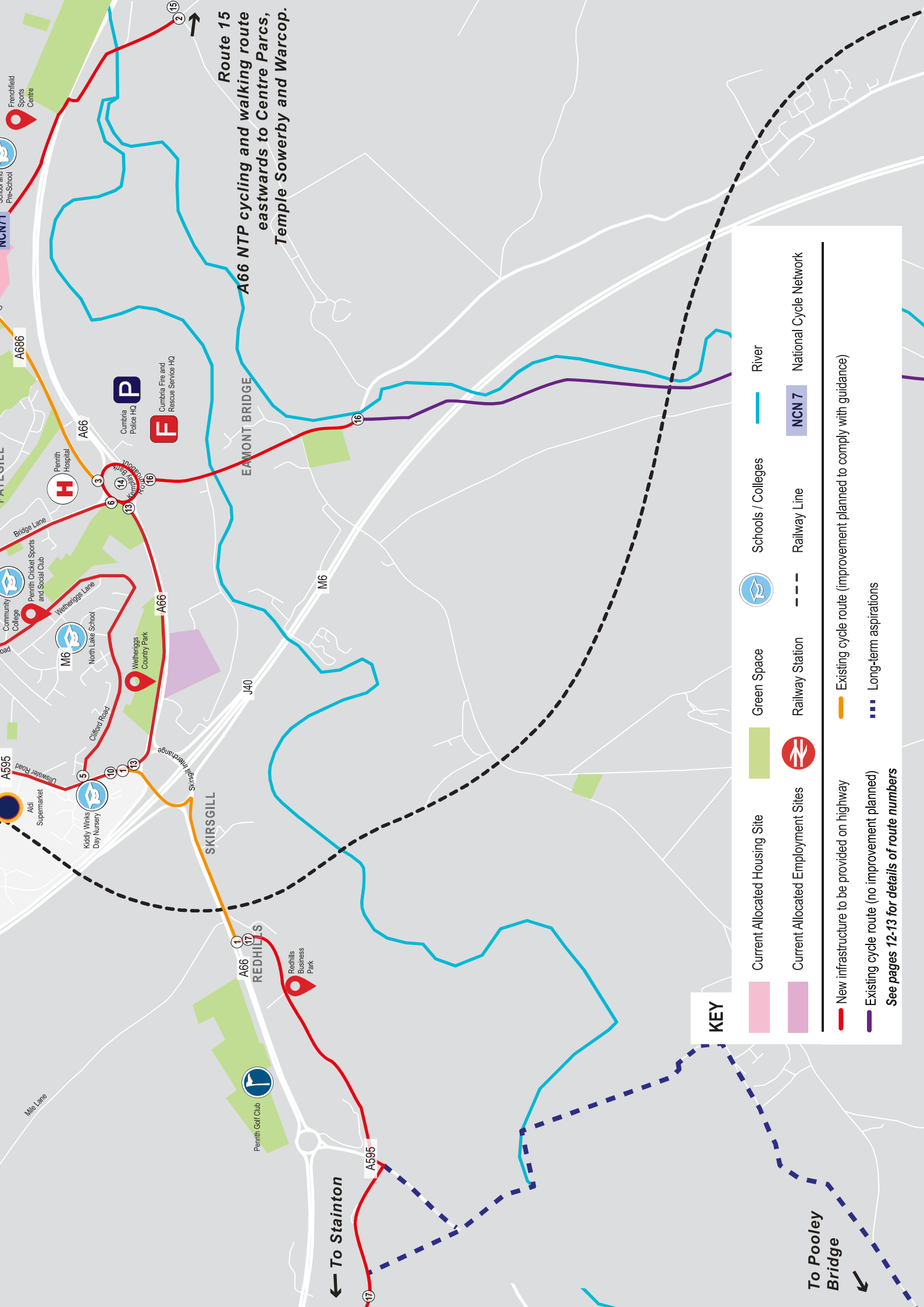


Traffic free.

Penrith Priority Cycling Network

Route 19 (Aspirational link)
to Plumpton





Route 15
A66 NTP cycling and walking route
eastwards to Centre Parcs,
Temple Sowerby and Warcop.

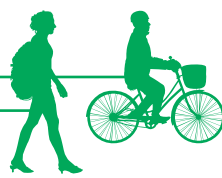
KEY

- Current Allocated Housing Site
- Current Allocated Employment Sites
- Green Space
- River
- Schools / Colleges
- Railway Station
- Railway Line
- NCN 7
- New infrastructure to be provided on highway
- Existing cycle route (improvement planned to comply with guidance)
- Existing cycle route (no improvement planned)
- Long-term aspirations

← To Stainton

To Pooley Bridge

Penrith Golf Club, Redhills Business Park, Redhills, Skirsgill, Skirsgill Interchange, A66, A595, M6, J40, Eamont Bridge, Cumbria Fire and Rescue Service HQ, Cumbria Police HQ, Penrith Hospital, Penrith Cricket Sports and Social Club, Community College, North Lake School, Wehwards Country Park, Wehwards Lane, Clifford Road, Kiddy Winks Day Nursery, Aidi Supermarket, Ullswater Road, Penrith and Pre-School, Frenchfield Sports Centre, NCN 7, Penrith, Temple Sowerby, Warcop, Centre Parcs.



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	Redhills Business Park to Skirsgill Interchange	Redesign of Junction 40 on the M6 forms part of the A66 upgrade. The upgrade will include shared use cycle/footway facilities. The Council would like to see a more direct cycle and walking link provided. This could be achieved through a pedestrian and cycle flyover. Cumbria County Council will make the case for such an improvement through representations to National Highways during the development of the A66 NTP.				
2	Benson Row, Folly Lane and Carleton Road	Creation of an on-road cycleway with the possible use of light segregation with the existing highway. This would replace the current advisory cycle lane, the markings for which, have largely disappeared over time.				
3	A686 Carleton Ave	Existing shared use cycle/foot way to be enhanced with changes to key junctions giving priority for users of the shared use cycle/footway.				
4	Carleton	Existing shared use cycle/foot way to be enhanced with changes to key junctions, where possible extending the width of the shared use sections to allow 2-way movements.				
5	Clifford and Castle Hill Roads	Signed cycle route on existing traffic calmed streets, with consideration to additional calming features and 20mph speed limits.				
6	Town Centre to Kemplay Bank Roundabout	Segregated cycleway with upgraded junctions between Victoria and Southend Roads.				
7	Town Head to Newton Rigg	Possible surfacing of a section of the existing Coast-to-Coast cycleway at Thacka Beck bridge and ford.				
8	Bus Station to North Fair Hill	Enhance the existing cycle infrastructure along this route considering the use of a lightly segregated cycleway on Scotland Road/A6.				
9	Bus Station to Stagstones Road	A quiet street with traffic calming could be created along Fell Lane. Shared use path along Beacon Edge as a proposed upgrade to current footway.				
10	Railway Station to Skirsgill Interchange	Investigate integrating cycle infrastructure onto Ullswater Road and link provision south to Junction 40.				
11	Castle Park to Bus Station	Two way segregated cycleway, where possible. The feasibility of implementing changes to reduce the flow of traffic and enable these improvements, will be investigated.				
12	Castle Park to Gilwilly Lane	Two way segregated cycleway, where possible. The feasibility of implementing changes to reduce the flow of traffic and enable these improvements, will be investigated.				
13	Skirsgill to Kemplay Bank	Improvements to the current shared use cycle/footway to remove pinch points.				
14	Kemplay Bank Roundabout Improvements	Redesign of the Kemplay Bank Roundabout as part of the A66 Upgrade. The upgrade will include shared use cycle/footway facilities. The council would like to see a direct cycle and walking link between Penrith and Eamont Bridge. This could be achieved through a pedestrian and cycle flyover. Cumbria County Council will make the case for such an improvement through representations to National Highways during the development of the A66 NTP.				

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ID	Route Name	Route Description	Intervention type			
15	Frenchfield Eastwards to Centre Parks and the Eden Valley	Segregated and quiet lane route eastwards from Penrith using the Frenchfield underpass to connect to centre Parks and Eden Valley.				
16	A6/Kemplay Bank to River Lowther	Lightly segregated cycleway where possible. Further feasibility study required.				
17	Stainton to Redhills	Creation of an on-road cycleway with the possible use of light segregation.				
18	Inglewood Road	Creation of an on-road cycleway with the possible use of light segregation with the existing highway. A shared use cycle/footway should also be considered.				
19	A6/Stoneybeck Inn to Plumpton	An aspirational route to link Inglewood Road scheme to Plumpton Junction using quiet lanes to the west of the A6.				



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 which include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

The size and compact nature of Penrith means that the town centre is within walking distance of many residential areas. To encourage more people to walk for everyday short journeys improvements have been identified for the Penrith 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.

Penrith Walking Network



KEY

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

- WR1** Scotland Road
- WR2** Fell Lane
- WR3** Carleton Road
- WR4** A6 / Bridge Lane
- WR5** Ullswater Road
- WR6** Norfolk Road
- CWZ1** Core Walking Zone (c. 400m)

See page 16 for details of route ID's



Core Walking Zones

The interventions identified on key routes into and within the Penrith 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 / Scotland Rd	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Explore options to improve crossing provision at Duke Street/Middlegate/Corney Square/ Brunswick Road and Duke Street/Wilson Row/Stricklandgate, potentially considering narrowing the carriageway in places and implementing new public realm / greening to allow ease of access for those with mobility impairments and reduce the vehicle dominance of the street. Consider options for improving the Scotland Road/ Salkeld Road/Inglewood Road junctions, which may require new footway provision and potential signalisation to provide better pedestrian facilities. Extend the existing eastern footway to the new developments on Scotland Road for contiguous provision.
WR2 / Fell Lane	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Explore options to convert Fell Lane into a one-way street. This would provide opportunity for on-road parking to be formalised, along with the existing footway to be widened. Explore opportunities to install new lighting and improve active and natural surveillance potentially through use of CCTV and improved sightlines, particularly along the section of the route between Beacon Square and Sand Croft.
WR3 / Carleton Road	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Improve the streetscape through minor public realm, planting / greening and installing additional benches along the route. Provision of traffic calming measures, where appropriate, in order to enhance the route for active modes.
WR4 / A6 / Bridge Lane	<ul style="list-style-type: none"> Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority. Improve Victoria Road/Bridge Lane/Southend Road junction. Study to be undertaken to understand what pedestrian improvements can be made. These could include changing signal timings to reduce pedestrian wait time. Improve pavement evenness and reduce potential trip hazards by resurfacing or replacing cracked paving slabs. Where possible, widen pavements at narrow sections. This would likely be done alongside cycle infrastructure provision where width was available.
WR5 / Ullswater Road	<ul style="list-style-type: none"> Improve wayfinding and signage provision to/from key origins and destinations, such as Penrith Train Station. Deliver a significant placemaking/landscaping scheme along Castlegate to enhance the main route between the town centre and the rail station, such as planting / greening, provision of seating and new bins. Explore opportunities to install new lighting and potentially CCTV to improve the feeling of safety and surveillance along Castlegate. Implement new crossing provision at Cromwell Road/Ullswater Road mini roundabout. Where possible, consider narrowing the carriageway and reducing the impact of this large junction on the streetscape. Provide more regular crossing points between the east and the west side along Ullswater Road to facilitate access to multiple trip destinations. Consider additional crossing points on the Haweswater Road / A592 roundabout to better cater for pedestrian desire lines and incorporate safe crossing for cyclists.



ID/Zone	Route Description (inc intervention type)
<p>WR6 / Norfolk Road</p>	<ul style="list-style-type: none"> • Investigate opportunities for blended crossings or continuous level footways at side streets, reinforcing pedestrian priority. • Where possible, widen pavements at narrow sections on Norfolk Road to increase pedestrian comfort. • Deliver minor placemaking/landscaping elements such as planting / greening and local street art along Norfolk Road between Howard Street and Norfolk Road/Brunswick Road/Cromwell Road roundabout. • Explore opportunities to install new lighting to improve the feeling of safety and surveillance along Norfolk Road between Howard Street and Norfolk Road/Brunswick Road/Cromwell Road roundabout. • Explore options to improve crossing provision and design of Norfolk Road/Brunswick Road/ Cromwell Road roundabout. • Investigate a new access point to Morrisons adjacent to the existing crossing point and desire line between the key destinations.
<p>CWZ1 / Penrith Town Centre</p>	<ul style="list-style-type: none"> • Enhance the local streets and routes immediately into the town centre through consistent provision of placemaking/landscaping elements such as, local art installations, planting / greening, and provision of seating. • Investigate the possibility of traffic flow restrictions during peak footfall hours between Middlegate/Devonshire Street, King Street/Crown Square, and Castlegate/Great Dockray to increase footfall in the town centre. • Particularly focus placemaking interventions and complementary traffic calming measures along Princes Street and Great Dockray. • Provide additional crossing points at various points, for example at Princes Street and Bowling Green Lane. • Undertake an in-depth review of existing pedestrian wayfinding and signage provision and identify opportunities to improve across the town centre. • Look to rationalise car parking where the location might encourage high levels of traffic on town centre routes and be detrimental to the enjoyment of the streets.



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 Penrith. 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 Penrith?

Consultation feedback

Did we provide enough information for you to properly respond?

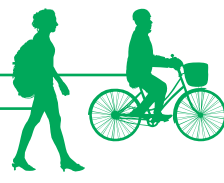
Yes Partially No

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 Penrith.



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

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