



## Have your say

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

Public Consultation from:  
**4 February to 25 February 2022**

For more details and links to the questionnaire please visit:  
**[cumbria.gov.uk/cyclingandwalking](https://cumbria.gov.uk/cyclingandwalking)**

# Whitehaven Cycling and Walking Follow-up Consultation



*Proud of our past. Energised for our future.*



## Purpose of the consultation

We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Whitehaven 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](http://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](http://cumbria.gov.uk/cyclingandwalking)**.

**Please respond by Friday 25 February 2022.**

## Background

Cumbria County Council and Copeland Borough Council Council are working together with a shared ambition to increase cycling and walking in the Whitehaven 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 Whitehaven 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 Whitehaven. 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 Whitehaven 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 Whitehaven 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

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

### Summer 2021 - Summer 2022

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

### Summer 2022 - Summer 2032

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

**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 Whitehaven LCWIP focuses on the urban area of Whitehaven where there is the greatest potential to get more people cycling and walking for short journeys. The LCWIP also includes longer distance connections into Whitehaven from outlying settlements including, Distington to the north and St Bees to the south.

## 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 Whitehaven 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 Whitehaven 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...
<b>Connectivity</b>	The current cycle routes are limited, particularly onward connections to surrounding communities.	We have included additional north / south links including improvements to the National Cycle Network Route 72 (NCN72) connecting Parton and Lowca.
	Lack of segregated connectivity between St Bees and Whitehaven.	We have included a link to St Bees on our priority cycling network plan and work is currently being undertaken to understand the feasibility of this link.
	Improve links from Whitehaven into the Westlakes Science Park as it is a key centre of employment.	The Westlakes Science Park is served by the existing NCN72 which has been identified for infrastructure improvements within the LCWIP. Improvements to an existing link will then connect NCN72 to the Westlakes Science Park.
<b>Crossings</b>	Improved pedestrian and cycle priority is needed at crossings and junctions.	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.
<b>Safety</b>	Unsafe routes caused by steep gradients.	All routes will be improved in line with the latest guidance, promoting inclusivity and access for users of all abilities where possible. This will include a priority cycling network that considers the terrain and gradients when developing routes.
	Issues with maintenance of existing routes, particularly the NCN72.	All new routes will be designed with long-term maintenance in mind. Resurfacing on existing routes that lie on the priority network is included.
	Better street lighting, including lighting on the NCN 72.	All routes on the map will be improved in line with the latest guidance, which includes improvements to lighting to improve safety, where appropriate.
<b>Traffic</b>	Busy roads are a barrier preventing more cycling and walking, or starting walking or cycling.	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.



## 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 Whitehaven this includes:

- The Levelling Up Fund (LUF): details of the LUF are expected to be announced by the Government in early 2022, both Copeland Borough and Cumbria County Councils will be considering applications to the LUF.

## 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.

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 address health inequality in Whitehaven. The Sustrans NCN72, Hadrian's Cycleway forms the core spine network for cycling in Whitehaven and the wider 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 priority network provides connectivity from residential areas in Whitehaven to key destinations such as schools, shops, employment areas, community hubs, railway stations and green spaces; with a focus on connections to Westlakes Science and Technology Park to the south, the central retail and entertainment area and to education facilities at the Whitehaven Academy and nearby schools.

The improvements would include segregated cycleways into the town centre where possible, and a mixture of shared use paths, quiet streets and new off road paths to link surrounding residential areas and communities.

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.



## Whitehaven Cycling and Walking Follow-up Consultation

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.**



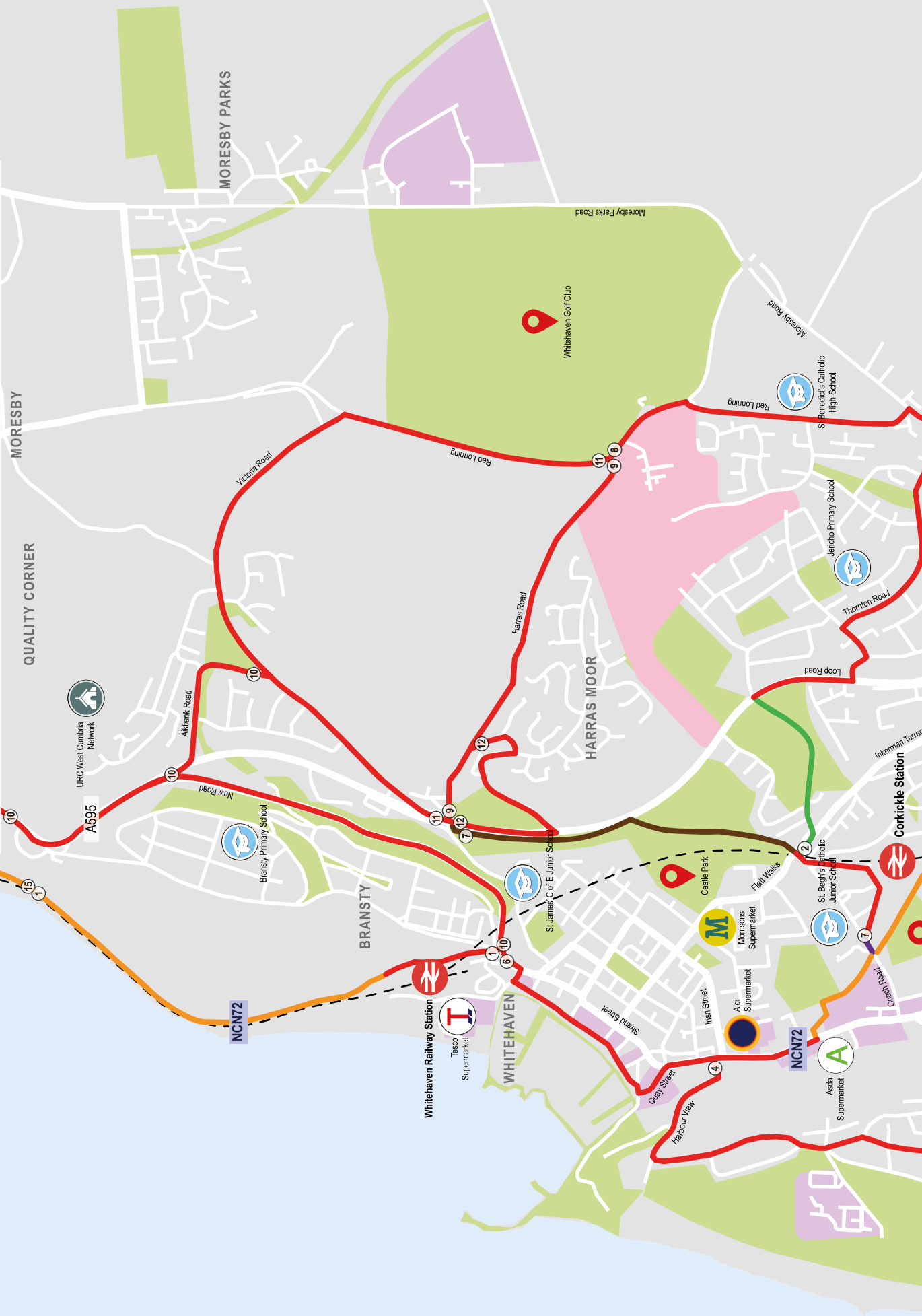
**On road segregated (stepped) cycleway.**

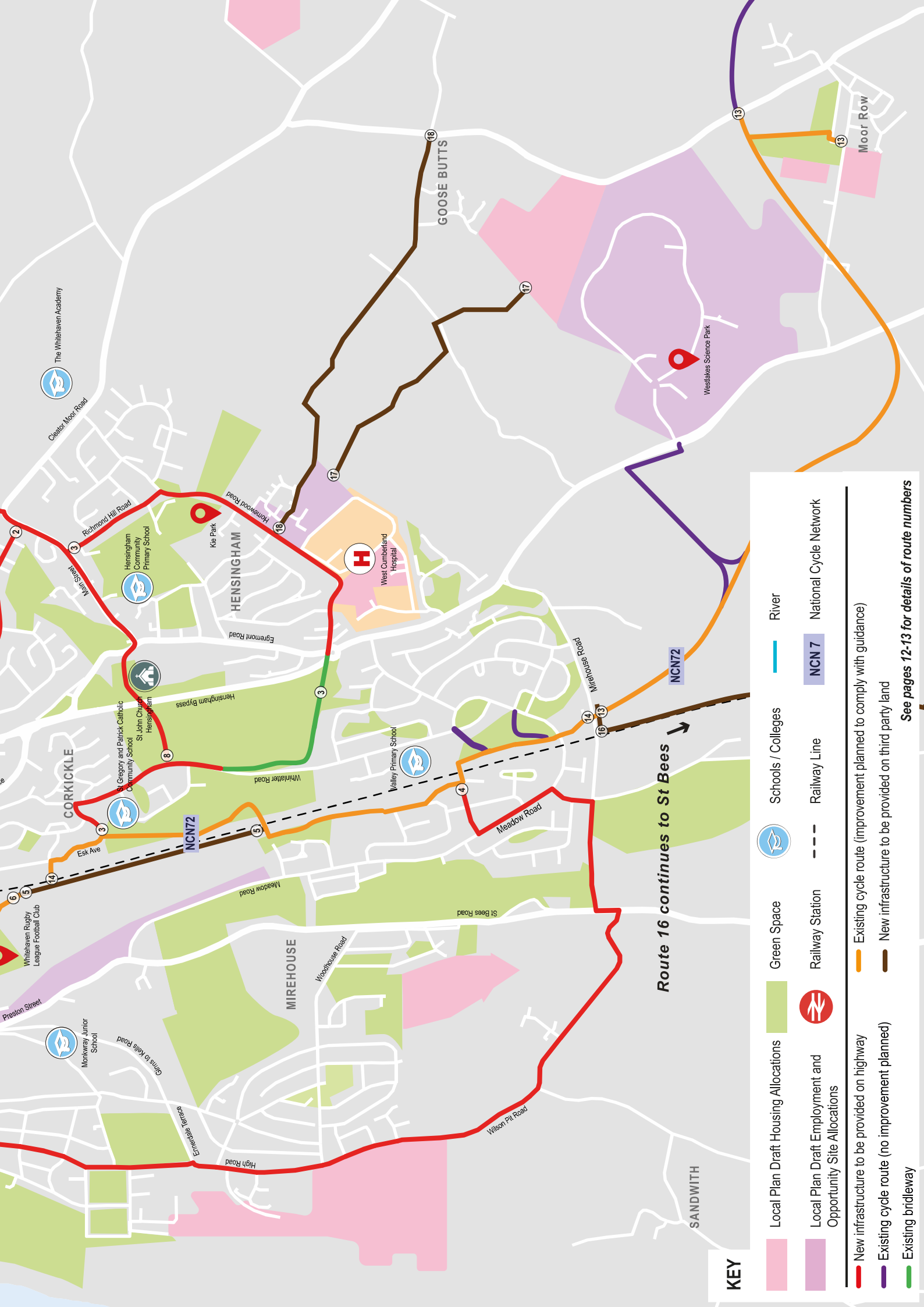


**Traffic free.**

Route 15 Parton to Lowca →

# Whitehaven Priority Cycling Network





**Route 16 continues to St Bees**

**KEY**

- Local Plan Draft Housing Allocations
- Local Plan Draft Employment and Opportunity Site Allocations
- Green Space
- Schools / Colleges
- River
- Railway Station
- Railway Line
- National Cycle Network
- NCN 7
- New infrastructure to be provided on highway
- Existing cycle route (no improvement planned)
- Existing cycle route (improvement planned to comply with guidance)
- New infrastructure to be provided on third party land
- Existing bridleway

**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	NCN72 Northern Spur	Segregated cycleway where width allows. Possible improvements to New Road / Brantsy Road / Brantsy Row junctions.				
2	Thornton Road to Corkickle	Traffic calming to create a quiet street approach on Thornton Road. Segregated cycleway on Loop Road / A595. Improvements to the Midgey Gill bridleway to create an off road cycleway.				
3	Esk Avenue to Richmond Hill Road via Hensingham and West Cumberland Hospital	A new traffic free link between Whinlatter Road and the A595, if possible. Improved crossing points at A595/Homewood Road roundabout. Traffic calming measures on Homewood Road.				
4	Western Orbital Route	Segregated cycleway on Woodville Way and Wilson Pit Road, where possible. Traffic calming measures on High Road and Harbour View, where possible.				
5	NCN72 Alternative Route	New off road cycleway providing a more direct route for NCN72, running parallel to the railway line.				
6	Urban NCN72	Realign sections of the current NCN72 to follow quiet streets, providing suitable on-road facilities with new crossing points where necessary.				
7	Coach Road to Oakbank Road	Traffic calming and junction improvements on Station Road / The Gardens, where possible. Off road cycleway link through Castle Park.				
8	Main Street and Red Lonning	Shared use cycle and footpath along Red Lonning, with the option of a possible bi-directional cycleway. Traffic calming on Main Street to be considered. Traffic free link between Egremont Road and Whinlatter Road, if possible.				
9	Harras Road	Light segregated cycleway connecting Red Lonning in the the east to Hillton Terrace in the west.				
10	New Road, Aikbank Road and A595	Segregated cycleway on New Road, where possible, with a new crossing over the A595. Traffic calming on Aikbank Road leading onto a traffic free link. Possibility of a shared use path along the A595 from Bransty to the Howgate roundabout. (Subject to approval with National Highways)				
11	Northern Orbital Route	Shared use path on Red Lonning with traffic calming and quiet street approach on Victoria Road.				
12	Highlands	Shared use path on the A595 (subject to approval with National Highways) and traffic calming to promote a quiet streets approach on Highlands.				
13	NCN72 Rural South	South Whitehaven to Moor Row along NCN72. Targeted upgrades to lighting, accesses, signage etc to comply with guidance.				
14	NCN 72 Urban South	NCN72 through south Whitehaven. Various targeted upgrades such as, vegetation clearance, resurfacing and street scape improvements.				

ID	Route Name	Route Description	Intervention type		
15	NCN72 Northern Section Parton to Lowca	NCN72 to the north of Whitehaven. Various targeted upgrades such as, resurfacing and street scape improvements.			
16	St Bees to Whitehaven	Proposed new traffic free route from Mirehouse to St. Bees.			
17 & 18	Cycle links from the West Lakes Science Park to the West Cumberland Hospital	Longer term aspirational routes that could provide a traffic-free cycle route between the West Lakes Science Park to the West Cumberland Hospital, further feasibility studies would be required to determine if either route would be possible.			

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



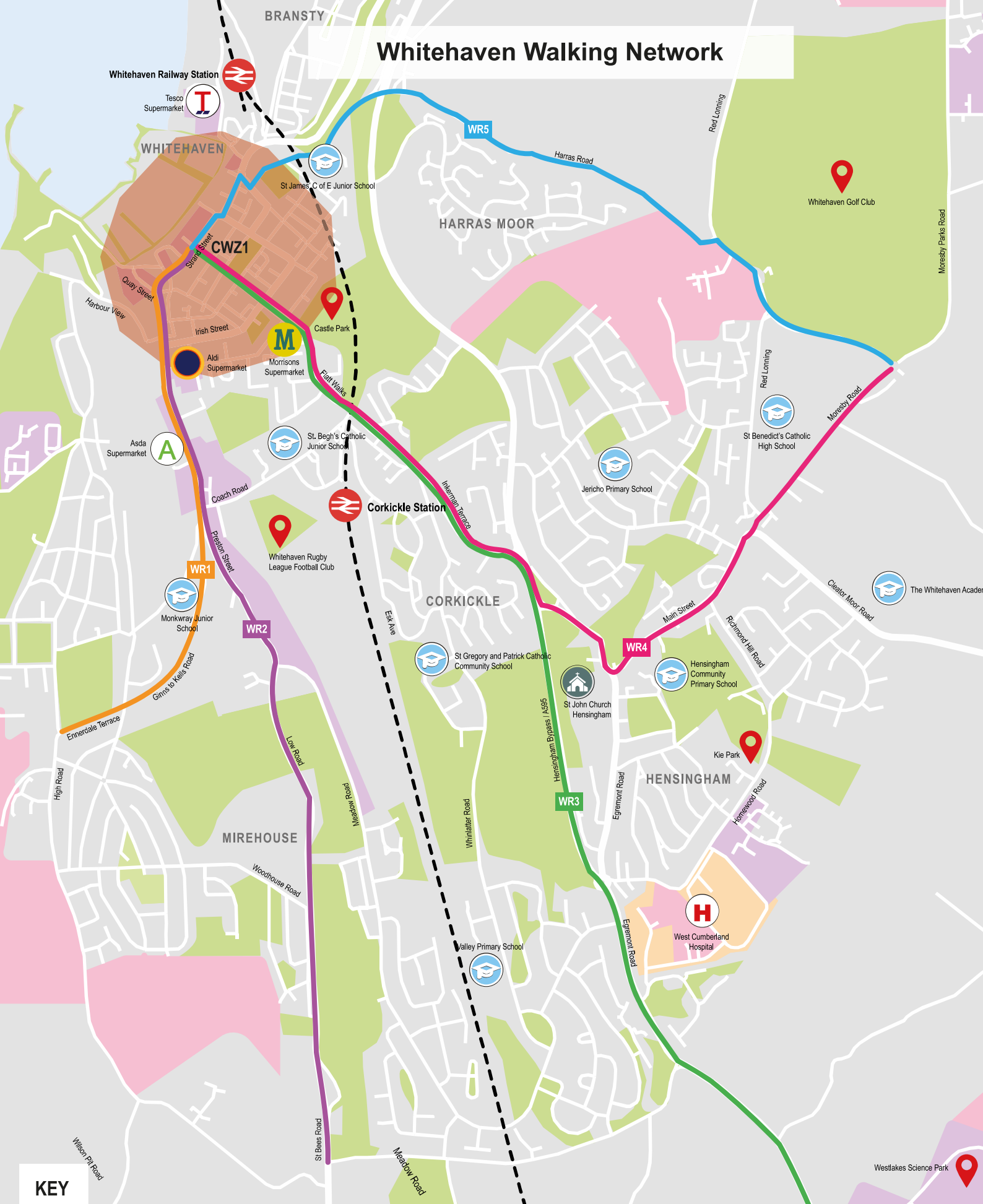
## Core Walking Zones and Primary Routes

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 Whitehaven 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.

# Whitehaven Walking Network

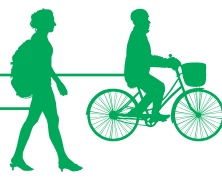


## KEY

- Local Plan Draft Housing Allocations
- Green Space
- Local Plan Draft Employment and Opportunity Site Allocations
- Railway Station
- River
- Schools / Colleges
- Railway Line

- **WR1** Ginn's to Kells Road
- **WR2** B5345 / Low Road
- **WR3** A595 / Egremont Road
- **WR4** Main Street
- **WR5** Harras Road
- CWZ1** Core Walking Zone (c. 400m)

See page 16 for details of route ID's

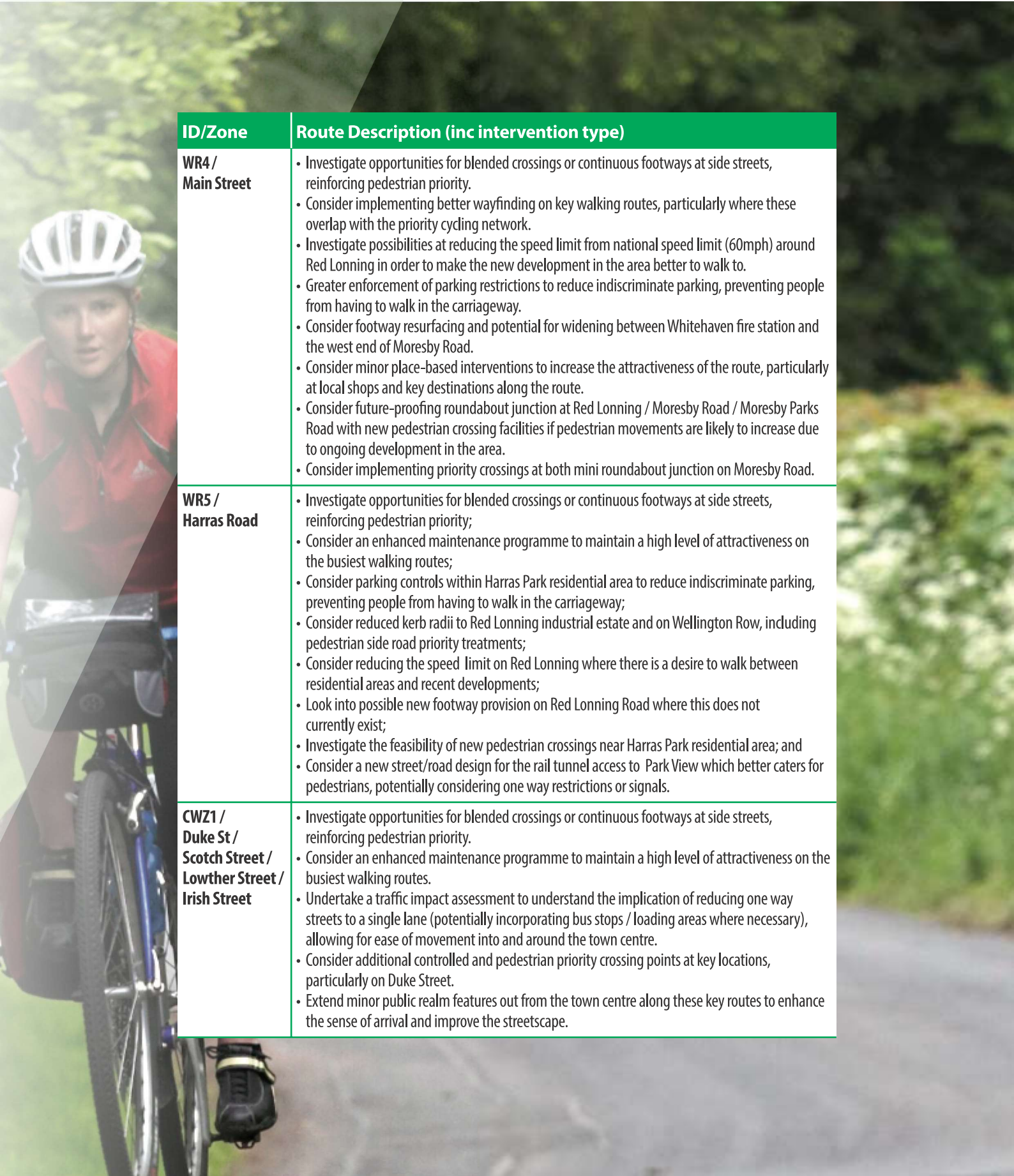


## Core Walking Zones

The interventions identified on key routes into and within the Whitehaven 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)
<b>WR1 / Ginns to Kells Road</b>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority;</li> <li>• Consider an enhanced programme of interventions between authorities and communities throughout Whitehaven to tackle litter, graffiti, and anti-social behaviour hot spots;</li> <li>• Look into investing in place-based interventions in areas in and outside of the town centre, such as planting, benches and art displays etc to enhance the local area. These could be community led in places;</li> <li>• Consider new wayfinding in suitable locations and at potentially confusing junctions;</li> <li>• Investigate major junction improvements at the priority junction of Ginns to Kells Rd / B5345 / Monkway Brow (fork junction) to better cater for all modes of transport and with an emphasis on pedestrians (and cycle users); and</li> <li>• Look into improvements at the mini-roundabout junction of New Town Road to introduce new pedestrian crossings.</li> </ul>
<b>WR2 / B5345 / Low Road</b>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority.</li> <li>• Look into ways to increase natural surveillance of the route in isolated locations.</li> <li>• Investigate new footway infrastructure on St Bees Road where missing or consider parallel alternative walking routes that could be equally attractive.</li> <li>• Look into investing in place-based interventions in areas in and outside of the town centre, such as planting, benches and art displays etc to enhance the local area. These could be community led in places.</li> <li>• Consider new wayfinding in suitable locations for better clarity.</li> </ul>
<b>WR3 / A595 / Egremont Road</b>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority.</li> <li>• Consider implementing wayfinding on walking routes, particularly where the natural route may be to walk along dangerous roads with no provision.</li> <li>• Consider an enhanced maintenance programme to maintain a high level of attractiveness on the busiest walking routes.</li> <li>• Undertake an investigation into the provision of new footway and pedestrian infrastructure on the A595 where there is a clear desire to walk.</li> <li>• Consider significant changes to the roundabout junction of the A595 / Homewood Road serving the West Cumberland Hospital so that it provides controlled pedestrian crossing facilities (as well as aligning with the proposed cycling network).</li> <li>• Minor junction improvements at A595 / A5094 to improve signal timings and potentially reduce the number of pedestrian phases, helping people cross quicker and easier.</li> <li>• Addition of pedestrian phases at the signalised junction of Coach Road / A5094, better providing for people with mobility impairments.</li> <li>• Minor junction improvements to Lowther Street and Scotch Street junction - consider removing guard rail and providing scramble (diagonal) crossings to help people cross quicker and easier.</li> </ul>





ID/Zone	Route Description (inc intervention type)
<p><b>WR4 / Main Street</b></p>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority.</li> <li>• Consider implementing better wayfinding on key walking routes, particularly where these overlap with the priority cycling network.</li> <li>• Investigate possibilities at reducing the speed limit from national speed limit (60mph) around Red Lonning in order to make the new development in the area better to walk to.</li> <li>• Greater enforcement of parking restrictions to reduce indiscriminate parking, preventing people from having to walk in the carriageway.</li> <li>• Consider footway resurfacing and potential for widening between Whitehaven fire station and the west end of Moresby Road.</li> <li>• Consider minor place-based interventions to increase the attractiveness of the route, particularly at local shops and key destinations along the route.</li> <li>• Consider future-proofing roundabout junction at Red Lonning / Moresby Road / Moresby Parks Road with new pedestrian crossing facilities if pedestrian movements are likely to increase due to ongoing development in the area.</li> <li>• Consider implementing priority crossings at both mini roundabout junction on Moresby Road.</li> </ul>
<p><b>WR5 / Harras Road</b></p>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority;</li> <li>• Consider an enhanced maintenance programme to maintain a high level of attractiveness on the busiest walking routes;</li> <li>• Consider parking controls within Harras Park residential area to reduce indiscriminate parking, preventing people from having to walk in the carriageway;</li> <li>• Consider reduced kerb radii to Red Lonning industrial estate and on Wellington Row, including pedestrian side road priority treatments;</li> <li>• Consider reducing the speed limit on Red Lonning where there is a desire to walk between residential areas and recent developments;</li> <li>• Look into possible new footway provision on Red Lonning Road where this does not currently exist;</li> <li>• Investigate the feasibility of new pedestrian crossings near Harras Park residential area; and</li> <li>• Consider a new street/road design for the rail tunnel access to Park View which better caters for pedestrians, potentially considering one way restrictions or signals.</li> </ul>
<p><b>CWZ1 / Duke St / Scotch Street / Lowther Street / Irish Street</b></p>	<ul style="list-style-type: none"> <li>• Investigate opportunities for blended crossings or continuous footways at side streets, reinforcing pedestrian priority.</li> <li>• Consider an enhanced maintenance programme to maintain a high level of attractiveness on the busiest walking routes.</li> <li>• Undertake a traffic impact assessment to understand the implication of reducing one way streets to a single lane (potentially incorporating bus stops / loading areas where necessary), allowing for ease of movement into and around the town centre.</li> <li>• Consider additional controlled and pedestrian priority crossing points at key locations, particularly on Duke Street.</li> <li>• Extend minor public realm features out from the town centre along these key routes to enhance the sense of arrival and improve the streetscape.</li> </ul>



## 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?

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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

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

Strongly Agree  Agree  Neither agree nor disagree  Disagree  Strongly disagree

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**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

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**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

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**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 Whitehaven. 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

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

## Consultation feedback

**Did we provide enough information for you to properly respond?**

Yes  Partially  No

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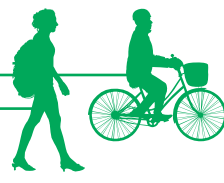
**Did the questionnaire allow you to express your opinions fully?**

Yes  Partially  No

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**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 Whitehaven.**



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।

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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