

Strategic Cycling and Walking Corridors

Consultation Summary Report



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1. Introduction

Cumbria County Council held a consultation on proposals to improve the cycling and walking offer along two key corridors within Cumbria. We want to develop the best possible plans for cycling, walking and wheeling improvements, to ensure that the benefits to our communities and visitors are maximised.

2. Background

The Cumbria Transport Infrastructure Plan 2022 – 2037 (CTIP) sets out an ambition for the network by 2037, outlining how Cumbria will be known as one of the best places to walk and cycle in the UK. To support this there will be:

- Attractive and safe cycling routes connecting the main settlements and wider countryside, providing access to Cumbria's two National Parks, Areas of Outstanding Natural Beauty and two World Heritage Sites; and
- New traffic free trails suitable for all users and as a means of further boosting active travel participation.

The CTIP identifies five Strategic Cycling and Walking Corridors across the County as a focus for delivering improved infrastructure. Within these corridors traffic free cycling and walking routes will be created to better connect towns and communities.

1. Hadrian's Wall and West Coast
2. Eden and Lune Valleys
3. North Lakes and Pennines
4. Heart of the Lakes
5. Morecambe Bay

As part of the Borderlands Inclusive Growth Deal, we are developing potential cycling and walking improvements that could be made in two of the corridors:

- Heart of the Lakes
- Hadrian's Wall and West Coast



This report summarises the results of the public consultation. The consultation included an online survey, paper questionnaires distributed within the corridors, and on-street face to face surveys at key locations, throughout the consultation period.

We held a consultation between 1 April and 22 April 2022, asking for feedback on our developing plans for these two corridors, to help shape the proposed improvements. Consultations on the other Strategic Corridors will follow as plans for these are brought forward.

The survey included a questionnaire split into 4 parts.

Part A (About You) included the following:

- Finding out about the respondent and their interest in the consultation
- Current travel behaviours (cycling and walking journeys)
- Any barriers to cycling and walking in and around Cumbria
- Finding out what would encourage more cycling, and more walking for leisure

Part B focussed on the Heart of Lakes Strategic Corridor and the See More Lake District Cycling project, and respondents were asked:

- Whether they would like to see more money spent on cycling in the corridor
- Which of the potential improvements they would use
- To rank the improvements in order of priority
- To provide any feedback on each of the proposals
- To provide details of any other potential routes they thought would achieve the objectives of the project

Part C focussed on the Hadrian's Wall and West Coast Strategic Corridor, and the Hadrian's Wall Cycling and Walking Corridor project, and respondents were asked:

- Whether they would like to see more money spent on cycling and walking in the corridor
- Whether they would start to cycle or cycle more if improvements were made
- Whether they would make more use of walking routes in the area if improvements were made
- To provide a preference and any comments where there are different route options along the corridor

Part D requested Consultation Feedback and asked whether enough information had been provided for the respondent to properly respond.

Responses to the Consultation

A total of 967 responses were received to the Strategic Corridors questionnaire during the consultation period. This included online responses and completed paper questionnaires.

A total of 107 on-street face to face surveys were also carried out during the consultation period, at the following locations:

- 6 April:** St. Bees and Whitehaven
- 7 April:** Keswick
- 13 April:** Low Sizergh Barn near Kendal, Windermere car ferry, and Grasmere
- 22 April:** Brampton and Housesteads



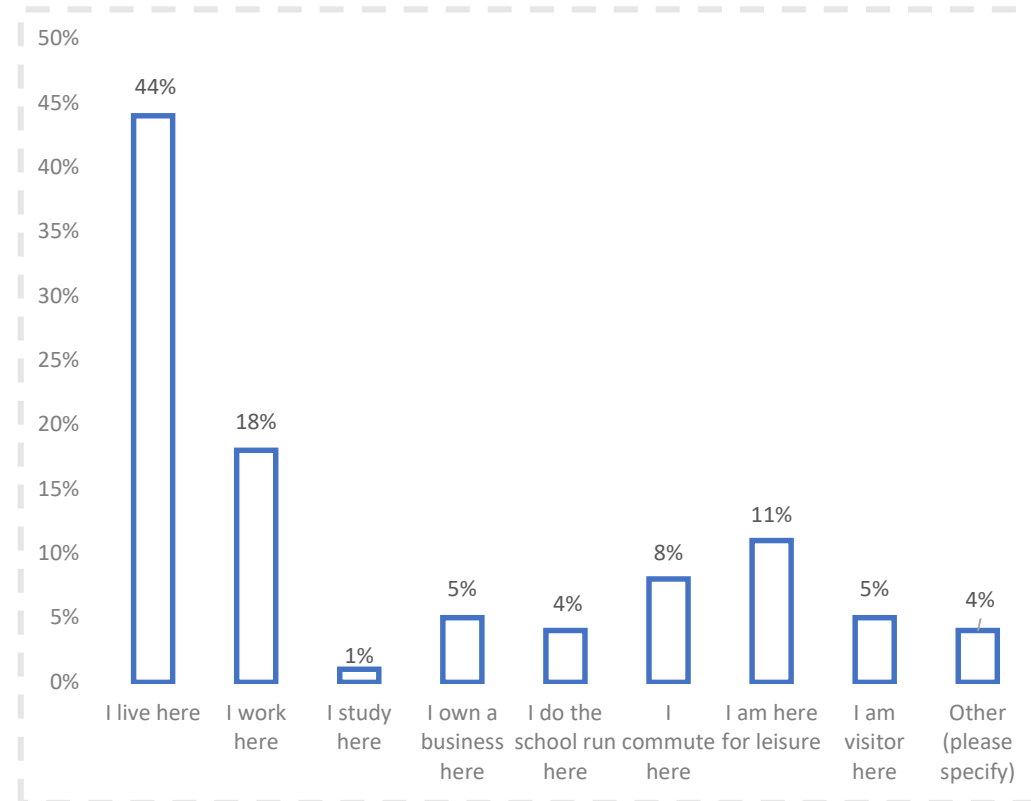
3. Results of the Questionnaire

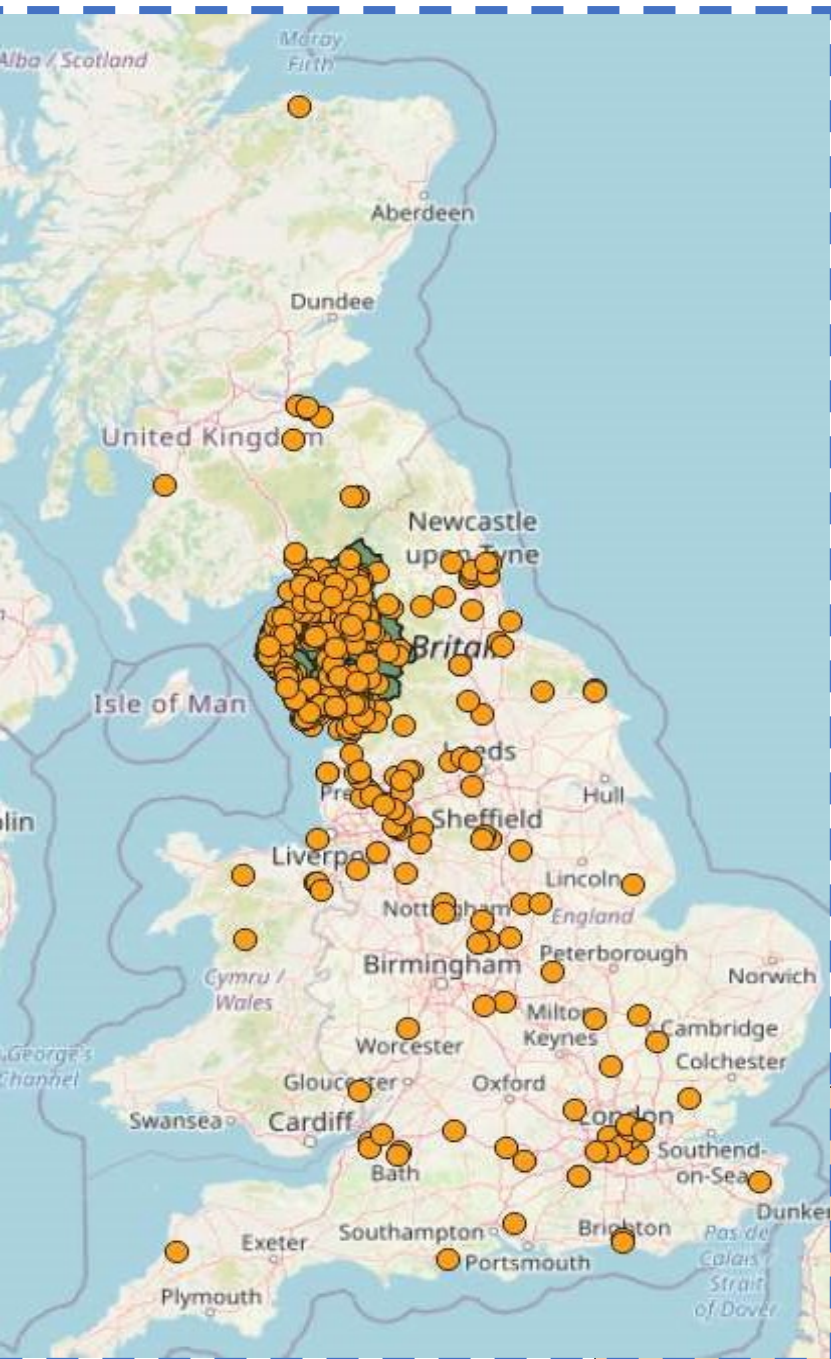
The results outlined in this section are taken from the online survey responses and paper questionnaires only. The results of the face to face on-street surveys are outlined separately in Section 5.

3.1 About You

Which of the following best describes the reason for your interest in this consultation?

The first question asked about those responding and their interest in the consultation, with the option to tick all answers that applied. The largest group of respondents were local residents (796), followed by those that work here (328), are in the area for leisure (208), and own a business here (94). Other responses included: Have an interest in cycling, visit the area or have holidays here, have family in the area, and used to live or work in the area.





What is your postcode?

A postcode was requested to understand where those responding were from. The largest number of respondents were from Cumbria (784), followed by Lancashire and London, and many other different areas of the country.

Within Cumbria, the areas of South Lakeland and Copeland had the most respondents.

(937 answered this question)

Allerdale	165
Barrow	15
Carlisle	87
Copeland	197
Eden	83
South Lakeland	237

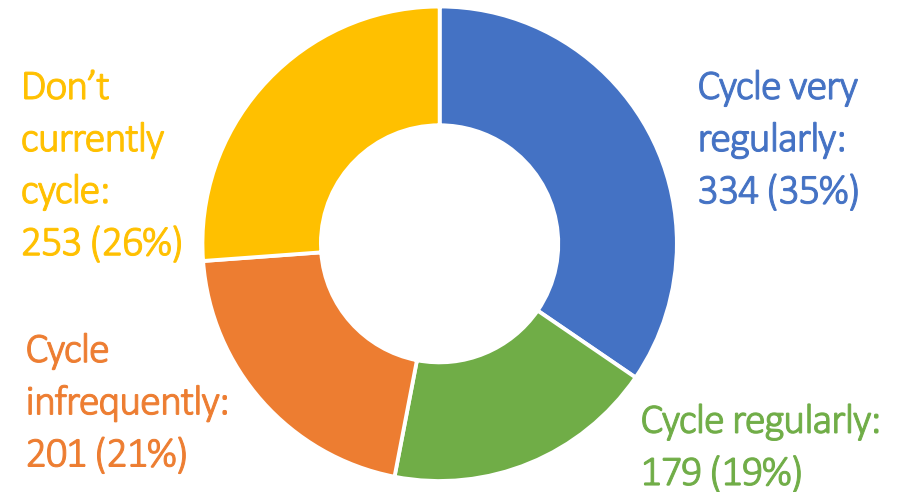




Do you currently cycle in and around Cumbria?

Respondents were asked whether they currently cycle in and around Cumbria. The results showed that 35% of respondents cycle very regularly (couple of times per week), 19% cycle regularly (couple of times a month), 21% cycle infrequently (couple of times a year), and 26% of respondents did not currently cycle in and around Cumbria.

(967 respondents answered this question)

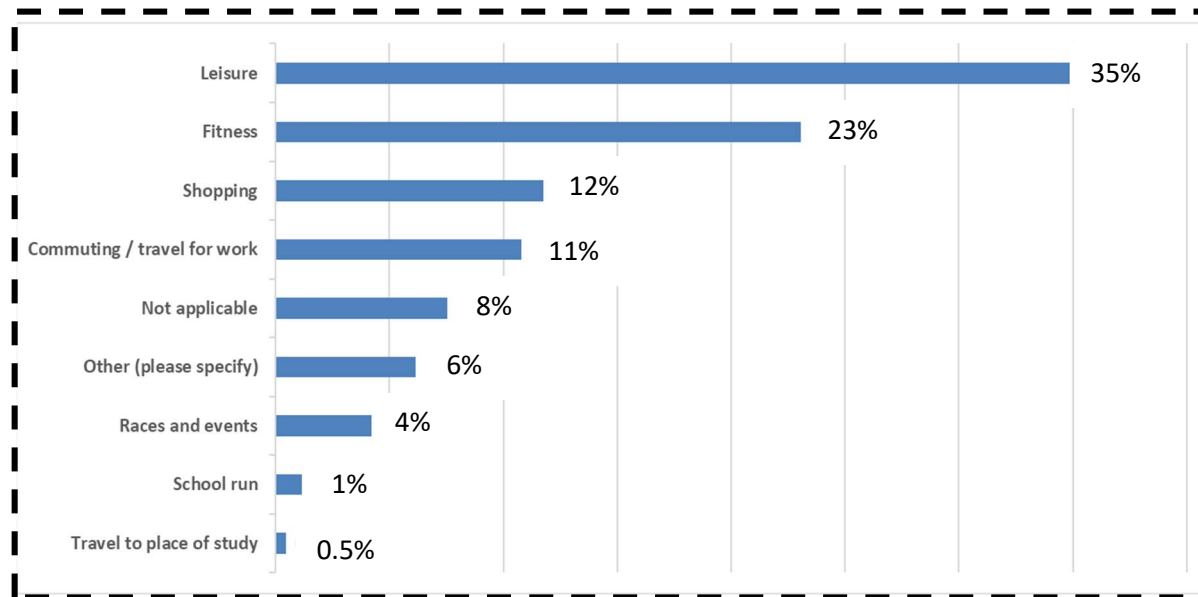


For what purpose are the journeys you make by cycling?

The purposes of journeys can be summarised as follows (respondents could select more than one answer):

- Leisure (685 respondents)
- Fitness (453)
- Shopping (231)
- Commuting / travel for work (212)
- Races and events (83)
- Travel to place of study (9)
- Other (121)

Other responses included: Cycling as a general mode of transport, to replace journeys by car, and health reasons. A number of responses also focussed on horse -riding.



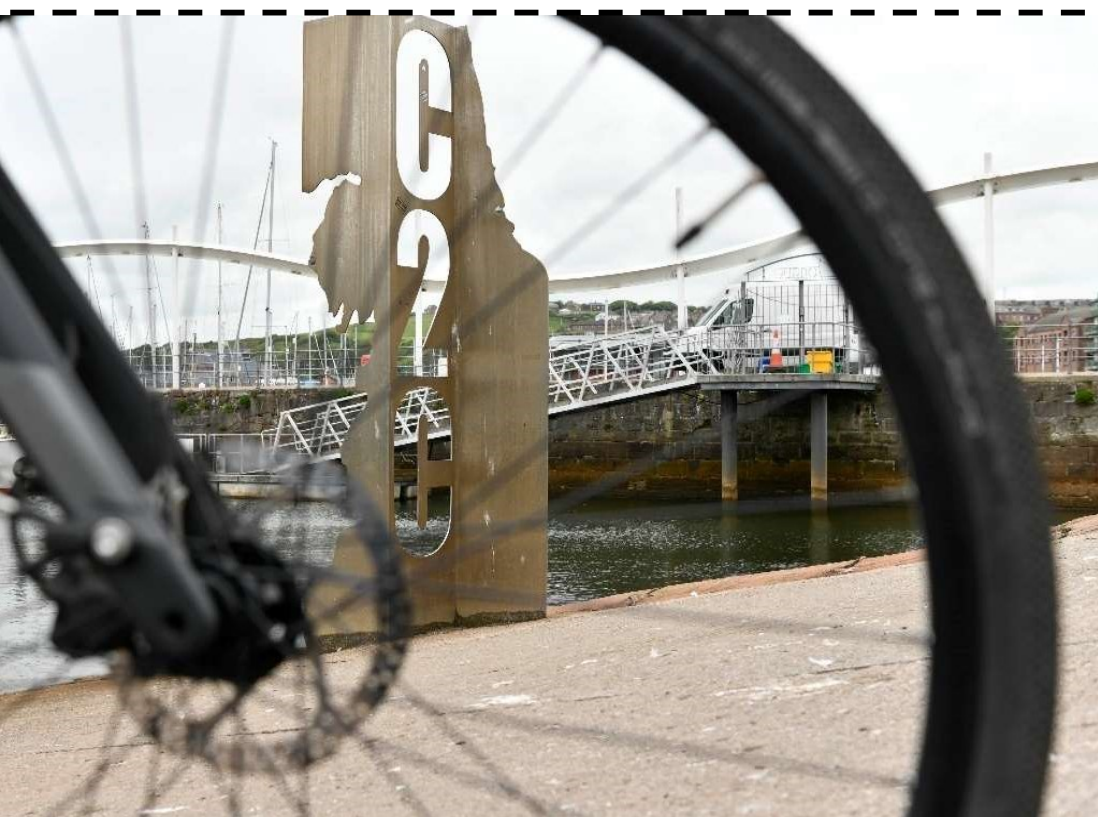


Do any of the following make it difficult for you to cycle in and around Cumbria?

Respondents were asked to select their top 3 answers. The main responses were busy roads: 748 respondents (34%), feeling unsafe: 507 respondents (23%), and difficult junctions to cross: 307 respondents (14%).

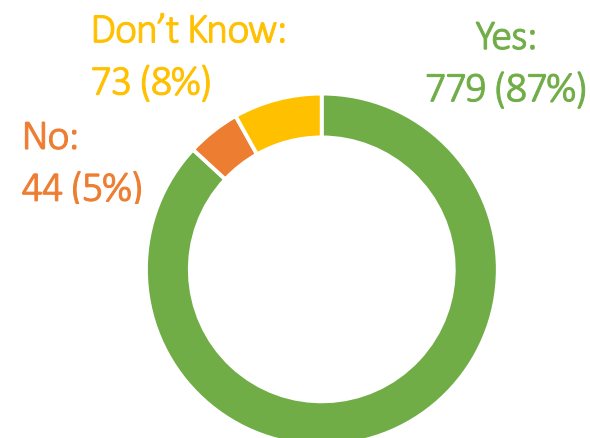
Other response themes included: Poor quality infrastructure, lack of segregation and off-road routes, difficulty when riding with children, problems with other road users, disabled and hand cycling access, and poor access to routes.

While the questions asked specifically about cycling, the question attracted responses from people with an interest in horse-riding. The responses reflected demand for further safe off-road routes for equestrians.



Would you prefer to use cycling routes away from roads with motor vehicle traffic, even if the route was a less direct route to your destination?

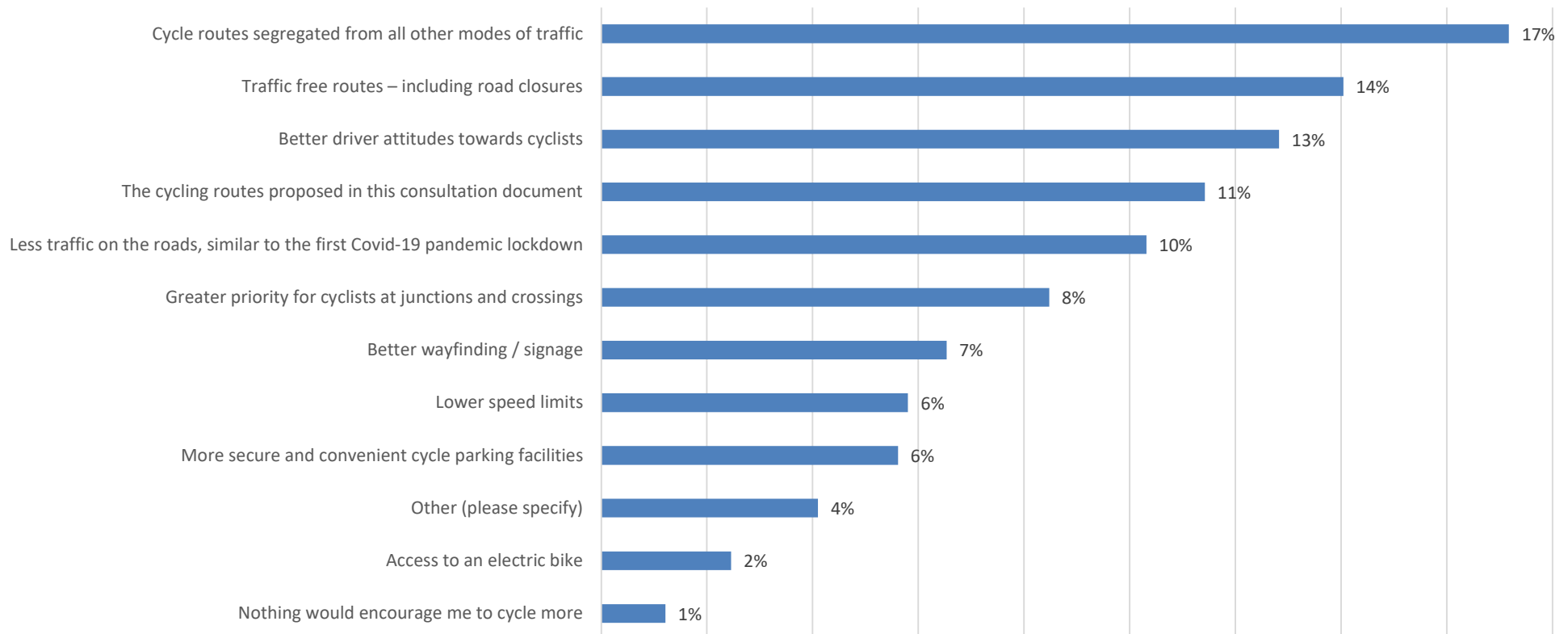
The responses were:



ENCOURAGING CYCLING

What would encourage you to cycle more?

Respondents were then asked what would encourage them to cycle more, with the option to tick all that applied. 98% of those completing surveys answered this question. The most popular answers were cycle routes segregated from all other modes of traffic (636 respondents), traffic free routes – including road closures (314 respondents), and better driver attitudes towards cyclists (475 respondents).



Other response themes included: better quality infrastructure, continuous and connected routes, increased safety, more bridleways, and a number of equestrian related responses were also given.

WALKING

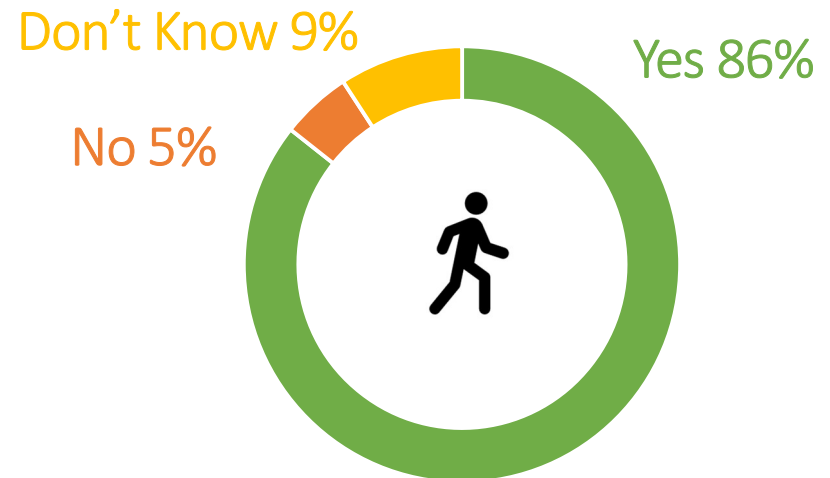
Do any of the following make it difficult for you to walk for leisure in and around Cumbria?

The survey asked whether there were things that made it difficult to walk for leisure in and around Cumbria. Respondents were asked to tick all that applied, and 95% of those surveyed answered this question. The main responses were busy roads (28%), quality of routes (13%), and feeling unsafe (11%).

Other response themes included: Poor / expensive parking, access to routes, quality and maintenance of routes, and crowded / busy routes.

Would you prefer to use walking routes away from roads with motor vehicle traffic, even if the route was a less direct route to your destination?

Of the 882 people that answered this question, a high proportion of respondents (86%) would prefer to use walking routes away from roads with motor vehicle traffic, even if the route was a less direct route to their destination. Only 5% wouldn't prefer this.

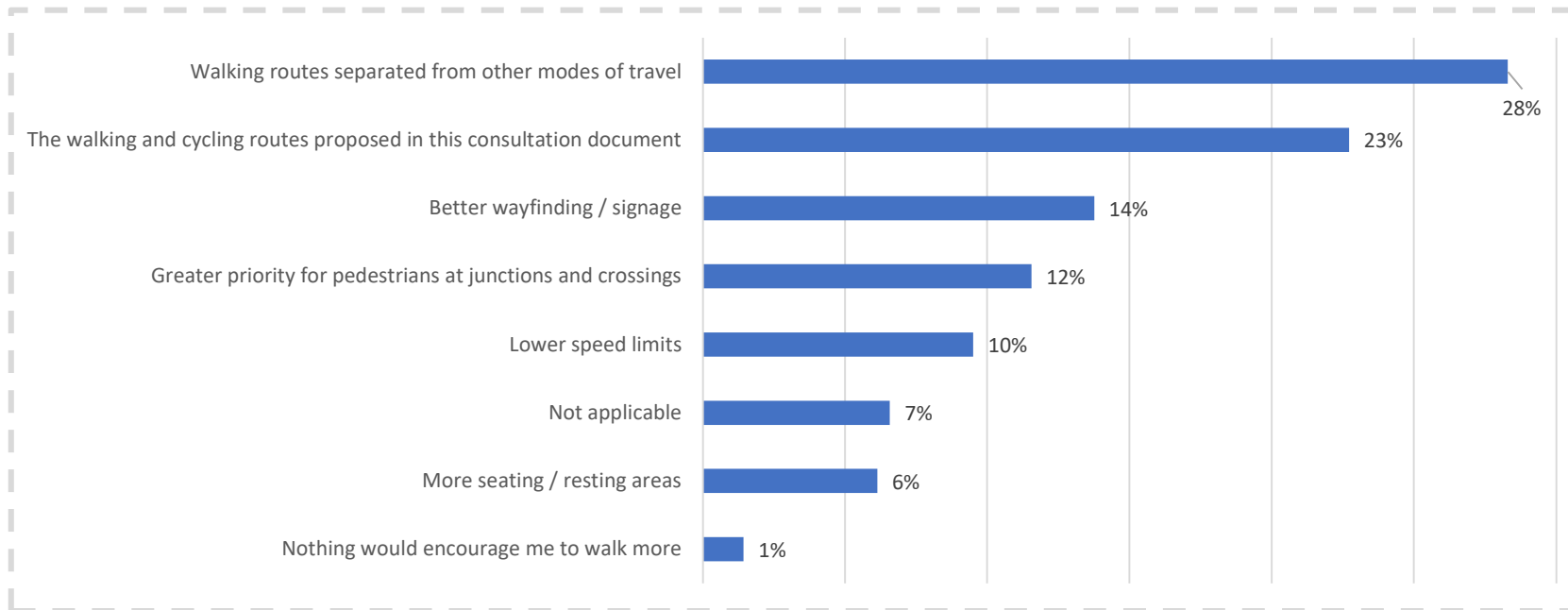
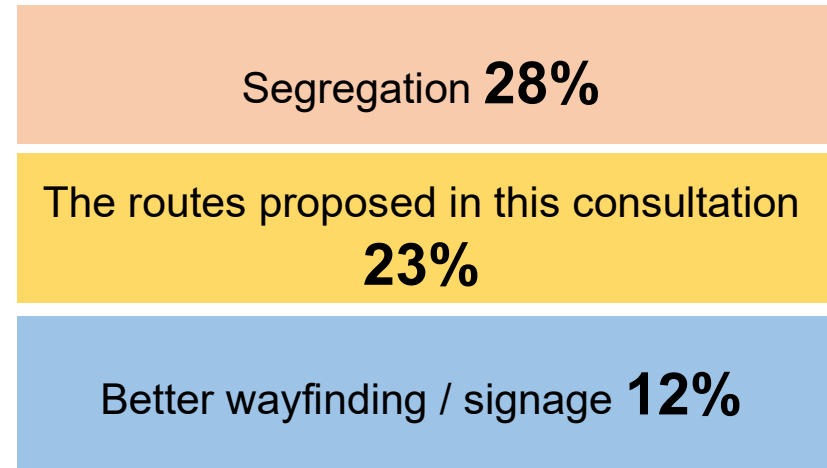




ENCOURAGING WALKING

What would encourage you to walk more for leisure?

Respondents were asked to tick all that applied, and 96% of those surveyed answered this question. The main responses were: Walking routes separated from other modes of travel (28%), the walking and cycling routes proposed in the consultation document (23%), better wayfinding / signage (14%) and greater priority for pedestrians at junctions and crossings (12%).



Other response themes included: better quality infrastructure, continuous and connected routes, increased safety, and more bridleways. We also received a number of equestrian related responses.

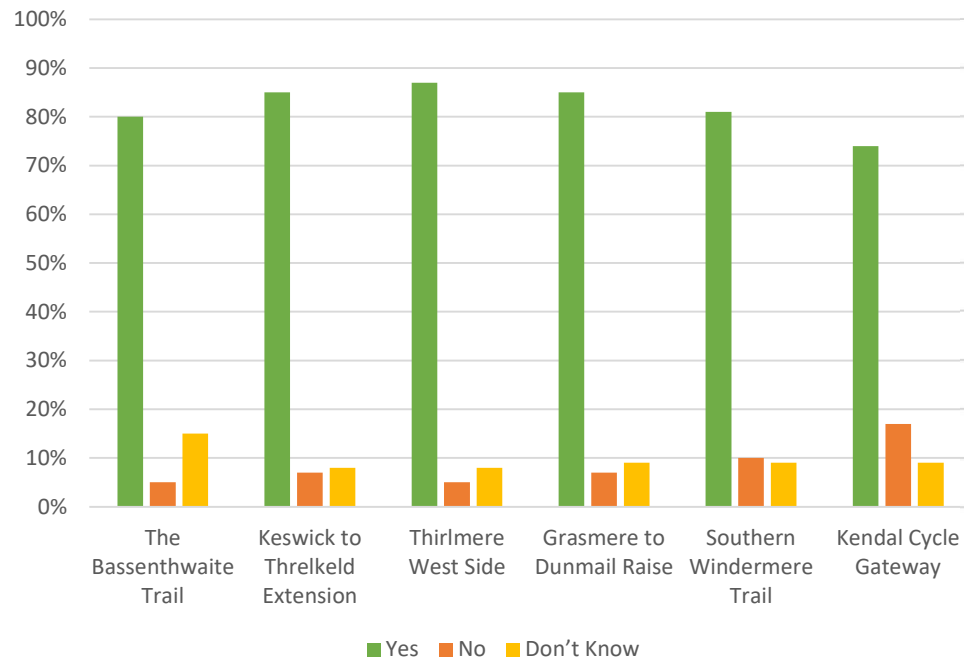
3.2 Heart of the Lakes Corridor

Would you like to see more money spent on cycling in the Heart of the Lakes Corridor?

Out of the 567 respondents who answered this question, **86%** said they would like to see more money spent on cycling in the Heart of the Lakes Corridor.

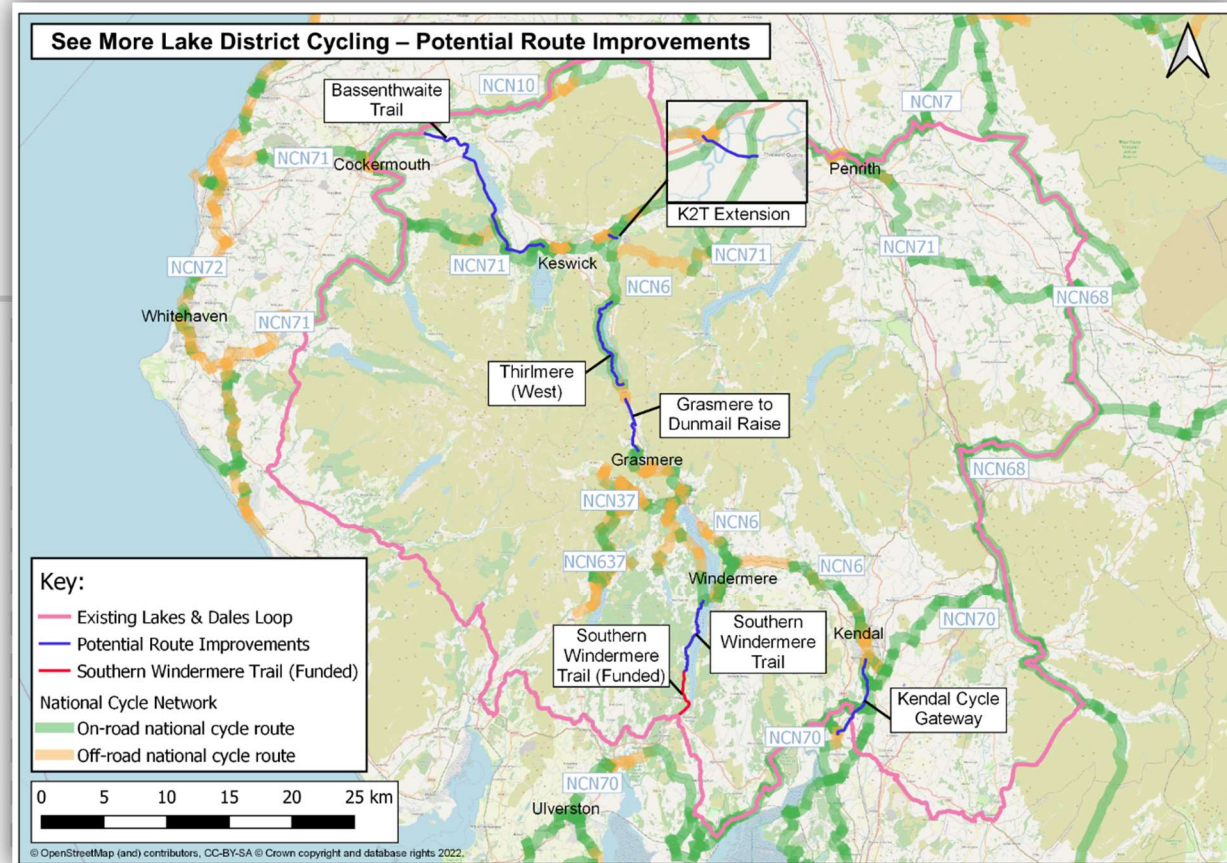
Would you use any of these potential improvements?

All the potential route improvements were popular. The most positive response was for Thirlmere West Side, followed by Grasmere to Dunmail Raise and Keswick to Threlkeld Extension.



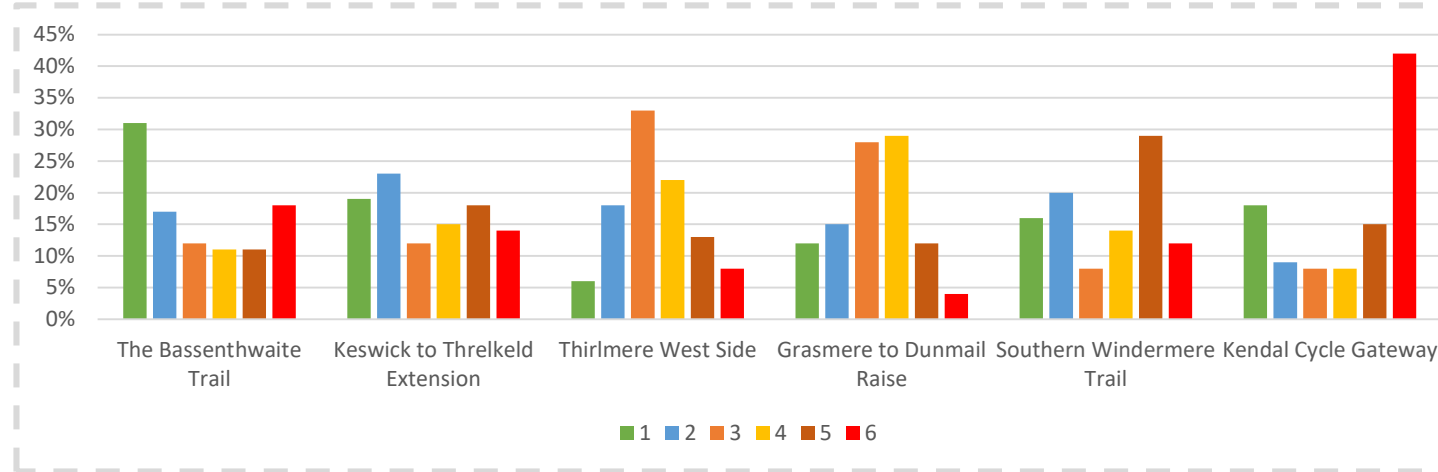
The questionnaire was then split, with respondents asked whether they wanted to provide a response to the Heart of the Lakes Corridor only, the Hadrian's Wall and West Coast Corridor only, or both corridors.

28% answered questions on the Heart of the Lakes Corridor only
 22% answered questions on the Hadrian's Wall and West Coast Corridor only
 50% answered questions on both corridors



Please rank the improvements in order of your priority

Respondents were asked to rank each of the proposed improvements in priority order (1= highest priority, 6 = lowest priority). The Bassenthwaite Trail was ranked as number 1 priority by the most respondents, followed by the Keswick to Threlkeld Extension. The Kendal Cycle Gateway was ranked 6 by the most respondents.



Please provide any feedback on the Proposed Improvements

Respondents were asked to provide feedback on each of the improvements.

Bassenthwaite Trail

Respondents made comments relating to current infrastructure being poor/dangerous (17), suggested amends to the proposals (28) and made comments relating to connectivity (5).

Keswick to Threlkeld Extension

Respondents made comments suggesting they support the proposal (51), suggested additional improvements (19), and commented on the current A66 being dangerous (18).

Thirlmere West Side

Respondents made suggestions for further improvements (11), as well as showing support for traffic free/segregation on routes (10). Others made comments about safety being important (6).

Grasmere to Dunmail Raise

Respondents (29) stated that current infrastructure is dangerous, and 26 suggested further improvements. Other respondents made comments on improving safety.

Southern Windermere Trail

Most respondents made comments showing support for the proposal (44), and 29 respondents suggested additional improvements. 10 respondents made comments in relation to multi-user routes.

Kendal Cycle Gateway

25 respondents made comments suggesting support for the proposal, 5 suggested current infrastructure is dangerous, and others commented on how the route improves links and connectivity.

There were also many comments in relation to equestrians. This included comments around making routes more accessible and available for horse-riders.



OTHER ROUTES



Are there any other potential routes that you think would achieve the objectives of the See More Lake District Cycling project?

Respondents identified many additional routes which they believed achieve the objectives of the See More Lake District Cycling project. These have been logged and will be considered for future projects when funding opportunities become available. Comments included routes in the following areas:

- **Windermere, Ambleside, and Grasmere** (39 people)
- **Keswick and Bassenthwaite** (36 people)
- **Coniston and Ulverston** (19 people)
- **Routes along the A590, A591, A66** (18 people)
- **Borrowdale** (13 people)
- **Kendal** (13 people)
- **Cockermouth** (8 people)
- **Ullswater and Penrith** (5 people)
- **Hawkshead** (6 people)
- **Pooley Bridge** (5 people)
- **Whinlatter** (4 people)
- **Arnside** (3 people)
- **Other** (Skiddaw, Eskdale, Dockray, Threlkeld Quarry, Loweswater, links to Wigton & Eden Valley)

Further general comments made by respondents included: the need for segregated and traffic free routes, disabled and vulnerable user access, lower speed limits and more routes linking communities. There were also comments made in relation to horse-riding and making routes accessible for all.



3.3 Hadrian's Wall and West Coast Corridor

Would you like to see more money spent on cycling and walking in the Hadrian's Wall and West Coast Corridor?

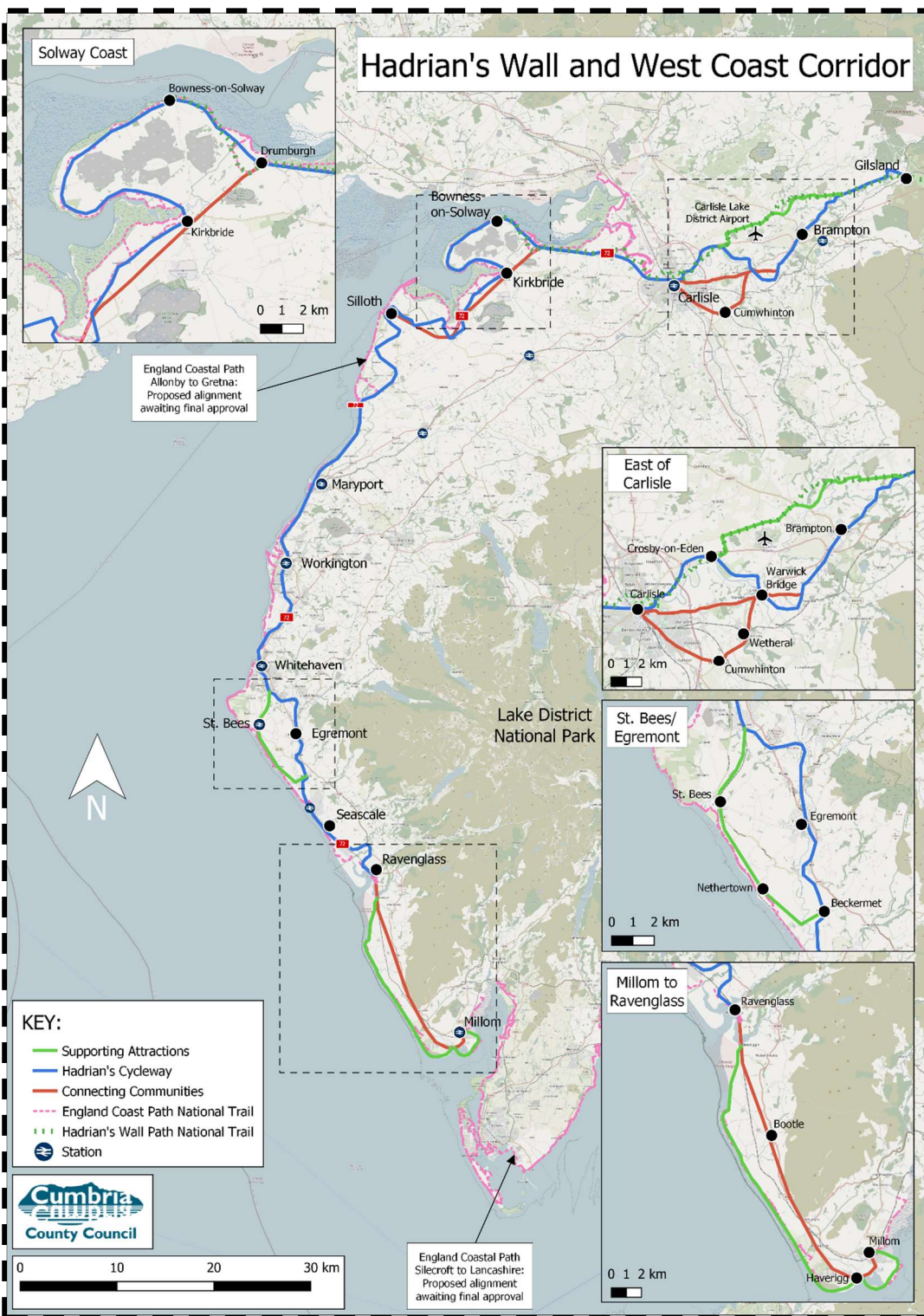
From the 529 respondents who answered this question, **93%** answered they would like to see more money spent on cycling and walking in the Hadrian's Wall and West Coast Corridor.

Would you start to cycle or cycle more if improvements were made to the Hadrian's Wall and West Coast Corridor?

82% of respondents said they would start to cycle or cycle more if improvements were made to the Hadrian's Wall and West Coast Corridor.

Would you make more use of walking routes in the area, if improvements were made to the Hadrian's Wall and West Coast Corridor?

82% answered yes, while only 10% didn't know.



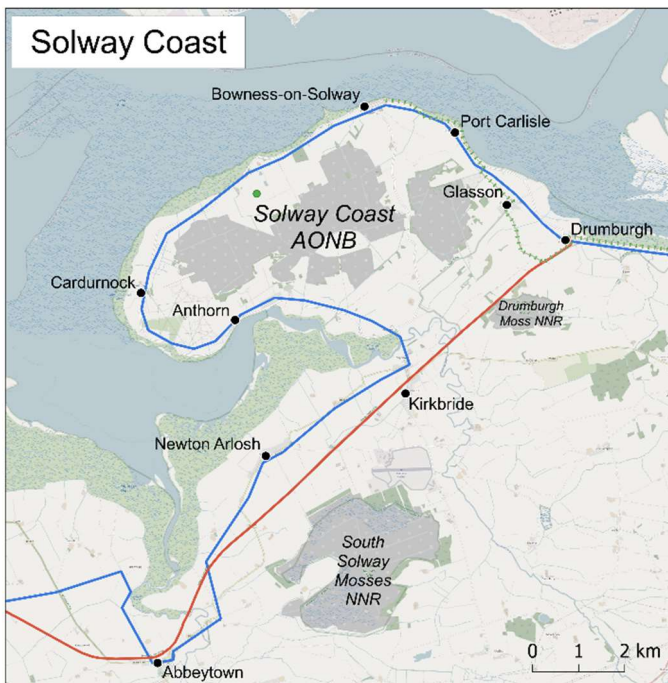
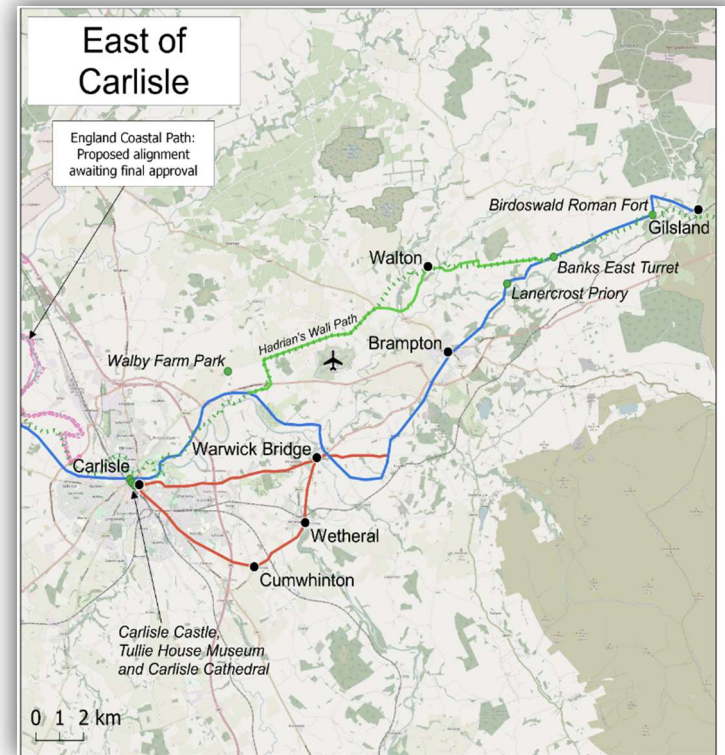
Questions were then asked relating to areas of the corridor where route options have been identified.

For the East of Carlisle section which of the three options would you prefer the route to take?

31% preferred the Blue Route, 21% the Green Route, and 21% preferred the Red Route.

20% of respondents provided further comments on the East of Carlisle route options.

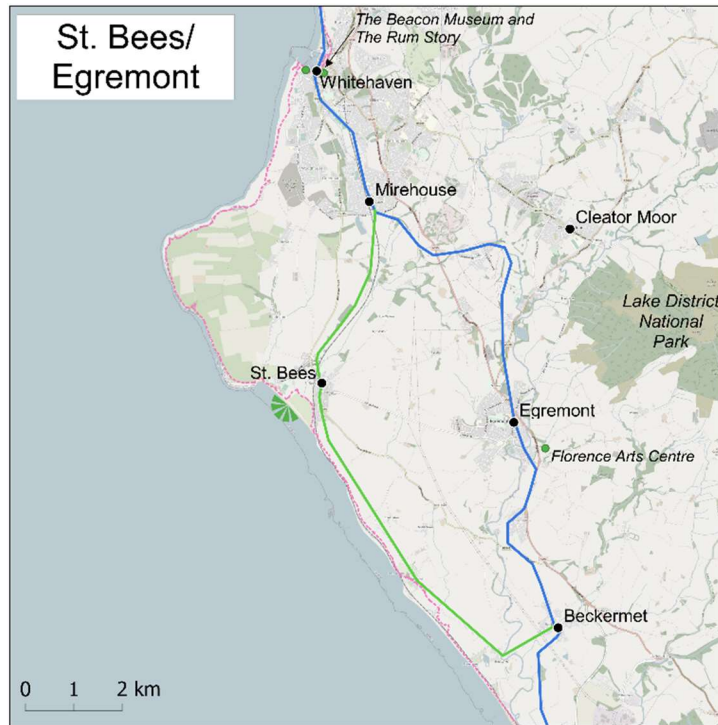
Comments were made regarding adding additional routes or improvements, identifying issues with the current infrastructure, and some empathised the need for all the routes.



For the Solway section which of the two options would you prefer the route to take?

Out of the 595 respondents who answered this question, 42% said they would prefer the Blue Route and 32% preferred the Red Route.

26% provided further comments on the Solway Section route options. This included suggesting both routes are good/should be combined (12 people), as well as suggesting further improvements (6 people).



For the St. Bees/ Egremont section which of the two options would you prefer the route to take?

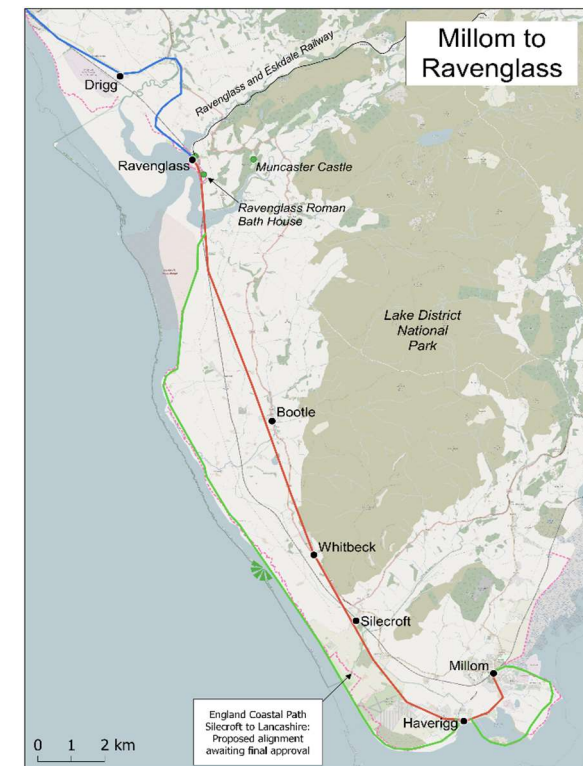
Out of the 653 respondents who answered this question, 41% said they would prefer the Green Route and 31% preferred the Blue Route.

29% provided further comments on the St. Bees/ Egremont route section. This included identifying current infrastructure is dangerous (18 people) and suggesting both routes are good/should be combined (11 people).

For the Millom to Ravenglass option which of the two options would you prefer the route to take?

Out of the 581 respondents who answered this question, 43% said they would prefer the Green Route and 32% preferred the Red Route.

25% provided further comments on the Millom to Ravenglass route option. This included suggesting additional improvements or routes (13 people), as well as identifying both routes are good/should be combined (14 people).





OTHER ROUTES



Are there any other potential routes that you think would achieve the objectives of the Hadrian's Wall Cycling and Walking Corridor Project?

Respondents identified many additional routes which they believe achieve the objectives of the Hadrian's Wall Cycling and Walking Corridor project. These have been logged and will be considered for future projects when funding opportunities become available. Comments included routes in the following areas:

- **Brampton** (9 respondents)
- **Seascale & Sellafield** (9 respondents)
- **St. Bees** (6 respondents)
- **Carlisle** (8 respondents)
- **Wigton** (6 respondents)
- **Eskdale** (4 respondents)
- **Whitehaven & Workington** (3 respondents)
- **Ravenglass** (2 respondents)
- **Millom** (2 respondents)
- **Holmrook** (2 respondents)
- **Egremont** (2 respondents)
- **Other** (A595, A596, The Hadrian's Wall National Trail, and the English Coastal Path)

General comments made by respondents included: the need for off-road and traffic free routes, suggestions to utilise and extend existing cycle paths, as well as identifying the need to focus on safety. There were also comments made in relation to inclusiveness and access for all, including equestrians.

4. How Did We Do?

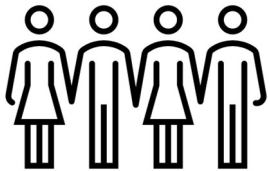
Respondents were asked if we provided enough information for them to properly respond. 54% answered yes, while 15% answered partially.

28% provided further comments which included:

- Positive of the consultation and focus on cycling & walking schemes
- The need for further clarification on some of the proposals and routes
- The need for a focus on commuting, as well as connecting communities
- The need for multi-user routes (including disabled, vulnerable users, and horse-riders)



5. On-Street Surveys



On-street face to face surveys were completed in several key locations relating to the strategic corridors, including St. Bees, Whitehaven, Brampton, Housesteads, Keswick, Windermere, Low Sizergh Barn near Kendal, and Grasmere.

The results outlined in the section are taken from the on-street surveys only.

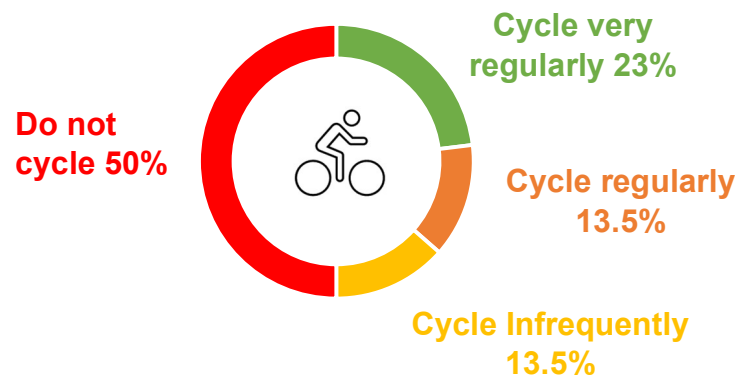
Of the 107 respondents, **43%** said they live in this area, and **43%** were visiting the area. **8%** were in these locations for leisure and **6%** were in the areas for work.

The respondents were asked for their postcode so we could understand where the respondent lived. Of the 102 respondents who answered this question **49%** were from Cumbria; including locations such as Ambleside, Brampton, Carlisle, Cleator Moor and Cockermouth. The remaining were from all over the UK, and a number of those surveyed were visiting from overseas, including from Belgium, Germany and the USA.

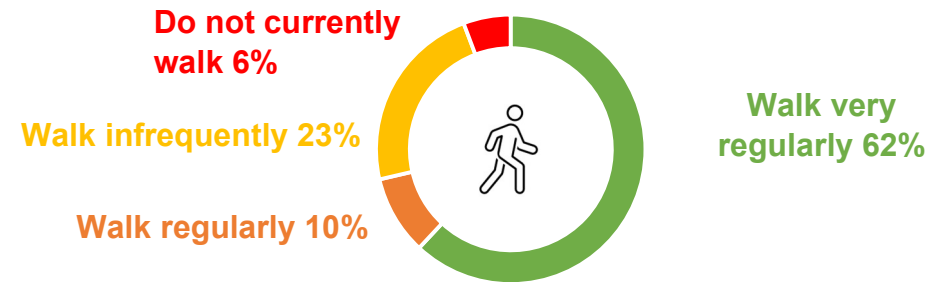


5.1 On-street survey results

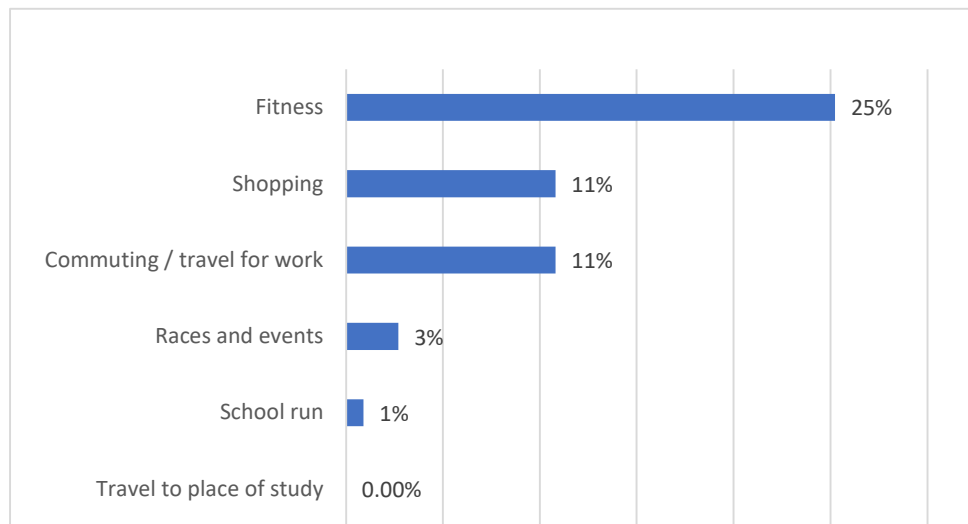
The respondents were asked if they currently cycle in the area. 23% said they cycle very regularly, 13.5% regularly, 13.5% cycle infrequently and 50% said they do not cycle. (104 people answered this question).



The respondents were asked if they currently walk in the area for leisure. 61.90% said they walk very regularly, 9.52% regularly, 22.86% infrequently and 5.71% said they do not currently walk for leisure. (105 people answered this question).



Respondents identified the purpose for their journeys made by cycling. (69% answered this question and could tick all boxes that applied)



5.2 Hadrian's Wall and West Coast Corridor

Would you like to see more money spent on cycling and walking in the Hadrian's Wall and West Coast Corridor?

96% of those people that answered this question would like to see more money spent on cycling and walking in the Hadrian's Wall and West Coast Corridor.

Would you start to cycle or cycle more if improvements were made to the Hadrian's Wall and West Coast Corridor?

79% of those people that answered this question said they would start to cycle or cycle more if improvements were made to the Hadrian's Wall and West Coast Corridor.

Would you make more use of walking routes in the area, if improvements were made to the Hadrian's Wall and West Coast Corridor?

94% of those people that answered this question said yes they would make more use of walking routes in the area, while 2% answered they didn't know.



For the East of Carlisle section which of the three options would you prefer the route to take?

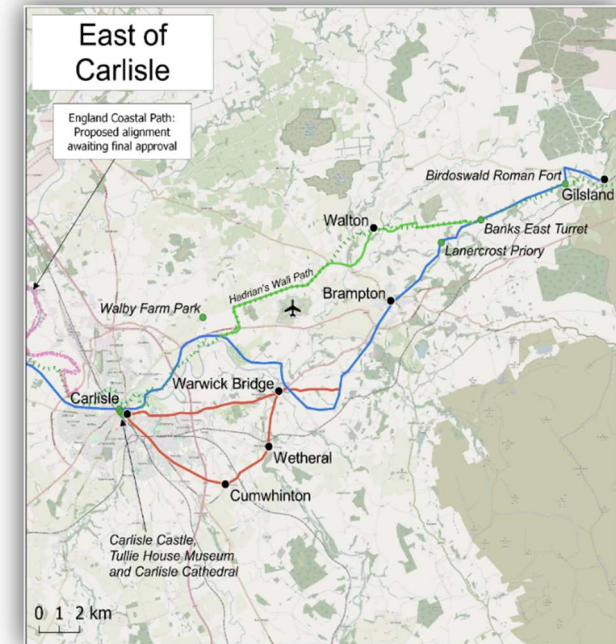
50% of those that answered the question preferred the **Green Route**

39% preferred the **Red Route**

11% preferred the **Blue Route**

A number of further comments on the East of Carlisle route options were also provided. These related to things people would like to see:

- Places to stop and pass by
- Scenic and attractive routes
- Connections to villages
- Connecting people



For the Solway section which of the two options would you prefer the route to take?

54% of those that answered the question preferred the **Blue Route**

46% preferred the **Red Route**

A number of further comments on the Solway section were also provided. These included a preference for:

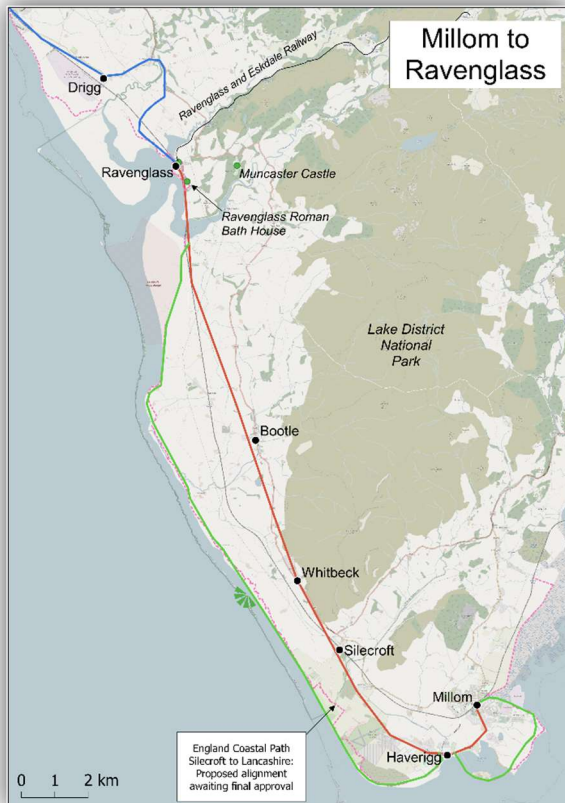
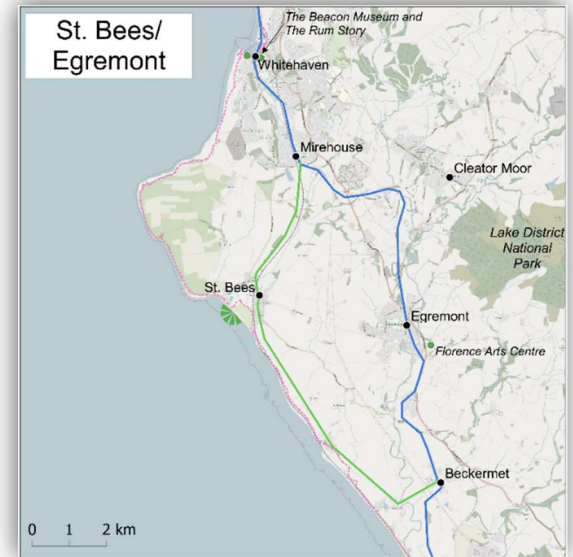
- Coastal routes
- Being close to nature
- Use disused railway lines
- More bike-hire
- More connections

For the St. Bees/ Egremont section which of the two options would you prefer the route to take?

76% of those that answered the question preferred the **Green Route**

24% preferred the **Blue Route**

Further comments on the St. Bees/ Egremont route section included a preference for family friendly routes, and routes that follow the coast.



For the Millom to Ravenglass option which of the two options would you prefer the route to take?

79% of those that answered the question preferred the **Green Route**

21% preferred the **Red Route**

Other comments were provided such as: prefer scenic routes where you can see the coast and connect villages.

General feedback on the proposals

Respondents were asked if they had any other feedback on the proposals.

Comments included:

- Traffic free routes are required
- Would use new cycle routes instead of visiting other areas
- Prefer scenic routes which features wildlife
- Prefer coastal routes

5.3 Heart of the Lakes Corridor

Moving on to the Heart of the Lakes Corridor, we asked the following questions:

Would you like to see more money spent on cycling in the Heart of the Lakes Corridor?

95% of those people that answered this question said they would like to see more money spent on cycling in the Heart of the Lakes Corridor.

Would you start to cycle or cycle more in the area, if improvements were made in the Heart of the Lakes Corridor?

76% of those people that answered this question said yes they would start to cycle or cycle more if improvements were made in the Heart of the Lakes Corridor.

Would you make more use of walking routes in the area, if improvements were made in the Heart of the Lakes Corridor?

95% of those people that answered this question said yes they would make use of walking routes in the area if improvements were made in the Heart of the Lakes Corridor.

General feedback on the proposals

Respondents were asked if they had any other feedback on the proposals. 43 people provided a response. The most common comments included:

- Supportive of the scheme (16 people)
- Need a focus on safety (8 people)
- Need for segregation from motor vehicles (7 people)

OTHER FEEDBACK

Respondents were asked if they had any other feedback on the proposals.

There were 34 respondents who answered this question. 50% of the comments made by the respondents requested additional improvements to be included in the project. 32% of the comments expressed general positivity for the proposals. 12% made comments in relation to segregation from motor vehicles.

Other comments included:

- Current infrastructure is poor
- Utilise current infrastructure
- Focus on safety



Thank you for reading
this document

6. Conclusion and next steps

6.1 Conclusion

There were a total of 1074 responses to the consultation, including the on-street face to face surveys, online survey, and paper questionnaire responses. Responses were mainly collected from people local to Cumbria, however there were a number of responses from visitors to the area from various parts of the country, and also from overseas.

From the consultation we can conclude that 76% of the respondents do currently cycle in Cumbria, whether this is frequently or infrequently. These journeys are mostly made for leisure and fitness purposes. Busy roads and safety concerns make it difficult for cycling within the county, and there is demand for segregated routes away from motor vehicle traffic.

In terms of walking, busy roads, safety concerns and quality of routes were highlighted as making it difficult to walk for leisure in and around Cumbria; and there is high demand for walking routes away from motor vehicle traffic, even if the routes are less direct.

A large majority of respondents to the consultation would like to see more money spent on cycling and walking infrastructure in both the Heart of the Lakes Corridor and the Hadrian's Wall and West Coast Corridor, and a large proportion would use the potential route improvements outlined in the consultation documentation.

6.2 Next Steps

The results and the data obtained during the consultation period will help us to further progress the Strategic Corridor proposals and will feed in to the two projects (See More Lake District Cycling and Hadrian's Wall Cycling and Walking Corridor), which will identify the preferred options to take forward to business cases to try and attract funding to deliver some of the proposed improvements.

Further information

For further information please refer to our Cycling and Walking webpages at:

www.cumbria.gov.uk/cyclingandwalking

