



## Have your say

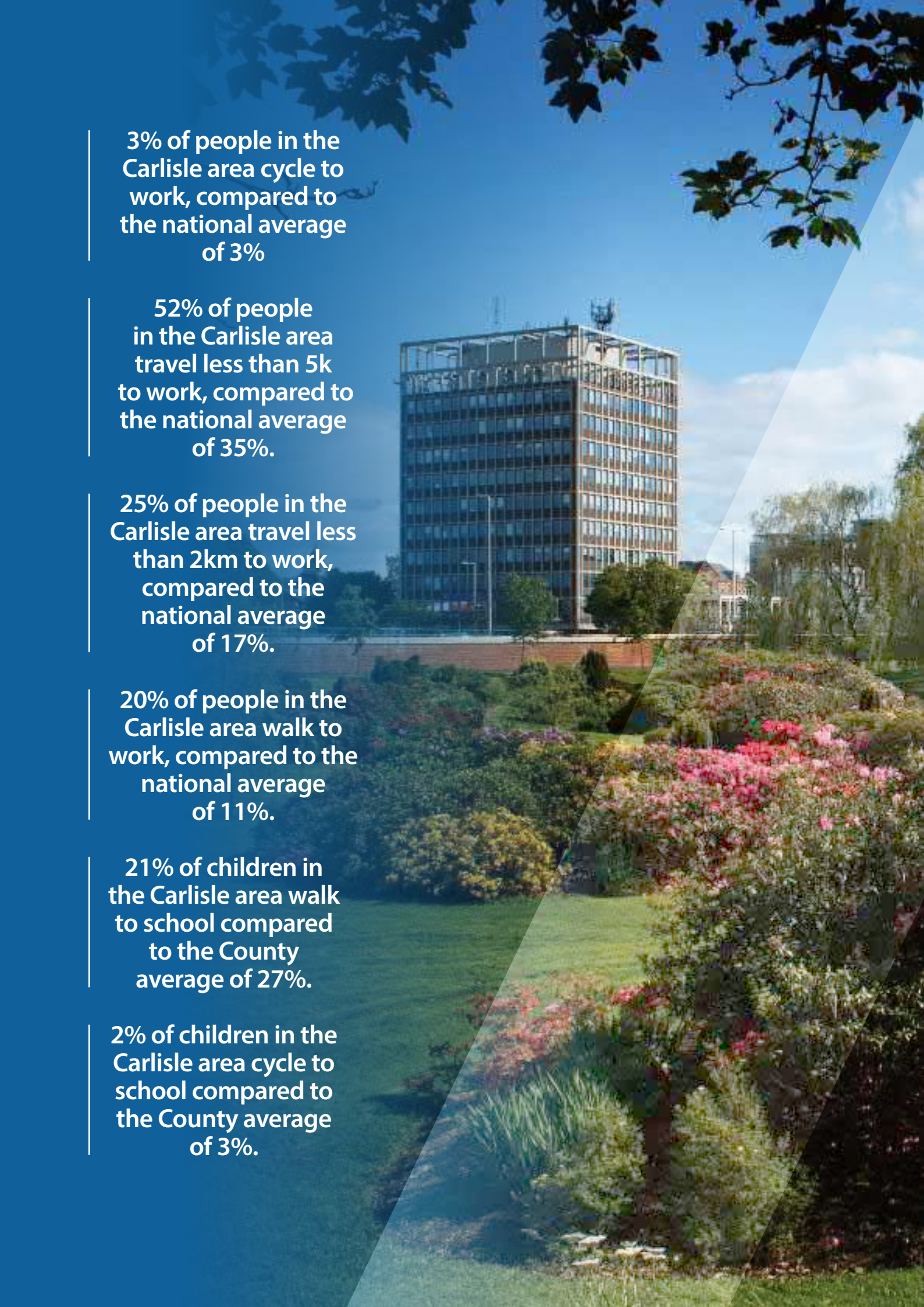
Public Consultation from:  
**7 May to 28 May 2021**

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

## Carlisle Cycling and Walking Consultation







**3% of people in the Carlisle area cycle to work, compared to the national average of 3%**

**52% of people in the Carlisle area travel less than 5k to work, compared to the national average of 35%.**

**25% of people in the Carlisle area travel less than 2km to work, compared to the national average of 17%.**

**20% of people in the Carlisle area walk to work, compared to the national average of 11%.**

**21% of children in the Carlisle area walk to school compared to the County average of 27%.**

**2% of children in the Carlisle area cycle to school compared to the County average of 3%.**

### Summary

We are holding a consultation on proposals to improve the cycling and walking network in Carlisle, in order to promote more active travel and to make everyone feel confident they can walk or cycle.

Details of the proposed routes are included in this consultation document.

We want you to provide feedback on these proposals so we can develop the best possible Local Cycling and Walking Infrastructure Plan for Carlisle. Please take the time to get involved, read this consultation document and provide your feedback.

### Background

Cumbria County Council and Carlisle City Council are working together to deliver the shared ambition to increase cycling and walking in the Carlisle area in line with the Government's 'Gear Change: A Bold Vision for Cycling and Walking' (July 2020) document. The Gear Change sets out a vision for travel revolution in England's streets, towns and communities:

“Because the potential benefits are huge: Increasing cycling and walking can 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. Bold action will help to create places we want to live and work - with better connected, healthier and more sustainable communities. It will help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread across the country and level up our nation”.

A large proportion of residents within Carlisle live and work within the city. The compact nature of the city and small travel to work area creates ideal conditions for cycling and walking, with many trips to work occurring within the urban area to a small number of major employers.

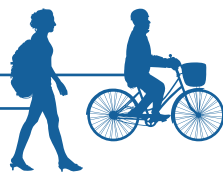
This shows there is significant potential in Carlisle for more journeys to be made by walking and cycling if the right conditions are put in place. The implementation of good quality cycling and walking infrastructure is key to getting more people to walk and cycle.

Many of us recognise the challenges of climate change and the urgent need to act. We know that being active is good for us and more of us have been walking and cycling throughout the Covid-19 pandemic and we would like to encourage this to continue. When asked what would make people maintain this, safe walking and cycling routes were the number one priority.

As part of this partnership working we are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Carlisle. This will identify a cycling and walking network and the improvements identified will make it easier for everyone, regardless of age or ability to feel confident that they can walk or cycle.

The improvements identified in the LCWIP will be used to help to secure funding. Delivery of the improvements is subject to funding being secured.





## Development and delivery of the Plan

The Carlisle LCWIP aims to support green growth through improving connectivity, both within Carlisle City and to Longtown and Brampton. Suggested cycling and walking routes have been identified and a draft priority network is presented as part of this consultation. Some initial routes have been identified for phased delivery where funding is available.

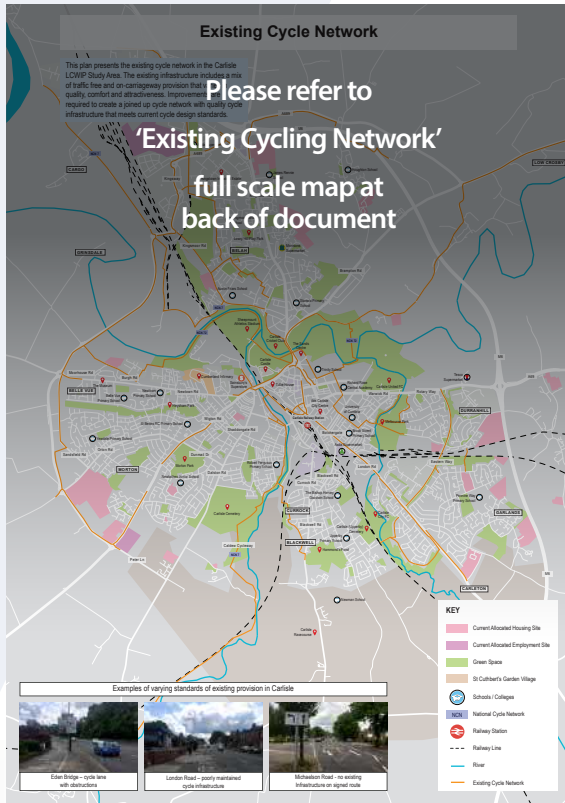
Delivery of the Carlisle LCWIP is planned in the following phases:

- **Phase 1:** Delivery of improvements identified as part of the Carlisle Southern Link Road will begin in the Spring of 2022. The project includes a segregated cycling and walking track on the northern side of the new road. It will include cycling and walking bridges at two of the major road crossings and a connection with the Caldew Cycleway which is part of National Cycle Network Route 7. The funding has been secured from the Housing Infrastructure Fund.
- **Phase 2:** Delivery of improvements to be identified as part of the development of St Cuthbert's Garden Village. These will be delivered as the Garden Village is developed, and will include an east to west greenway across the site, connections to the Caldew Cycleway and routes into Carlisle City Centre.
- **Phase 3:** Delivery of improvements identified as part of the Carlisle Cycling and Walking Plan (Subject to securing funding).

Having a clear plan for cycling and walking in Carlisle will provide the best chance of securing funding for future phases.



Cycling



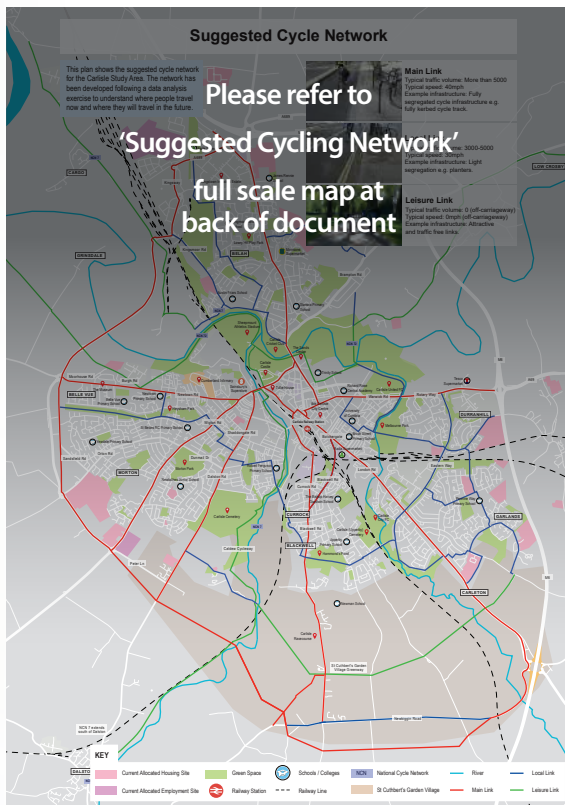
Existing Cycling Network

As part of developing the Plan for cycling in Carlisle the existing network has been considered.

Although there is already some existing cycling network, this may not meet the standards set out in the new government guidance.

We have also looked at where people want to travel from and to. This includes travel from residential areas to key destinations such as employment centres, rail and bus stations, schools, key services, supermarkets, green spaces and employment sites.

This plan shows key destinations and the existing cycle network. From this we can see gaps and where improvements could be made.



Suggested Cycling Network

We have looked at where people in the city are currently traveling to and from and have considered future changes to the town, including new housing sites. Information has come from National Census data, school and workplace travel surveys and traffic counters.

This information was then used to identify where most people want to travel to and where they are coming from.

By applying these journeys to the existing network, a suggested network has been mapped. This is shown on the plan.





## Draft Priority Cycle Network

We have held workshops with partners and stakeholders to help identify a draft priority network based on the suggested network identified from the data.

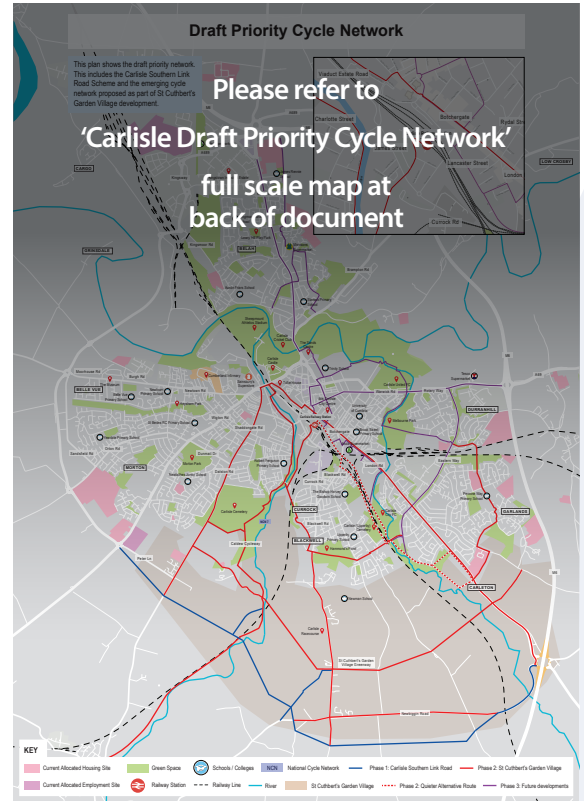
This has enabled us to identify a draft priority cycle network that either has funding secured or is likely to secure funding in the future.

The first phase will be the cycle and walking infrastructure that will accompany the Carlisle Southern Link Road and will provide connectivity for cyclists along the length of the new classified road. The scheme has also been designed to ensure connectivity to existing walking and cycling routes in the vicinity of the scheme. The route will facilitate a number of links to adjoining roads and will improve connectivity with the Caldew valley. The route will also facilitate a new connection with the Cumbria Way/National Cycle Network Route 7 at a point to the north of the road, in the Caldew valley. At the western end of the shared-use path, a link will be provided to the existing CNDR shared-use path.

The second phase will be links within the St Cuthbert's Garden Village and links to the city and key destinations. Sustainable travel within and to and from the Garden Village is a key principle and has a key role in defining the identity of the Garden Village in relation to place making and movement, where clear and attractive routes need to be provided.

The draft priority network provides connectivity from residential areas in Carlisle to key destinations such as workplaces, schools, community hubs, railway stations and greenspaces.

The improvements would include segregated cycleways into the city centre and improved access to green spaces.



## Cycling Improvements

The new cycling improvements will be following the updated guidance from the Department for Transport on Cycle Infrastructure Design. This guidance emphasises the requirement of inclusive cycling so that people of all ages and abilities are considered. The new standards of design for cycling will be much higher than in the past and look to include cycle provision that is physically protected from traffic and separation of pedestrians from cyclists on main routes.

There are five fundamental design principles for all cycle infrastructure that will ensure it is accessible to all. When people are travelling by cycle, they need networks and routes that are:

- **Coherent** - part of a wider strategic network that provide access to key destinations;
- **Direct** - reach their destination as directly as possible;
- **Safe** - of a high quality and designed to standards that meet safety requirements;
- **Comfortable** - accessible and attractive for all abilities;
- **Attractive** - contribute to good urban design by integrating with and complementing their surroundings.

Designs following these guidelines should provide infrastructure that is accessible to all and should help ensure that designs deliver a network that is safe and encourages more people to cycle.

Funding could come from a range of sources including the Department for Transport funding for local walking and cycle infrastructure plans. It is key that any funding bid to Government demonstrates local support.







## Walking

Walking forms part of most daily journeys in Carlisle and in developing a Plan, local walking routes and improvements to encourage walking have been considered.

How much people may enjoy walking can vary significantly based on their ability, confidence and circumstances, for example a missing dropped kerb can become a serious barrier for those with a pushchair or those with mobility difficulties; likewise uncontrolled crossings or a lack of tactile paving can prove a major barrier for the visually impaired.

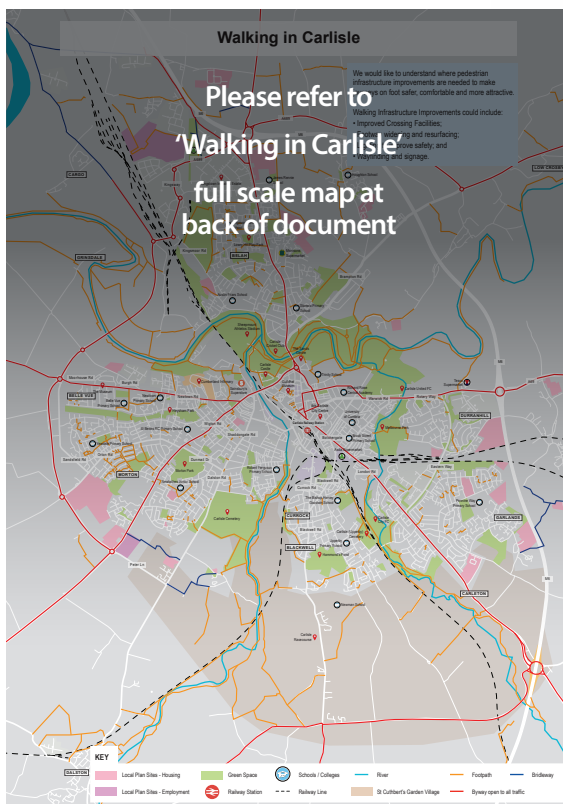
A plan has been produced to help gauge opinion on the existing walking routes and any required improvements that people think are needed.

The plan features residential areas, employment sites, rail stations, bus stops, supermarkets, local community hubs, local parks and green spaces, access to the coast as well as key features such as controlled and uncontrolled crossing points.

We would like to understand what improvements are needed to encourage more walking; features such as bridges, road crossings, pavements, dropped kerbs and places to rest, as well as improvements to the environment of the route.

The responses from the public will help us to understand the range of very localised issues across the study area which can become major barriers for people to travel by foot for their daily journeys.

We will use the consultation to identify the issues and opportunities to remove barriers that currently stop more people walking in Carlisle.









## Have your Say

We want your feedback on the proposals for cycling and walking in Carlisle. Please let us know:

- Does the cycling network connect the places you want to go to?
- Where would you like to see improvements to walking routes?
- What would encourage you to cycle and walk more?

If possible please respond at: [cumbria.gov.uk/cyclingandwalking](https://cumbria.gov.uk/cyclingandwalking)

If you do not have internet access, please complete the following questionnaire and return FREEPOST CUMBRIA COUNTY COUNCIL by 28 May 2021.

Paper copies of this consultation document are available, please see our webpage for further details.

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Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004. Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

## Next Steps

Feedback from the consultation will be shared on Cumbria County Council's Cycling and Walking web pages and used to inform the networks we take forward as part of developing the Local Cycling and Walking Infrastructure Plan for Carlisle.





# Questionnaire

# Carlisle Cycling and Walking Consultation





The suggested and draft priority cycling and walking plans demonstrate how the networks can connect people with the places they travel to on everyday journeys including employment, schools or leisure.

We would like to know if our plans have connected the right places and, if they have not, give you the opportunity to tell us and share your ideas with us. We would like to hear about your own cycling and walking trips and tell us about the barriers that you face that may prevent you from cycling or walking, and how you would change the places you live to remove these barriers. Your responses will help us to identify and develop the cycling and walking schemes that will be included in the LCWIP.

Before completing this questionnaire, please read the consultation document and look at the cycling and walking network plans. This will provide you with information to answer the questions.

## About you

### 1 Which of the following best describes the reason for your interest in this consultation? (please tick all boxes applicable)

- I live here    I work here    I study here    I live nearby  
 I own a business here    I do the school run here    I commute here  
 I do my shopping here    I'm here for leisure    My children go to school here  
 I am a visitor here    I cycle in this area for commuting/leisure    Other

### 2 What is Your Postcode?



### 3 a) Do you currently make journeys by cycling and if so how often?

- Yes every day    Yes every week    Yes occasionally    No

### b) Do you currently make journeys by walking and if so how often?

- Yes every day    Yes every week    Yes occasionally    No

### c) For what purpose are the journeys you make by cycling and walking?

(Please describe the purpose and tick the way you travel)

Purpose	Cycling	Walking



## Your local cycling and walking network



**4** Do the existing cycling routes connect you with the places you wish to go?  
 Yes  Partially  No



**5** a) Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?  
 Yes  Partially  No

b) If you have answered 'Partially' or 'No' to the above question, please provide further feedback.

Location	Comment



**6** a) Do the existing walking routes connect you with the places you wish to go?  
 Yes  Partially  No

b) If you answered 'Partially' or 'No', please provide further feedback on where and what improvements would you like to see.

Location	Improvement



**7** Would you like to see more money spent on cycling and walking in Carlisle?  
 Yes  No  Don't know



## Barriers to cycling and walking



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

- Quality of routes
- Busy roads
- Feeling unsafe
- Difficult junctions to cross
- Lack of cycle parking
- Quality of street scape and public space
- Poor air quality
- Lack of street lighting
- Not enough information on possible routes / lack of wayfinding
- No access to a bike
- Confidence
- Indirect Routes
- Unsuitable terrain / geography
- Other, please state



### 9 Do any of the following make it difficult for you to walk? (Please select your top 3)

- Quality of route
- Busy roads
- Feeling unsafe
- Difficult junctions to cross
- Quality of street scape and public space
- Poor air quality
- Lack of street lighting
- Confidence
- Indirect Routes
- Unsuitable terrain / geography
- Other, please state

## Changing to cycling or walking



### 10 a) Do you make any journeys by car to places that are within walking or cycling distance?

- Yes  Partially  No

### b) If yes, for what purpose do you make journeys by car to places that are within cycling or walking distance?

- To or from work
- To or from school, college or adult education
- To or from the shops
- To transport children or other people
- To or from a leisure/sports activity
- For leisure
- Other - please specify





## 11 What would encourage you to cycle more?

(Please select your top 3)

- Cycle routes separated from other modes of travel
- Traffic free neighbourhoods - including road closures
- Greater priority for cyclists at junctions and crossings
- Direct cycle routes
- Better wayfinding / signage
- Cycle training, information and initiatives
- More secure and convenient cycle parking facilities
- The cycling routes proposed in this consultation document
- Lower speed limits
- Less traffic on the roads
- Higher costs of motoring
- Higher public transport fares
- Better driver attitudes towards cyclists
- Nothing would encourage me to cycle more
- Better air quality

Other, please state



## 12 What would encourage you to walk more?

(Please select your top 3)

- Better maintained pavements / footways
- More road crossings
- More CCTV cameras
- Less traffic on the roads
- Lower speed limits
- Having more time available
- Higher costs of motoring
- Higher public transport fares
- Better air quality
- More direct walking routes
- Nothing would encourage me to walk more

Other - please specify



## 13 Would improvements to cycling and walking routes encourage you to walk and/or cycle more often?

(Please select all that apply)

- Yes, I think I would cycle more often
- Yes, I think I would start cycling
- Yes, I think I would walk more often
- Yes, I think I would start walking
- No



## Delivery in Carlisle

We are trying to connect the places where people wish to get to and sometimes there are different ways of doing this. This could be via more direct routes provided on or by the local road network or quieter routes away from the local highway network through residential areas and parks past local amenities and education facilities but will likely be less direct.

### 14 Which of the following would you be more likely to use?

- A direct route from Junction 42 of the M6 and along the A6 London Road and Botchergate into the town centre
- A less direct route, a quieter alternative from Junction 42 of the M6 along the River Petteril linking into the town centre (red dotted line on Draft Priority Cycling Network Plan)

### 15 Are there any other routes that you would like to see developed as quieter alternatives to the draft priority network? (If so please tell us what areas)

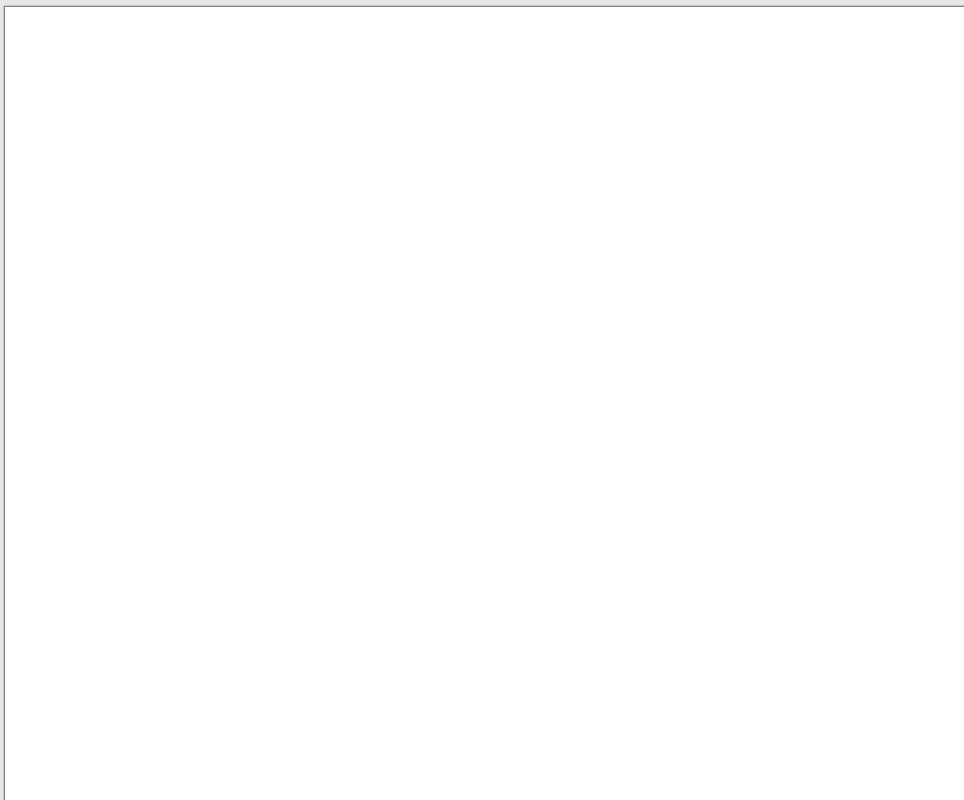


**16** Phase 2 of the Draft Priority Network Plan identifies proposed St Cuthbert's Garden Village (SCGV) cycling and walking routes.

a) Which of these routes would you like to see prioritised?



b) Are there any routes currently not included in this?  
(If so, please tell us where you would like to see these provided)





**17** Are there any SCGV cycling and walking routes that are currently not included in the proposed phase 2 draft priority network plan?

A large, empty rectangular box with a thin black border, intended for providing an answer to the question above.



## 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**

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

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