

Carlisle City Council Health and Wellbeing Scrutiny Panel

Cycling and Walking

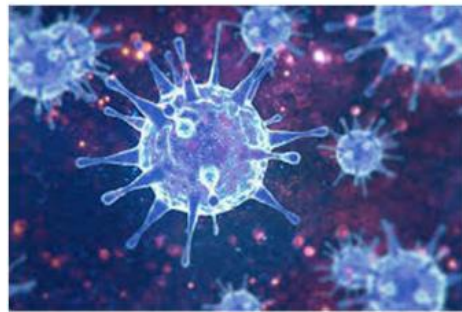
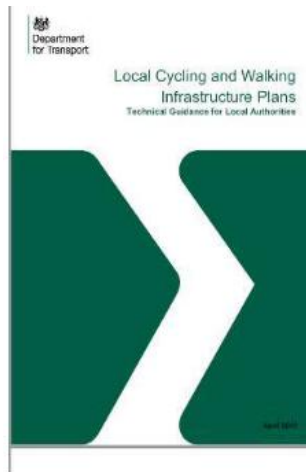
25 November 2021



Serving the people of Cumbria

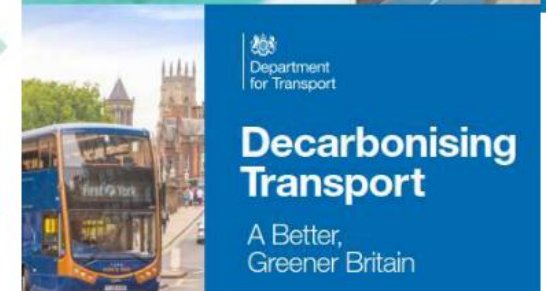
Presentation Content

1. National and Local Context including Cumbria Transport Infrastructure Plan (CTIP)
2. Cumbria County Council Cycling and Walking Programme
3. Carlisle LCWIP
4. Hadrian's Wall Cycling and Walking Project
5. Promoting Cycling and Walking
6. Cycling and Walking Funding Opportunities



National and Local Context

Cycling and walking can help us tackle some of the most challenging issues we face as a society, not just climate change, but improving air quality, health and wellbeing, addressing inequalities, and tackling congestion and noise pollution on our roads. Increased levels of active travel can improve everyday life for us all.



National Vision for Cycling and Walking

A bold future vision for a new era

We have a clear picture of a future we want to see, a vision for a transformation in our transport system, that will benefit us all.

England will be a great walking and cycling nation

Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.

A bold future vision of cycling and walking in England:



Healthier, happier and greener communities

Peoples' health and quality of life is improved by more people walking and cycling; the number of short journeys made by car is vastly reduced, meaning people from all parts of our communities around the country can enjoy the benefits of cleaner, healthier, safer and quieter streets.

Safer streets

Nobody is afraid to cycle; every child is confident and safe walking or cycling to school; all road users treat each other with mutual respect.



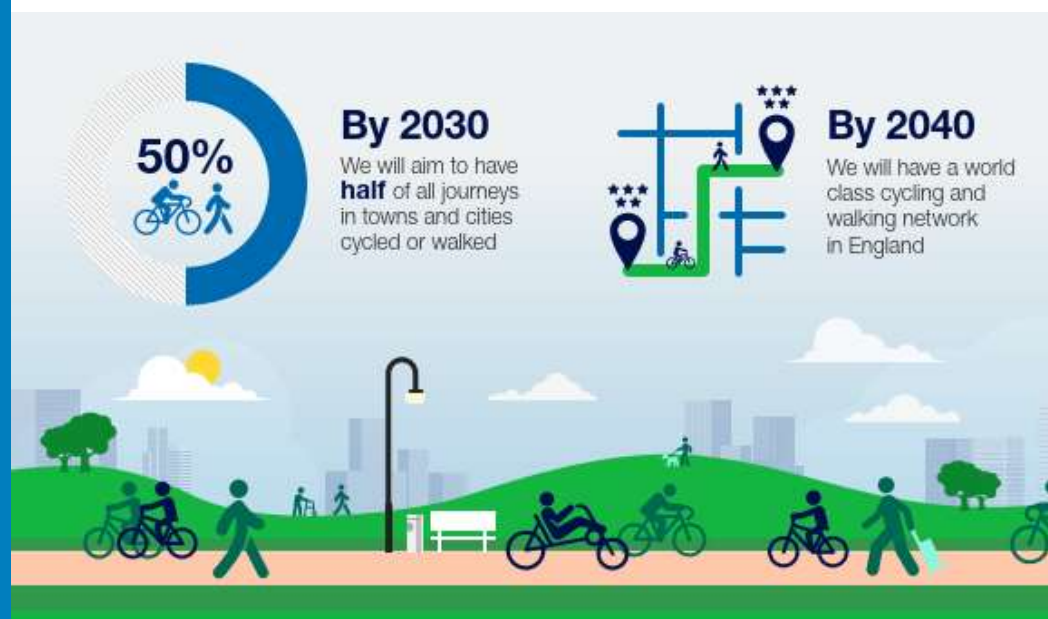
Convenient and accessible travel

Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in our local areas; more women and disadvantaged groups enjoy walking and cycling as part of their daily journeys; everybody has opportunities to take up walking and cycling.

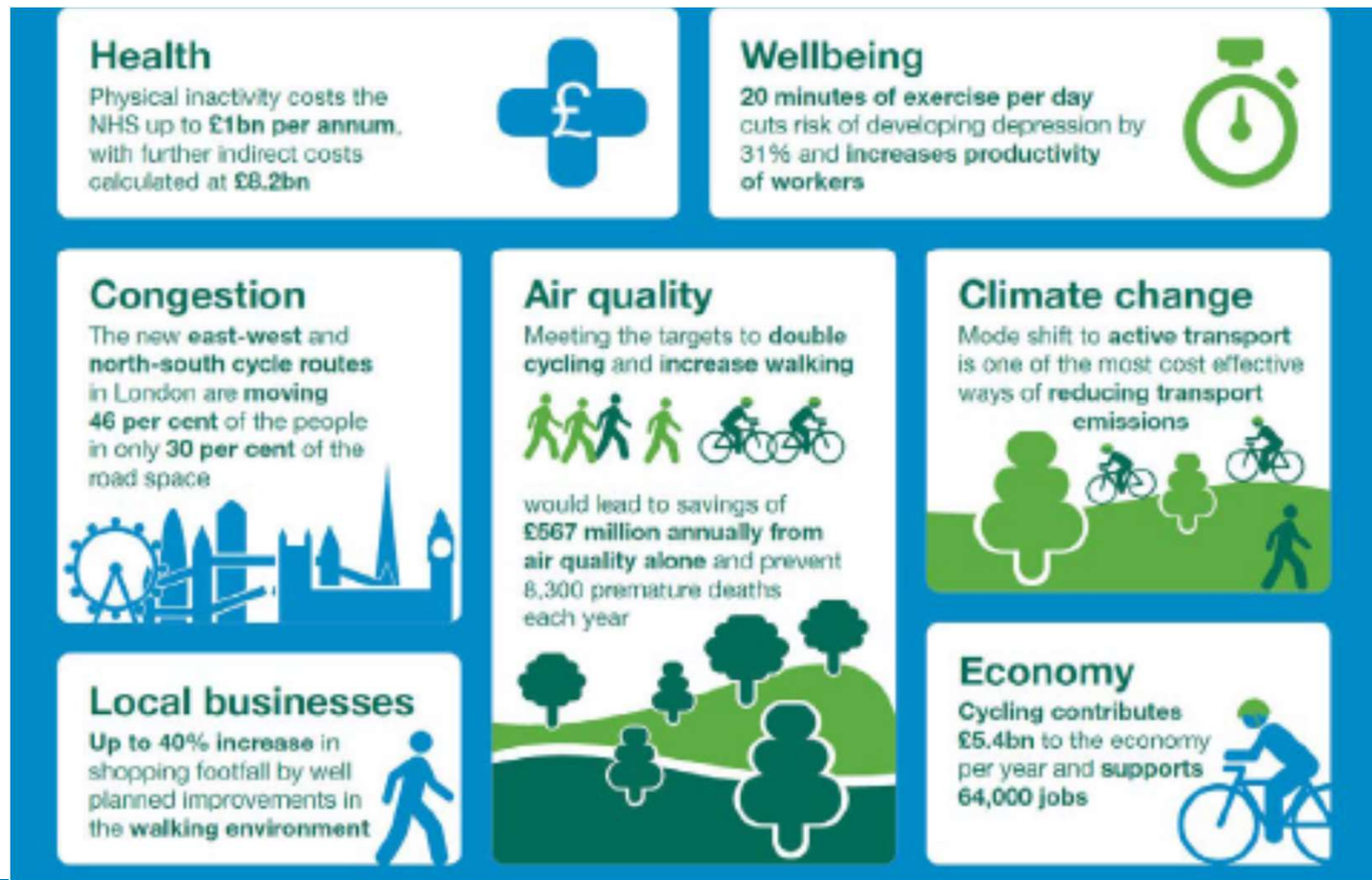
At the heart of transport decision-making

Better cycling and walking infrastructure has allowed more efficient use of road space, to the benefit of all road users; cycling and walking routes are well connected with wider public transport services; cycling and walking measures are no longer seen as an afterthought but have moved to the very heart of considerations for all transport policy and planning, at all levels of leadership.

- Gear Change – A bold vision for Cycling and Walking
- England will be a great walking and cycling nation
- Funding of £2bn
- DfT Decarbonisation Transport Plan (July 2021)



Benefits of Cycling and Walking



Cycle Design Standards

- New cycle design standards (LTN 1/20)
- Core design principles

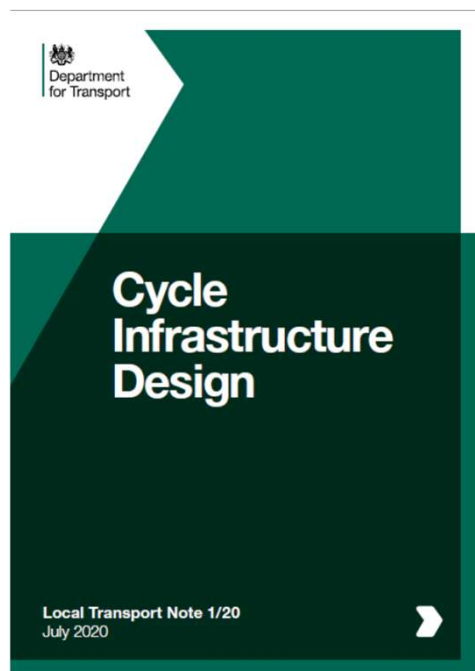









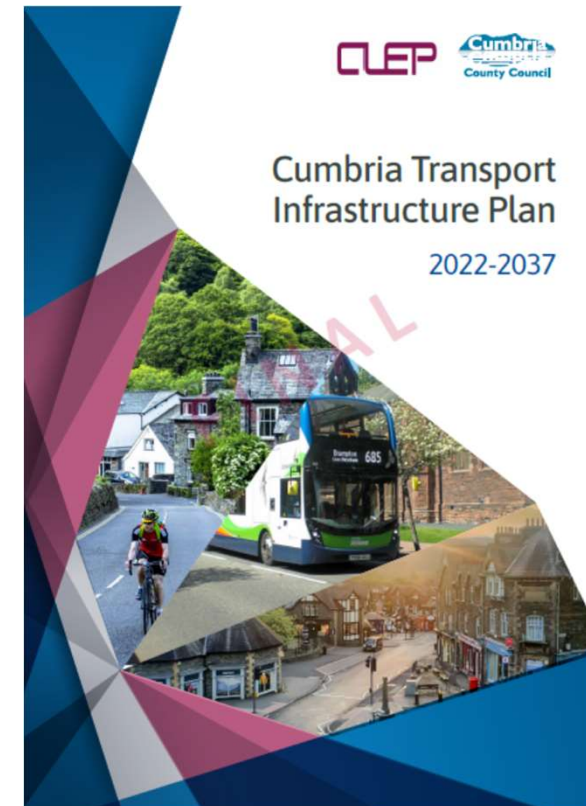


Figure 1.1: Core design principles

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Cycling and Walking in Cumbria

- **Cumbria Transport Infrastructure Plan (2022 - 2037)**
- Three objectives in CTIP - one of these is Clean and Healthy Growth
- The vision and approach for C&W in Cumbria is embedded in the draft CTIP
- Delivery of C&W Programme key to delivering Clean and Healthy Growth Objective
- Establish comprehensive active travel networks to increase the number of people cycling and walking (LCWIPs and Strategic Corridors)
- Public consultation complete
- CTIP to be completed in early 2022



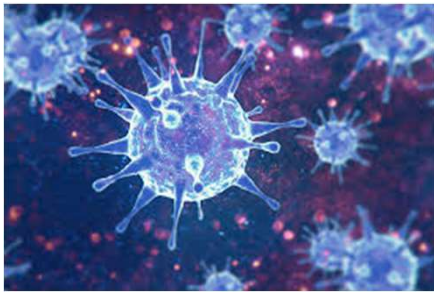
Cycling and Walking in Cumbria

- **Cumbria Transport Infrastructure Plan (2022 - 2037) Cycling and Walking**
- Ambition for 2037 - Cumbria will be known as one of the best places to walk and cycle in the UK
- Supporting this
 - High quality local and walking networks in Cumbria's main settlements
 - Attractive and safe cycling routes connecting the main settlements and wider countryside providing access to NPs, AONBs and WHS.
 - New traffic-free trails suitable for cycling and walking
 - Cumbria will be an exemplar location for design and installation of cycling routes and infrastructure
 - Establishment of cycle hubs at key locations across Cumbria
 - Active travel supporting better health and wellbeing of communities

Cycling and Walking Programme

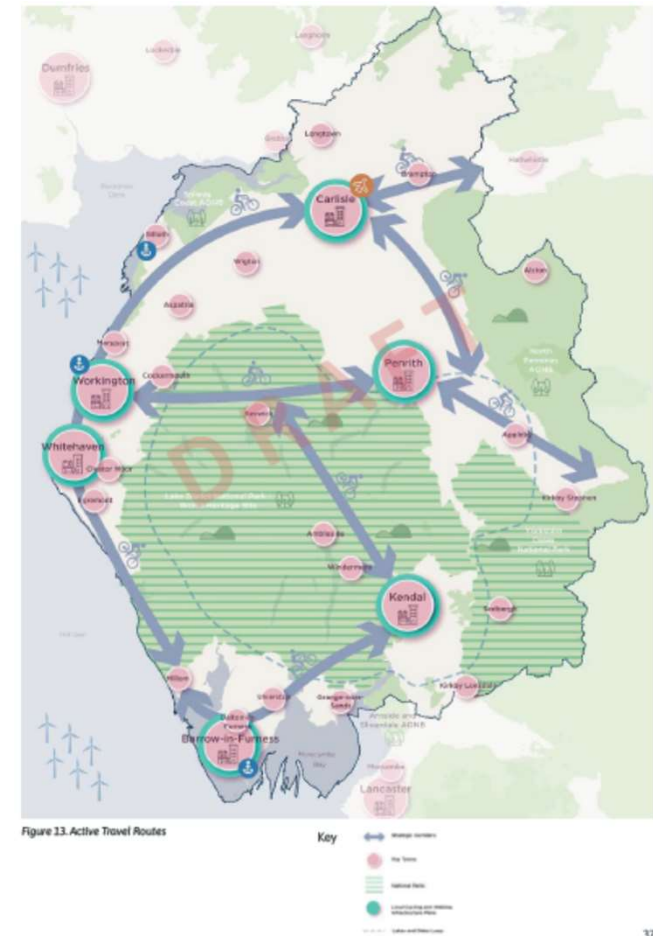
An ambitious programme and although it is an infrastructure programme, this is about providing the facilitating behavioural change to achieve:

- Decarbonisation benefits through modal shift and reduction in car journeys to mitigate climate change
- Economic benefits through attracting visitors and creating sustainable neighbourhoods
- Well-being benefits through encouraging active lifestyles, focusing on young people in particular



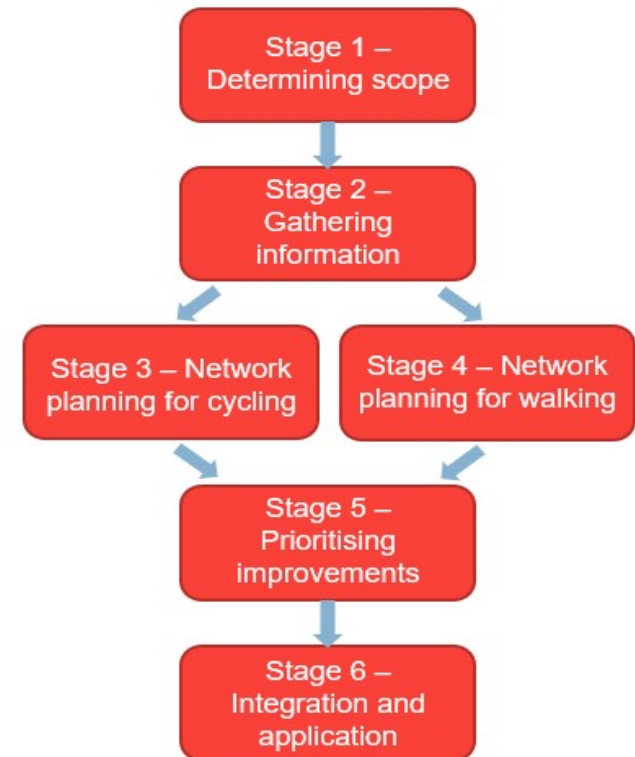
Strategic Cycling Corridors

- Connecting communities and places
- Strategic Corridors aligned with National Cycle Network (NCN)
- Identification of preferred routes for the five Strategic Corridors:
 - Coastal Corridor (NCN72)
 - A66 Corridor (NCN71)
 - A590 Corridor (NCN70)
 - A591 Corridor (NCN6)
 - East of M6 (NCN68)
- Develop strategies for each corridor to secure funding



Local Cycling and Walking Infrastructure Plans (LCWIPs)

- A strategic approach to identifying cycling and walking improvements for a given area
- A long-term approach to developing walking and cycling networks, ideally over a 10 year period
- Form a vital part of the Government's strategy to increase the number of trips made by foot or cycle
- Key Outputs:
 - Network plans for cycling and walking
 - A prioritised programme of infrastructure improvements for future investment;
 - A report which sets out the underlying analysis
 - Summary document for each LCWIP (Public facing)



LCWIPs Potential for Change

Proportion of commuting trips made over different distances for the six districts in Cumbria

District	% commuting trips <2km	% commuting trips <5km	% commuting trips <10km
Allerdale	20	32	43
Barrow-in-Furness	36	64	75
Carlisle	25	52	64
Copeland	16	31	48
Eden	20	28	38
South Lakeland	22	34	43

Carlisle Local Cycling Walking Infrastructure Plan (LCWIP)



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LCWIP Consultation May 2021

- First stage of public consultation - To get feedback on the draft priority cycling network and to ask where would like to see improvements for walking
- 94% of respondents supported further investment on cycling and walking in Carlisle
- Barriers to cycling and walking

Cycle

Busy Roads
Quality of routes
Feeling Unsafe
Junctions that are difficult to cross
Lack of Route Wayfinding



Walk

Busy Roads
Quality of routes
Junctions that are difficult to cross
Feeling unsafe
Quality of streetscape and public space



- 58% of respondents currently make journeys by car to locations within walking and cycling distance
- Encouraging cycling and walking

Cycle

Segregated cycle routes with separation from other modes of travel
Direct cycle routes
Greater cycle priority at junctions and crossings
Better driver attitudes towards cyclists
Traffic free neighbourhoods including road closures



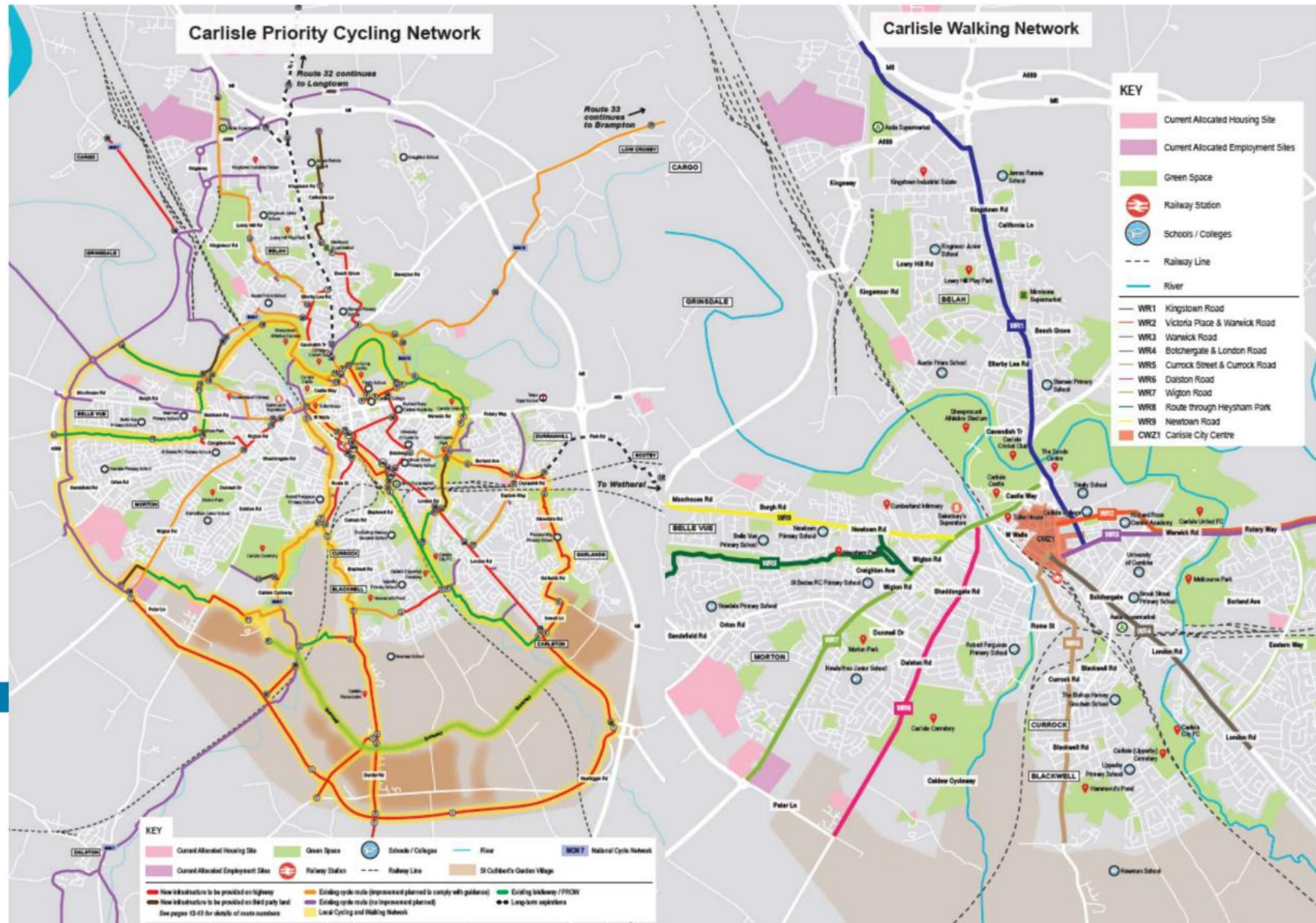
Walk

Better maintained pavements and segregated footways
More direct walking routes
More road crossings
Less traffic on the roads
Lower speed limits



- 49% answered that they would cycle more often and 39% would walk more often if improvements to cycling and walking routes were made.
- The consultation document and summary reports are located on the Cumbria Cycling and Walking website:
<https://www.cumbria.gov.uk/planning-environment/cyclingandwalking/>

LCWIP Plans



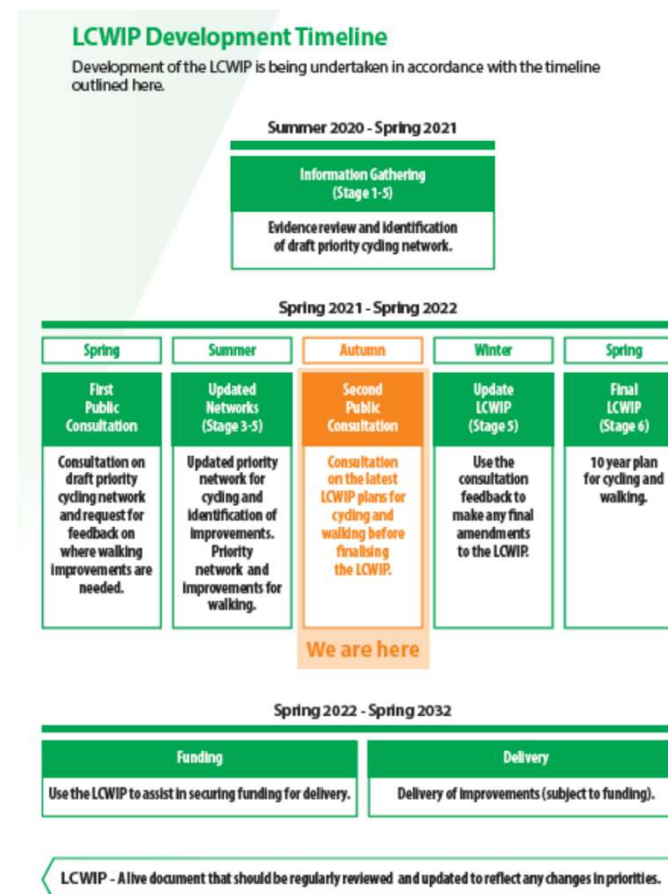
LCWIP Consultation November 2021

- To present the priority cycling network and types of improvement and walking network and improvements to confirm support and any final comments before finalising the LCWIPS
- CCC website Cycling and Walking page hosting the consultation
<https://www.cumbria.gov.uk/planning-environment/cyclingandwalking/>
- Consultation document and Questionnaire
- Consultation event held Carlisle Library 18th November
- Consultation closes 26th November 2021



Carlisle LCWIP Timeline

- Consultation closes 26th November 2021
- Analysis of consultation responses
- Update plans based on feedback
- Prioritisation of schemes within the LCWIP
- Finalisation of LCWIP documentation in early 2022
- Approval at Cumbria County Council Local Committee in March 2022



Delivery in Carlisle

- CSLR Shared Path
- Improvements identified as part of SCGV Infrastructure Delivery Plan
- Carlisle LCWIP identified improvements in the City Centre to incorporate into Carlisle Station Project and Carlisle Southern Gateway
- DfT Active Travel Capacity Fund
- Developer contributions

Coastal Corridor

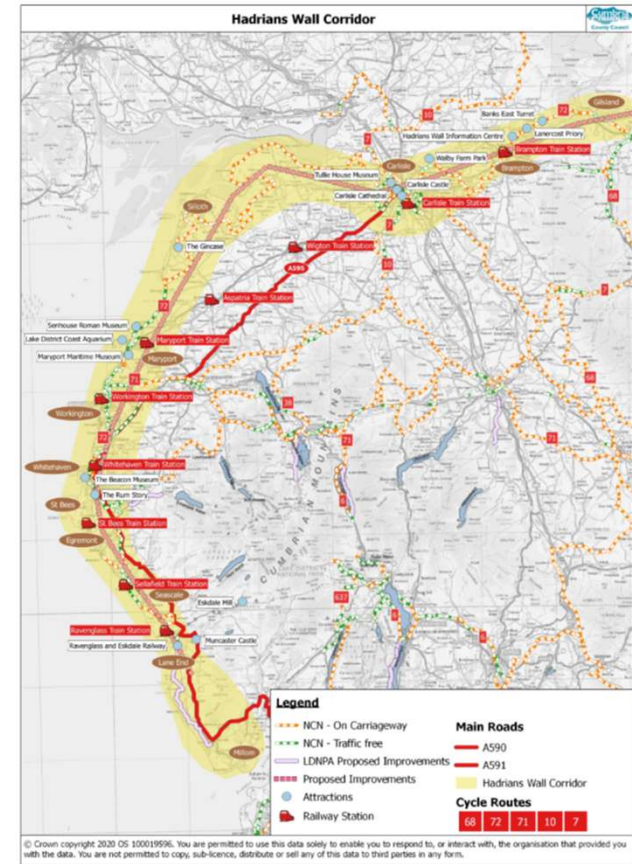
Hadrian's Wall Cycling and Walking Project



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Hadrian's Wall Cycling and Walking

- Hadrian's Wall Cycling and Walking Corridor Project within Borderlands Inclusive Growth Deal 'Destinations Borderlands' programme
- Strategic cycling and walking route developed to support active travel, delivering benefits to local residents and visitors.
- The ultimate goal is to develop a multi-user route within Cumbria that would be off-road as much as possible along the coastal corridor
- This would extend from Gilsland to the east of Carlisle, heading to Ravenglass, and on to Millom in the south west of the county.
- Development of Business Case to release Borderlands funding for first phase of delivery



Hadrian's Wall Cycling and Walking Corridor

Project Objectives

- 1.To develop a strategic cycling and walking corridor to support active travel and contribute to decarbonisation and environmental benefits, through a concerted effort to reduce carbon emissions.
- 2.To attract more visitors to the area, and for the corridor to be nationally and internationally recognised as a premier destination for all types of walking and cycling.
- 3.To bring commuter / green active travel improvements for employers in the area, including Sellafield, NDA sites and other strategic employment sites.
- 4.For residents and local communities to benefit, through better recreation opportunities, including to disadvantaged groups, leading to improved well-being, and addressing health inequalities.
5. To encourage the strategic management and maintenance of the local networks, improving quality through better orientation and interpretation, experience development and promotion.
6. To agree a coordinated development plan of marketing and activities by partners to enhance the cycling and walking offer.

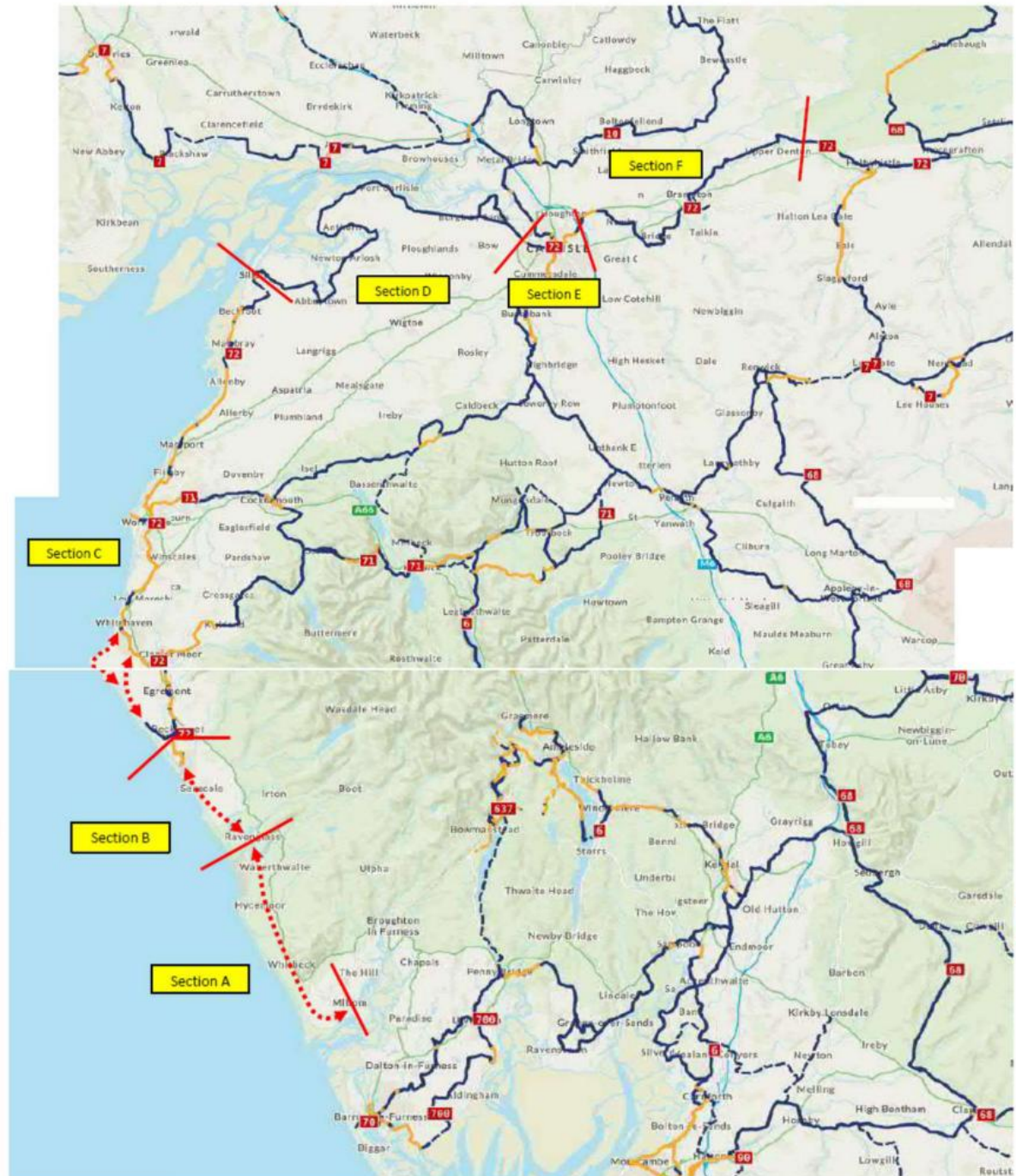
Hadrian's Wall Cycling and Walking

Progress to date

- Consultancy support WSP (in partnership with Sustrans & Hatch) in place
- Project Delivery Group established includes representatives from CCC Infrastructure Planning, Area Managers, Capital Programmes, Highways Network Management, Traffic Management; Allerdale, Carlisle and Copeland district councils, LDNPA, Sustrans, NDA
- Audit of existing network carried out by Sustrans
- Cumbria Coast Active Travel Strategy progressed
- Stakeholder held on workshops 18th, 19th and 20th August
- Development of long list of potential improvements
- Looked at corridor options

Hadrian's Wall Cycling and Walking

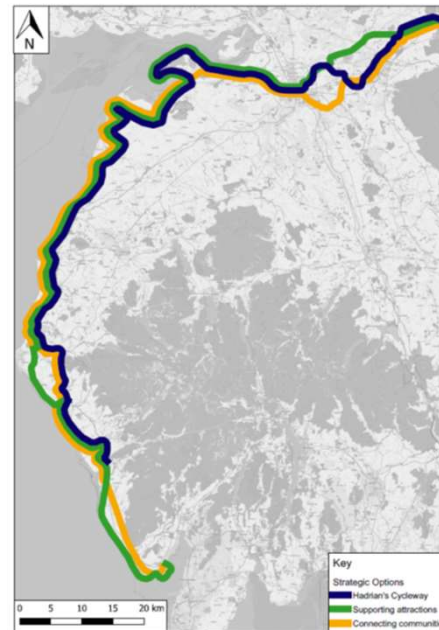
- Corridor split into six sections, informed by environment and type of provision. These are:
 - Section A – Millom to Ravenglass
 - Section B – Ravenglass to Beckermet
 - Section C – Beckermet to Silloth
 - Section D – Silloth to Carlisle
 - Section E – Carlisle city
 - Section F – Carlisle to Gilsland



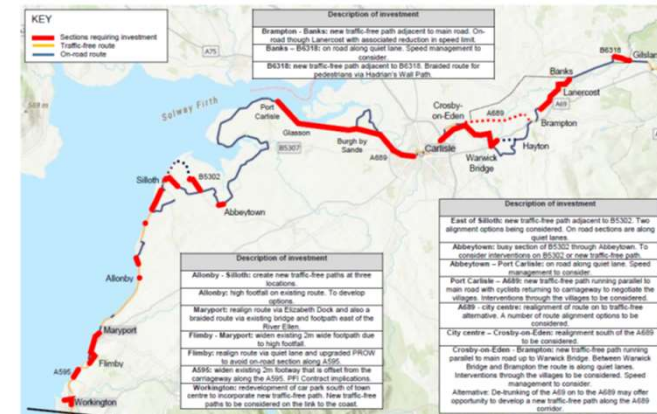
Hadrian's Wall Cycling and Walking

Approach:

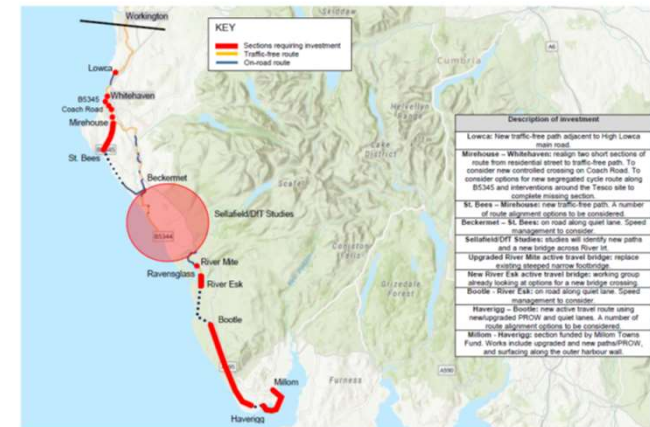
- Corridor options developing
- Initial assessment of possible improvements
- Identification of preferred corridor
- Identification of improvements
- Business Cases



Hadrian's Wall Cycling and Walking Corridor – initial assessment of route interventions



Hadrian's Wall Cycling and Walking Corridor – initial assessment of route interventions



Hadrian's Wall Cycling and Walking Timeline

- Complete identification of route corridors (Nov 2021)
- Complete identification of possible improvements (Dec 2021)
- Public Consultation (February 2022)
- Identify preferred route corridor (March 2022)
- Agree improvements for preferred route corridor (March 2022)
- Identify improvements to include in Borderlands Business Case (April 2022)
- Concept designs of improvements (April 2022)
- Business Case (June 2022)

Cycling and Walking Funding Opportunities

- Carlisle Southern Link Road Cycling and Walking Infrastructure
- Place Investment in Carlisle
 - Towns Deal
 - Future High Streets Fund
 - Destination Borderlands Programme
- Department for Transport (DfT) Active Travel Fund
- Developer Contributions

Promoting Cycling and Walking

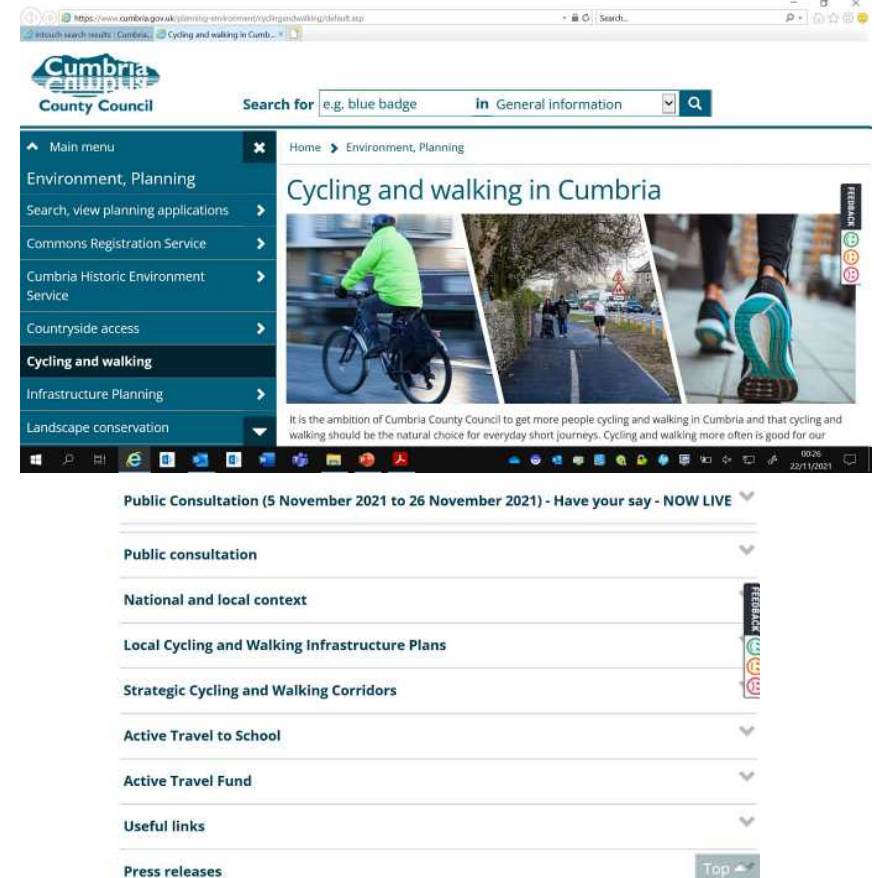
Cycling and Walking website established

<https://www.cumbria.gov.uk/planning-environment/cyclingandwalking/>

- National and local context
- Public Consultations
- Strategic Cycling and Walking Corridors
- Useful links

Next steps

- Expanding website to include information on existing routes
- Promoting the benefits of cycling and walking
- Behavioural change activity



Questions and Answers



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