

**Written response to question / issue  
raised at Economic Growth Scrutiny  
Panel (17 June 2021)**

**Meeting Date:** 17 June 2021

**Public / Private\*:** Public

**Minute Reference:** EGSP.37/21 LOCAL ENVIRONMENT (CLIMATE CHANGE) STRATEGY  
UPDATE

**Written response to:**

**Written response from:** Economic Growth Scrutiny Panel (17 June 2021)  
Policy & Communications Manager

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**Resolution / Question:**

EGSP.37/21 LOCAL ENVIRONMENT (CLIMATE CHANGE) STRATEGY UPDATE

3) That the Cycling and Walking Infrastructure Plan be circulated to Panel Members when it became available.

**Response:**

Attached are two pdf documents:

- Carlisle Summary Consultation Report
- Carlisle Full Consultation Report

**Date: 9/9/21**



## **Summary Consultation Report**

## **Carlisle Cycling and Walking**



## Introduction

Cumbria County Council are developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs). These Plans will identify and prioritise future improvements to the local cycling and walking network over the next 10 years. They are being developed through effective engagement with our partners, stakeholders and the general public.

We held an initial consultation on our draft proposals for Carlisle between **7th May and 28th May 2021**. During this consultation we presented the draft priority network for cycling. We also sought feedback on the existing barriers to cycling and walking and what improvements could be made to encourage more everyday short journeys to be undertaken by active travel. This report summarises the feedback that we received through the Carlisle LCWIP consultation.

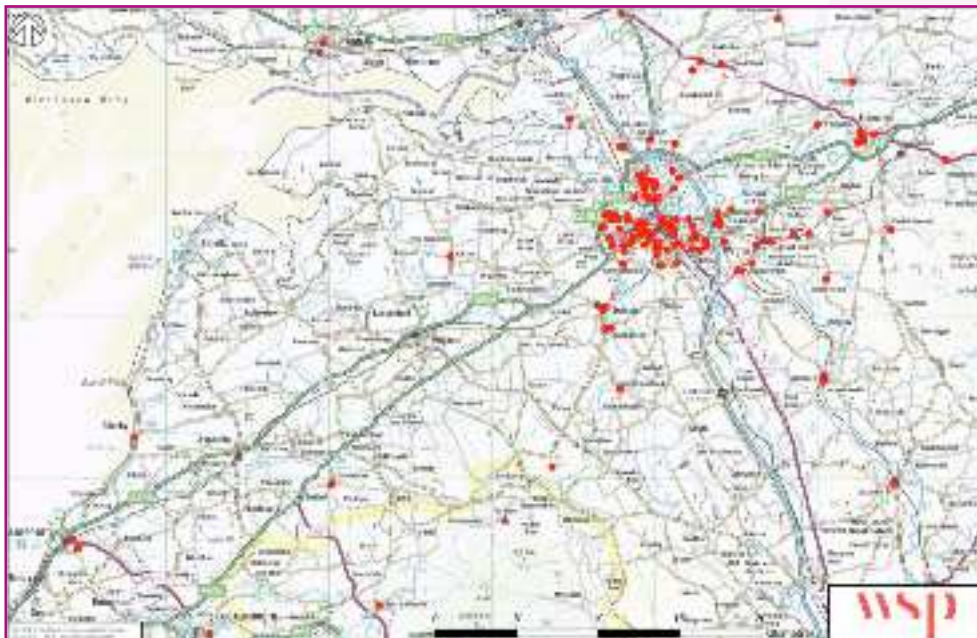
We would like to thank everyone who responded. Your views will help to ensure that we develop a strong LCWIP that will provide the evidence base for future funding bids that will allow delivery of cycling and walking priorities in Carlisle.

## Location of respondents

The Carlisle cycling and walking consultation received a total of **191 questionnaire responses**.

The majority of responses were from Carlisle and the surrounding communities, two respondents came from locations outside of Cumbria.

Figure 2 - Map to show postcode location of respondents

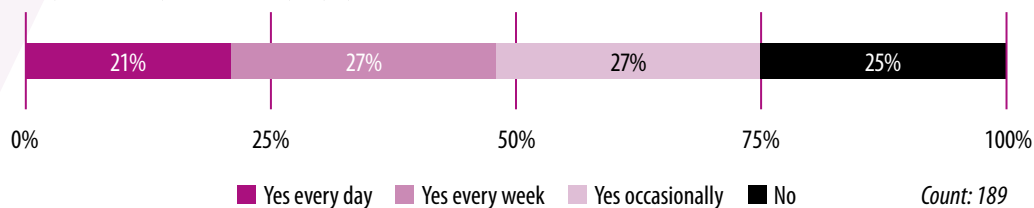


## Existing cycling and walking

**Respondents were asked whether they currently make journeys by cycling and walking, and if so, how often.**

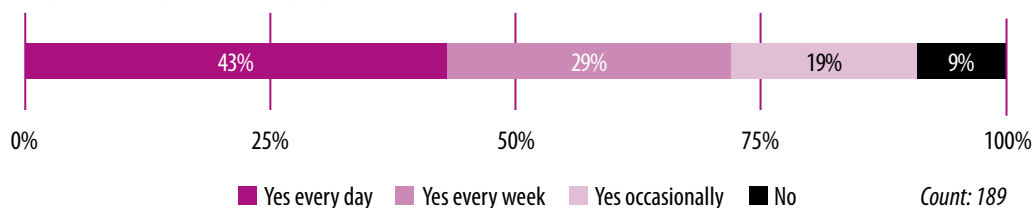
48% of respondents regularly undertake journeys by cycling (every day or every week). A further 27% occasionally make journeys by cycling.

Do you currently make journeys by cycling and if so how often?



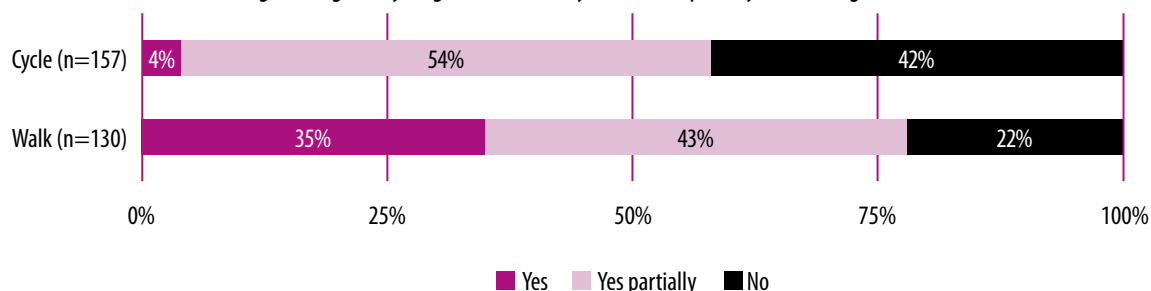
72% regularly make journeys by walking every week (every day or every week). A further 19% occasionally make journeys by walking.

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



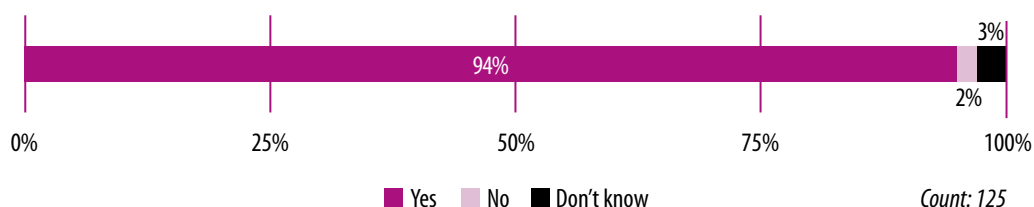
When asked whether the existing cycling and walking routes in Carlisle connect with the places they want to go, more respondents answered yes for walking routes compared to cycle routes (35% vs 4%). A high percentage answered that existing routes partially connect the places they want to go, offering the potential to turn these responses to 'Yes' with the right network planning.

Do the existing walking and cycling routes connect you with the places you wish to go?



When asked whether respondents would welcome more money being spent on cycling and walking in Carlisle, an overwhelmingly positive response emerged. 94% of respondents supported further investment.

Would you like to see more money spent on cycling and walking in Carlisle?





## Barriers to cycling and walking

The most common feedback themes that respondents identified as making it more difficult for them to:

### 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**

## Encouraging cycling and walking

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

Journeys to the shops and commuting to work were the two main reasons respondents gave for those short journeys.

This suggests that due to the distances involved, the potential exists for these journeys to be made by active travel modes as an alternative to car use.

The most common feedback themes that respondents identified that would encourage them to:

### 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**

Out of 191 respondents, 49% would cycle more often and 39% would walk more often if improvements to cycling and walking routes were made.

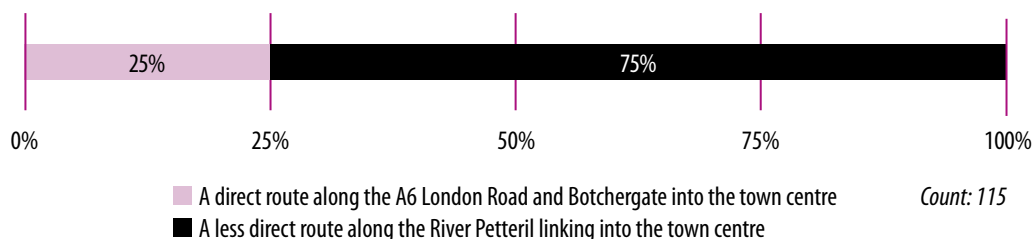
## General Comments

As part of the consultation we asked for your suggestions to help inform our draft priority network plan. We wanted to understand the changes you would like to see. We received a considerable number of responses to this, including suggestions on additional links to the routes you use to walk and cycle. We will ensure that this feedback is assessed as part of the network planning process.

## Quieter Alternative Cycling Routes in Carlisle

Respondents were asked their preference on two possible improvements, a direct route from Junction 42 of the M6, along the A6 London Road and Botchergate into the centre of Carlisle, and a less direct route, a quieter alternative from Junction 42 of the M6 along the River Petteril linking into the town centre. 75% of the 115 respondents preferred the quieter alternative cycling route option.

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

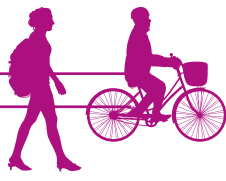


## Next Steps

The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to inform the development of the LCWIP for Carlisle. The responses we have received have given us essential data and are crucial in understanding the localised issues which are key to successful LCWIP development.

A further consultation is planned in Autumn 2021 where views will be sought on the prioritised cycling and walking networks. Following this consultation the LCWIP will be finalised and will then be used to provide a clear 10 year plan for investment in cycling and walking in Carlisle.





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# Consultation Report

# Carlisle Cycling and Walking





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## 1 Introduction

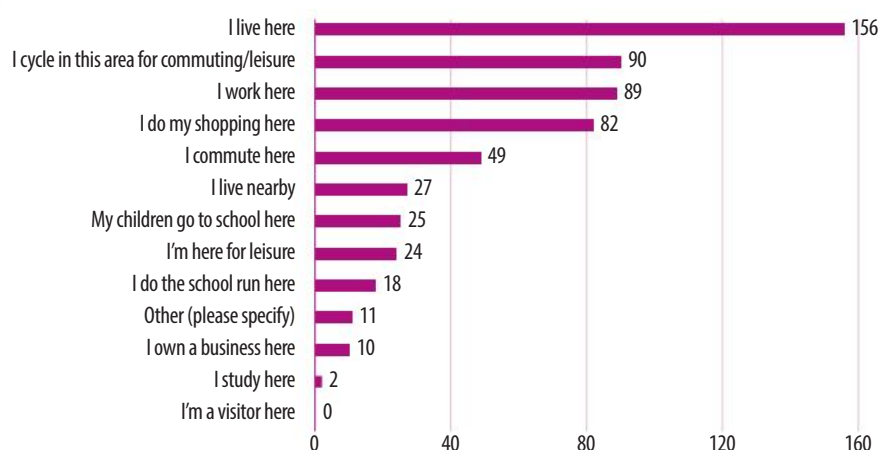
- 1.1** Cumbria County Council are developing a programme of Local Cycling Walking Infrastructure Plans (LCWIP). These are being developed for locations across the county, including Carlisle. As part of the development of the LCWIP, a consultation has been undertaken to seek public opinion on the work completed to date and the emerging cycling and walking networks.
- 1.2** This report summarises the results of the public consultation on the LCWIP for Carlisle, undertaken between 7th May and 28th May 2021. The consultation included a survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements. The survey included a questionnaire made up of 22 questions.
- 1.3** The questionnaire was split into the following sections:
- Finding out about the respondent and their links to the area.
  - Current travel behaviour (cycling and walking journeys and why these are undertaken).
  - Public opinion on the current active travel infrastructure provision in Carlisle.
  - Any barriers on active travel routes that may prevent cycling and walking.
  - Finding out what would encourage modal shift to cycling or walking for short journeys.
  - Question to select preferred option for alternative interventions in Carlisle.
  - Open questions relating to St Cuthbert's Garden Village.
- 1.4** A total of 191 responses were received to the Carlisle LCWIP questionnaire during the consultation period, with these results being presented in Section 1.2.

## 2 Results of the questionnaire

### About you

**2.1** The first question asked about those responding and their interest in the Carlisle LCWIP consultation (Figure 1). The largest group of respondents are local residents (156 respondents), followed by those that cycle in the area for commuting / leisure (90), work (89) and shop in the area (82). Multiple options could be selected by respondents.

Figure 1 - Which of the following best describes the reason for your interest in this consultation? (Please tick all boxes applicable).



**2.2** A UK postcode was requested to understand where those responding were from. Table 1 shows the largest numbers responses were from western Carlisle (52), while northern Carlisle (29) and eastern Carlisle (28) also made up the largest number of respondents.

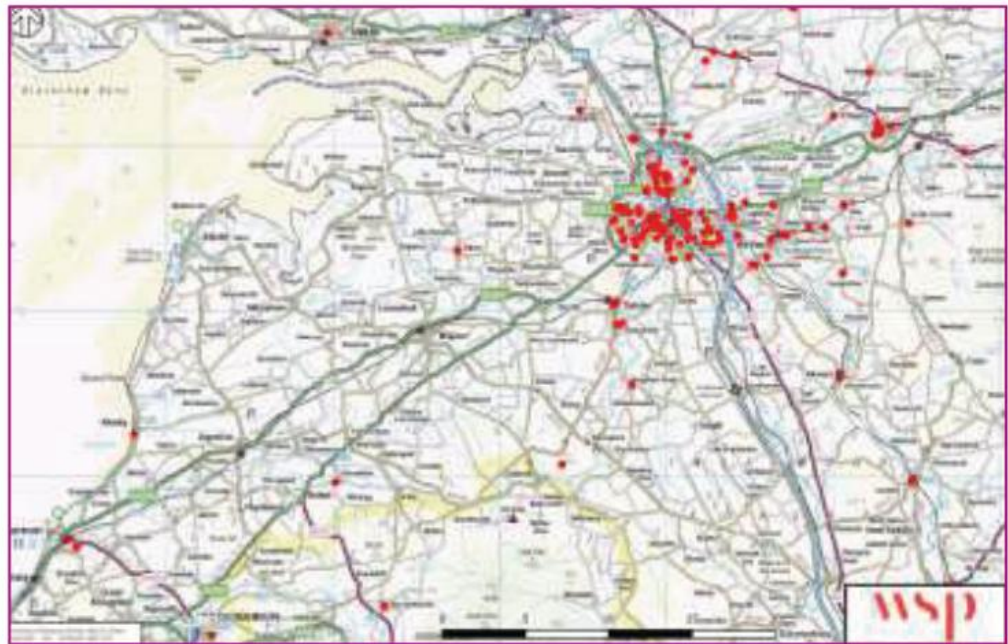
Table 1 - Postcode locations of respondents.

Postcode	Count	Location of postcode
CA2	52	Western Carlisle, Denton Holme, Currock, Belle Vue
CA3	29	Northern Carlisle, Tarraby, Houghton, Belah, Rickerby
CA1	28	Eastern Carlisle, Botcherby, Garlands
CA4	21	Warwick Bridge, Armathwaite, Wetheral
CA6	18	Longtown, Netherby, Stapleton
CA8	16	Brampton, Gilsland, Lambley
CA5	7	Dalston, Thursby, Sebergham
CA7	3	Wigton, Aspatria, Silloth
CA13	3	Cockermouth, Buttermere
CA15	3	Maryport, Flimby
CA10	1	Temple Sowerby, Shap, Tebay
CA11	1	Penrith, Greystoke
DG12	1	Annan
PR4	1	Preston



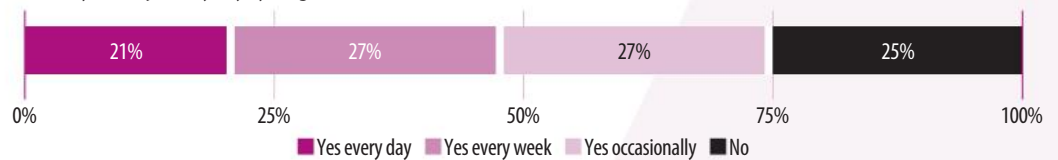
**2.3** Figure 2 shows the full postcode locations of respondents (where provided), to complement Table 1.

Figure 2 - Map to show postcode location of respondents.



**2.4** Respondents were asked whether they currently make journeys by cycling, and if so, how often. Figure 3 shows that a quarter of respondents do not currently make journey by bicycle, while 21% do so every day, 27% every week and 27% occasionally.

Figure 3 - Do you currently make journeys by cycling and if so how often?



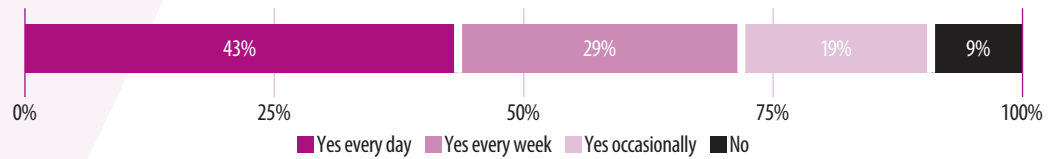
The purposes of these journeys by bicycle can be summarised as follows (respondents could give more than one purpose):

- Commuting / work (49 mentions)
- Shopping (33 mentions)
- Leisure and fitness (94 mentions); and
- School and education (5 mentions).

## 2.5

In terms of walking trips and their frequency, a larger proportion of respondents walk compared to cycling (Figure 4). This is evident in the small proportion (9%) stating that they never walk.

Figure 4 - Do you currently make journeys by walking and if so how often?



The purposes of these walking trips are summarised in the bullet points below:

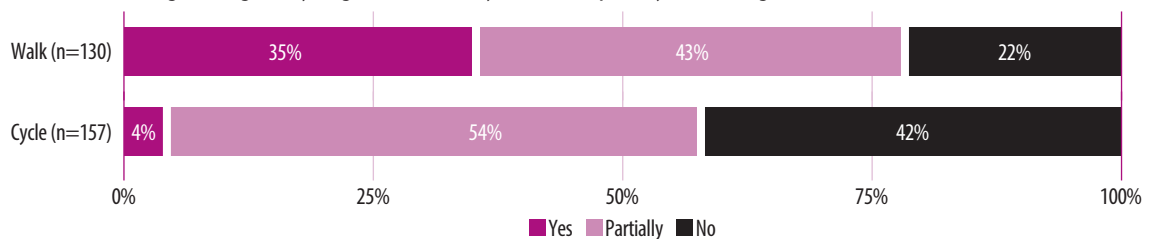
- Commuting / work (33 mentions)
- Shopping (51 mentions)
- Leisure and fitness (81 mentions)
- Walking the dog (29 mentions)
- School and education (5 mentions)

## Your local cycling and walking network

## 2.6

When asked whether the existing cycling and walking routes in Carlisle connect with where they want to go, more respondents answered yes for walking routes compared to cycle routes (35% vs 4%). Figure 5 also shows a larger proportion of respondents that feel the cycle routes don't connect to their destinations compared to walking routes (42% vs 22%).

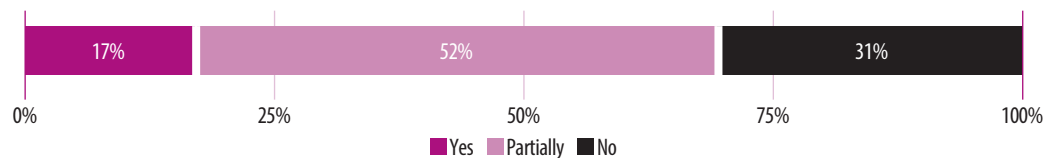
Figure 5 - Do the existing walking and cycling routes connect you with the places you wish to go?



## 2.7

The Draft Priority Cycling Network Plan proposed cycle connections were overall considered to connect to the places respondents wished to cycle (Figure 6). Half of respondents partially agree with the Plan, while 17% agree fully. Just under a third of respondents answered no.

Figure 6 - Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?





- 2.8** For those respondents that answered 'partially' or 'no' to the questions about existing cycle routes, existing walking routes and the draft priority cycling network plan - a follow up question asked respondents to provide further feedback.
- 2.9** A brief summary of the most prevalent open-ended responses explaining why respondents said that existing cycle and / or walking routes either do not or only partially connect with where they want to travel to, is shown below.

**Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?**

- Safety issues on major routes into the city, such as London Road, Warwick Road, Eastern Way and Dalston Road (23 mentions).
- Issues/concerns regarding the connectivity and lack of provision between Brompton and Carlisle especially as the only routes currently are along the busy, high-speed A69 and A689 (12 mentions).
- Scope for reopening the Waverly Line and Viaduct as a walking and cycling route (10 mentions).
- Lack of routes directly into the city centre (9 mentions).
- Issues surrounding lack of safe provision, lack of cycle parking and busy traffic on Warwick Road (8 mentions).
- Concerns regarding the use of shared-use paths and their potential to accelerate conflicts between cyclists and pedestrians (7 mentions).
- Very disjointed cycle network, with routes ending abruptly (7 mentions).
- Identifying the need to develop a safe cross-town cycle route (i.e. North-South or East-West) through the city centre (5 mentions).
- Accessibility to key places within the city centre such as the Railway Station and Infirmary (5 mentions).
- Lack of cycling connections between Carlisle and Dalston (3 mentions).
- Lack of appropriate cycling facilities along Kingmoor Road to the bypass (3 mentions).
- No plans for connectivity to Scotby (3 mentions).
- Issues with cleanliness, surfacing and maintenance of cycle routes (3 mentions).
- Improvements are needed to cycle infrastructure connecting to Botcherby Park (3 comments).
- Segregation on key routes out of Carlisle such as the A595 and possibly beyond, on the A591 to Keswick (2 mentions).
- Issues surrounding the inconsistent standards and incomplete completion of the Kingmoor Cycleway through Belah (2 mentions).
- The dependency of routes on the completion of the Southern Bypass (2 mentions).
- Lack of footpath on the A6071 to Smithfield and the current need to walk in the road along this route (2 mentions).
- Lack of Cycle Parking (2 mentions).
- Improvements are needed within vicinity of Engine Lonning, this includes improvements to the Hadrian's Cycleway alongside the River Eden and removal of the steps up to Engine Lonning (2 comments).
- Enforcement is needed to tackle pavement parking and cycling on pavements (2 comments).
- Most schools don't have safe areas to walk or cycle to them. School Street schemes should be encouraged and supported (1 comment).

**Do the existing walking routes connect you with the places you wish to go?**

**General**

- There is a need to segregate walking, cycling, and motorised road users, and pedestrians prioritised. Dominance of road traffic and poor air quality detract from use of network (6 comments).
- Additional pedestrian priority is needed at crossing points including junctions. This includes reducing waiting times at signalised crossings, enabling pedestrians to cross in a single phase, and prioritising pedestrian movements at side roads (5 comments).
- There are many sections of road that would benefit greatly from having a footway (where there is previously none) (5 comments).
- There is a lack of widespread knowledge of walking routes (urban and rural) (2 comments).



- Pedestrian and cycle movements should be prioritised over vehicular movements (including for new developments) (2 comments).
- The walking network is disjointed, and includes sections that are poorly maintained, obstructed and built to inadequate standards (2 comments).

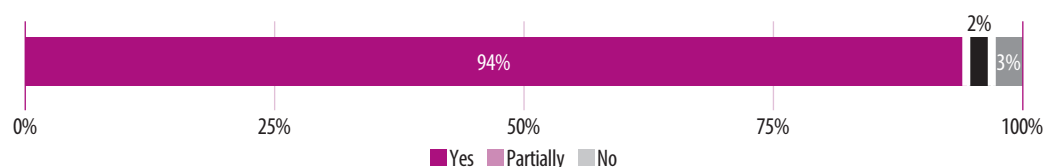
### Specific

- Reinstate walking access across disused Waverley line bridge over River Eden (5 comments).
- The following routes have narrow footways: Currock Road, Stanwix Bank to Town, Broadwath to Warwick Bridge, and Warwick on Eden to Little Corby (4 comments).
- Improved pedestrian connectivity is needed to link origins and destinations to the north of the River Eden with those to the South, and visa versa (4 comments).
- Routes from Scotby are considered unsafe, for example there is no provision, improved materials are needed, routes need to be re-opened (4 comments).
- No footway provision on roads including: Durdar to Carlisle, Carlisle and Dalston and along Peters Lane (3 comments).
- Unsafe crossing facilities near Rickerby Park, with routes in need of drainage (2 comments).
- Pedestrian and cyclist provision should be between rural towns. Brampton (3 comments), Longtown (1 comment), Gretna (1 comment), Broadwath (1 comment), Great Corby (1 comment), Crindledyke (2 comments), and Rockcliffe (3 comments), and even Houghton (1 comment) and Wetheral (4 comments).
- The bridleway parallel and north of Peter Lane is difficult to pass through (1 comment).
- Car dominance on Castleway has isolated castle from town - the multiple footways built across don't address the fundamental problem (1 comment).
- Safety issues between Warwick Bridge and Broadwath (1 comment).
- A PROW from Stoney Holme Golf Course along the flood embankment to Tesco on Warwick Road would be a good addition (1 comment).
- The footpath behind Brunton Park should be included (1 comment).

## 2.10

When asked whether they would welcome more money being spent on cycling and walking in Carlisle, an overwhelmingly positive response emerged (Figure 7). With the 94% of respondents agreeing, indicating significant support for investment.

Figure 7 - Would you like to see more money spent on cycling and walking in Carlisle?



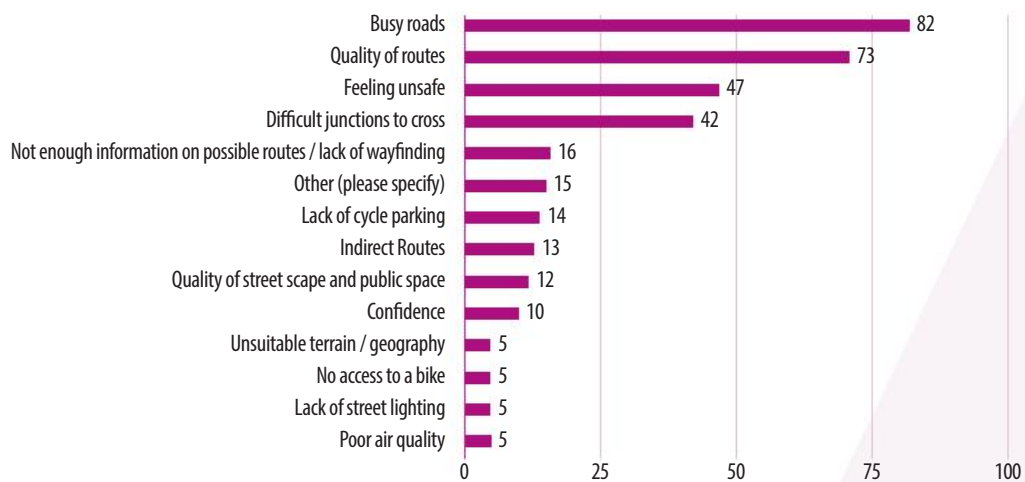


## Barriers to cycling and walking

### 2.11

Figure 8 shows issues that respondents identified as making it more difficult for them to cycle. Top of these is the presence of busy roads (82 respondents) while Quality of routes (71 respondents), a feeling of being unsafe (47 respondents) and difficult junctions (42 respondents) were frequently mentioned. Lack of access to a bike was a low scoring obstacle (5 respondents), as were lack of street lighting and poor air quality (both 5 respondents respectively). Interestingly, the terrain and geography did not appear to be significant obstacles either (5 respondents), important as difficult terrain or topography can be a clear deterrent to all but the most experienced cyclists.

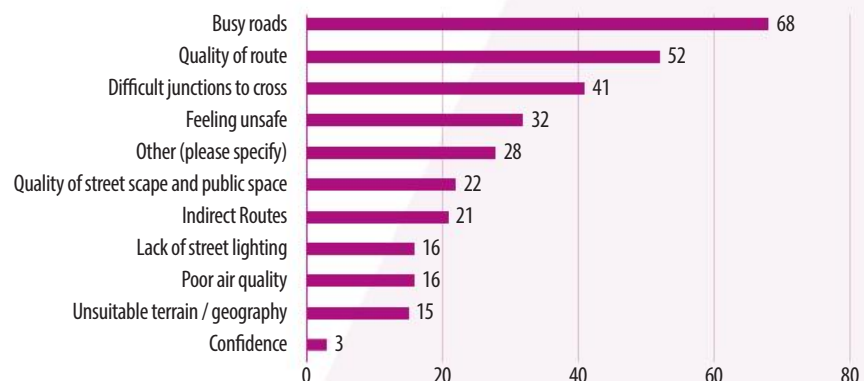
Figure 8 - Do any of the following make it difficult for you to cycle? (Please select your top 3).



### 2.12

A similar question asked whether respondents what their main barriers to walking were - as before they were asked to select their top three. As shown in Figure 9, the main obstacle was the presence of busy roads (68 respondents), while the quality of the route (52) and presence of difficult junctions to cross (41) were also prevalent among respondents. Meanwhile, confidence was not considered to be a barrier to most respondents, with only three people mentioning this within their top three. As for cycling, the terrain and geography were not noted as a major barrier making it difficult to walk, with 15 respondents mentioning this.

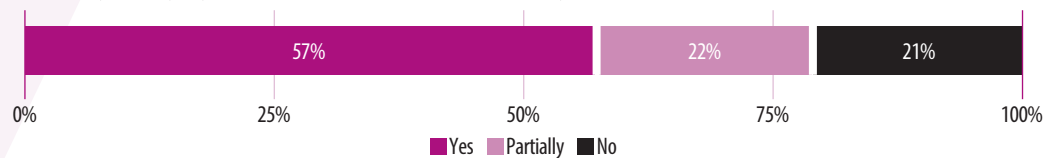
Figure 9 - Do any of the following make it difficult for you to walk? (Please select your top 3).



## Changing to cycling or walking

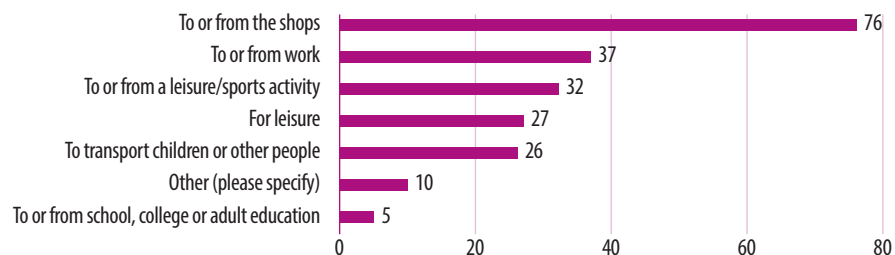
- 2.13** Respondents were asked whether they made any journeys by car to places that are within walking or cycling distance. As Figure 10 shows, there are a majority of respondents that confirmed that they make journeys by car to locations within walking and cycling distance (58%). This does however suggest that due to the distances involved, considerable scope exists for these journeys to be made by active travel modes as an alternative to car use.

Figure 10 - Do you make any journeys by car to places that are within walking or cycling distance?



- 2.14** As a follow up to the previous question, respondents were asked to describe the purpose of the journeys that are made to places within cycling or walking distance. Respondents could give more than one reason. The main reasons given are for journeys to and from the shops (76 respondents), followed by those travelling to or from work (37). The need to transport children or other people is mentioned by 26 respondents.

Figure 11 - For what purpose do you make journeys by car to places that are within cycling or walking distance?



- 2.15** Ten respondents also gave other reasons, which included (summarised):

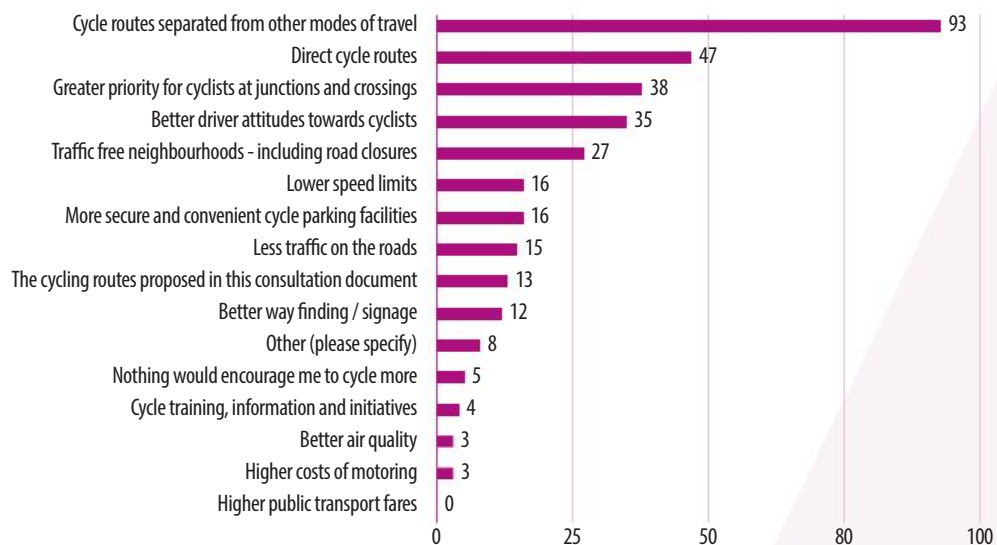
- Hire shop equipment and heavy metal run, combination of things.
- Visiting the local pub.
- Transporting large objects/waste disposal/bad weather.
- Visiting friends.
- Between work sites for meetings with partner organisations (when within cycling but not walking distance).
- Due to the weather.
- Church visits.
- Post office visits.



## 2.16

Next, respondents were asked to give details of what would encourage them to cycle more than they do currently (shown in Figure 12). As with previous questions, respondents were asked to indicate a top three items that would encourage increased cycling. The most commonly mentioned items were segregated cycle routes with separation from other modes of travel (93 respondents - out of 191 respondents overall, meaning 49% of all respondents mentioned this). More direct cycle routes (47), greater cycle priority at junctions and crossings (38) and better driver attitudes to cyclists (35) were also mentioned most by respondents. Interestingly, the use of 'stick' measures is not supported, with no respondents stating that higher public transport fares would encourage them to cycle more, while higher motoring costs were only mentioned by 3 respondents (2% of all respondents).

Figure 12 - What would encourage you to cycle more? (Please select your top 3).



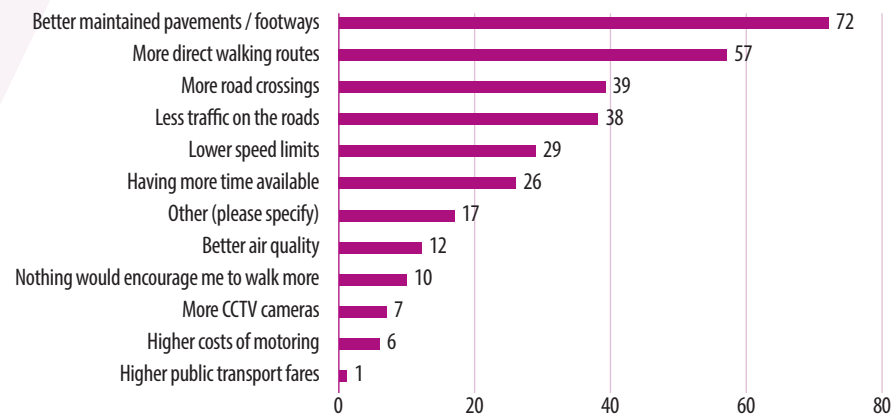
## 2.17

Other measures that would encourage more cycling were mentioned by eight respondents - summarised, these were:

- Segregated cycleways are a good solution particularly around difficult junctions, roundabouts etc.
- A 20mph enforceable speed limit within the City of Carlisle boundary would make all roads feel much safer and reduce air pollution.
- Better weather.
- Opening the Waverley Viaduct as a footpath and cycling route (x2)
- Better road maintenance.
- Better skills, awareness and co-operation between all road users, bus car van bicycle or motorbike users (x2).

- 2.18** The next question asked the same, but for walking. As Figure 13 shows, the main measures that would be most likely to encourage greater walking and cycling were better maintained pavements and footways (72 respondents - 38% of all respondents), more direct walking routes (57), more road crossings (39) and less traffic on the roads (38). As for the cycling responses, 'stick' measures were not commonly mentioned as a means to encourage walking - with higher public transport fares and higher costs of motoring being infrequently mentioned (1 and 6 respondents respectively).

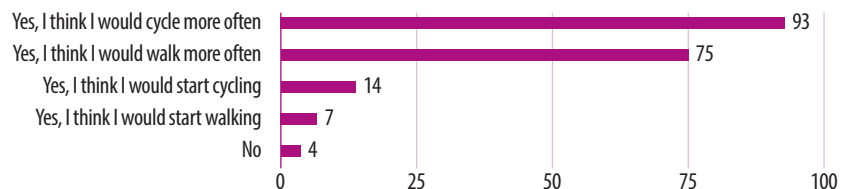
Figure 13 - What would encourage you to walk more? (Please select your top 3).



## Delivery in Carlisle

- 2.19** The results shown in Figure 12 and Figure 13 suggest that 'carrot' type measures which incentivise sustainable travel are more likely to encourage sustainable behaviour than 'stick' type measures which seek to de-incentivise alternatives. This is further borne out in the results shown in Figure 14 which suggest that improvements to cycling and walking routes would encourage cycling and walking - with only four respondents out of 191 indicating that this would not do so. Meanwhile, 93 respondents felt that improvements would encourage them to cycle more often, and 75 said the same for walking. Seven respondents said that they would start walking, while 14 said that they would start cycling - suggesting that there is scope for some newly encouraged cycling and walking trips from any improvements.

Figure 14 - Would improvements to cycling and walking routes encourage you to walk and/or cycle more often? (Please select all that apply).



- 2.20** The results in Figure 14 indicate that out of 191 respondents, 49% said that they would cycle more often, 39% would walk more often, while 7% would start cycling and 4% would start walking. Only 2% of all respondents said that improvements to cycling and walking routes in Carlisle would make no difference to their walking or cycling travel behaviour (i.e. no).



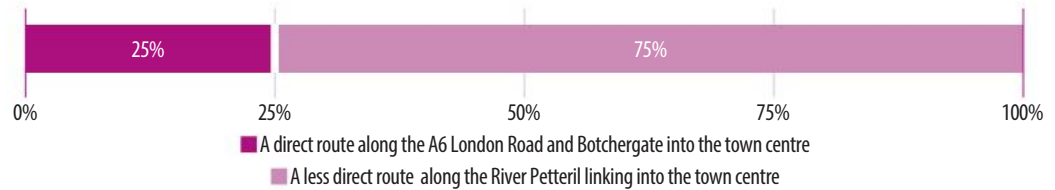


**2.21** The next question in the questionnaire asked about a specific improvement in Carlisle, with respondents being given two possible options and asked which of these they would choose. The options were:

- 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).

**2.22** Out of 115 respondents, three-quarters said that they would prefer the less direct, quieter route along the River Petteril, while a quarter would prefer a more direct route along the A6 London Road and Botchergate (Figure 15).

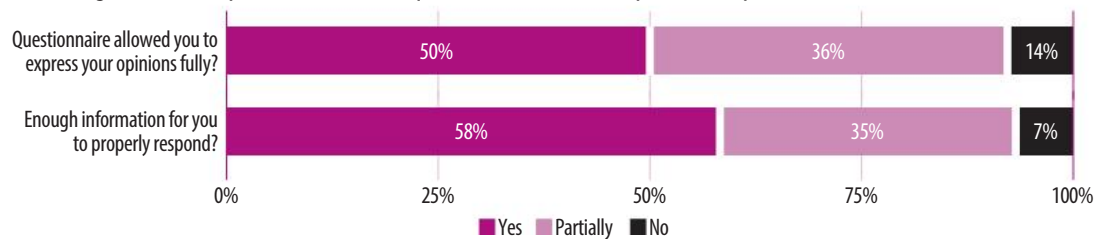
Figure 15 - Which of the following would you be more likely to use?



### Consultation feedback

**2.23** The final question in the survey asked whether respondents felt that they had been provided with enough information to properly respond, and whether the questionnaire allowed them to express their opinions fully. The results shown in Figure 16 indicate that respondents did in the main feel that there was enough information provided in order to properly respond to the consultation, with 58% of respondents answering 'yes' and 35% 'partially'. Meanwhile only seven percent of respondents said that there was insufficient information to allow for a proper response. Similarly, half of respondents felt that the questionnaire allowed them to express their opinions fully (50%), while 36% felt that it did so 'partially'. Meanwhile, a smaller 14% disagreed with this comment.

Figure 16 - Was enough information provided and did the questionnaire allow full expression of opinions?



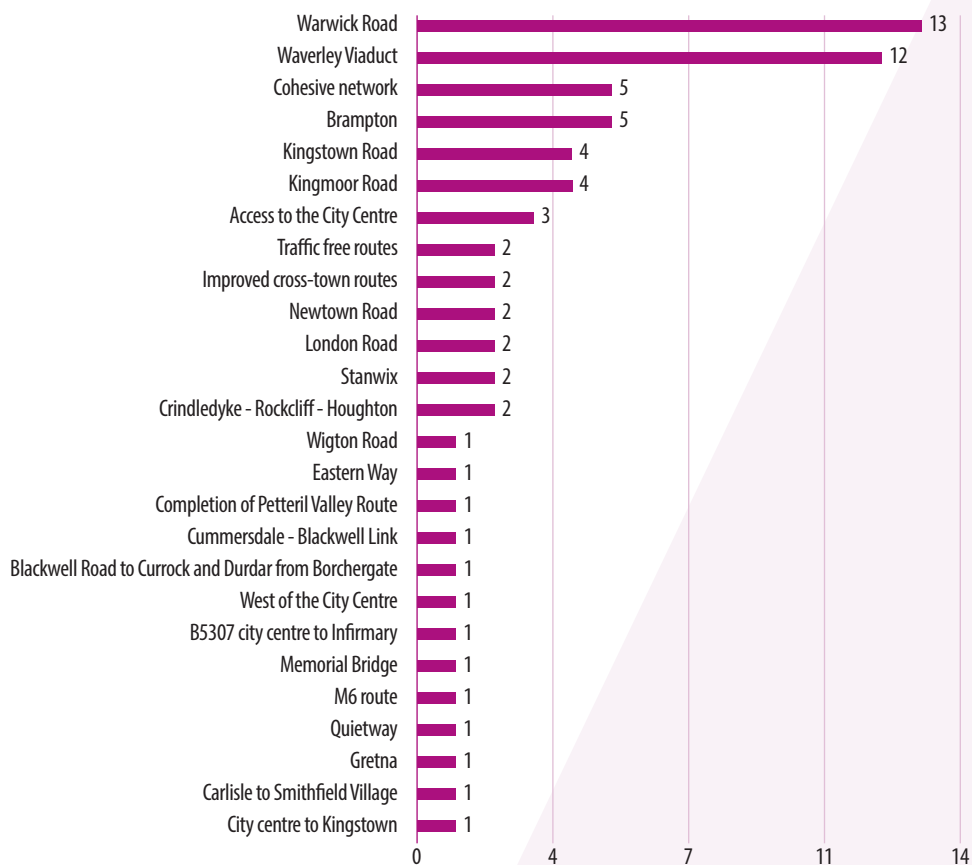
### 3 Further comment questions

**3.1** A further four questions were included in the questionnaire, asking respondents to provide comments on aspects of the LCWIP outputs. These include:

- 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).
- Phase 2 of the Draft Priority Network Plan identifies proposed St Cuthbert's Garden Village cycling and walking routes. Which of these routes would you like to see prioritised?
- Are there any routes currently not included in this? (If so, please tell us where you would like to see these provided).
- Are there any SCGV cycling and walking routes that are currently not included in the proposed phase 2 draft priority network plan?

**3.2** Figure 17 below shows the areas provided by respondents in response to this question.

Figure 17 - 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)

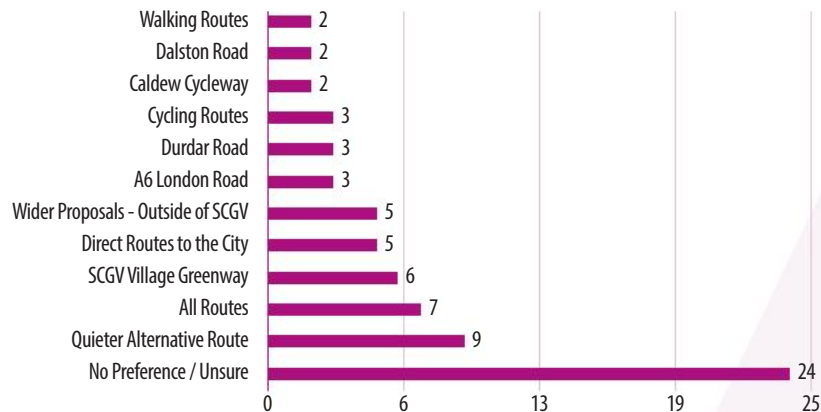




**3.3** The next three questions related to the St Cuthbert's Garden Village (SCGV) proposals.

**3.4** The first of these asked which of the SCGV cycling and walking routes featured on the Draft Priority Network Plan would respondents like to see prioritised. A total of 71 responses were received to this question, with some variation in the interpretation of this open-ended question. Three respondents highlighted that Cycle Routes were their preference, whilst 2 responses to this question reflected that Walking Routes should be prioritised.

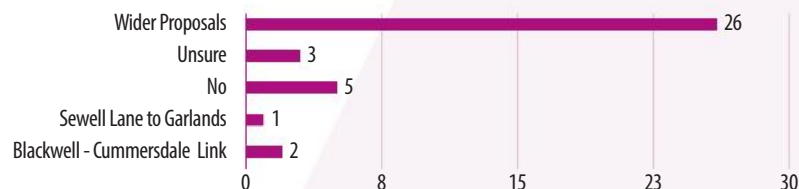
Figure 18 - Phase 2 of the Draft Priority Network Plan identifies proposed St Cuthbert's Garden Village (SCGV) cycling and walking routes. Which of these routes would you like to see prioritised?



**3.5** A total of 24 respondents were either unsure or had no preference, whilst 9 identified the Quieter Alternative Route as a preferred priority which was the most frequently prioritised individual route. Seven respondents identified that all of the displayed routes should be prioritised, and 8 respondents selected the St Cuthbert's Village Greenway as a priority. The results are shown in Figure 18. It should also be noted that 5 responses were for wider proposals outside of the SCGV footprint.

**3.6** The second part of this question asked participants to identify any further routes within the SCGV footprint that shouldn't already be displayed on the Draft Priority Network Plan. There was significant misinterpretation of this question, with 26 of the 37 responses relating to proposals located outside of the SCGV footprint and a further three respondents indicating that they were unsure. Five responses highlighted that there were no further routes to be included. Three proposals were put forward for this question, with two people requesting a link between Blackwell and Cummersdale. One response requested a link between Sewell Lane to Garlands, which is already included on the Draft Priority Network plan.

Figure 19 - Are there any routes currently not included in this? (If so, please tell us where you would like to see these provided)



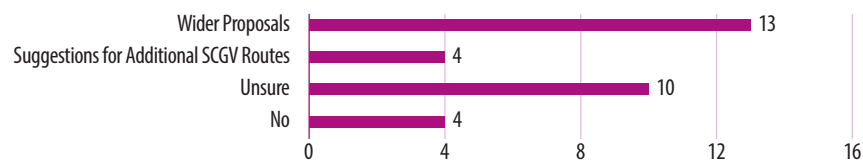
**3.7** The Wider Proposals responses suggested potential improvements at sites across the city. A summary of the most frequently recurring proposals is provided below.

- Waverley Viaduct improvements (6 mentions);
- Brampton to Carlisle (3 mentions);
- Crindledyke to Rockcliffe (3 mentions);
- Carlisle to Scotby (2 mentions).

**3.8** A number of other individual proposals were raised, and are listed in Table 6 in Appendix A. A variety of general comments were also received, relating to topics such as ensuring that active travel is prioritised in Carlisle, that infrastructure needs to be segregated from motorists, continuity of cycleways, and enhanced connectivity to north, east, west and south.

**3.9** The final question relating to SCGV asked whether there are any SCGV cycling and walking routes that are not currently included on the Phase 2 Draft Priority Network Plan. A total of 31 responses were received to this question, with 10 indicating that they were 'Unsure', 4 responding 'No' and 13 identifying locations outside of the SCGV footprint.

Figure 20 - Are there any SCGV cycling and walking routes that are currently not included in the proposed Phase 2 Draft Priority Network Plan?



**3.10** Only four comments were received relating to the SCGV footprint, with responses as follows:

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

- "Scalegate Road is an obvious omission given its proximity to Newman School";
- "Opportunities to make attractive walking and cycling routes along River Caldew and River Petteril";
- "Support the idea of radial [routes] connected by circular [routes]. Need to avoid junctions where cycling and walking provisions are afterthoughts to motoring. On bypass lanes the inner strip of maybe just 2' to the left of the solid white line very useful for distance and speed cycling, which is too often interrupted by ironwork of phased out at junctions"; and
- "It isn't clear what provision for cycling and walking is planned within the SCGV estates. Separate, protected Cycleways should be prioritised within the estates, with good access to Local shops, schools, health services etc. Walking should also be prioritised similarly. Planners for the housing should ensure all properties have facility to secure Cycles at the front of the properties within secure communal buildings/Cycle Hangars (for HMOs) and secure spaces for private housing".

**3.11** A variety of individual wider proposals outside of the SCGV footprint were forward in response to this question. One proposal received two mentions, both requesting improved active travel connectivity between Kingstown/Crindledyke and Rockcliffe. All responses can be found in Table 7 of Appendix A.



## 4 Next steps

- 4.1** The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to integrate into the development of the LCWIP for Carlisle. The responses we have received have given us essential data on which to base the further refinement of the LCWIP and the comments made are also crucial to us in understanding the localised issues which are key to successful LCWIP refinement and delivery of a plan which encourages active travel by providing interventions in areas where these are most likely to derive the greatest benefit.
- 4.2** Further refining of the LCWIP will take place over the coming months, with a further consultation on these plans being held in Autumn 2021. The next consultation will seek comments on the final proposed priority cycling network and the types of improvements that could be delivered and the suggested walking improvements. Following the consultation in Autumn 2021, the LCWIP will be finalised and provide a clear 10 year plan for investment in Cycling and walking in Carlisle.





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