

June 2022

**Workington
Local Cycling and
Walking
Infrastructure Plan
(LCWIP)
2022 - 2037**



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Foreword

I am pleased to introduce Cumbria County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Workington, which outlines the proposed network of key cycling and walking routes in the district. The plan will work in conjunction with our wider infrastructure plans, including the Cumbria Transport Infrastructure Plan to support transport and connectivity, which will help Cumbria to become one of the best-connected rural geographies in the UK, whilst also incorporating the growth of Cumbria and responding to climate change.

The LCWIP identifies cycling and walking improvements at a local community level and is designed to facilitate a long-term approach to developing cycling and walking networks. Encouraging people to adopt a more active lifestyle will benefit their health, but collectively this will have a positive impact on net zero carbon emissions.

This document gives a summary of the county council's goals and objectives, while sharing more specific information about the communities that we have consulted with in Workington.

I'd like to thank all the residents, businesses, and visitors for their support and feedback on engagement and consultations to date.



Cllr Keith Little
Cumbria County Council Cabinet Member for
Highways and Transport

It is a real privilege to live in a part of the country with such a strong sense of community, heritage, and stunning scenery right on our doorstep, especially in Allerdale. Our aim is to encourage more people to take up walking and cycling within Workington, to improve connectivity between communities, boost *health and wellbeing*, and tackle climate change.

Through the delivery of the LCWIP we want cycling and walking to become the preferred way to travel for shorter journeys. Good infrastructure is key to achieving this and the LCWIP will ensure the right conditions are put in place to encourage people to cycle and walk more often.

A more coherent, direct, and safe network of routes will allow residents and visitors to explore the fantastic cultural and historic assets we have on our doorstep, as well as the stunning scenery. Additionally, we should not underestimate the role active travel will play in supporting the recovery of the economy. Through better connections and travel options, people will have access to education, training, and employment opportunities, which will contribute to a healthy, more reliable workforce.

I'm delighted with the progress that has been made through Allerdale Local Committee and I would also like to acknowledge the efforts of all who have taken the time to share their views and opinions.



Cllr Alan Barry
Cumbria County Council Chair of Allerdale Local
Committee

Vision and aim

What is a Local Cycling and Walking Infrastructure Plan?

A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a document that identifies and prioritises cycling and walking improvements at a local level. It sets out an approach for developing prioritised routes over the period of the Plan (2022-2037), with the aim of **encouraging more people to make journeys on foot or by bike.**

The focus of the LCWIP is the improvement of routes used for **everyday shorter journeys**, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way. Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the LCWIP aims to prioritise future investment where the most benefits can be realised. The LCWIP is not a funded plan. However, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.

The LCWIP has been developed using principles set out in the Government's first Cycling and Walking Investment Strategy, 2017. This Strategy sets out the ambition "**to make walking and cycling the natural choices for shorter journeys or as part of a longer journey**". Government guidance outlining a recommended approach for developing LCWIPs has also been followed.

The LCWIP is based on data and evidence of existing and future potential need and demand. It has also been guided throughout by effective engagement with partners, stakeholders and the public.

The LCWIP covers Workington, with a focus on the urban centre but including links to surrounding communities such as Flimby, Seaton, Bridgefoot and Distington.

The LCWIP provides:

- Plans showing the most important routes for development
- Priorities and timescales for development
- A detailed evidence base to support future delivery funding bids
- A basis for securing government funding or developer contributions




Why is an LCWIP important for Workington?

Creating attractive places to live and work

Allerdale District employs approximately 40,700 people, which accounts for 19% of all employment in Cumbria. A significant proportion of Allerdale's employment is concentrated in the LCWIP study area and primarily within Workington itself. The coastal town is a major retail centre for west Cumbria, with Washington Square the main shopping area in the town centre,. Manufacturing also forms a significant part of the economy with paperboard and precision engineering firms employing local people.

Investment in the streets where people live or work can create more attractive and desirable places. Improvements to the street scape can encourage more people to walking and interact with their surroundings, promoting journeys on foot, generating a greater sense of pride in their town and increasing wellbeing.

Responding to the climate crisis



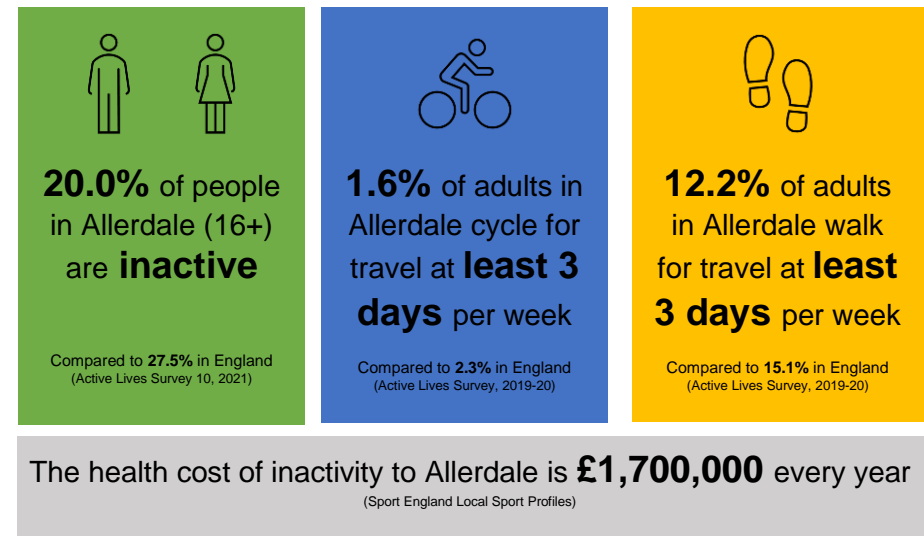
Transport accounts for **27%** of the UK's greenhouse gas emissions – **61%** of this is from cars and taxis

(DfT Transport Statistics for Great Britain 2021)


Cumbria has set itself an ambitious challenge to be the first carbon-neutral county in the UK by 2037 (Cumbria Zero Carbon Partnership, 2021). De-carbonising transport is key to achieving this goal. Cycling and walking has a much lower carbon footprint compared to other forms of transport and undertaking more journeys on foot or by bike will help to tackle climate change. The LCWIP for Workington focusses on everyday short journeys such as those to work, school and the shops, where there is the greatest potential for change.

Supporting health, wellbeing and access for all

Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways of enabling adults and children to meet the recommended levels of physical activity. The LCWIP for Workington has an important role to play in promoting behavioural change. By setting out well planned networks that connect people to the places they want to go and focussing on inclusive design that ensures access for all, the LCWIP presents a real opportunity for behavioural change that will last for generations to come.



Improving accessibility and social inclusion



25% of households in Workington are **without access** to a car or van

Compared to 26% in England and Wales (Census 2011)

Households who struggle to access employment and education opportunities, key services and facilities due to transport poverty can suffer from social exclusion. Cycling and walking are generally affordable modes of transport, accessible to most people. Enabling people to walk or cycle to the places they want to travel to can facilitate social inclusion. The LCWIP for Workington aims to connect people to jobs, education and each other, which is especially important when other modes of transport are not available.

Improving the tourism offer

Workington is a historic market and industrial town at the mouth of the River Derwent. Its location on the west coast makes the town well placed for access to the western Lake District and coastal landscapes, with fantastic leisure cycling and walking opportunities. Workington is one of two potential starting points for the 'Sea to Sea' (C2C) cycle route, one of the UK's most popular challenge routes, ending in either Tynemouth or Sunderland on the east coast. The Hadrian's Cycleway, a 174 mile route from Ravenglass to South Shields in Tyne and Wear, also runs through the town.

Workington is a tourist destination in its own right, with a number of heritage and cultural attractions such as the Helena Thompson Museum. The Workington LCWIP aims to join many of these attractions together, facilitating walking and cycling trips across the town and wider connections to communities along the coast.



Existing Context

National policy context

Gear Change: A bold vision for cycling and walking (DfT, 2020) ^[1]

Sets out the governments vision for the delivery of far higher quality cycling infrastructure. Accompanied by Local Transport Note 1/20 with new ambitious cycle design standards.

Cycling and Walking Investment Strategy (DfT, 2017) ^[2]

Aims to make active modes of transport the natural choice by 2040. Sets out the need for LCWIP to inform locally targeted investments.

Future of Mobility: Urban Strategy (DfT, 2019) ^[3]

Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys’.

Clean Air Strategy (DEFRA, 2019) ^[4]

A change to more sustainable modes of transport is key to delivering a reduction in emissions.

Decarbonising Transport: A Better, Greener Britain (DfT, 2021) ^[5]

Sets out the government’s commitments and actions needed to decarbonise the UK’s transport system.

Key Local Policy documents include:

- Cumbria Transport Infrastructure Plan, 2022-2037 ^[8]
- Cumbria Local Industrial Strategy, 2019 ^[10]
- Cumbria Cycling Strategy, 2017-2022 ^[11]
- Allerdale Local Plan, 2011-2029 ^[9]
- Economic Recovery Plan, 2020 ^[12]
- Destination Borderlands and the Borderlands Growth Deal, 2021-2031 ^[13]
- Cumbria Rural and Visitor Economy Growth Plan, 2017 ^[14]

National and local policy has guided and shaped the development of the Workington LCWIP. The Plan supports key environmental, health, social, economic and sustainable mobility goals to better connect **people** and **places**.

UK Net Zero Target (2020) ^[6]

National target to bring all greenhouse gas emissions to net zero by 2050

Inclusive Transport Strategy (DfT, 2019) ^[7]

A need for inclusive infrastructure with streetscapes designed to meet the needs of all travellers.

Local policy context

There are strong levels of support for cycling and walking in existing local policy.

The **Cumbria Transport Infrastructure Plan (CTIP)**^[8] recognises the role that active travel schemes can play in improving health, access to education, employment and services and supporting the local economy. The CTIP places active travel centrally in the aim to develop a ‘Clean and Healthy Cumbria’.

The **Allerdale Local Plan, 2011-2029**^[9] cites cycling and walking as key mechanisms to achieve the goals outlined in several policies including:

- Policy S16 – Town Centre and Retail
- Policy S21 – Developer Contributions
- Policy S22 – Transport Principles
- Policy S24 – Green Infrastructure

The Allerdale Local Plan also sets out a number of housing and employment growth areas in the borough which need to be considered when developing the active travel network. The main locations for housing within the Workington LCWIP area are at Stainburn Road (130 dwellings), Main Road, Harrington (115 dwellings) Whitecroft (300 dwellings), the former Southfield School (65 dwellings) and land off Seaton Road, Seaton (150 dwellings). Employment land is allocated at Oldside, Jubilee Road, Branthwaite Road, the Glasson Industrial Estate and at Lillyhall.

The Allerdale Infrastructure Delivery Plan, 2018 identifies sustainable transport schemes required to support the delivery of the Allerdale Local Plan and has been informed by the **Allerdale Transport Improvements Study, 2018**.

The Allerdale Climate Change Action Plan, 2021 provides a blueprint for accelerating climate action and a green recovery at a local level. The plan includes the ambition to decarbonise transport through a reduction in traffic and a shift to more sustainable modes.

Transport and placemaking schemes

Workington is benefiting from significant investment across several transport and placemaking schemes. These schemes aim to improve the districts offer as an attractive place to live, work, study, visit and invest. They also feature improvements to connectivity by sustainable and active modes of travel. Schemes include:

Workington Town Deal

- In 2021 Workington secured £23m from the Government's Town Fund.
- The award follows submission of a Town Investment Plan (TIP) to Government which outlines proposals to support economic growth,

through improvements in transport, connectivity, skills and culture. The TIP sets out a long-term strategy for change, driving sustainable growth in the town through urban regeneration and improvements to local transport networks, complement existing regional and national routes.

- Projects included as part of the TIP focus on providing high quality public realm, urban connectivity, and green infrastructure across the town centre. Detailed proposals are still in development but are likely to include improved crossings on key routes, better connections to heritage areas and to the retail centre and upgrades to encourage more pedestrian and cyclist movements along the Hadrian's Cycleway (NCN72) on Central Way.

Levelling Up Fund (LUF)

- Allerdale Borough Council are currently preparing a bid to the Government's Levelling Up Fund.
- The bid includes elements of cycling and walking which align closely to proposals in the LCWIP.
- Funding for delivery is subject to the bid being successful.

How do people currently make local journeys?

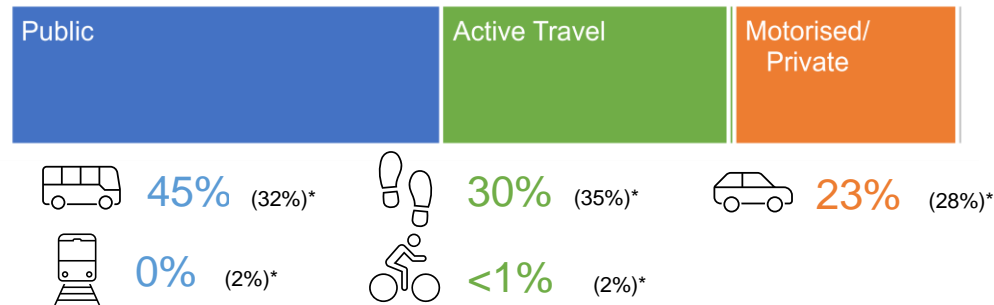
National **travel to work** data from 2011^[15] shows high levels of containment with 66% of residents within the Workington LCWIP area also working within Allerdale. 26% commute to Copeland Borough primarily for employment in Whitehaven or at Sellafield. Only 8% of residents travel outside of Allerdale and Copeland for work.

Despite short commuting distances there is a high level of car dependency with around **73%** of trips using this mode of travel. Only **2%** of journeys to work were found to be made by cycling and **19%** by walking.

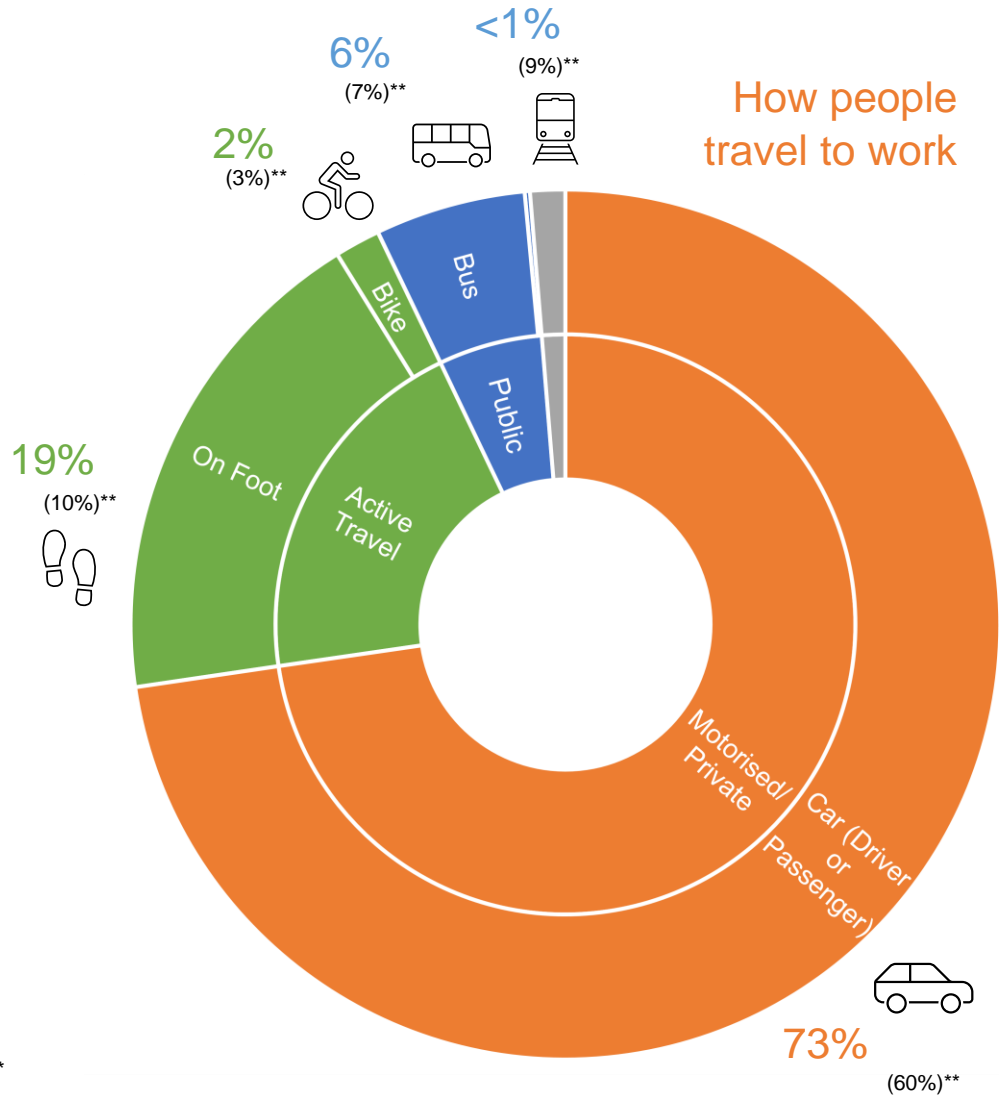
Travel to school ^[16] data indicates **30%** of children in Allerdale walk to school, whilst **<1%** cycle. Private motorised transport as a means of getting to school accounted for **23%** of journeys.

The most popular cycle routes ^[17] for both school and travel to work journeys are typically linear connections providing access to Workington from the north and south. Links from and Seaton (Calva Brow, Workington Road and Seaton Road) in the north and Salterbeck in the south are key as they converge on the town centre and/or are located within proximity to larger educational establishments.

How children travel to school



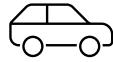
How people travel to work



Based on Allerdale Borough average v * County average. Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Allerdale Borough pre-COVID. Statistics are based on 2089 respondents countywide and 325 respondents for schools in Allerdale Borough.

Based on averages within LSOA relevant to the Workington LCWIP area v ** England average. Data taken from 2001 Census. Method of Travel to Work.

Potential for more walking and cycling



73%
of **journeys to work** are made by private motorised transport in the Workington LCWIP area

however..

40%
of **journeys to work** are **<5km^[18]**



21%
of **journeys to work** are **<2km^[18]**

but did you know...

Distances of **5km** can be covered in **20 minutes** by **bike**



Distances of **2km** can be covered in **25 minutes** on **foot**



71% of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.

Levels of cycling and walking in Workington increased during the COVID-19 lockdown in Spring/Summer 2020. This was in part because roads were less busy and quieter, offering more desirable conditions for cycling and walking. The reduction in traffic emissions also led to improvements in air quality. As people returned back to places of work and to school, levels of cycling and walking reduced. This demonstrates that the potential for cycling and walking exists if the right conditions are put in place. Improvements to active travel infrastructure will form part of this.

Despite high levels of car dependency across the Workington LCWIP area, a high proportion of everyday journeys to work, school or the shops are within a distance which is easily achievable either on bike or on foot.

An initial round of public consultation on the Workington LCWIP undertaken in July/August 2021, asked for feedback on what would encourage people to change to cycling and walking for short journeys. Findings were consistent with national data whereby, a large proportion (73%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops, to/from leisure activities and transporting children or other people were the main reasons given.

Cycling and walking infrastructure

Developing the LCWIP

The LCWIP for Workington has been developed in accordance with government guidance and has followed a six stage process.

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies and delivery plans.



Engagement and public consultation

Public consultation and stakeholder engagement have played a key part in the development of the Workington LCWIP with an initial public consultation undertaken in July/August 2021 and a follow up in February 2022. In addition, regular workshops have been undertaken with key stakeholders throughout.

The initial public consultation focused on gaining an understanding of:

- Current travel behaviour – cycling and walking journeys and why these are undertaken;
- Public opinion on the current active travel provision in Workington;
- Any barriers on active travel routes that may prevent cycling and walking;
- What would encourage modal shift to cycling or walking for short journeys; and,
- Feedback on the emerging priority cycling network.

A total of **51 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Workington LCWIP. This consultation focused on:

- Gauging the level of support for the draft prioritised cycling and walking network plans;
- Whether the network and interventions proposed would encourage the respondent to use active modes more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A total of **52 responses** were received for this consultation.

The results of the consultation exercise demonstrate a **desire for future investment** in cycling and walking infrastructure. Responses emphasised the importance of providing **safe, segregated routes** that provide **direct connections** to the places people want to get to. The need to provide routes that were **separate from other modes of travel** was a common theme in the responses and was identified as a key measure for encouraging more cycling and walking. The creation of more **direct** cycling and walking routes, and **more road crossings** were also supported, along with **lower speed limits** and **better wayfinding/signage**.

The main perceived barriers to cycling and walking were:

- Busy roads
- Quality of routes
- Feeling unsafe
- Junctions that are difficult to cross

The draft priority cycling and walking networks presented received a **high level of support** and the majority of respondents felt that the proposals would encourage them to cycle or walk more often.

“Getting out on a safe and well-maintained pathway has been a Godsend during the pandemic. I don’t go far, it’s lovely to see and enjoy the lovely nature on my doorstep. There is so much wildlife to see and enjoy, it’s so uplifting and great for mental health.”

- a local resident, open ended question response,
July/August 2021

Existing cycling and walking routes

26% felt the existing cycling routes **do not** connect to the places they want to go

16% felt the existing walking routes **do not** connect to the places they want to go

Cycling and walking barriers and opportunities

53% identified “**busy roads**” as top 3 reason for why it is difficult to cycle

36% identified “**feeling unsafe**” as top 3 reason for why it is difficult to walk

63% identified “**cycle routes separated from other modes of travel**” as a top 3 reason for encouraging them to cycle more

60% identified “**better maintained pavements/footways**” as a top 3 reason for encouraging them to walk more

“I think cycle routes would be good round all areas, keep kids active and safe and off the streets.”

- A local resident, open ended question response, February 2022

“Better signage and publicised routes starting in Central Workington [*would encourage me to walk more*]. I don't own a car so walking places needs to be from where buses drop me off and easy to get to with clear signage.”

- A local resident, open ended question response, February 2022

Support for proposals

83% said they would support cycling and walking improvements even when this could mean less space for other road traffic

94% welcomed more money being spent on cycling and walking in Workington

79% strongly agreed or agreed with the routes prioritised in the draft Workington LCWIP cycling network

82% strongly agreed or agreed with the improvements identified in the draft Workington LCWIP walking network

71% felt the proposals in the Workington LCWIP would encourage them to cycle or walk more often



See Workington LCWIP Technical Report Appendix C for copies of the Consultation Reports

Cycling infrastructure improvements

The Workington LCWIP broadly identifies the types of improvements that could be implemented. All improvements are subject to funding and further development.

On-Highway Fully Segregated Cycleways



Segregated cycleways offering separation from pedestrians and motor vehicles.

Photo shows a stepped cycle track.

On-Highway Lightly Segregated Cycleways



Light segregation providing a protected space.

Photo shows light segregation using 'wands'.

Off-Road Cycleways



Greenways providing rural connections. Shared use paths where pedestrian number are low.

Photo shows a greenway with segregated facilities.

Upgrades to Existing Facilities



Removal of through-traffic to create Low Traffic Neighbourhoods. Slowing traffic i.e. 20mph zones.

Photo shows a Low Traffic Neighbourhood.

Road Crossings and Junctions



Strong visual priority for cyclists and walkers on side junctions. Crossings and junctions offering separation and improved safety.

Photo shows a 'CYCLOPS' junction.

Secure Cycle Parking



Short stay and long stay solutions that are secure and positioned at strategic locations.

Photo shows a secure cycle hub.

Walking infrastructure improvements

Public Realm



Enhancing the look and feel of an area through, planting, paving, seating, and street art.

Photo shows public realm improvements.

Road Crossings



Widening refuges, improving timings, signals and markings.

Photo shows an improved signalised junction.

Blended Footways



Continuing footways across junctions to enforce pedestrian priority.

Photo shows a blended footway.

Wayfinding



Providing simple directional signage, larger maps or interactive screens

Photo shows information and wayfinding signage.

Maintenance

Short term maintenance to bring a route up to standard or planning for longer term maintenance.

Increased Surveillance

Improving sightlines, additional access points or installing CCTV.

Footway Widening

Proving adequate footway widths.

Speed Reduction

Through physical traffic calming measures, enforcement cameras or public realm.

Dropped Kerbs and Tactile Paving

Improving access for pedestrians with limited mobility or sight impairments.

Reduced Kerb Radii

Limiting the speed of motor vehicles at junctions to allow pedestrians to cross more safely

Cycling network

The Priority Cycling Network reflects the importance of connectivity across the city to increase active travel and reduce car journeys. Key aspects of the network include:

- Connections to the town centre and railway station;
- Links to education sites including Workington Academy and Lakes College West Cumbria;
- Links to surrounding villages including Seaton, High Harrington, Stainburn, Great Clifton and Flimby
- Access to allocated housing and employment sites; and,
- Incorporation of the Hadrian's Cycleway (NCN72) and Sea-to-Sea Cycleway (NCN71), providing leisure-based route options.

Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the numbers of people cycling and walking.



See Workington LCWIP Technical Report Appendix A for a copy of the Cycling Network Map

The network incorporates new cycling routes and improvements to existing routes, alongside existing provision to provide a coherent, direct, safe, comfortable, and attractive cycle network for Workington.

Workington LCWIP Cycling Network



Workington LCWIP Walking Network

The walking network map shows Primary and Secondary routes to Workington Town Centre Core Walking Zone. Throughout the lifespan of the LCWIP a more complete walking network will be established by identifying routes and improvements for other Core Walking Zones.

Walking network

As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary and secondary routes linking into those Core Walking Zones.

- **Core Walking Zones** are areas with the highest potential for footfall such as town centres and employment sites.
- **Primary routes** are those routes that are generally the most direct and have the highest usage.
- **Secondary routes** are alternative routes that are generally less direct but quieter

The LCWIP identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Workington Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and further detail is provided in the LCWIP Technical Report.

Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.



See Workington LCWIP Technical Report Appendix A for a copy of the Walking Network Map

KEY

	Current Allocated Housing Site		Green Space		Railway Station		River
	Current Allocated Employment Site				Schools / Colleges		Railway Line
	WR1 Hall Brow / Workington Road / Seaton Road		WR5 Central Way Cycle Track				
	WR2 Ramsey Brow / Stainburn Road		WR6 Jane Street / Oxford Street / Station Road				
	WR3 Washington Street / Guard Street / High Street		CWZ1 Core Walking Zone (c. 400m)				
	WR4 Washington Road / Harrington Road / Mossbay						

Prioritisation

In developing the LCWIP, government guidance setting out a recommended approach to prioritising networks of walking and cycling routes, has been followed. The guidance recommends that priority should be given to areas which have the **greatest potential for increasing cycling and walking trips** and offer the **greatest value for money**.

The delivery of all improvements identified in the Workington LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

The cycling routes have been prioritised as shown on the adjacent plan. The routes have then been categorised according to the targeted timescale for delivery:

- Funded: These will be delivered in line with the timescales of the funding source
- Priority 1: Delivery within 5 years (2026/27), subject to funding
- Priority 2: Delivery within 8 years (by 2029/30), subject to funding
- Priority 3: Delivery 8 years plus (post 2029/30), subject to funding.

See Workington LCWIP Technical Report Appendix B for a copy of the Prioritised Cycling Network Plan



PRIORITISATION		
Priority	Target Years (Subject to Funding)	Target Timescale (Subject to Funding)
Funded	Green	2026 / 2027
Priority Group 1	Blue	Within 5 Years
Priority Group 2	Orange	2029 / 2030
Priority Group 3	Red	8+ Years
		Post 2029 / 2030

KEY

- Current Allocated Housing Site
- Current Allocated Employment Sites
- Green Space
- Railway Station
- Schools / Colleges
- Railway Line
- River
- NCN 7 National Cycle Network
- Existing cycle route (no improvement planned)
- Longer term improvement linked to route 12
- Long term aspirations

Conclusion and next steps

The Workington LCWIP provides a prioritised investment plan for cycling and walking in Workington over the next 15 years.

The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The LCWIP for Workington is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

The document will be used to assist in securing funding for the delivery of the identified improvements.

Further information

For further information please refer to our webpage for accompanying reports:

www.cumbria.gov.uk/cyclingandwalking

- Workington LCWIP Technical Report
 - Appendix A – Cycling Network Plan and Walking Network Plan
 - Appendix B – Cycling Prioritised Network Plan
 - Appendix C – Supporting Information
- Consultation Reports

References

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