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**Penrith 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 Penrith, 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 Penrith.

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

Our aim is to encourage more people to take up walking and cycling within Penrith, to improve connectivity and accessibility, boost health and wellbeing, and become a 'shining light' for climate action.

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 coherent, direct and safe network of routes will allow our 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 Eden Local Committee and I would also like to thank everyone who has taken the time to share their views and opinions.



Cllr Phil Dew
Cumbria County Council Chair of Eden 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 Penrith, with a focus on the urban centre but including links to surrounding communities such as Plumpton, Eamont Bridge and Stainton.

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 Penrith?

Creating Attractive Places to Live and Work

Penrith is the retail, commercial and social centre of Eden District. The district employs approximately 24,600 people, which accounts for 12% of all employment in Cumbria. The amount of businesses per head of population is above the national average reflecting the predominance of small businesses in the area and longstanding spirit of entrepreneurship. A significant proportion of Eden's employment is concentrated in the LCWIP study area and primarily within Penrith itself. Many people live and work within a distance that can be undertaken on foot or by bike. Investment in the streets where people live or work could create more attractive and desirable places, particularly where the investment promotes sustainable modes of travel.

Responding to the Climate Crisis



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

(DTT 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 Penrith 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 Penrith 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.



Driving Innovation and Creativity

The LCWIP will provide the basis for identifying and considering innovative and creative solutions in connectivity and how these can be utilised to meet local needs, demands and ambitions.

Improving Accessibility and Social Inclusion



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 Penrith 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

Cumbria is well known for the fantastic leisure cycling and walking opportunities that the landscape offers, and Penrith is a key gateway for visitors. The town is ideally located close to the Lake District National Park and rolling countryside of the Eden Valley and North Pennines. The National Park's second largest lake, Ullswater is located just 6 miles to the south-west and offers a variety of outdoor activities. The historic market town of Penrith is also a tourist destination in its own right, with a wealth of independent shops and heritage attractions such as Penrith Castle. Centre Parc's Whinfell Forest site lies on the south-eastern edge of the town along the A66 and attracts additional visitors, as well as providing local employment opportunities. The Penrith LCWIP aims to join many of these attractions together, facilitating walking and cycling trips across the town and wider connections across the A66 and M6.



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]
- Eden Local Plan, 2014-2032 ^[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]
- Inspiring Eden Economic Prospectus, 2021^[19]

National and local policy has guided and shaped the development of the Penrith 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 **Eden Local Plan, 2014-2032**^[9] cites cycling and walking as key mechanisms to achieve the goals outlined in several policies including:

- Policy ENV5 – Environmentally Sustainable Design
- Policy DEV3 – Transport, Accessibility and Rights of Way

The **Eden Infrastructure Delivery Plan, 2017** identifies sustainable transport schemes required to support the delivery of the Eden Local Plan. This is supplemented by the **Penrith Parking and Movements Study, 2020** which identifies packages of improvements to enhance cycling and walking connectivity.

The Eden Local Plan also sets out a number of housing and employment growth areas in Penrith which need to be considered when developing the active travel network. The main locations for housing are at Carleton to the east, and Salkeld Road, White Ox Farm and Raiselands to the north. Employment land is allocated as an extension to Gilwilly Business Park and at Skirsgill. A longer-term strategic growth opportunity is identified at Newton Rigg College.

Inspiring Eden, the district council's plan for economic recovery and prosperity, identifies connectivity and decarbonisation as key priorities for the future of Eden and to this end includes a specific work stream on Connectivity to ensure the associated opportunities and challenges are firmly grasped

Transport and placemaking schemes

Penrith 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:

A66 Northern Trans-Pennine Project (NTP)

- National Highways are improving the A66 between the M6 at Penrith and the A1 at Scotch Corner.
- The project has the potential to provide direct and improved links eastward into Penrith's rural hinterland to support east-west cycling and walking trips. This could provide links from Penrith to Centre Parcs, and longer distance links to Temple Sowerby, Kirkby Thore, Appleby-in-Westmorland and beyond.

- Improvements to cycling and walking facilities at the M6 Junction 40 and Kemplay Bank roundabouts would be required to ensure that the proposals for the A66 do not act as a barrier to active travel in and around Penrith, particularly for communities to the south of Penrith in Eamont Bridge and Stainton. The routes shown on the plans will be subject to further assessment and where the route goes may change.
- The project is a Nationally Significant Infrastructure Project (NSIP) which will be considered through the Development Consent Order (DCO) regime, as prescribed by the Planning Act 2008. Cumbria County Council is a statutory consultee in this process and through the DCO process will seek to ensure that National Highways considers the likely impacts of the A66 NTP on cycling and walking and that solutions to mitigate effects are developed.

Borderlands Place Plan for Penrith

- The Borderlands Place Programme will support the development and renewal of towns across the Borderlands region through the development of Place and Town Investment Plans.
- Developed at a local level, the Place Plan for Penrith sets out the communities vision for the future of their area and provides a route map for targeted investment that will help boost economic activity and renewal of the town.
- The Place Plan includes a theme on 'capitalising on our connections' which recognises opportunities to enhance green routes, movement around the town and better wayfinding through investments in cycling and walking.
- The Penrith Place Plan is a strategic priority project within 'Inspiring Eden', the district council's initiative for economic recovery and prosperity.

How do people currently make local journeys?

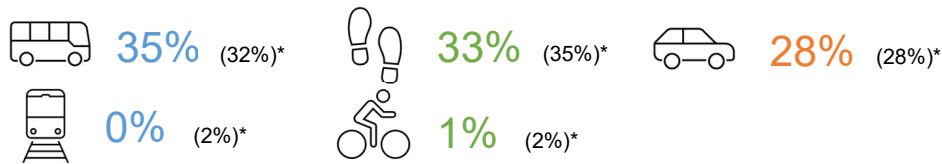
National **travel to work** data from 2011^[15] shows high levels of containment in Penrith with almost 69% of residents also working within the LCWIP area. The town centre is a key zone for employment, attracting the greatest volume of trips.

Despite short commuting distances there is a high level of car dependency with around **68%** of trips using this mode of travel. Only **2%** of journeys to work were found to be made by cycling and **26%** by walking.

Travel to school ^[16] data indicates **33%** of children in Eden district walk to school, whilst **1%** cycle. Private motorised transport as a means of getting to school accounted for **28%** of journeys.

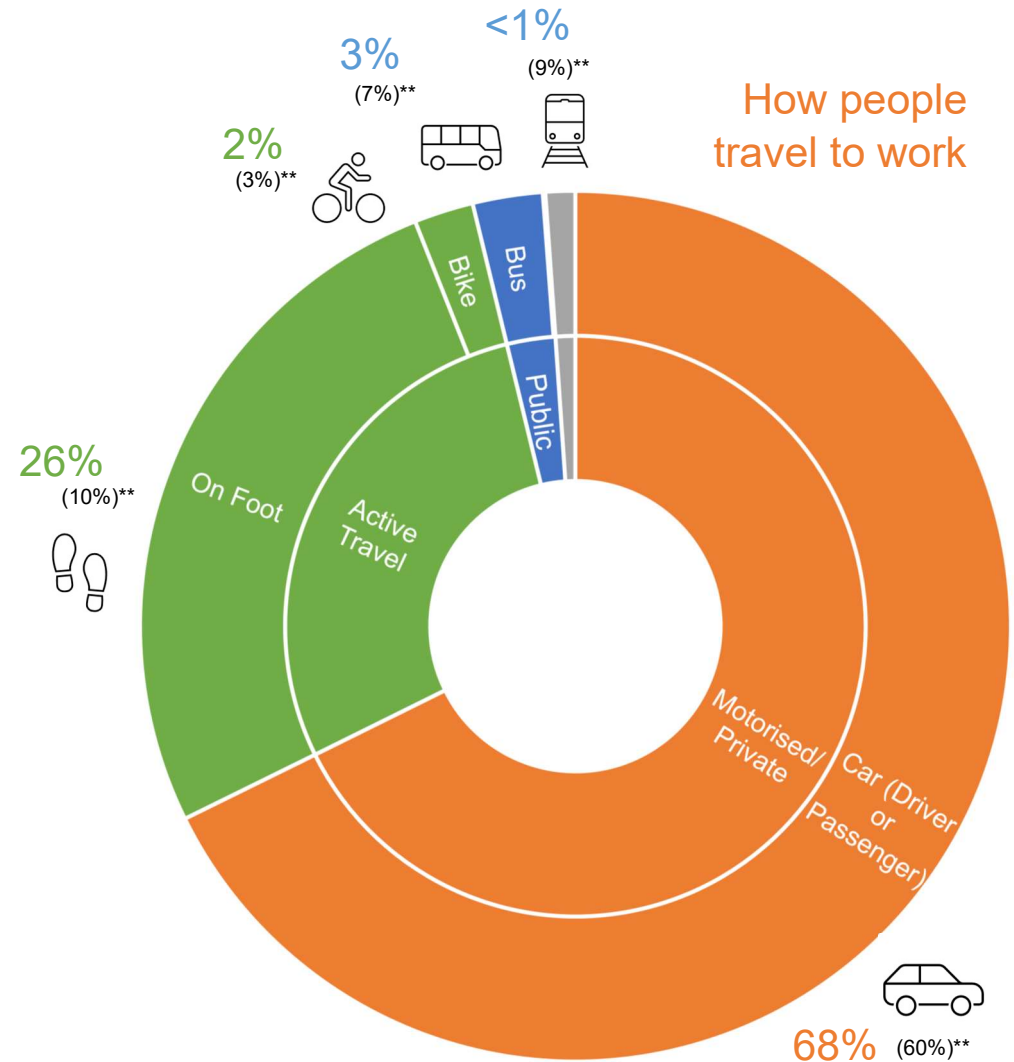
The most popular cycle routes ^[17] for both school and travel to work journeys within the district are mainly located within the **urban area of Penrith**. These include sections of the A6, B5288 and A592 which converge on the town centre and/or are located within proximity to larger educational establishments.

How children travel to school



Based on Eden District average v * County average.
Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Eden District pre-COVID. Statistics are based on 2089 respondents countywide and 147 respondents for schools in Eden District.

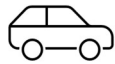
How people travel to work



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

Potential for more walking and cycling

57% of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.



68%
of **journeys to work** are made by private motorised transport in the Penrith LCWIP area

however..

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



31%
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**



Levels of cycling and walking in Penrith 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 Penrith 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 Penrith 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 (66%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops and to/from leisure activities were the main reasons given.

Cycling and Walking Infrastructure

Developing the LCWIP

The LCWIP for Penrith 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 Penrith 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 Penrith;
- 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 **209 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Penrith 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 **58 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 **traffic free neighbourhoods** and **lower speed limits** were also supported, along with **more crossings** and **priority for cyclists at junctions**.

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.

“It should absolutely be a priority in Penrith - for so many reasons: health, air quality, congestion, climate and the safe enjoyment of the town for residents and visitors..”

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

Existing cycling and walking routes

49% felt the existing cycling routes **do not** connect to the places they want to go

15% felt the existing walking routes **do not** connect to the places they want to go

Cycling and walking barriers and opportunities

75% identified **“busy roads”** as top 3 reason for why it is difficult to cycle

41% identified **“difficult junctions to cross”** as top 3 reason for why it is difficult to walk

66% identified **“cycle routes separated from other modes of travel”** as a top 3 reason for encouraging them to cycle more

47% identified **“better maintained pavements/footways”** as a top 3 reason for encouraging them to walk more

“A properly planned and joined up cycling network is needed, with segregated cycle lanes preferred and cycling priority on other routes and at junctions.”

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

“I started cycling in the pandemic and found that a wonderful thing. But the amount of traffic and the attitude of drivers towards cyclists, plus I would be cycling with young children, makes it too unsafe.”

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

Support for proposals

81% said they would support cycling and walking improvements even when this could mean less space for other road traffic

91% welcomed more money being spent on cycling and walking in Penrith

63% strongly agreed or agreed with the routes prioritised in the draft Penrith LCWIP cycling network

69% strongly agreed or agreed with the routes prioritised in the draft Penrith LCWIP walking network

57% felt the proposals in the Penrith LCWIP would encourage them to cycle or walk more often



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

Cycling infrastructure improvements

The Penrith 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, railway station and bus station;
- Links to education sites including Queen Elizabeth Grammar School, Ullswater Community College and several primary schools;
- Links to outlying Eden Valley towns and villages including Stainton, Eamont Bridge, Plumpton
- Access to allocated housing and employment sites.

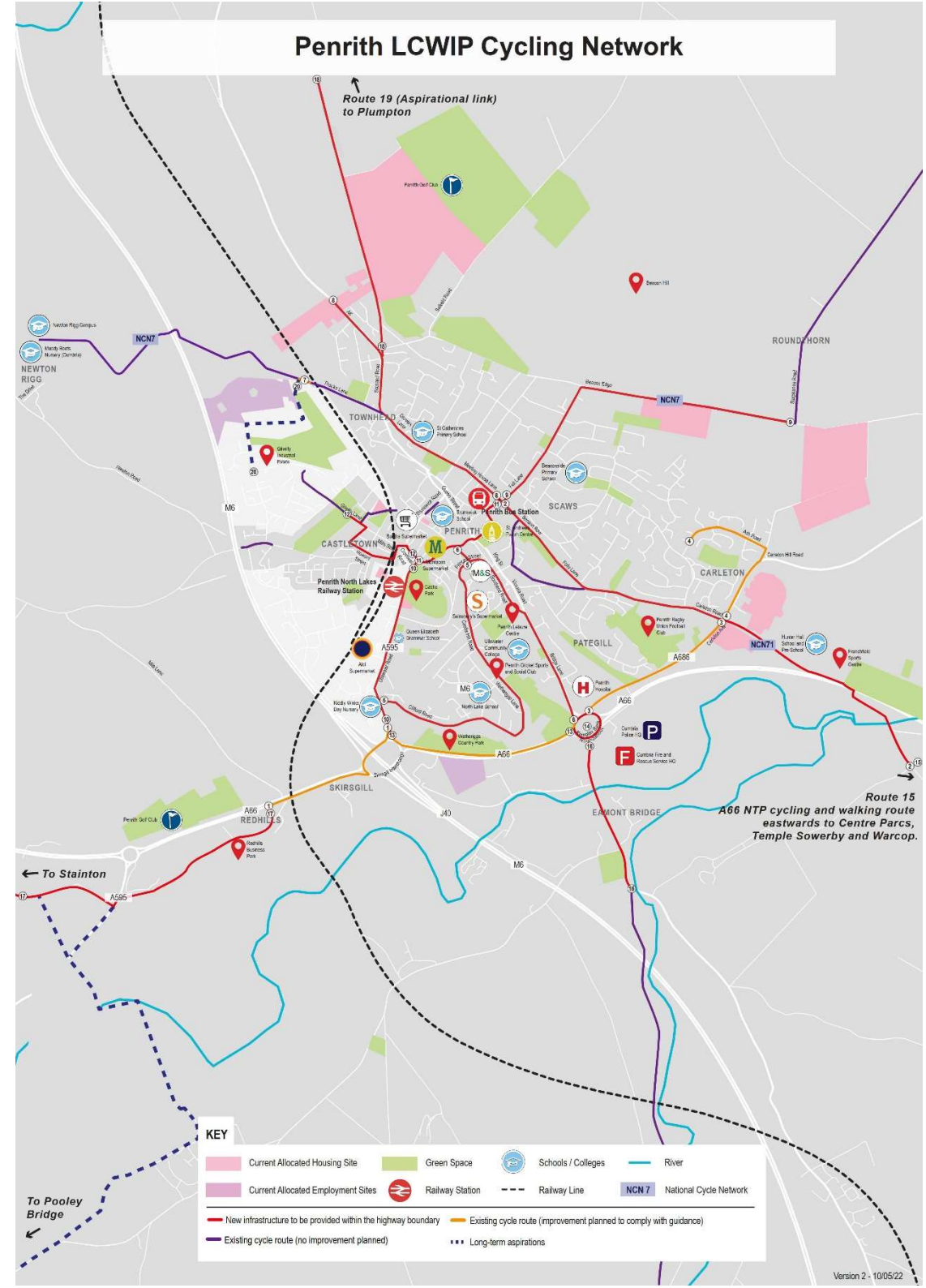
Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more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



See Penrith 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 Penrith.

Penrith LCWIP Cycling Network



Penrith LCWIP Walking Network

The walking network map shows Primary and Secondary routes to Penrith 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

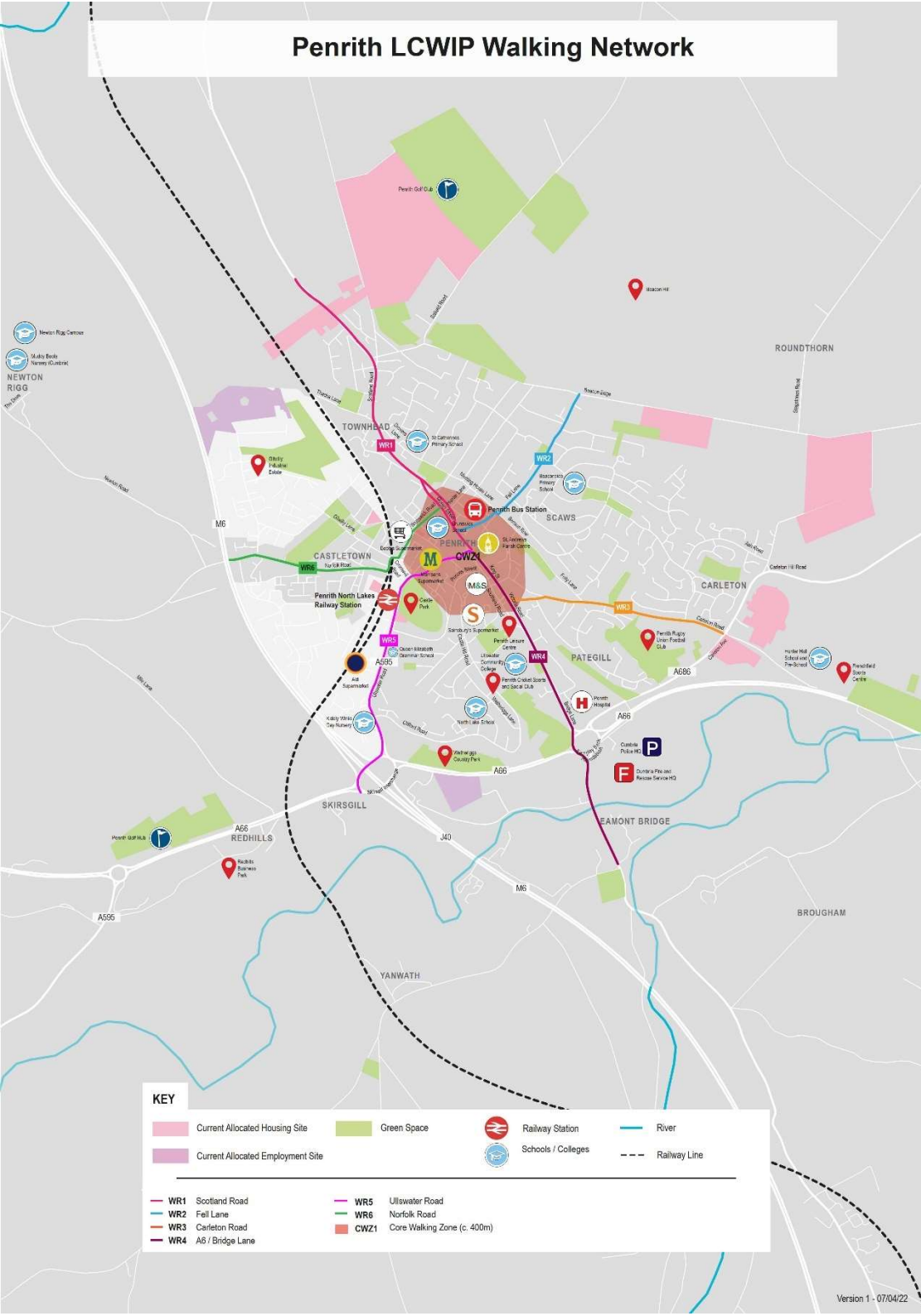
As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary and secondary routes linking into those Core Walking Zones.

- **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 Penrith 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.



KEY			
	Current Allocated Housing Site		Green Space
	Current Allocated Employment Site		Railway Station
			Schools / Colleges
			Railway Line
	WR1 Scotland Road		WR5 Ullswater Road
	WR2 Fell Lane		WR6 Norfolk Road
	WR3 Carleton Road		CWZ1 Core Walking Zone (c. 400m)
	WR4 A6 / Bridge Lane		



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

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 Penrith LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

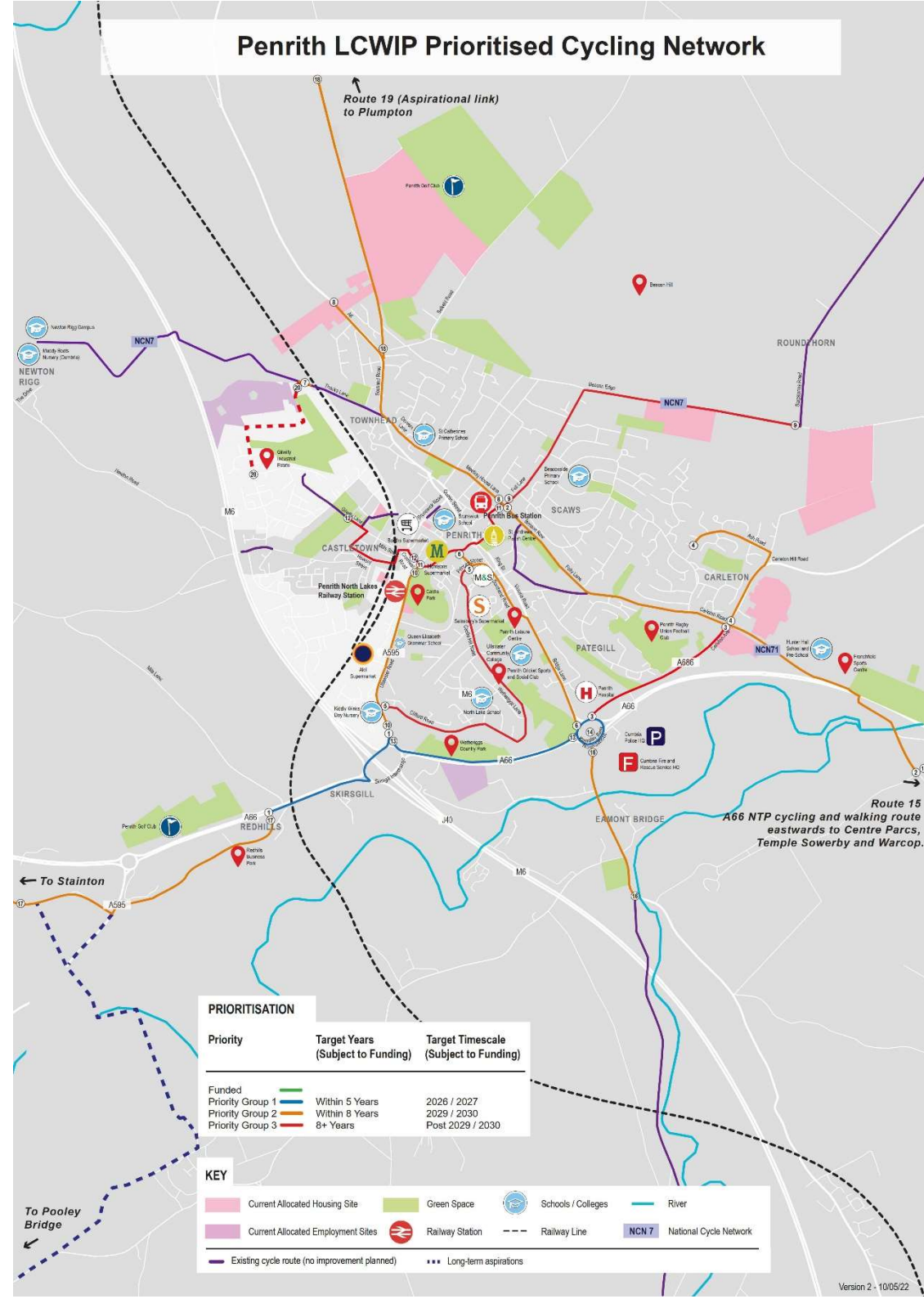
- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

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



Conclusion and Next Steps

The Penrith LCWIP provides a prioritised investment plan for cycling and walking in Penrith 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 Penrith 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

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

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