



Cumbria County Council

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN TECHNICAL REPORT

Kendal





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WSP

Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

Phone: +44 191 226 2000

Fax: +44 191 226 2104

WSP.com



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1 STAGE 1: DETERMINING SCOPE

1.1 BACKGROUND

- 1.1.1. It is the ambition of Cumbria County Council to get more people cycling and walking in Cumbria and that cycling and walking should be the natural choice for everyday short journeys. Cycling and walking more often is good for our health and wellbeing, the environment and the local economy.
- 1.1.2. During the height of Covid-19, less traffic on our roads resulted in cleaner air and quieter streets, transforming the environment in our towns and city. Because of this, lots of people discovered, or rediscovered, cycling and walking as a means for exercise and travel. We now have an opportunity to help maintain this interest and ensure people have the choice to take short journeys on foot or by bike, rather than use their cars. The proven way of encouraging more of us to walk and cycle is by providing routes that are coherent, direct, safe, comfortable and attractive.
- 1.1.3. To encourage active travel, the County Council has established a Cycling and Walking programme to identify, develop and secure funding to deliver infrastructure improvements. A key component of this programme is the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which will identify and prioritise future improvements to the local cycling and walking network over the next fifteen years. LCWIPs are being developed in Barrow-in-Furness, Carlisle, Kendal, Workington, Whitehaven and Penrith. The Council has complementary workstreams looking at cycling and walking in five strategic corridors around the County aligned to the National Cycle Network. These corridors look to connect places and people and provide longer distance routes to support the cycling and walking sectors of the Cumbrian Tourism economy.

1.2 LCWIP PROCESS

- 1.2.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from national and local funding streams.

THE LCWIP PROVIDES:

- Plans of the proposed priority networks showing the most important routes and zones for further development, targeting short journeys (to school, work etc).
- A prioritised programme of infrastructure improvements for future development.
- This LCWIP report, setting out the evidence and work completed to support the development of the Plan.
- A basis for securing government funding or developer contributions.

THE LCWIP DOES NOT PROVIDE:

- Exact details of the improvements on each route (these details will be developed as funding comes forward and will be subject to further consultation).
- Specific timeframes for when routes will be delivered.
- Guaranteed funding for delivery, although it will put us in the best possible position to secure funding.
- Network planning for long distance routes.

- 1.2.2. For Kendal, this process and the resulting outputs will represent an evidence-based approach to focus future investment where the most benefit can be realised, over a 15 year period to 2032.
- 1.2.3. The geographical extent of this LCWIP incorporates the urban centre of Kendal and neighbouring Oxenholme and Burneside, and also extends to Levens in the south and Staveley in the north. The Kendal LCWIP will focus on everyday journeys to work and school, as well as unlocking the potential of more people visiting the area for recreational cycling and walking.
- 1.2.4. The government has published guidance on the preparation of LCWIPs, setting out the following 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.

- 1.2.5. The remainder of this document details how the LCWIP has been developed and sets out a prioritised programme for its delivery.



2 STAGE 2: GATHERING EVIDENCE

2.1 ACTIVE TRAVEL CONTEXT

THE CASE FOR WALKING AND CYCLING

- 2.1.1. The Department for Transport announced their Cycling and Walking Investment Strategy (CWIS) in April 2017, outlining the Government's ambition to make walking and cycling the natural choice for shorter journeys or as part of a longer journey, including the aim to double cycling activity by 2025. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace.
- 2.1.2. In order to help local bodies that are interested in increasing cycling and walking in their local areas, the DfT published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) in April 2017.
- 2.1.3. In early 2020 the Government launched Gear Change: A Bold Vision for Cycling and Walking, announcing a £2 billion plan make England a great walking and cycling nation. Gear Change identified four key themes central to achieving this:
- Better streets for cycling and people;
 - Putting cycling and walking at the heart of decision making (transport, place-making and health policy);
 - Empowering and encouraging Local Authorities - £2bn of dedicated new investment funding only schemes that meet the new standards; and
 - Enabling people to cycle and protecting them when they do through changes to the highway code.
- 2.1.4. This was supported by New Design Guidance - Cycle Infrastructure Design (Local Transport Note 1/20) (July 2020) which set out the framework for Cycling to play a far bigger part in our transport system with the quality of cycle infrastructure to sharply improve to be consistent with national guidance. Routes should be:
- Coherent - part of a wider strategic network that provide access to key destinations
 - Direct - reach their destination as directly as possible
 - Safe - of a high quality and designed to standards that meet safety requirements
 - Comfortable - accessible and attractive for all abilities

- Attractive - contribute to good urban design by integrating with and complementing their surroundings.

- 2.1.5. The Government has an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport.
- 2.1.6. In 2017 Cumbria County Council, together with Cumbria's district councils, national parks, cycling bodies and highways partners endorsed the Cumbria Cycling Strategy. The Strategy sets the context for the development of cycling in Cumbria. A key objective is to improve the county's infrastructure and Cumbria County Council is committed to taking the lead on this aspect.
- 2.1.7. The Cumbria Transport Infrastructure Plan (CTIP), developed by County Council and Cumbria Local Enterprise Partnership (CLEP), supersedes the Cumbria Cycling Strategy and updates the local strategy context for cycling and walking in Cumbria for the period 2022-2037, The CTIP supports the need for greater levels of walking and cycling in Cumbria, and affirms the County's commitment and ambition in relation to active travel. Increased levels of active travel are particularly recognised as being an essential requirement in order to meet the CTIP Objective of Clean & Healthy Cumbria.
- 2.1.8. Within Kendal, there are clear opportunities to better connect people and places with targeted investment in active travel infrastructure. The council shares the CWIS ambition to provide more direct, convenient, safe and attractive options for more local journeys, as demonstrated in the Cumbria Cycling Strategy.

CREATING ATTRACTIVE PLACES TO LIVE AND WORK

- 2.1.9. The CLEP's Industrial Strategy recognises the potential of active travel to enhance not only the tourist economy but also in creating attractive places to live and work. The Strategy sets out a priority to secure the walking, cycling, local highway and public transport improvements that help people better access jobs, training, services and visitor destinations.
- 2.1.10. South Lakeland has a population of almost 105,000 people, with just over 40,000 residing in the Kendal LCWIP study area itself (2020 estimate, Cumbria Observatory.org.uk). South Lakeland employs approximately 44,900 people (aged 16-64), with around 5,775 businesses located throughout the district. The district accounts for 21% of all employment in Cumbria, and is a key part of the Cumbrian economy. A significant proportion of South Lakeland's employment is concentrated in the LCWIP study area, primarily within Kendal itself.
- 2.1.11. The town of Kendal is a relatively compact area with a number of retail, education and leisure sites banding the river corridor.
- 2.1.12. Investment in the streets where people live and work could create more attractive places for people to work and live in, reducing traffic and emissions and increasing health and wellbeing.

SUPPORTING HEALTH, WELLBEING AND ACCESS FOR ALL

- 2.1.13. Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways to enable adults and children to meet recommended levels of physical activity. A lack of physical activity is the cause of one in six deaths in the UK, and costs the country an estimated £7.4bn per year.
- 2.1.14. Active Cumbria (2021) reported that almost 21% of people in South Lakeland (aged 16+) are inactive, while just 1.3% of adults cycle and 10% walk for travel at least 3 days per week – below the national averages of 3.1% and 22.7% respectively. Inactivity is calculated to cost South Lakeland £1.9m per year. Cumbria County Council are encouraging more people to be active as well as using sport and physical activity to help address health inequalities, contribute positively to the economy and raise the profile of the area.
- 2.1.15. The connection between health and wellbeing and travel is a core component of the Cumbria Joint Public Health Strategy. This highlights how transport is critical to enable people to access goods and services that are important for health and wellbeing, to encourage physical activity through promoting regular walking or cycling and to tackle climate change and improve air quality.
- 2.1.16. Air pollutants come mainly from human activities, with road traffic being one of the key causes. There is currently one AQMA within Kendal, namely:
- An area comprising Lowther Street and fronting properties in Kendal town centre, as well as parts of Kirkland, Highgate, New Road, Blackhall Road, Stramongate, Kent Street, Sandes Avenue, Beezon Road, Wildman Street and Longpool.
- 2.1.17. South Lakeland District Council has produced an Air Quality Action Plan (AQAP), which sets clear priorities to reduce use of domestic vehicles, particularly diesel where possible, reduce emissions from buses, reduce the number of HGVs and LDVs using Lowther Street and incentivise alternative fuel vehicles. One of the key actions for improving air quality in Kendal is encouraging walking and cycling, including the creation of new infrastructure.
- 2.1.18. Focussing on inclusive design and ensuring Cumbria's active travel networks are accessible for all will be important when

developing and delivering schemes through the LCWIP process.

- 2.1.19. The LCWIP also has a vital role to play in creating longer term behaviour change well beyond its 15-year delivery plan. European countries such as the Netherlands have only been able to facilitate mass cycling (27% of all trips are undertaken by bike) though long term investment (The Dutch 'cycling revolution' can be traced back to a targeted political response in the 1970s). This has engendered generational change to the point where the bicycle is the clear mode of choice for journeys between 2km to 7km.
- 2.1.20. The Kendal LCWIP, supported by local and national policy, guidance, and funding, presents an opportunity to start the process of creating real change for generations to come.

RESPONDING TO THE CLIMATE CRISIS

- 2.1.21. The Cumbria Zero Carbon partnership was established in January 2021 and aims for a carbon neutral Cumbria by 2037. Decarbonising the impact of transport is key to achieving this and more cycling and walking will form part of the approach.
- 2.1.22. Cycling and walking has a much lower carbon footprint compared to other forms of transport. Transport is the largest emitting sector of greenhouse gases, producing 27% of the UK's total emissions in 2019 – 61% of this from cars and taxis. The Zero Carbon partnership recognises the need for a holistic approach to reducing the County's carbon emissions and that everyone in the county needs to work together and do their part in order to achieve neutrality. Embedding generational behaviour change through incremental shift to active modes is likely to be a key part of this and is essential in order to enable future generations to live sustainably.
- 2.1.23. The Kendal LCWIP will help to address local air quality issues by improving infrastructure for non-motorised users; this will support the aims of the South Lakeland District Council Air Quality Action Plan (2016) which sets out air quality improvement measures for the Air Quality Management Area sites. Since 2001, one AQMA has been declared in Kendal, which encompasses an area between Lowther Street and the fronting properties in Kendal town centre. The Kendal AQMA was amended in 2010 to include additionally Kirkland, Highgate, New Road, Blackhall Road, Stramongate, Kent Street, Sandes Avenue, Beezon Road, Wildman Street and Longpool.

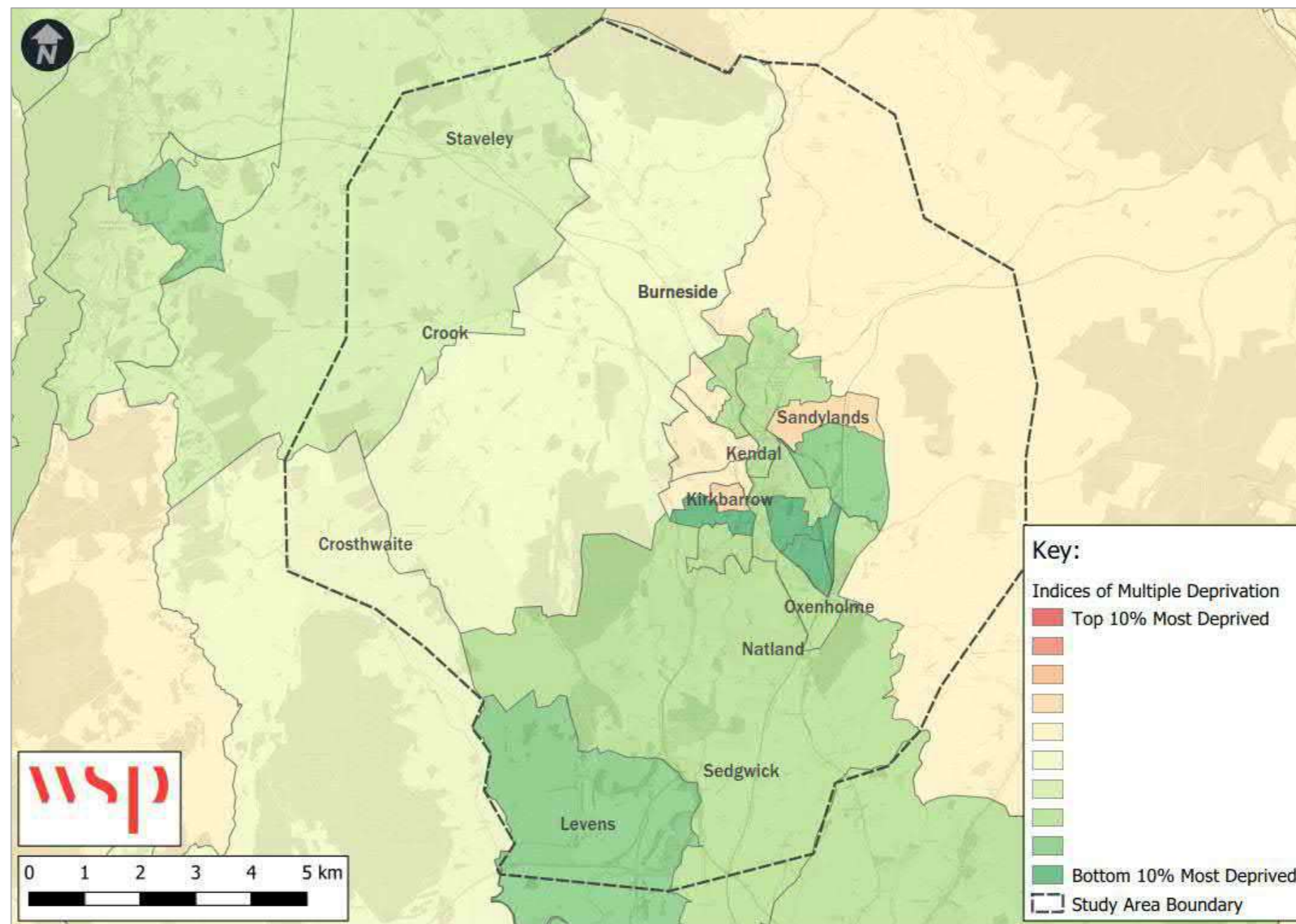
IMPROVING THE TOURISM OFFER

- 2.1.24. Tourism plays a key role in Cumbria's economy, with the county's visitor economy contributing £3.1bn to the economy in 2019, supporting 65,000 jobs, equivalent to 26% of Cumbria's working age population (Cumbria Tourism Strategy 2020-2025).
- 2.1.25. Cycling and walking investment can play a key role in enhancing the tourism offer. It can increase the number of visitors for travel around the district and improved connections to existing networks can provide enhanced cycling and walking experiences.
- 2.1.26. Kendal is a historic market town on the edge of the Lake District, attracting visitors each year to stay in the town and use it as a base for travel into the Lakes and the surrounding countryside. Kendal itself has a thriving cultural scene, with renowned art galleries, museums, international festivals and a year-round calendar of live entertainment. The town's high street hosts big brands, while the cobbled streets surrounding it are home to independent shops. Key attractions include:
- Brewery Arts;
 - Abbot Hall Gallery;
 - The Factory;
 - Wainwrights' Yard and Elephant Yard;
 - New Shambles;
 - Vintage Quarter; and
 - Kendal Castle.
- 2.1.27. The Kendal LCWIP Priority Cycling Network and Priority Walking Networks present an opportunity to join many of these attractions together, facilitating walking and cycling trips across the town. The connectivity to the National Cycle Network further enhances Kendal's position as the 'gateway to the Lake District', allowing visitors and residents to move safely and seamlessly from urban to rural areas and enjoy the natural assets of the area.

IMPROVING ACCESSIBILITY AND SOCIAL INCLUSION

- 2.1.29. Over half of the 20 Lower Super Output Areas (LSOAs) in the Kendal LCWIP study area are within the 30% least deprived LSOAs nationally for both health and overall deprivation. The most deprived areas in the study area are the town centre, Kirkbarrow and Sandylands areas of Kendal (as shown in Figure 2.1).
- 2.1.30. Cycling, and walking in particular, are generally affordable and natural modes of transport that can be made accessible to the vast majority of people. Enabling a greater number of people to walk and cycle to the locations they need to travel to can have significant benefits not just in regard to health, wellbeing, and for the environment, but also in enabling social inclusion, helping connect people to jobs, education, and each other when other modes of transport aren't feasible options.
- 2.1.31. Given the compact nature of the study area and generally flat topography within the town centre and along the river corridor where many of the key destinations lie, there are very clear and strong opportunities to promote social inclusivity through improved active travel connections.
- 2.1.32. Just 18% of households in the Kendal LCWIP study area are without access to a car (Census 2011) against a UK average of 26%.
- 2.1.33. High car ownership levels could lead to the car becoming the default mode of travel for all journeys, resulting in congestion and negative health issues that could be avoided by using another mode. A high quality active travel network maximising the opportunities offered by the town could also help encourage reduced reliance on the car as mode of travel and a shift to walking and cycling for shorter journeys.

Figure 2.1. Indices of Multiple Deprivation (IMD)



2.2 NATIONAL AND LOCAL POLICY CONTEXT

2.2.1. There are clear opportunities to support environmental, health, social, economic and sustainable mobility goals that better connect people and places with targeted investment in active travel infrastructure. This is evident in both national and local policy that has guided and shaped the Kendal LCWIP process. A summary overview is provided below.

NATIONAL CONTEXT

Gear Change: A bold vision for cycling and walking (DfT 2020)

2.2.2. Sets out Government’s vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes “Active Travel England” that will assess local authorities’ performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

Cycling and Walking Investment Strategy (DfT 2017)

2.2.3. Aims to make active modes a natural choice by 2040. Locally targeted investment via LCWIPs assist to connect people with places – creating vibrant, healthier and productive places and communities.

Future of Mobility: Urban Strategy (DfT 2019)

2.2.4. Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys’.

UK Net Zero Target 2020

2.2.5. This national target, set by the Government in 2019, will require the UK to bring all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least 80% reduction from 1990 levels.

Everybody Active, Every Day (Public Health England 2014)

2.2.6. Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create ‘active environments’ to promote walking, cycling and more liveable communities.

Clean Air Strategy (DEFRA 2018)

2.2.7. Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

Inclusive Transport Strategy (DfT 2019)

2.2.8. An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all travellers. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

LOCAL CONTEXT

2.2.9. Local policy relating to walking and cycling is contained in a range of documents, outlined below. These policy documents show a strong level of support for cycling and walking. Several documents, including the Local Plan, are currently being developed and/or reviewed, making this an ideal time to bring forward and integrate further cycling and walking proposals.

2.2.10. Key local policy documents include:

- Cumbria Transport Infrastructure Plan (2022-2037)
- Cumbria Local Industrial Strategy (2019)
- Cumbria Cycling Strategy (2017-2022)
- Emerging South Lakeland Local Plan (2020-2040)
- Economic Recovery Plan, 2020
- Destination Borderlands and the Borderlands Growth Deal, 2021-2031
- Cumbria Rural and Visitor Economy Growth Plan, 2017
- Kendal River Corridor Vision, 2021

2.2.11. Key relevant themes emerging from local policy are set out on the following pages.

Policy support for cycling and walking

2.2.12. There are strong levels of support for walking and cycling in existing local policy. Policy CS1.1 – *Sustainable Development Principles* as set out in the South Lakeland Local Plan seeks to provide a choice of sustainable transport modes for all sections of the community, including the provision of cycling and pedestrian infrastructure to encourage a shift in travel behaviour. Policy CS2 – *Kendal Strategy* seeks to locate new employment sites within the Kendal area where they are accessible by sustainable and active modes of transport from the main residential areas.

2.2.13. The Cumbria Transport Infrastructure Plan (CTIP) recognises the role the active travel schemes can play in supporting the local economy, improving health, and access to education, employment and services. The Plan positions active travel centrally in the aim to develop a clean and healthy Cumbria, highlighting the key role it can play in transport decarbonisation and promoting physical and mental health.

Growth areas and local plan designations

2.2.14. The Local Plan sets out housing and employment growth areas in South Lakeland which should be considered when developing active travel networks to ensure their sustainability. Key development sites in the vicinity of the Kendal LCWIP study area include:

- Kendal Parks – a new housing development located between the existing south eastern edge of Kendal and the Oxenholme-Windermere railway line, with estimated capacity of 200 dwellings.
- Stainbank Green – a housing development with capacity for around 189 dwellings.
- North of Laurel Gardens – a housing site with prominent views of the local landscape, which provides local amenity value.

2.2.15. Ensuring new development is well connected to the LCWIP network will be essential in order to ensure that people can get to and from new areas of the town by active modes of transport.

Transport, placemaking, and infrastructure schemes

2.2.16. A large volume of activity is currently underway around Kendal aimed at bolstering the town’s offer as a place to live, work, study, visit and invest.

2.2.17. Across these projects, there is significant investment in improving connectivity, specifically via sustainable and active modes. These proposals will be central to the development of the Kendal LCWIP, as it seeks to create an integrated and connected network across the town and wider district.

2.2.18. A summary of the key projects being led by Cumbria County Council and partners is provided below.

Kendal Flood Risk Management Scheme

- 2.2.19. Kendal has a long history of flooding, most recently experienced during Storm Desmond in 2015 when more than 2,200 homes and businesses in Kendal, Burneside, Staveley and Ings were adversely impacted. Following the storm, the Environment Agency (EA), in conjunction with CCC, produced a Flood Investigation Report outlining recommendations and actions that could be taken in order to reduce the risk.
- 2.2.20. Following the assessment of multiple flood risk management options, EA jointly with CCC, South Lakeland District Council and other key partners developed a Flood Risk Management Scheme. The aim of the proposed Flood Risk Management Scheme is to better protect homes and business from flooding in the Kent catchment, and improve the local environment and community amenities. Kendal is the first area to be delivered, followed by Burneside, Staveley, and Ings, and upstream measures including flood storage. There are three phases of the Flood Risk Management Scheme with an expected construction cost of approximately £72 million.
- 2.2.21. The EA's Flood Risk Management Scheme offers an opportunity to improve the riverside corridor for the benefit of pedestrians and cyclists as part of the flood defence improvements. The flood management measures will therefore be integrated with active mode infrastructure along the River Kent in Kendal; CCC work alongside the EA and other relevant stakeholders to determine potential improvements.

Kendal River Corridor Study

- 2.2.22. The Kendal River Corridor (KRC) Working Group have collaborated to produce a 'Vision' document relating to a shared desire to create and enhance the cycling and walking infrastructure in the vicinity of the River Kent within the town of Kendal.
- 2.2.23. The KRC Working Group consists of a range of stakeholders including Kendal Town Council (KTC), South Lakeland District Council (SLDC) and CCC, together with the EA. Other key stakeholders include United Utilities (UU), Network Rail, the Woodland Trust and one private landowner.
- 2.2.24. This Kendal River Corridor Study (KRCS) seeks to propose interventions which align with a stated vision and objectives, identifying opportunities for inclusion within the EA's design, but also acknowledging constraints that will require different phased solutions for construction or implementation.

2.2.25. The vision for the KRC is:

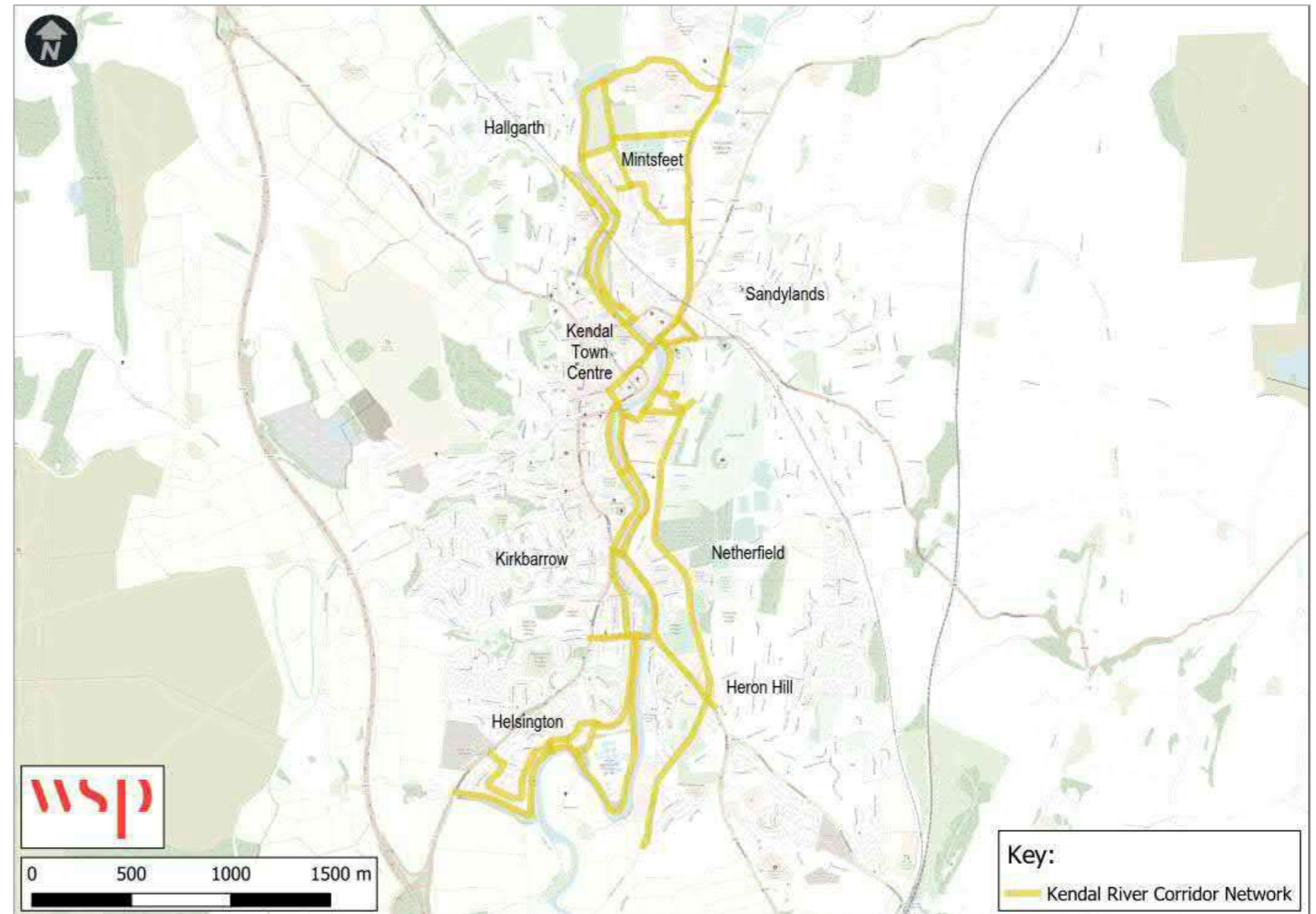
"To create an asset that allows people to enjoy and spend time in the natural and heritage features of the river corridor while providing an attractive route for active travel"

2.2.26. The study identifies 40 distinct interventions that work together to achieve the objectives and vision of the KRC. Many of these interventions are included within the Kendal LCWIP where the routes align in terms of purpose and deliverability.

2.2.27. The Kendal LCWIP intends to pursue and promote the improvements detailed in the KRC. Not all the improvements cater for cyclists due to the constraints of the natural and built environment; however, they do all cater for people on foot, and the improvements are therefore promoted in alignment with the Kendal Priority Walking Map.

2.2.28. The KRC network is also shown in Figure 2.2 for clarity.

Figure 2.2. Kendal River Corridor Network



Kendal Northern Access Route

- 2.2.29. The proposal for the Kendal Northern Access Route (KNAR) would see the provision of a new short single carriageway link to the north of Kendal between the A591 and the A6 Shap Road. The Department for Transport (DfT) has approved the Strategic Outline Business Case and provided funding to Cumbria County Council for the next stage of work to look at route options, undertake public consultation, select a preferred route, develop the design and prepare an Outline Business Case. At this stage there is no funding to deliver KNAR, the Outline Business Case being prepared will aim to secure this.
- 2.2.30. A key objective of the business case for investment in the KNAR will be reducing the dominance of vehicles in the town centre and in turn improving walking and cycling connectivity and the public realm so that people can better enjoy Kendal. The expected reduction in traffic through the town centre, if KNAR is delivered creates an opportunity to deliver more transformational change to the cycle infrastructure network and to incorporate significant changes for walking and cycling in Kendal. For example, a proposal for a direct and continuous cycling route through the town centre on the A6 from Romney Road along Milnthorpe Road, Kirkland, Highgate, Stricklandgate and linking with Burneside Road will be a key component of the funding request as part of the KNAR business case.
- 2.2.31. The key benefits of the KNAR are anticipated to include:
- A significant reduction in congestion and improvement in air quality in Kendal town centre, by taking traffic out of the congested town centre;
 - The ability to incorporate new and improved active travel infrastructure through the centre of Kendal;
 - Improved journey time reliability;
 - Improved network resilience, both for Kendal and the M6 corridor, when the Emergency Diversion Route (EDR) is activated. The new link provided by the KNAR would avoid the need for motorway traffic to travel through the town centre;
 - Unlocking economic development and growth in Kendal, by connecting potential development sites to the north of Kendal with the strategic road network;
 - Increasing accessibility for residents and businesses, particularly businesses along the Shap Road corridor; and
 - An additional crossing over the River Kent, providing greater resilience and enabling Kendal to retain a good

level of transport connectivity during potential future flood events.

- 2.2.32. In the Summer 2022 a public consultation will be undertaken to gather feedback on the scheme and the potential options. The feedback from the consultation will be used to inform the business case for the scheme for submission to government. The Outline Business Case is expected to be completed in early 2023.

Kendal X

- 2.2.33. Kendal was awarded an allocation from the Local Growth Fund (LGF) in July 2014, which was invested in highways improvements and sustainable transport interventions in the town in order to address the expected increase in traffic generated by the new development sites adopted in the Kendal Local Plan. The 'Kendal X' was developed in order to identify how the LGF funding for cycling could be implemented most effectively to support active travel users.
- 2.2.34. The 'Kendal X' scheme would supplement the existing National Cycle Network 6 (London to Threlkeld) and would provide north-south connection running along the canal route and passing through the town centre. The scheme provides access to multiple trip generators, including two secondary schools, the college, the leisure centre, the bus station, Kendal and Oxenholme railway stations, the hospital and the two new commercial sites to the south of the town. Only part of the Kendal X was realised, but many of the routes promoted by the Kendal X have been subsumed within the Kendal LCWIP, which now supersedes this as the cycling infrastructure plan for Kendal.

2.3 EXISTING CYCLING AND WALKING TRAVEL PATTERNS

- 2.3.1. The levels of walking and cycling in Kendal 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. This reduction in traffic emissions also led to improvements in air quality.
- 2.3.2. Whilst levels of cycling and walking have since fallen back to pre-covid levels, this demonstrates that the potential for cycling and walking exists if the right conditions are put in place. The improvements to active travel infrastructure proposed in the Kendal LCWIP could therefore help increase cycling and walking back to the levels observed during March/April 2020.
- 2.3.3. Even prior to Covid, Kendal has had a longstanding culture of cycling despite the lack of modern cycling infrastructure; 6.6% of employees cycle to work (2011 Census), more than three times the national rate. The town has a compact nature, highly suitable for travel by bicycle, and thus has a relatively small travel to work area. It is also in the immediate vicinity of the Lake District, countryside and adjacent to the Cumbrian coast – where other proposals are in place for leisure-based cycling schemes.
- 2.3.4. Census Journey to Work data (2011) shows that approximately 78% of residents work within the Kendal LCWIP area itself (11,070 workers), demonstrating high levels of self-containment. Only 22% of workers travel outside of the study area for employment.
- 2.3.5. Kendal also attracts a number of employment trips from outside the district, with 3,500 additional trips per day into the area; the majority of these arriving from neighbouring Lancaster.
- 2.3.6. 40% of people in the Kendal area travel less than 5km to work (on average 20mins on a bike), compared with the national average of 35%, demonstrating a high potential for active mode travel choices. This is further demonstrated in that 27% of workers live less than 2km from their place of work (on average 25mins on foot), compared to the national average of 17% highlighting that walking in particular could be a more viable and attractive mode for residents if the right conditions were in place.

- 2.3.7. Despite these short commuting journeys, 60% of residents travel to work by car, whilst 29% walk and 7% cycle.
- 2.3.8. Kendal town centre is the primary destination for employment, attracting the greatest volumes of trips from the LCWIP study area.
- 2.3.9. Furthermore, over 50% of children in the South Lakeland District walk to school, compared to the County average of 27%.
- 2.3.10. The outputs show that existing levels of cycling between LSOA OD pairs are relatively high in the urban areas of Kendal, with 7% - 9% of journeys to work undertaken by bike in some areas.
- 2.3.11. In the areas of south of Kendal, namely Levens and Natland, the commuting by bike is much lower, estimated as only 0 - 3% between LSOA OD pairs.
- 2.3.12. Results are similar for walking, with the largest concentration of walking trips converging on the town centre area.

- 2.3.13. Topography in Kendal itself is flat in the town centre and along the river corridor, and there remains clear potential to build upon current levels of active travel to make cycling and walking more viable and attractive modes in the area for everyday journeys. However, it is recognised that the study area is also very hilly in places, and hilliness and distance are likely to limit the propensity to travel by bike from some areas.
- 2.3.14. This is reflected in local policy and strategy, recognising the need to provide high quality safe active travel infrastructure to encourage a shift to healthy and greener modes, and to also ensure that future developments are sustainable and connected to these networks.

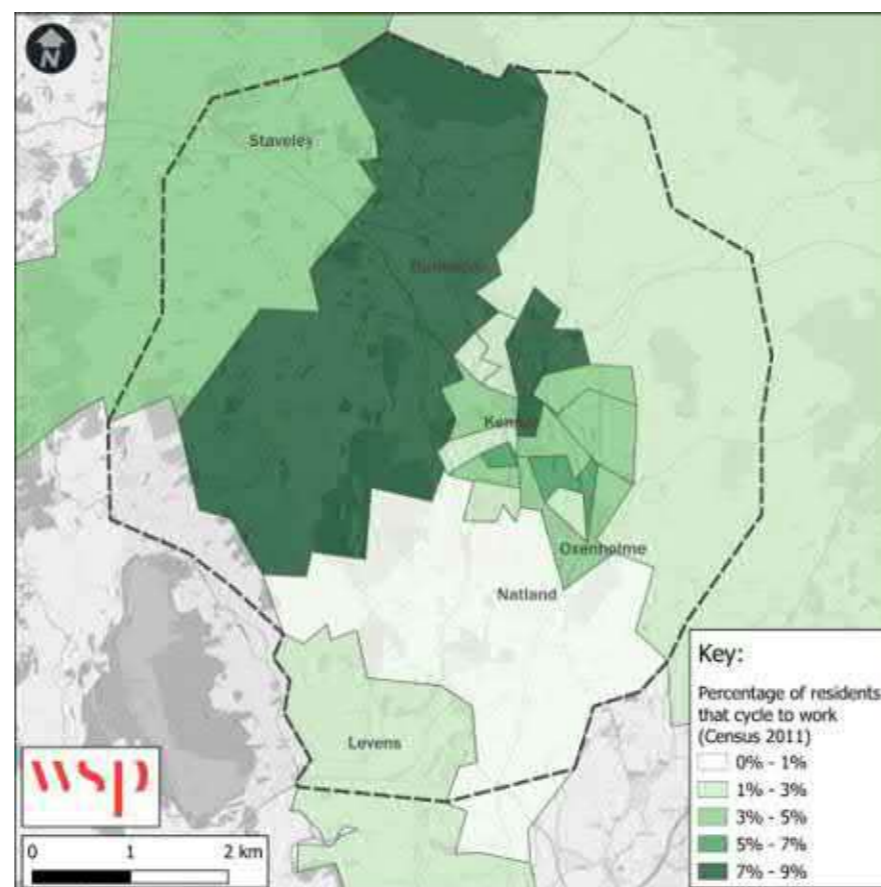


Figure 2.3. Residents that cycle to work (2011 census)

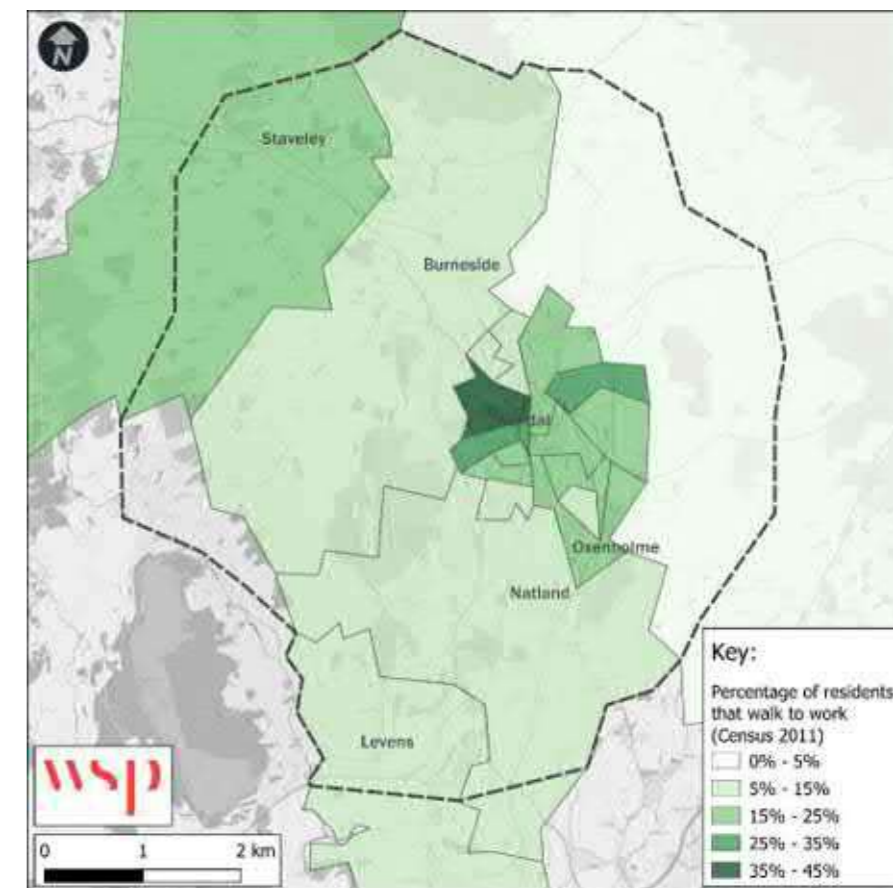


Figure 2.4. Residents that walk to work (2011 census)

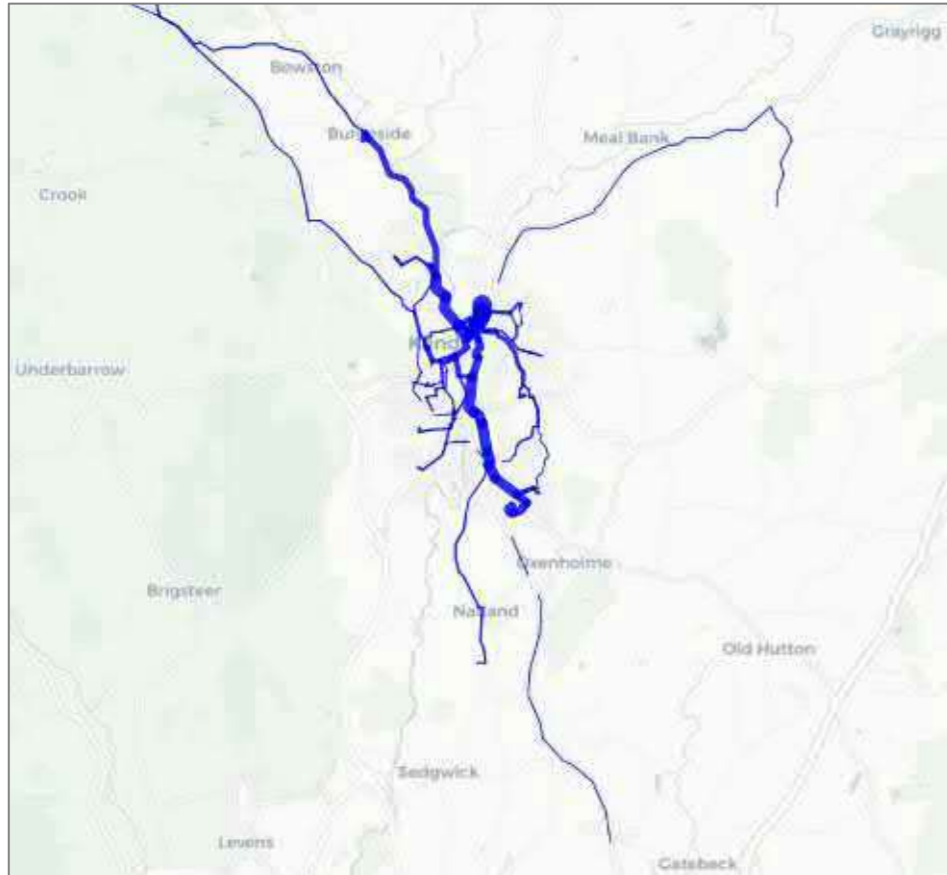


Figure 2.5. 2011 Commuter cycle flows. Increased width = higher usage (Source: Propensity to Cycle Tool)

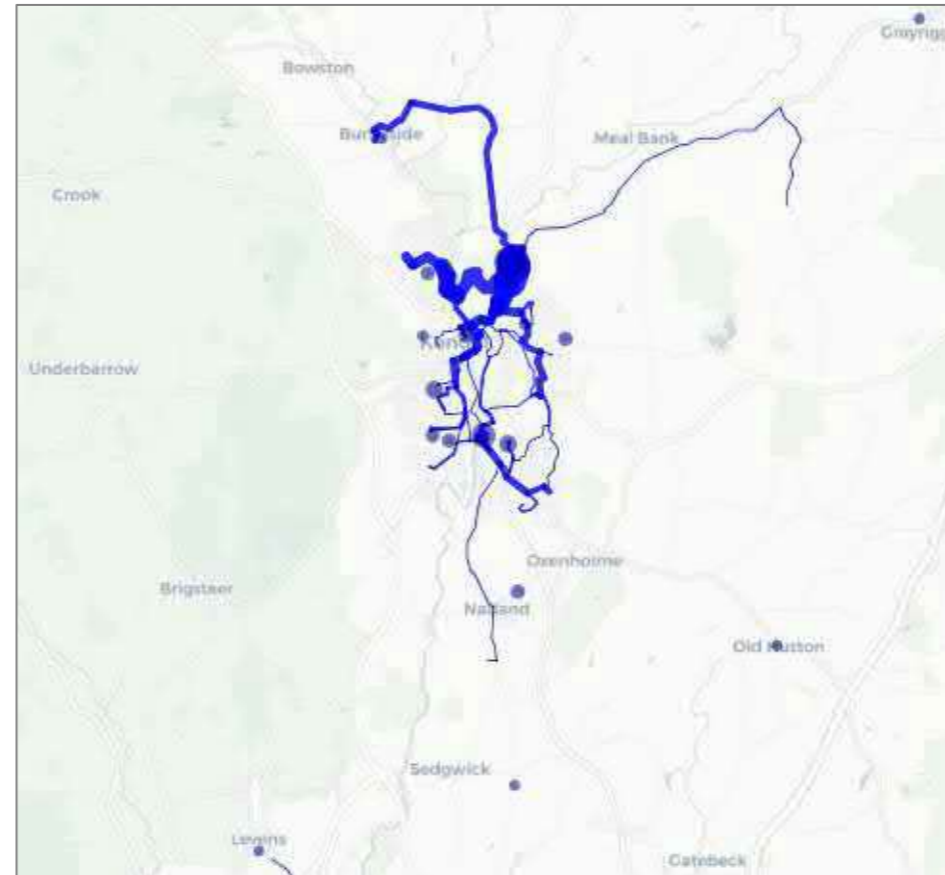


Figure 2.6. School cycle flows. Increased width = higher usage (Source: Propensity to Cycle Tool)

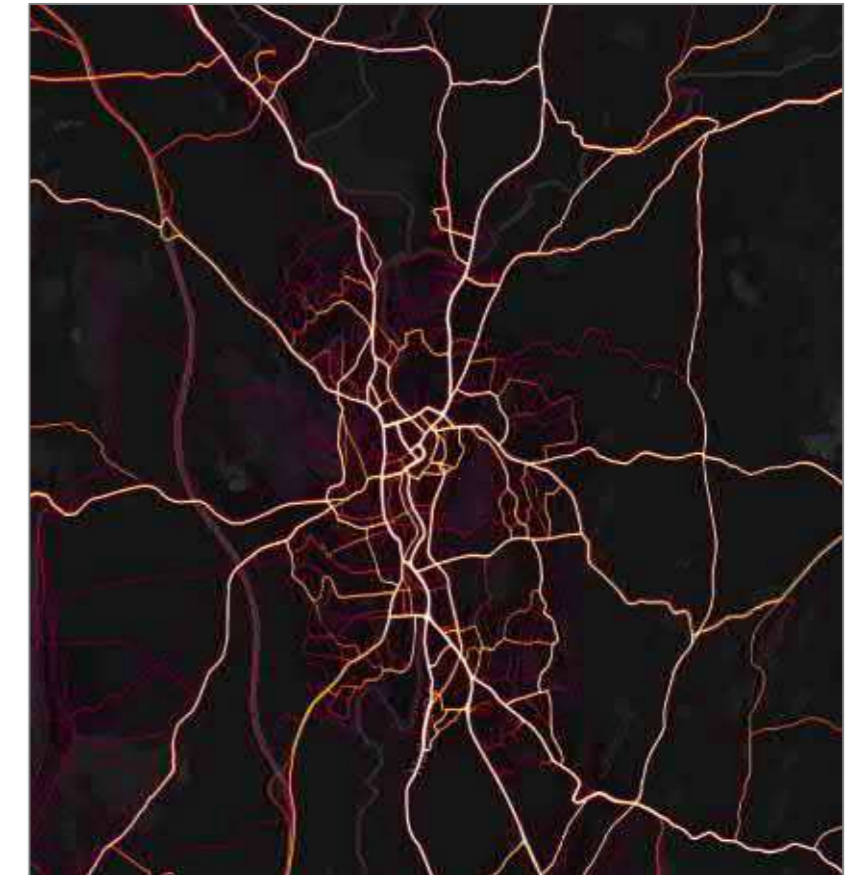


Figure 2.7. Strava cycle flows. Brighter colours = higher usage (Source: Strava)

2.3.15. Figure 2.5 shows the estimated routes taken by people cycling to work in Kendal and the surrounding areas in 2011, for the top 30% most cycled routes. The NCN 6, Wildman Street, Shap Road and Lowther Street (converging on the town centre) are by far the most popular routes in all current and future scenarios in the Propensity to Cycle Tool (PCT) (see www.pct.bike for further information on the PCT). Many of the routes in Kendal are estimated to exceed 100 cyclists per day for commuting purposes (with the NCN routes recording 250-499) under future forecast scenarios, reflecting the potential growth for cycling within Kendal.

2.3.16. While commuting trips are important, they do not represent all cycle trips. Figure 2.6 shows estimated cycle to school trips based on the 2011 school census data. Whilst the reported cycling levels are slightly lower than the national average, the presence of several schools, including The Queen Katherine School, St Thomas's CofE Primary, Kirkbie Kendal School and Kendal College, demonstrate the importance of north-south routes in Kendal, including the Kendal river corridor. Likewise, safe routes to schools should be considered in the development of any networks.

2.3.17. Finally, outputs from the Strava global heatmap (www.strava.com/heatmap), show anonymised data collected from people cycling using the Strava mobile app. While the results are typically skewed towards more confident sports/leisure cyclists, the results again highlight the importance of the key radial routes of Shap Road, Burneside Road, Aynam Road, Burton Road, and Natland Road, but also leisure routes such as NCN 6 and Lancaster Canal.

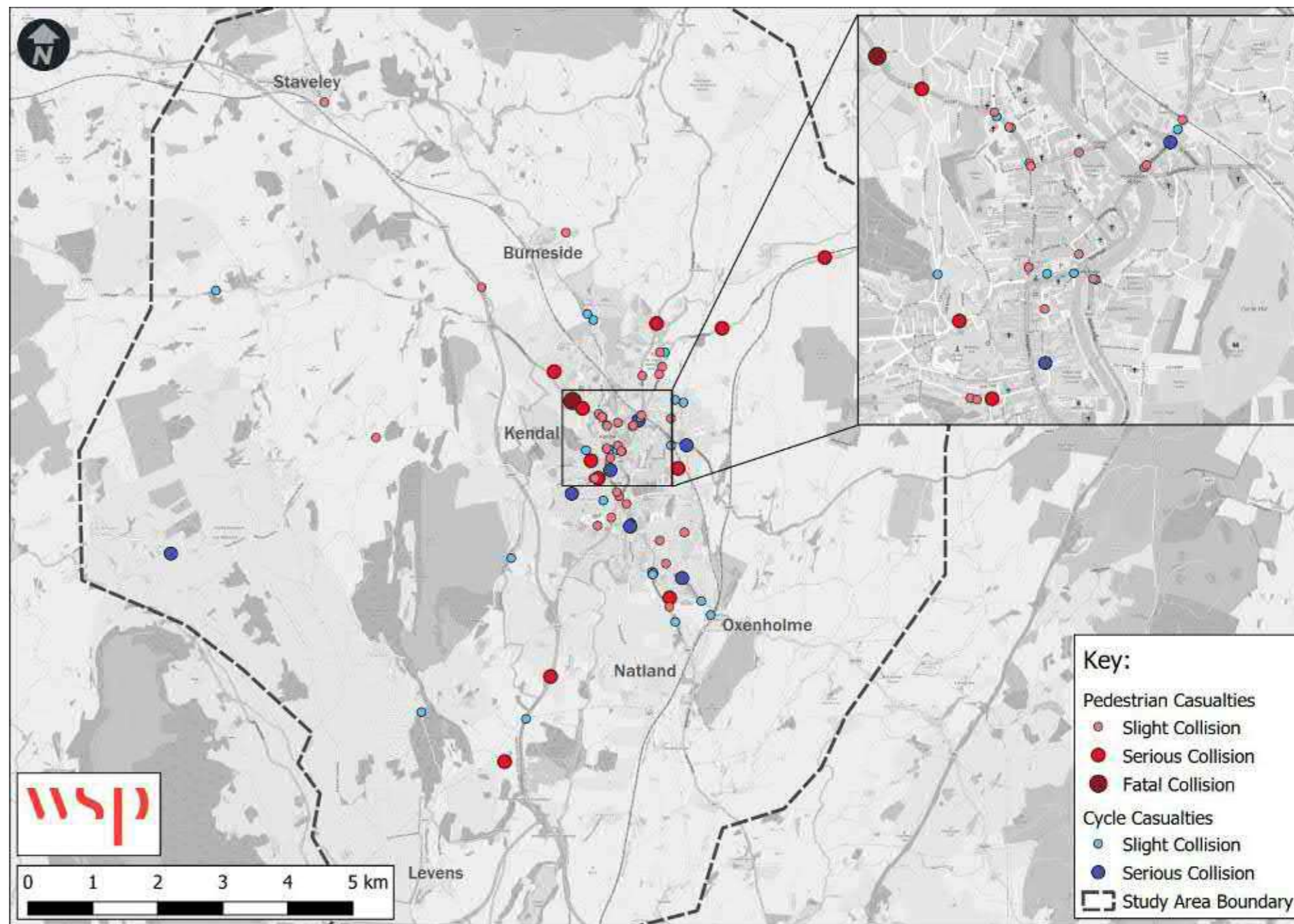
- 2.3.18. Perceived and actual safety can be a barrier to taking up or continuing cycling and walking.
- 2.3.19. Figure 2.8 shows road traffic accidents which included pedestrian and cycle casualties (whether a vehicle was involved or not) across the Kendal LCWIP area, for the period 2017-2019. For every injury shown on the map, there will be additional injuries and near misses not reported. Table 2.1 presents this data numerically.

Table 2.1. Pedestrian and cyclist accidents by severity: 2017 to 2019

Severity	2017		2018		2019	
	Cycle	Walk	Cycle	Walk	Cycle	Walk
Slight	15	11	7	9	3	12
Serious	3	3	4	5	1	2
Fatal	0	0	0	0	0	1
Total	18	14	11	14	4	15

- 2.3.20. The data shows that over the three-year period there was one fatal collision involving a pedestrian in the area. Overall there has been a general decrease in the number of collisions involving cyclists and for pedestrians the numbers have remained somewhat static.
- 2.3.21. Plotting the location of collisions can help to identify 'hotspots', where several incidents have been recorded in a small geographic area. Those areas of the network where safety may need to be improved for pedestrians and cyclists can then be identified.
- 2.3.22. As can be seen from the figures, 'hotspots' or 'clusters' of collisions are typically located along arterial roads or at junctions where there is a higher number of pedestrians and cyclists, namely Windermere Road, Wildman Street and Burton Road vicinities.
- 2.3.23. Improving infrastructure for cycling and walking within the study area could further reduce collisions in future and improve both perceived and actual safety of the route.

Figure 2.8. Pedestrian & cyclist traffic casualties: 2017-19



2.3.24. Figure 2.9 shows existing active travel provision in the Kendal LCWIP area. The map shows the fragmented nature of the active travel networks.

2.3.25. Kendal benefits from the presence of three strategic cycle links – namely NCN 6 connecting Kendal with Windermere to the north and Lancaster to the south, NCN 70 connecting Oxenholme with Levens and routing onwards to Ulverston, and NCN 700 which passes via Levens and follows a coastal route alignment of Morecambe Bay.

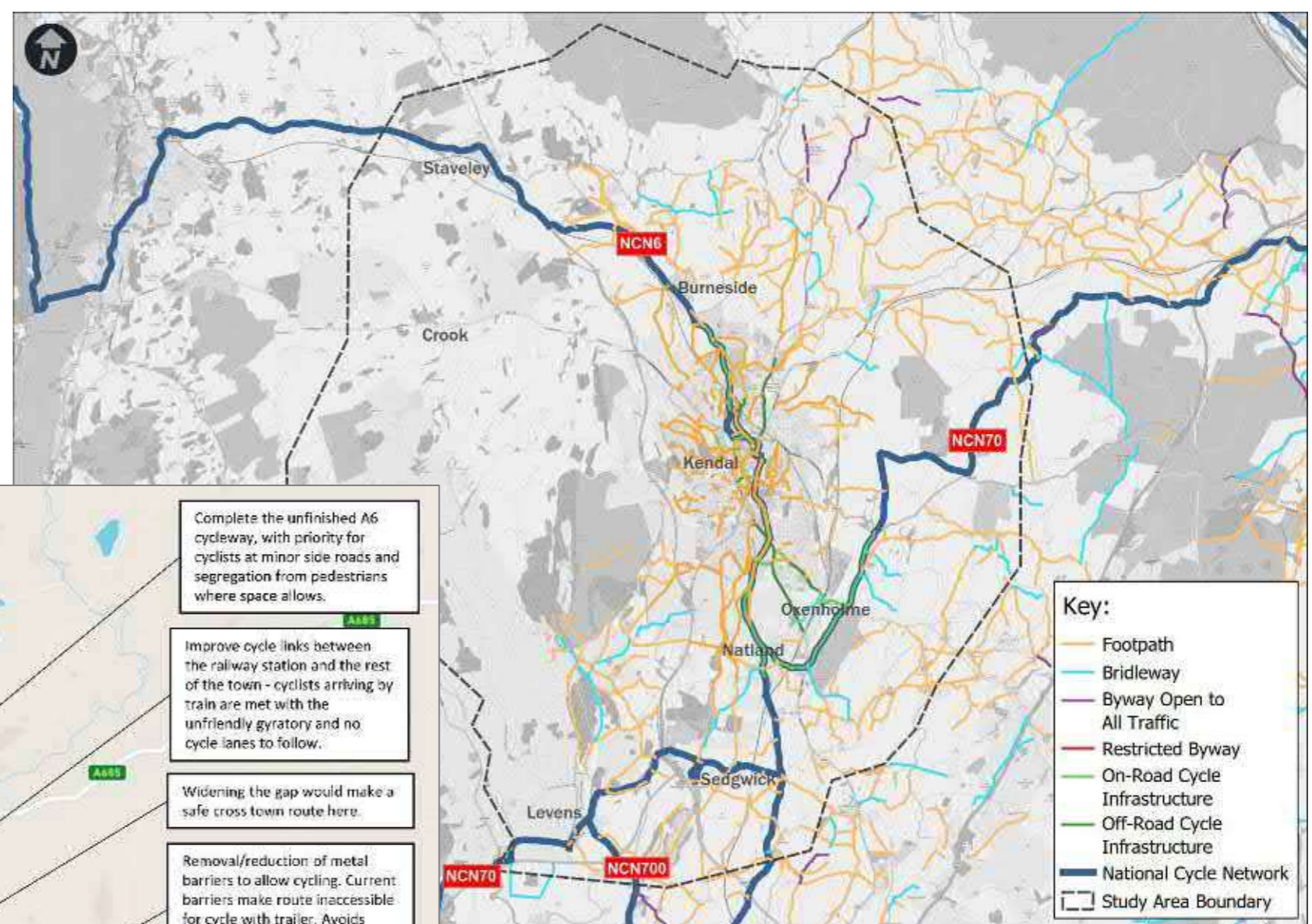
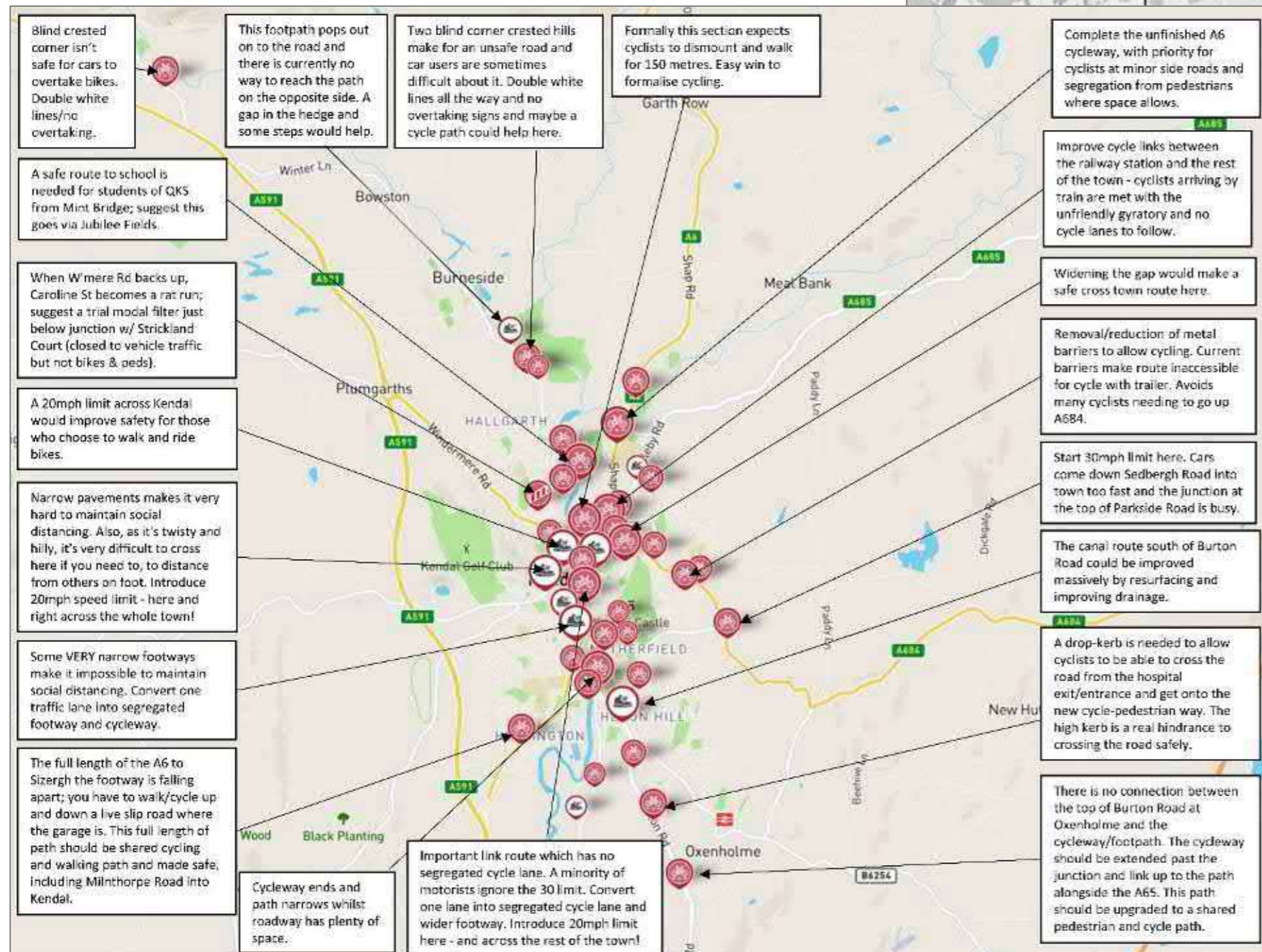


Figure 2.9. Existing and proposed cycle infrastructure



- 2.3.26. Despite this, there is very limited existing off-road or fully segregated provision meaning that sections of these routes fall below the level of provision recommended in the latest national guidance.
- 2.3.27. Figure 2.10 shows suggestions for improvements collated on the widenmypath.com website. Whilst the level of engagement is limited, the requests are mainly concentrated on safety improvements, including implementation of 20mph speed limit across Kendal town centre, and the need for additional, continuous and protected cycle infrastructure throughout the district, though primarily within the town of Kendal itself.

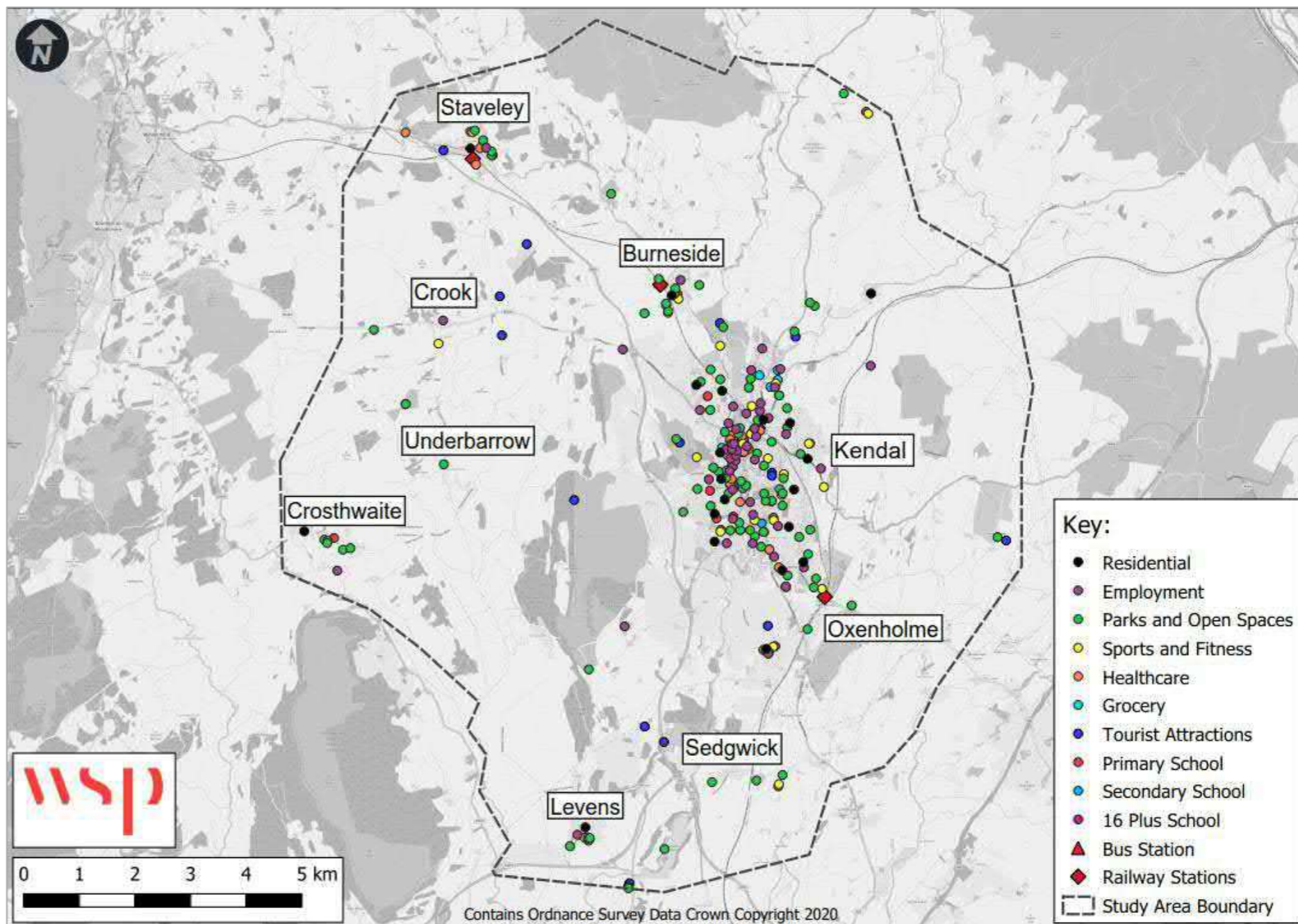
Figure 2.10. Suggestions for improvement

3 STAGE 3: NETWORK PLANNING FOR CYCLING

3.1 CURRENT & FUTURE ORIGINS & DESTINATIONS

- 3.1.1. The LCWIP Technical Guidance for Local Authorities (DfT, 2017) notes that identifying demand for a planned cycle network should start by mapping the main trip origin and destination points (ODs).
- 3.1.2. In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as shown in Figure 5.1, including:
- Future housing and employment sites adopted in the South Lakeland Local Plan;
 - Public transport interchanges (as above);
 - Principal retail areas;
 - Employment concentrations;
 - Large grocery shops;
 - Hospitals;
 - Tourist attractions; and
 - Educational institutions.
- 3.1.3. The resultant OD Map is shown in Figure 3.1 opposite.

Figure 3.1. Kendal OD Map



3.2 CLUSTERING & DESIRE LINES

- 3.2.1. The guidance recommends that trip ODs in close proximity to each other are clustered together, providing an indication of significant OD areas which will be the focus for many trips.
- 3.2.2. Once OD clusters were determined, desire lines between every LSOA or allocated housing site and identified cluster were mapped; the lines represent the most direct route between these points, irrespective of the existing network and barriers.
- 3.2.3. For ease of interpretation, desire lines were aggregated to present the top 2% desire lines. These are used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.
- 3.2.4. The OD clusters and top 2% desire lines are shown in Figure 3.2.

3.3 VALIDATION OF DESIRE LINES

- 3.3.1. The desire lines were validated through the use of existing data, such as the PCT and Strava, as well as through engagement with key stakeholders.

PCT: GO DUTCH SCENARIO

- 3.3.2. The desire lines were compared against the PCT Go Dutch scenario outputs, which presents a potential scenario of cycling demand in the future if 'Dutch style' infrastructure was available, as well as a similar attitude toward cycling. The top ten PCT outputs support the identified desire lines within the urban area of Kendal, while longer distance desire lines to Levens and Staveley are more closely aligned to leisure trips and the National Cycle Network.

- 3.3.3. The PCT outputs are illustrated in Figure 2.5.

STAKEHOLDER FEEDBACK

- 3.3.4. Two stakeholder workshops were undertaken to review and discuss the identified desire lines. The stakeholder feedback was in support of the desire lines identified, and agreed that the desire lines represented demand for travel by active modes for all trip purposes across the study area.
- 3.3.5. The 10 desire lines agreed upon to represent the most important connections between people and places are illustrated in Figure 3.3.

Figure 3.2. OD Clusters and Top Desire Lines

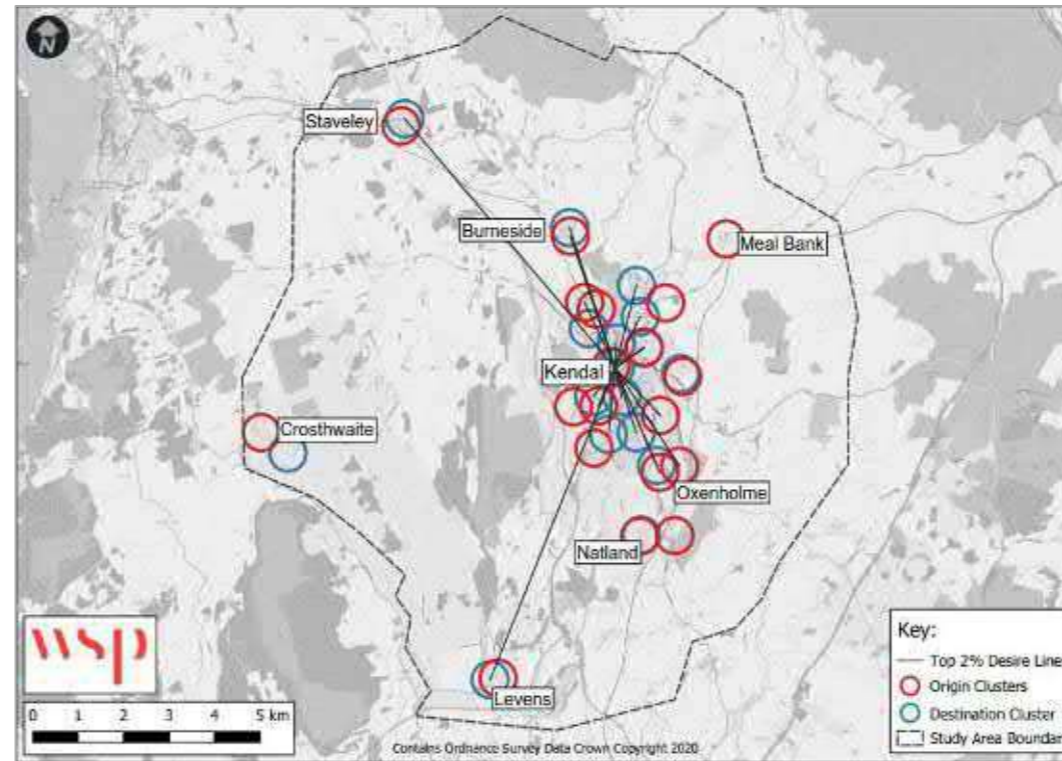
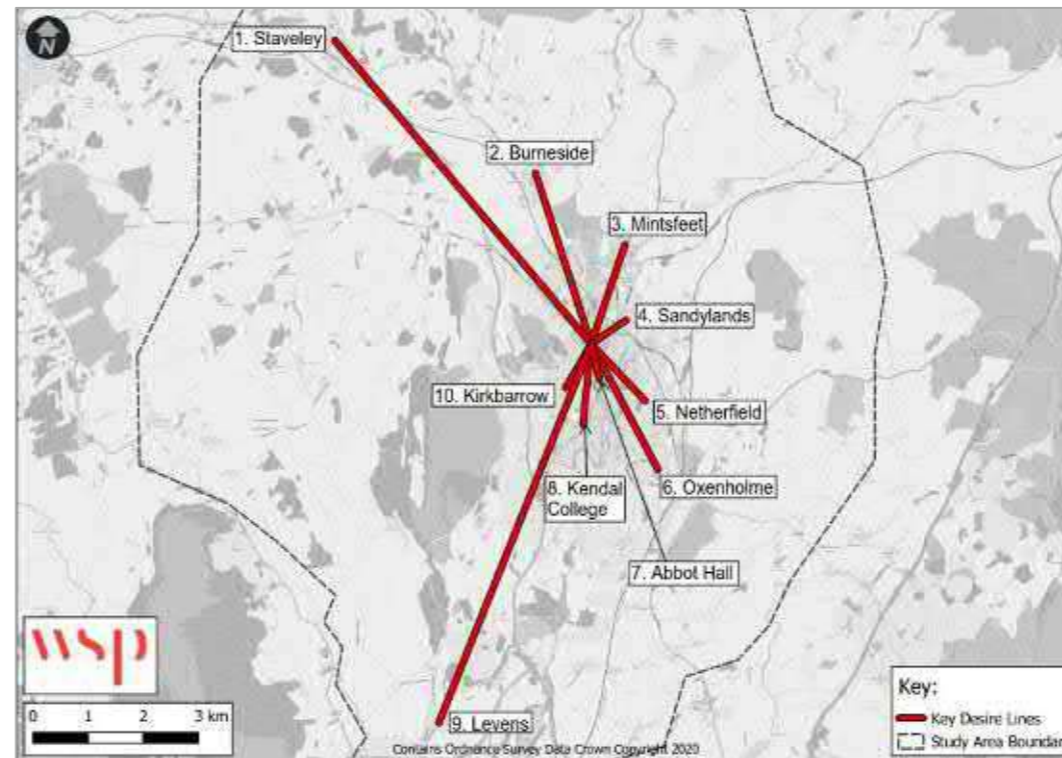


Figure 3.3: Agreed Desire Lines



3.4 ROUTE DEVELOPMENT PROCESS

3.4.1. Having determined the desire lines, the next stage of the process is to identify real on the ground routes that can accommodate these desire lines. This could be through appropriate schemes to upgrade existing roads or paths to the latest standards, or identifying opportunities to create new routes.

PRODUCING THE SUGGESTED CYCLE NETWORK

3.4.2. The first step in the process is to identify the potential routes that might support the cycling desire lines. Potential route alignments were plotted, following the desire lines as closely as possible. The routes selected take into account existing roads, paths and structures where these are available, but do not consider the type of infrastructure that might be required to bring these up to the required standard, nor the existing constraints that might preclude this.

3.4.3. Additional links were identified using the information gathered during the Stakeholder Workshop. Stakeholders identified schools, the town centre, and industrial estates as some of the most important destinations which should be included within the cycle network. The importance of the river corridor was also emphasised. The draft network was refined and then agreed with the Project Delivery Group (additional details regarding the PDG can be found in Section 6).

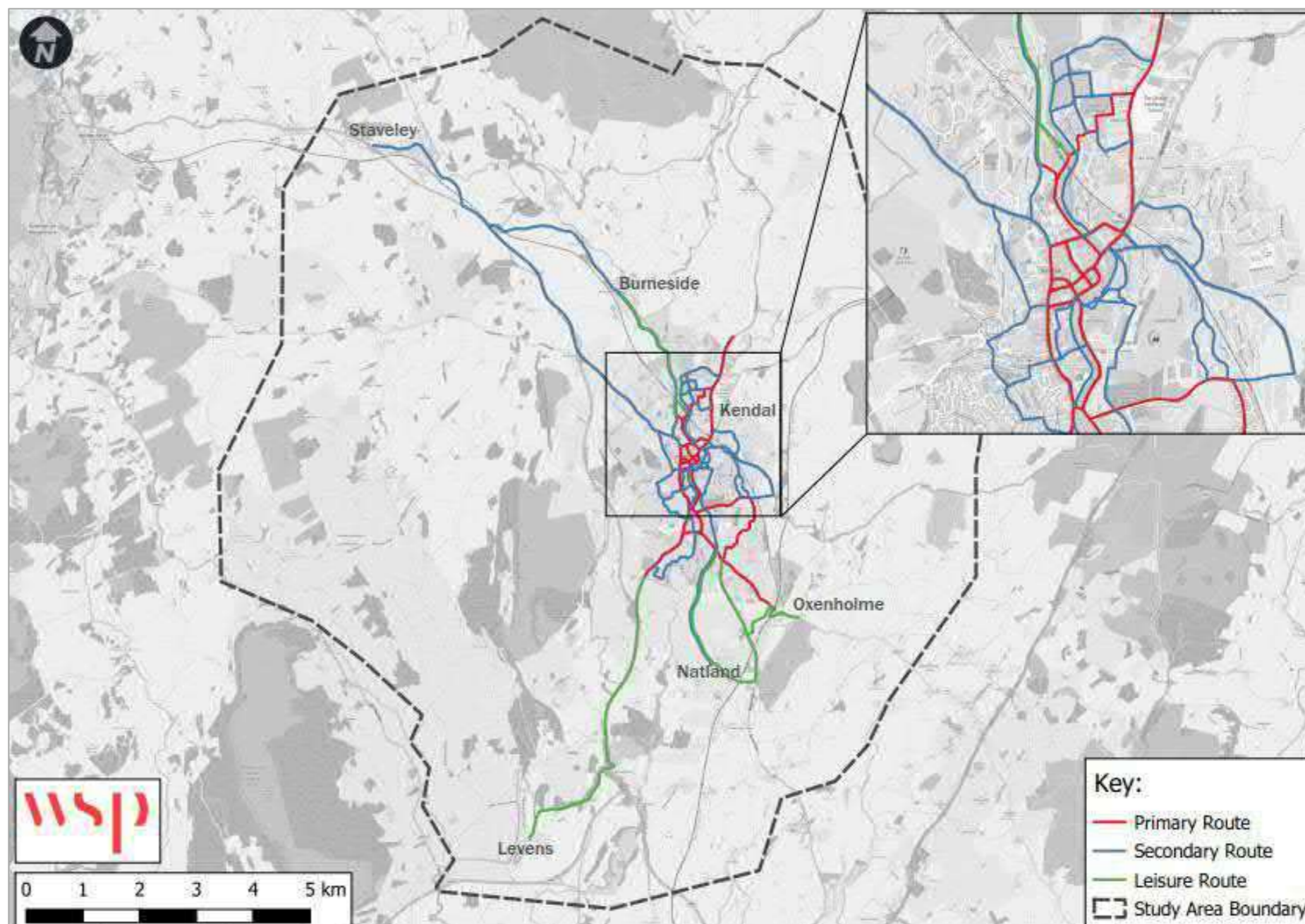
3.4.4. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

- **Primary:** The primary routes are generally those which align with the agreed desire lines, and are therefore most likely to attract the highest number of cyclists. These are supplemented by forecast flows from the PCT and Strava, as well as local knowledge;
- **Secondary:** Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges and employment sites, or which add to the ‘mesh density’ of the overall network;
- **Leisure:** these are routes that do not align specifically with specific destinations, but are important routes in their own right for leisure purposes, which is a vital part of the Cumbrian economy.

3.4.5. This network is referred to as the ‘Suggested Cycle Network’, and is the basis of any further route identification work – both that presented here and any carried out as the LCWIP evolves. The routes displayed in the Suggested Cycle Network are those that cyclists would likely wish to use if the right infrastructure for the conditions could be provided, and should always be considered as the first option for any route alignment, with other options identified using the DfT’s Route Selection Tool (RST) or similar.

3.4.6. The resultant Suggested Cycle Network is shown in Figure 3.4, with a high resolution image included in Appendix A.

Figure 3.4. Kendal Suggested Cycle Network Map

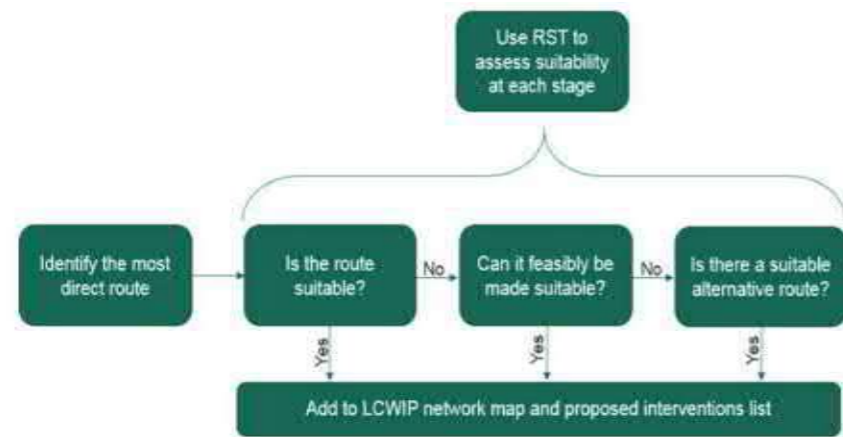


3.5 PRODUCING THE PRIORITY CYCLE NETWORK

3.5.1. Whilst the Suggested Cycle Network presents the basis for a network were money and acceptability of the associated proposals required no object, there is no surety that any of the routes can be delivered without additional consideration of the feasibility of each route.

3.5.2. The LCWIP guidance sets out the process that should be followed in order to determine whether a route can feasibly be made suitable for cycling (i.e. complies with the latest design standards) and therefore should be included in the final cycling network plan and prioritised programme of infrastructure improvements for future investment. This process is illustrated in Figure 3.5.

Figure 3.5. Route Selection Process



3.5.3. Ideally, the DfT’s Route Selection Tool (RST) should be used to assess the suitability of each route, identify the potential interventions required to make the route suitable, and consider alternative route choices where the route cannot be made suitable. However, this is a time consuming process, and to undertake this process fully for each route identified in the Kendal suggested cycle network is not considered feasible.

3.5.4. Alternatively, CCC have initially engaged with key internal and external stakeholders in various forums, including officers and elected members, in order to agree a consensus on which routes may or may not be feasible. This engagement has been aligned with the approach outlined in the DfT’s Early Assessment and Sifting Tool (EAST), considering factors such as:

- Identified problems and objectives of the option;
- Degree of consensus over outcomes;
- Expected Value for Money(VfM) Category;
- Implementation timetable;
- Public acceptability;
- Practical feasibility;
- Affordability; and
- Where is funding coming from?

3.5.5. Each targeted stakeholder engagement session also considered whether a route could adequately meet the five core design principles: Coherent; Direct; Safe; Comfortable and Attractive. This high-level consideration is based on the criteria for each core design principle given in the RST, which include:

- Directness compared to likely alternative;
- Gradient of the route;
- Traffic volume and speed and the need to segregate;
- Connectivity of the route
- The potential of the route to support high quality infrastructure; and
- The number of changes required to junctions along a route.

3.5.6. This initial sifting process resulted in the production of the Kendal Priority Cycling Network, which was subsequently presented to the public as part of the first round of public consultation.

3.6 STAKEHOLDER ENGAGEMENT: CYCLING

3.6.1. Public consultation has played a key part of the development of the Kendal LCWIP with the presentation of draft priority networks and improvements to seek feedback to inform the development of the LCWIP and ensure the plan has public support.

3.6.2. Public consultation took place in two distinct stages. These were:

- Stage 1: 7th May to 28th May 2021; and
- Stage 2: 5th November to 26th November 2021.

3.6.3. The consultation reports following the respective consultation phases can be found at <https://cumbria.gov.uk/planning-environment/cyclingandwalking>

3.6.4. Stakeholder engagement has been undertaken throughout the development of the LCWIP with key stakeholders, primarily through the LCWIP Project Delivery Group (PDG) forum. Members of the PDG are detailed in Stage 6.

STAGE 1 CONSULTATION

3.6.5. The Stage 1 consultation included a survey to obtain feedback on the developing LCWIP and to understand where people would like to see improvements. This included the presentation of a 'Draft Priority Cycling Network' and a request for where improvements to walking should be made.

3.6.6. The questionnaire was split into the following sections:

- 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 Kendal.
- 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.
- Levels of support for improvements identified around Kendal town centre.
- Open questions to provide insights on improving cycling and walking in Kendal.

3.6.7. A total of **485 responses** were received to the Kendal LCWIP questionnaire during the consultation period.

3.6.8. These results were considered by CCC and key stakeholders in the ongoing process of refining the Priority Cycling Network

map. Not only were new routes considered as a result of this, but feedback was spatially mapped and analysed where this related to a specific place, and used as a criteria in the subsequent prioritisation of schemes (presented in Section 5 of this document).

3.6.9. Note that analysis relating specifically to walking is described in Section 4.

3.6.10. The analysis of the consultation results found that:

- More respondents walk than cycle currently (95% of respondents walk at least occasionally compared to 75% of respondents cycling).
- The majority of respondents feel that the existing walking routes connect with the places they wish to go to (61% answering 'yes'), compared to existing cycle routes (just 10% of respondents answering 'yes'). Meanwhile 32% answered 'no' for cycling vs 10% for walking.
- Four-fifths of respondents consider that the draft priority cycling network plan either partially or fully connect with the places that people wish to cycle to.
- Respondents were asked whether the routes shown in the draft priority cycle network plan connect with their desired destinations. The most frequent response was that there are issues with the quality, standards and user experience of the Shap Road/A6 cycling infrastructure (20 mentions). Additionally, respondents felt that consideration should be given to improving the Canal Tow path (19 mentions). The next most frequently occurring comments surrounded the lack of cycling provision along Windermere Road, and the need to connect to Plumgarths Roundabout (17 mentions), and concern relating to shared-use paths (15 mentions). Other feedback included: the need for improved routes to both Kendal and Oxenholme Railway Stations (13 mentions), and the need for a designated cycleway and footpath along the desire line from Natland into Kendal (13 mentions).
- Respondents were overwhelmingly supportive about the idea of more money being spent on cycling and walking in Kendal (88% would like to see this, 8% would not).
- The main obstacles to cycling in Kendal were busy roads (240 respondents), quality of routes (149) and difficult junctions to cross (138). Encouragingly, terrain and geography were not considered to be a major barrier to cycling despite Kendal being located in a valley (30 people mentioning).

- 84% of respondents currently make journeys by car to places that are within walking or cycling distance (either fully or partially) – most of these being for shopping trips (223 respondents).
- Cycle routes separated from other modes of travel were seen as the most common measure that would encourage more cycling in Kendal (202 respondents).
- There was some suggestion that 'carrot' type measures which incentivise sustainable travel were more likely to encourage sustainable behaviour than 'stick' type measures which seek to de-incentivise alternatives (raising costs for public transport and motoring were not mentioned by many respondents as a means of encouraging walking and cycling).
- Improvements to cycling and walking routes would encourage respondents to walk and/or cycle more often than they do currently (all but 38 of the respondents stating they would either start walking or cycling or do so more often).

3.6.11. A 'You Said, We Did' summary of the consultation results was also produced, and published as part of the leaflet that accompanied Stage 2 of the consultation. This summarised the most common themes, and explained how these have been addressed in the development of the priority cycle network map between Stage 1 and Stage 2 of consultation.



STAGE 2 CONSULTATION

- 3.6.12. The Stage 2 consultation was a follow up to the Stage 1 consultation and offered a final opportunity to feedback on the proposals prior to finalising the Kendal LCWIP.
- 3.6.13. The questionnaire asked questions targeted around specific themes, including:
- Gauging level of support for the Priority Network Plans (cycling and walking);
 - Whether the network and interventions proposed would encourage the respondent to use active modes more often;
 - Whether the respondent would support reduced space for cars to prioritise active modes; and
 - Inviting general comments on specific parts of the network.
- 3.6.14. A total of 228 responses were received to the Kendal LCWIP Stage 2 consultation.
- 3.6.15. The analysis of the consultation results found that:
- 66% of respondents strongly agreed or agreed with the Priority Cycling Network Plan;
 - 59% of respondents felt that the Priority Cycling Network would encourage them to cycle more often;
 - 72% of respondents strongly agreed or agreed with the Walking Network Plan;
 - 91% of respondents said that they would support walking and cycling improvements even when this could mean less space for other road traffic.
- 3.6.16. A 'You Said, We Did' summary of the Stage 2 consultation results was also produced. The key themes responded to included:
- Connectivity;
 - Kendal Northern Assess Road (KNAR);
 - Safety & Traffic;
 - 20mph Speed Limit;
 - Behaviour Change; and
 - Links to Education Sites.
- 3.6.17. The Stage 2 consultation confirmed support for the networks presented and therefore no significant changes were made to the Priority Cycling Network Map as a result of the Stage 2 consultation.

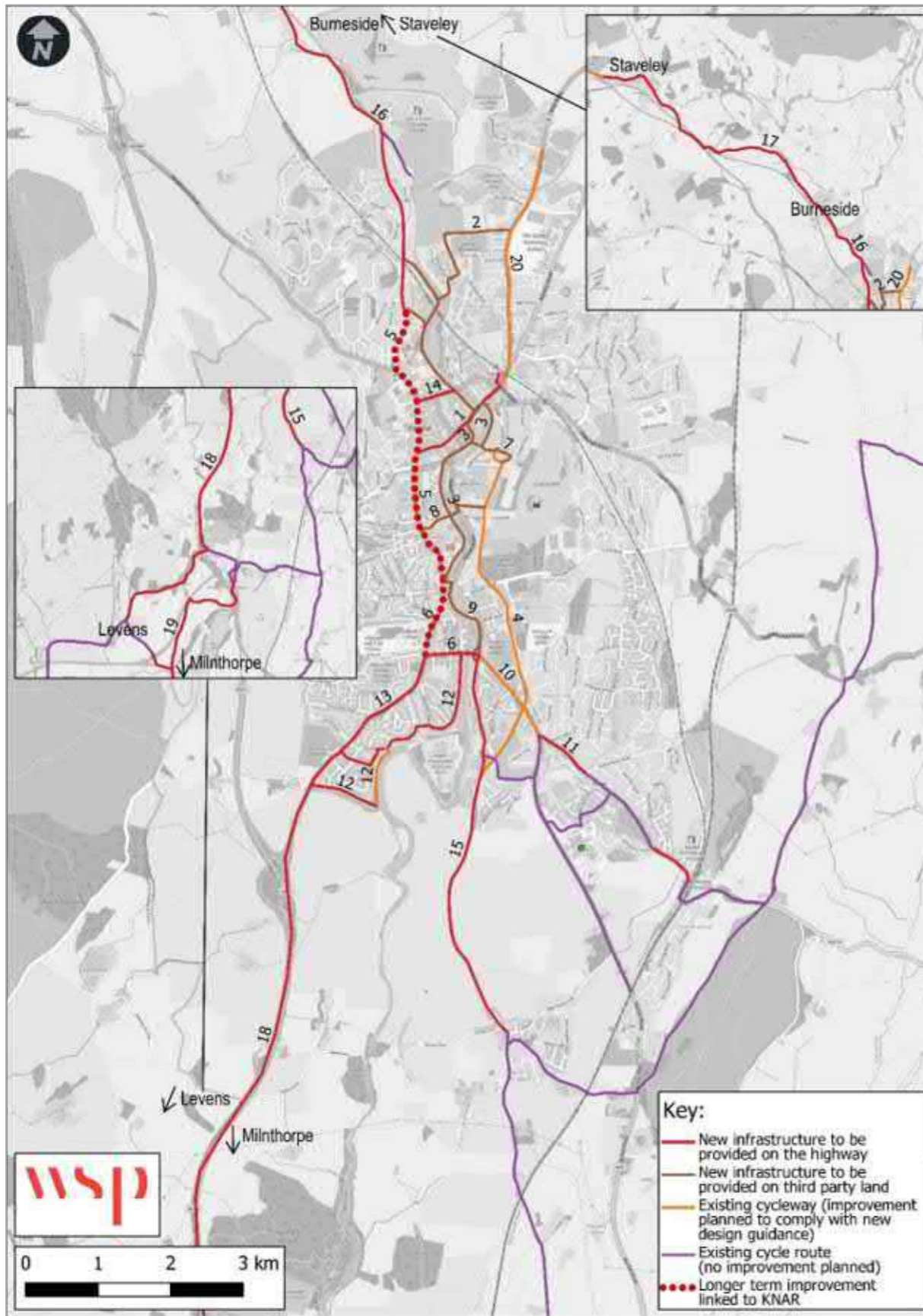
3.7 FINAL PRIORITY CYCLING NETWORK PLAN

- 3.7.1. Following the two stages of public consultation, a Priority Cycling Network Plan was agreed and approved by the Kendal LCWIP Project Delivery Group. This plan is presented in Figure 3.6, with a high resolution image included in Appendix A.
- 3.7.2. The LCWIP guidance sets out a recommended approach to prioritising networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons. As part of the process of developing the LCWIP, it is recommended that priority should be given to areas which have the greatest potential for growing cycling and walking trips and offer the greatest value for money.
- 3.7.3. The **Priority Cycling Network** reflects the importance of connectivity to key local destinations including: access to Kendal town centre; the railway stations; employment sites, and secondary schools. Building on the Kendal River Corridor Vision and with Kendal's natural assets running through the centre of the town, the LCWIP focuses on routes for active travel along the Kendal River and Canal Corridors, supporting the 'green living' concept of Kendal becoming a place where people cycle and walk as the preferred mode of travel.
- 3.7.4. 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 cycling and walking. The combination of new cycling routes and improvements to existing routes, alongside existing provision, will help to deliver the vision for a coherent, direct, safe comfortable and attractive cycle network for the town.
- 3.7.5. The County Council is working on the development of an outline business case for a Kendal Northern Access Route (KNAR) to secure delivery funding from the Department for Transport. The proposal for the KNAR would see the provision of a new short single carriageway link to the north of Kendal between the A591 and the A6 Shap Road. This would reduce vehicle flow in Kendal town centre, improving air quality and access to existing employment areas by providing an alternative route for through traffic. Importantly, the reduction in vehicle flow in the town centre if KNAR is delivered, would create the opportunity to implement more transformational change to the cycle infrastructure network in Kendal. For

example, a proposal for a direct and continuous cycling route through the town centre on the A6 from Romney Road along Milnthorpe Road, Kirkland, Highgate, Stricklandgate and linking with Burneside Road will be a key component of the funding request as part of the KNAR business case.

- 3.7.6. 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. As the plans for the KNAR progress through to the next stage, we will continue to review the evidence base and if necessary, refine the prioritisation of the cycling network.
- 3.7.7. The Priority Cycle Network provides an ambitious and comprehensive network for the area. It represents the strategic pieces of infrastructure required to bring forward a cohesive network that are likely to form the basis of future central government funding bids. However, the ambition of the LCWIP is not limited to this network.
- 3.7.8. The suggested cycle network indicates a much wider network of secondary routes (those of lower usage) that provides a greater 'mesh density' and ensures that people are always close to high quality cycle routes. These routes will be investigated in collaboration with delivery partners over the life of the LCWIP to consider additional links, such as connections through residential areas or direct connections into schools, hospitals, and other discreet locations. The routes could form the basis of a feasibility study into Low Traffic Neighbourhoods (LTNs) or highlight the location of school streets.
- 3.7.9. The priority network also does not preclude the implementation of smaller schemes that could be delivered through local funding pots or windfall opportunities like developer contributions, such as contraflows on one-way streets.
- 3.7.10. The LCWIP also recognises the importance of traffic calming and speed reduction schemes in creating conditions that could be suitable for mixed-traffic cycling, and will investigate opportunities to implement these where it could create new routes in accordance with LTN 1/20

Figure 3.6. Priority Cycling Network Plan



3.8 CYCLING IMPROVEMENTS

3.8.1. The Priority Network Plan has been subdivided into 20 routes. While it is the intention of the LCWIP to deliver the entirety of the network, this will be subject to the availability of suitable funding opportunities. This may result in phasing or combining the delivery of improvements where necessary.

3.8.2. Table 3.1 lists each of the priority improvements identified, detailing:

- Route description – explanation of the proposal;
- Route type – infrastructure type proposed; and
- Total Cost – estimated costs within a range.

IMPROVEMENT TYPES

3.8.3. It should be noted that the improvement descriptions and type provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present.

3.8.4. While broad agreement has been reached over the type of infrastructure that is likely to be required to deliver the Priority Cycle Network, the network is considered to be in the earliest stages of concept design and it is acknowledged that significantly more design, assessment, and engagement work is likely to be required to bring forward any of the proposed schemes.

3.8.5. The continuation of the design process will also include refinement of the associated costs, giving a much greater and detailed understanding of the overall cost of delivery of the network, as well as the likely future operational and maintenance costs.

3.8.6. The implementation of improvements are also subject to the securing of sufficient funding.

IMPROVEMENT COSTS

3.8.7. The cost estimates presented here are in the following ranges:

- £0-£1m;
- £1m-£3m;
- £3m-£5m; and
- £5m+

3.8.8. The ranges selected can give an indication of the method of funding that may be required in order to deliver an improvement in its entirety.

Total improvement costs

3.8.9. The overall cost of the delivery of the Priority Cycling Network for Kendal is currently estimated at **£40.5 million** to deliver circa **30km of high quality cycle routes**.



Table 3.1. Cycling Improvements

ID	Route Name	Improvement Description	Improvement Type	Cost Range
1	Kendal Railway Station to Stricklandgate (Longpool, Wildman Street, Stramongate and Finkle Street)	A main link between Kendal Railway Station and the town centre. Connections to key areas of employment, education and retail. Scheme would likely include a bi-directional cycleway between Longpool junction and Finkle Street, necessitating significant changes to the major junctions along the route. In particular, the Longpool junction will require assessment and optioneering, with other changes potentially required nearby to maintain vehicle capacity while providing safe facilities for cyclists and pedestrians.	New on-road segregated cycleway (permanent)	£5m+
2	Riverside Route North (Shap Road to Stramongate Bridge incl. Akrigg Avenue and Dockray Hall Road)	An off road connection to schools and communities in the north of the town. Route requires various upgrades and enhancements along its length, such as segregation, widening, CCTV, low level lighting and improved crossing facilities.	New off-road cycleway (e.g. greenway, canal towpath)	£1m - £3m
3	Riverside South (Castle Street to Lound Road)	A key north south link providing an off road alternative to Highgate and Aynam Road. Connecting schools and residential areas to the town centre. Route would be segregated where possible. This is likely to be through kerbs / materials ('footway level stepped'). Shared use is likely to be required at significant pinch points. Note the junctions either side of Miller Bridge may also require alterations.	New off-road cycleway (e.g. greenway, canal towpath)	£5m+
4	Kendal Canal Route (Kirkbie Green and Natland Road)	Connections to the town centre. Follows the existing National Cycle Network Route 6. Includes upgrades to the existing route; new surfacing, widening and improved crossing points.	Upgrades to existing facilities (e.g. surfacing, signage, signals)	£1m - £3m
5	Kirkland / Highgate	Connection from the north of the town to the town centre. To include a segregated cycleway. Scheme includes major changes to the Lowther Street junction to accommodate active modes, as well as side road treatment to denote priority for pedestrians and cyclists.	New on-road segregated cycleway (permanent)	£3m - £5m
6	Romney Road / Milnthorpe Road	Connection to Kendal College and Kirkbie Kendal School. A mixture of segregated cycleway and shared use at pinch points. Changes are likely to be required at the signalised junction with Milnthorpe Road, while the Burton Road roundabout junction could be considered for conversion into a 'Dutch' roundabout.	New on-road segregated cycleway (permanent)	£3m - £5m
7	Gooseholme to Canal	Connection between the new Gooseholme Bridge and the Lancaster Canal. A shared used off road cycleway with widened pavements, improved signage and better access points.	New on-road segregated cycleway (permanent)	£0 - £1m
8	Jennings Yard Bridge Link	Connection between the town centre and the Lancaster Canal. To include shared use on Queen Katherine Street and increased pavement widths on Aynam Road. Feasibility of a new bridge over the River Kent to be explored, or a replacement deck and ramps.	Other: New Bridge	£1m - £3m
9	Nether Bridge to Romney Bridge - Adjacent to K Village	A north south route linking Kirkbie Kendal School to central areas of the town. A number of options are currently being considered including a new cantilevered walkway over the River Kent.	New on-road segregated cycleway (permanent)	£3m - £5m
10	Burton Road to Heron Hill (Oxenholme Road)	A main direct route from residential areas to the south east. Improvements to the existing cycleway including resurfacing and signage. Could include improvements to the existing route to create a fully segregated bi-directional route with side street priority. Includes the addition of cycle / pedestrian stages to the signals at Burton Road / Oxenholme Road.	Upgrades to existing facilities (e.g. surfacing, signage, signals)	£1m - £3m
11	Heron Hill to Oxenholme Station (Oxenholme Road)	A main direct route from residential areas to the south east, Westmorland Hospital and Oxenholme Station. To include a segregated cycleway and shared use path where constraints cannot be overcome. To complement the existing cycle provision where this is to standard.	New on-road segregated cycleway (permanent)	£1m - £3m

12	Ford Terrace and Bellingham Road	A quiet alternative to Milnthorpe Road avoiding the challenging junction with Romney Road. Interventions are likely to be minor and consist of a package of traffic calming measures with signage and lining to create a cohesive route with average vehicle speeds at 20mph.	Traffic calming (e.g. lane closures, reducing speed limits)	£1m - £3m
13	Milnthorpe Road (Romney Road to Shenstone Roundabout)	Connections to residential areas in the south west of the town. To include a segregated cycleway to the south west of the town.	New on-road segregated cycleway (permanent)	£0 - £1m
14	Sandes Avenue (Victoria Bridge to Stricklandgate)	A link between the Riverside Route (Route 2) and Highgate (Route 5). The route would require significant works and investment to overcome vehicle dominance on this highly trafficked stretch of road and provide fully segregated infrastructure, including through complex junctions (such as Blackhall Road), and create new pedestrian crossing points.	New infrastructure to be provided on highway	£1m - £3m
15	Natland to Kendal (Natland to Romney Road roundabout)	Connection to Natland along Natland Road from the Romney Road junction. Likely to be shared use given the location.	New infrastructure to be provided on highway	£1m - £3m
16	Kendal to Burneside (and A591)	Connection to Staveley via Burneside along the existing National Cycle Network route. To include traffic calming measures required to maintain a low traffic, 30mph route for mixed traffic cycling in a rural location.	New infrastructure to be provided on highway	£0 - £1m
17	Burneside (Winter Lane / A591) to Staveley	Aspirational route to Staveley, subject to further feasibility	New infrastructure to be provided on highway	£0 - £1m
18	Kendal to Levens	Aspirational route to Levens, subject to further feasibility	New infrastructure to be provided on highway	£1m - £3m
19	Kendal to Levens and Milnthorpe	Cycle Route using existing cantilevered walkway under the A590, Force Lane and existing verge side tarmac paths alongside the A6 from the A590 south to Marsh Lane (and on towards Milnthorpe).	New infrastructure to be provided on highway	£5m+
20	Shap Road	Improvements to the existing shared use route to bring the route up to LTN 1/20 standards where possible, including priority at side streets and new junction layouts. Additional infrastructure on the opposite side of the road should be explored to maintain route continuity and reduce the need to cross.	Existing cycleway (Improvement required to comply with guidance)	£0 - £1m

3.9 ESTABLISHING CYCLING INFRASTRUCTURE IMPROVEMENT

- 3.9.1. The Priority Cycle Network broadly identifies the types of improvements that could be implemented. These have been considered in accordance with Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, which represents a significant national shift in how cyclists are perceived and provided for.
- 3.9.2. LTN 1/20 is based around five overarching design principles and 22 summary principles that encompass the essential requirements to achieve more people travelling by foot or cycle for more of their trips.
- 3.9.3. The five core design principles are that cycle routes and networks must be:
 - Coherent;
 - Direct;
 - Safe;
 - Comfortable; and
 - Attractive.
- 3.9.4. The principles are based on international and UK best practice and address the factors that determine whether people choose to cycle for a range of trip purposes.
- 3.9.5. LTN 1/20 sets out an overarching preference for segregation for cyclists from other users, recognising that bicycles have very different requirements from both motor vehicles and pedestrians. The determination of how this segregation is achieved considers factors such as traffic volume and speed, as well as the character of the street.
- 3.9.6. The improvements included within the LCWIP could include:

NEW ON-HIGHWAY SEGREGATED CYCLEWAY

Segregated Cycleway

- 3.9.7. A fully segregated cycle track usually runs at carriageway level, with a buffer between the track and the carriageway as well as the footway. The route may be next to, or sometimes completely away from the carriageway. A fully segregated track will generally offer the greatest level of service for cyclists, although they are also the most expensive option and can require significant changes to the highway to incorporate.

Figure 3.7. Segregated cycleway (carriageway height)



Stepped Cycle Track

- 3.9.8. Stepped cycle tracks run at an intermediate height between the carriageway and the footway, directly adjacent to the carriageway. Although more space efficient than a fully segregated cycleway, a stepped cycle track does not offer the same level of safety and are therefore unsuitable for high speed roads.

Figure 3.8. Stepped cycle track (intermediate height)



NEW OFF-ROAD CYCLEWAY (GREENWAYS, RURAL ROUTES)

Shared use path

- 3.9.9. A footway converted to legally permit cycling. Can also refer to other places where cyclists and pedestrians are unsegregated, such as a bridleway or Vehicle Restricted Area. Shared use paths are generally unsuitable except where pedestrian flows are very low, as they can result in actual and perceived safety issues for both users. They are therefore most suitable for greenways, PROWs which permit cycling, or rural connections with few people on foot.

Figure 3.9. Greenway (segregated cycle / pedestrian facilities)



UPGRADES TO EXISTING FACILITIES

Light segregation

- 3.9.10. Vertical infrastructure that can be placed within existing traffic lanes (including cycle lanes) to convert them to protected space. They are easy to install and comparatively cheap, and can be used to trial a new cycle path. Cyclists can leave the path easily but vehicles are prevented from entering. However, light segregation provides only limited protection from motor traffic, with other solutions providing a greater feeling of safety.

Contraflow cycle route

- 3.9.11. Contraflow cycle lanes are an easy and low-cost way of increasing an area's permeability to cycles, by permitting cycling on one-way streets. Contraflow lanes can take the form of physical segregation such as stepped cycle tracks, wands, planters or parking protected, or can be unsegregated.

Modal filter / Low Traffic Neighbourhood

- 3.9.12. Removing through traffic can enable cycling in mixed traffic streets by lowering traffic volumes. Encouraging traffic to use main roads can provide benefits for pedestrians and residents as well as enabling cycling. A modal filter typically consists of a bollard, planter, or other barrier that allows pedestrians, cyclists, and occasionally public transport to pass, but not other motor traffic. Low traffic neighbourhoods (LTNs) often deploy modal filters to reduce the volume of motor traffic through an area.

Figure 3.10. Modal filter / LTN



20mph limits/zones and traffic calming

- 3.9.13. Traffic calming includes features that physically or psychologically slow traffic. 20mph limits refers to 20mph

areas enforced by signs only. 20mph zones refers to 20mph enforced by signs and traffic calming.

NEW ROAD CROSSINGS

Continuous footway/cycleway crossing

- 3.9.14. A method of giving people walking and cycling priority over motor vehicle movements at side junctions. The footway and / or cycleway material continues across the junction, giving a strong visual priority. There are a number of different ways to achieve this depending on the characteristics of the location.

Parallel / Tiger crossing

- 3.9.15. A parallel crossing is similar to a traditional zebra crossing, but with a cycle crossing provided alongside. Drivers must give way to cyclists and pedestrians using the crossing. As with traditional zebra crossings, parallel crossings can be divided into two parts with a central refuge to improve the ease of use.

Figure 3.11. Parallel 'Tiger' crossing



Signalised Parallel / Toucan Crossing

- 3.9.16. Signal controlled cycle facilities hold the flow of general traffic to allow cyclists to cross the carriageway. These are usually appropriate where vehicle flows, and speeds are higher. Toucan crossings should be avoided and only used where it is necessary to provide a shared facility. Instead dedicated cycle crossings should be used, and a pedestrian crossing used alongside if necessary

NEW JUNCTIONS

- 3.9.17. Providing separation between conflicting streams of traffic (including pedestrians and cyclists) is essential to improve road safety as junctions are where most conflicts occur. Junctions are often the most hazardous and intimidating parts of a journey for cyclists, and a junction that does not provide safe facilities may be the reason people will not use the remainder of the route.

Cyclops Junction

- 3.9.18. The best UK example of segregated junctions are Manchester's CYCLOPS junctions (Cycle Optimised Protected Signals). CYCLOPS junctions are equipped with cycle tracks on each arm of the junction, with signalised pedestrian crossings provided inside the cycle track.

Figure 3.12. CYCLOPS signalised junction



'Dutch' Roundabout

- 3.9.19. Segregated roundabouts use parallel crossings on each arm of the roundabout to separate pedestrians, cyclists, and vehicles. On entering the roundabout vehicles must give way to pedestrians and cyclists circulating the roundabout. These roundabouts can take on two forms: 'Dutch style' roundabouts with a tight junction geometry lowering vehicle entry/exit speeds and improving their line of sight, and parallel crossing points on traditional roundabouts.

Figure 3.13. ‘Dutch’ Roundabout (Cambridge)



PROVISION OF SECURE CYCLE PARKING FACILITIES

Cycle Stands and Hubs

Cycle parking should be carefully considered against the type of expected user, the duration of their stay, and the need for enhanced security. While Sheffield stands can be sufficient for short stay parking needs, such as local shops or in the town centre, it will seldom meet the needs of longer stay commuters, who will require facilities that are at least covered and well overlooked, if not fully secure lockable facilities. High quality cycle hubs should be considered at strategic locations, such as schools or transport interchanges.

Figure 3.14. Secure cycle hub (Manchester)



4 STAGE 4: NETWORK PLANNING FOR WALKING

4.1 INTRODUCTION

4.1.1. Most roads in the Kendal LCWIP study area have footways for people walking, with minimum footway provision having been a core part of design guidance and scheme delivery for many decades. However, there is still a need to continuously improve conditions for walking, including footway provision where it does not currently exist, helping to unlock increased walking rates within Kendal and surrounding settlements.

4.1.2. As set out in this section, key improvements for walking have been identified within the core town centre areas, which are recognised to be in need of investment and regeneration.

4.2 CURRENT & FUTURE ORIGINS AND DESTINATIONS

4.2.1. The LCWIP Technical Guidance notes that identifying demand for a planned walking network should start by mapping the main origin and destination points. Origins and destinations were identified are shown in Figure 4.1 below.

4.3 IDENTIFYING CORE WALKING ZONES

4.3.1. The next stage of the LCWIP process is to identify Core Walking Zones (CWZs), normally consisting of walking trip generators that are located close together – such as town centres or business parks. An approximate five minute walking distance of 400m is used as a guide to the minimum extents of the Core Walking Zones.

Table 4.1. Kendal CWZs

ID	Name
1	Kendal Town Centre
2	Kendal Railway Station
3	Mintsfeet
4	Kendal College
5	Westmorland General Hospital
6	Oxenholme Railway Station
7	Burneside

8	Staveley
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4.3.2. Eight CWZs were identified in Kendal through a process of GIS analysis and stakeholder engagement. These are shown in Table 4.1, and displayed spatially in Figure 4.2.

4.3.3. Following the identification of the CWZs, key walking routes to each zone were then identified by mapping a 2km isochrone from the centroid of each CWZ, considered to be the maximum desirable walking distance from the CWZs

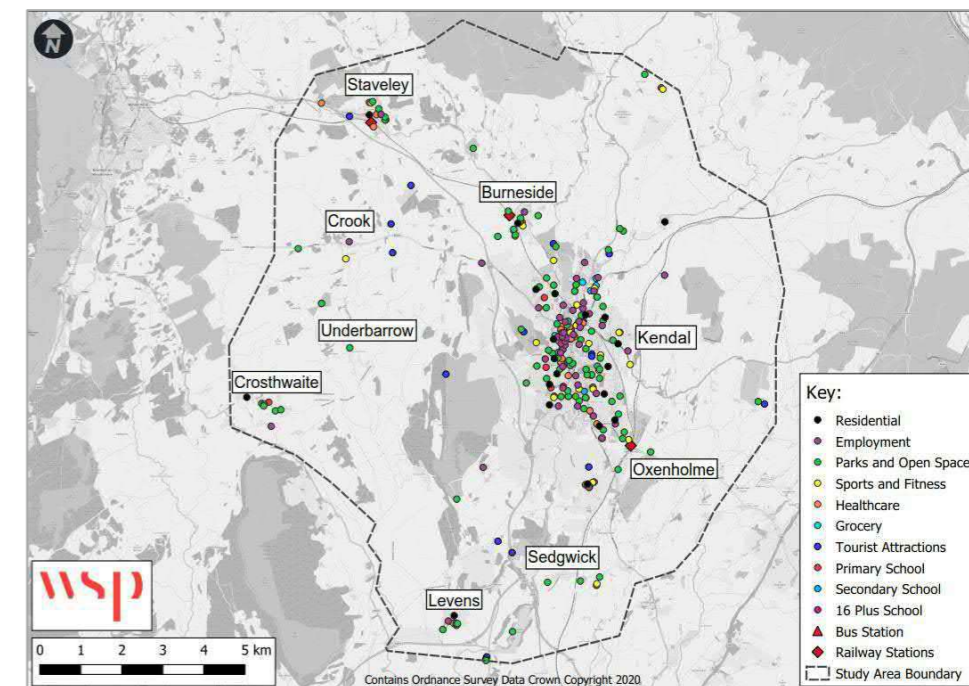
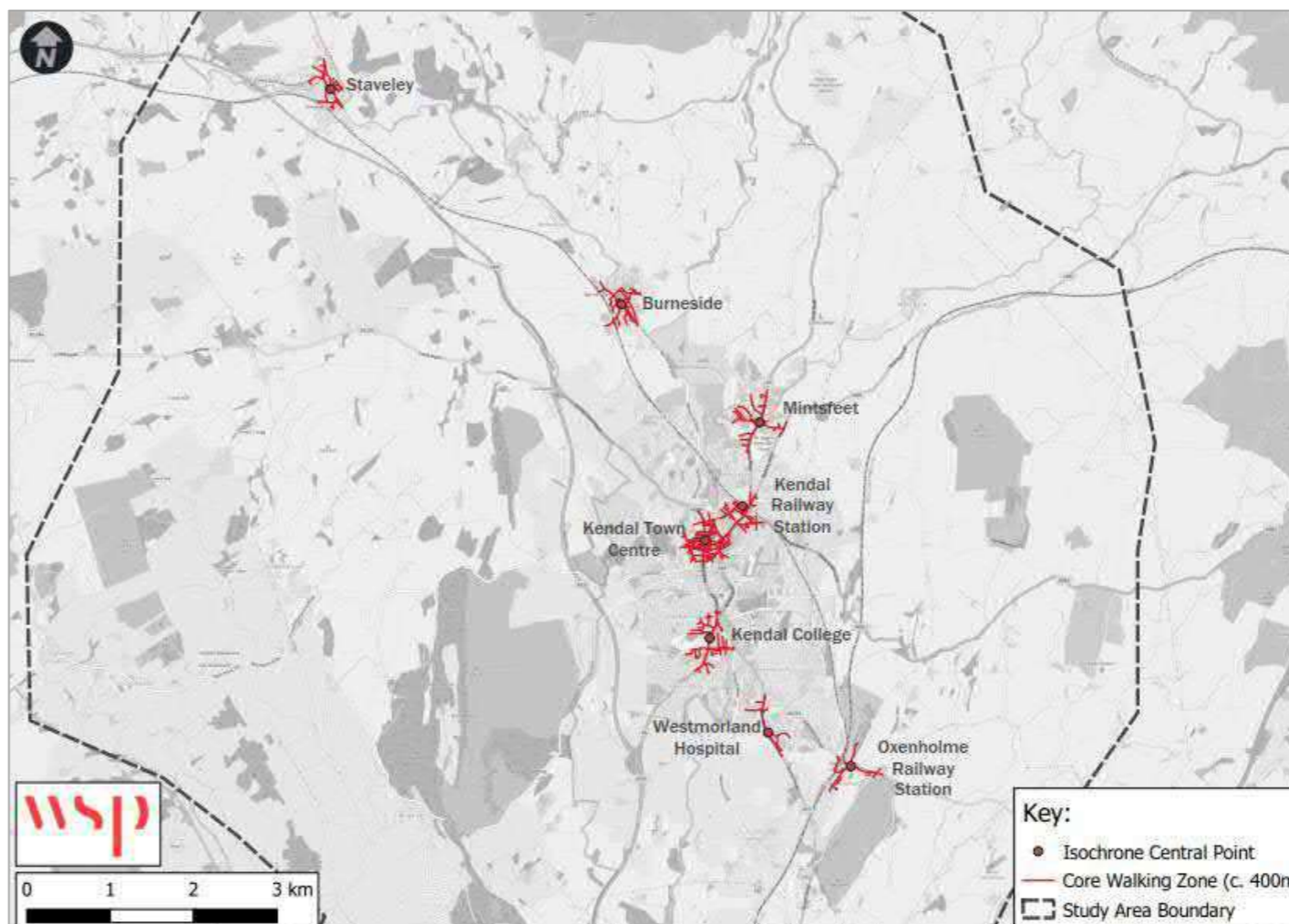


Figure 4.1. Kendal OD Map

Figure 4.2. Kendal CWZ Map

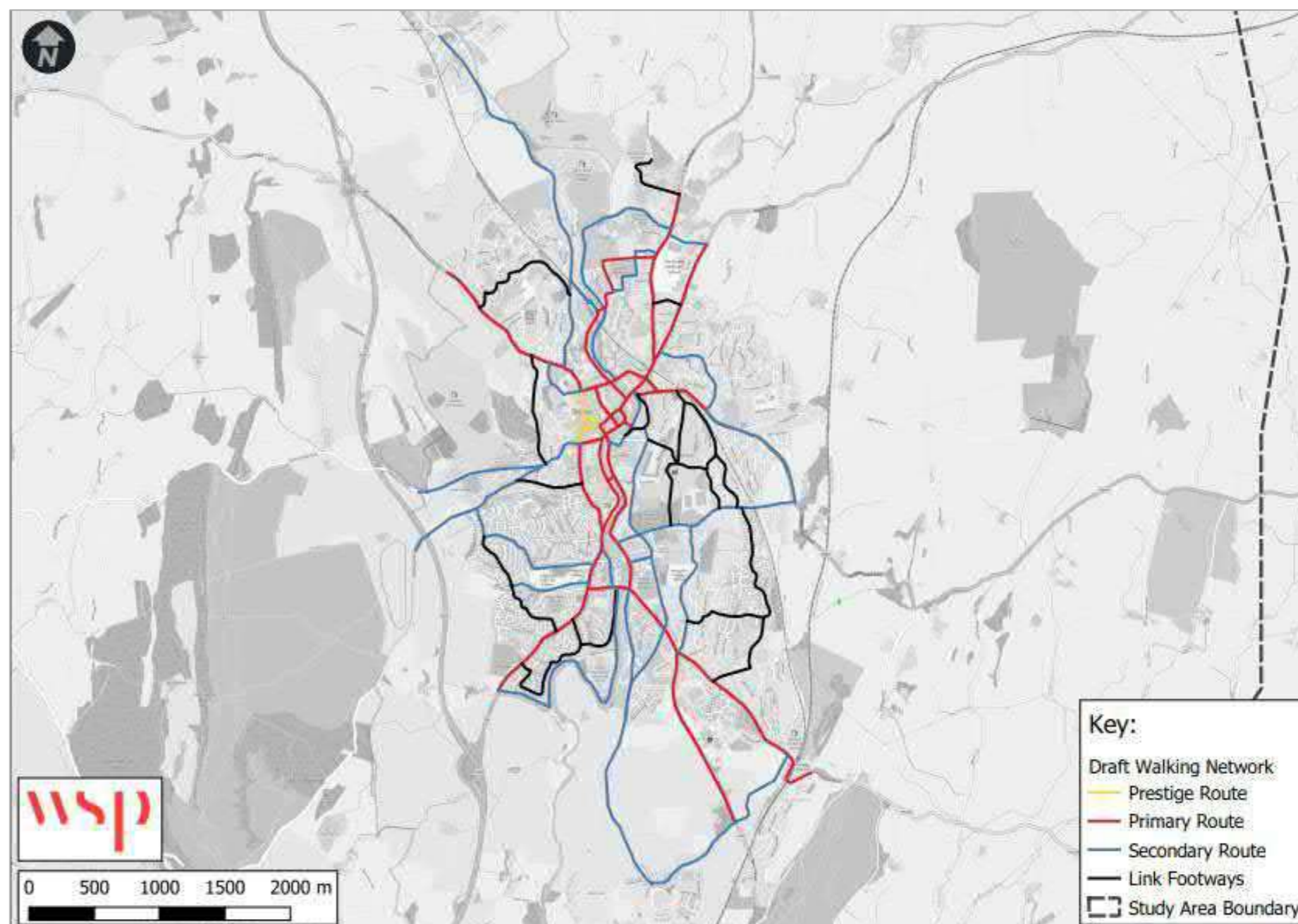


4.4 PRODUCING THE DRAFT WALKING NETWORK

- 4.4.1. The routes that could serve the CWZs, as identified by the 2km walking isochrones, must then be rationalised to produce a walking network map.
- 4.4.2. The first step to doing so is to map out the main walking routes, which are those routes identified by the 2km isochrones that most closely follow the desire lines identified through the development of the cycling network, as presented in Section 3. These routes often overlap as a single street can serve multiple CWZs, creating longer corridors used for multiple trip purposes.
- 4.4.3. The next step is to identify those additional routes that can support the main routes and provide a comprehensive network. Given the subtle choices that lead to people determining where to walk and the freedom offered to pedestrians in comparison with vehicles, the determination of these lesser-used routes is done in conjunction with stakeholders and supplemented by local knowledge.
- 4.4.4. Additional links were therefore identified using the information gathered during the Stakeholder Workshop. Stakeholders identified schools, the town centre, and industrial estates as some of the most important destinations which should be included within the walking network. The importance of the river corridor was also emphasised. The **Draft Walking Network** was refined and then agreed with the Project Delivery Group.
- 4.4.5. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of pedestrians that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:
- Prestige Walking Routes: Very busy areas of towns and cities, with high public space and street scene contribution;
 - Primary Walking Routes: Busy urban shopping and business areas, and main pedestrian routes;
 - Secondary Walking Routes: Medium usage routes through local areas feeding into primary routes, local shopping centres, etc;
 - Link Footways: Linking local access footways through urban areas and busy rural footways.

- 4.4.6. Additionally, a ‘town centre core is identified’; this is defined as a broad area where the number of existing and aspirational ODs indicate a requirement for such a level of permeability that identifying a single route is not practicable.
- 4.4.7. The resultant draft Walking Network Map is shown in Figure 4.3, with a high resolution image included in Appendix A.

Figure 4.3. Draft Walking Network Map



4.5 IDENTIFYING WALKING PRIORITIES

4.5.1. The entirety of the draft Walking Network Map should ideally be audited to identify where improvements might be required in order to enable more people to walk to where they want to go. However, given the size and complexity of the draft network, this would be a significant undertaking and therefore priority routes need to be identified in the first instance.

4.5.2. Initially, a prioritisation exercise has been undertaken in order to identify which routes should be immediately considered for potential improvements. The eight CWZs were assessed against a number of criteria, under the headings of:

- Effectiveness;
- Policy;
- Economic; and
- Deliverability.

4.5.3. The CWZs were ranked as:

- 1: Kendal Town Centre CWZ
- 2: Kendal Railway Station CWZ
- 3: Kendal College CWZ
- 4: Burneside CWZ
- 4: Staveley CWZ
- 6: Mintsfeet CWZ
- 7: Westmorland General Hospital CWZ
- 8: Oxenholme Railway Station CWZ

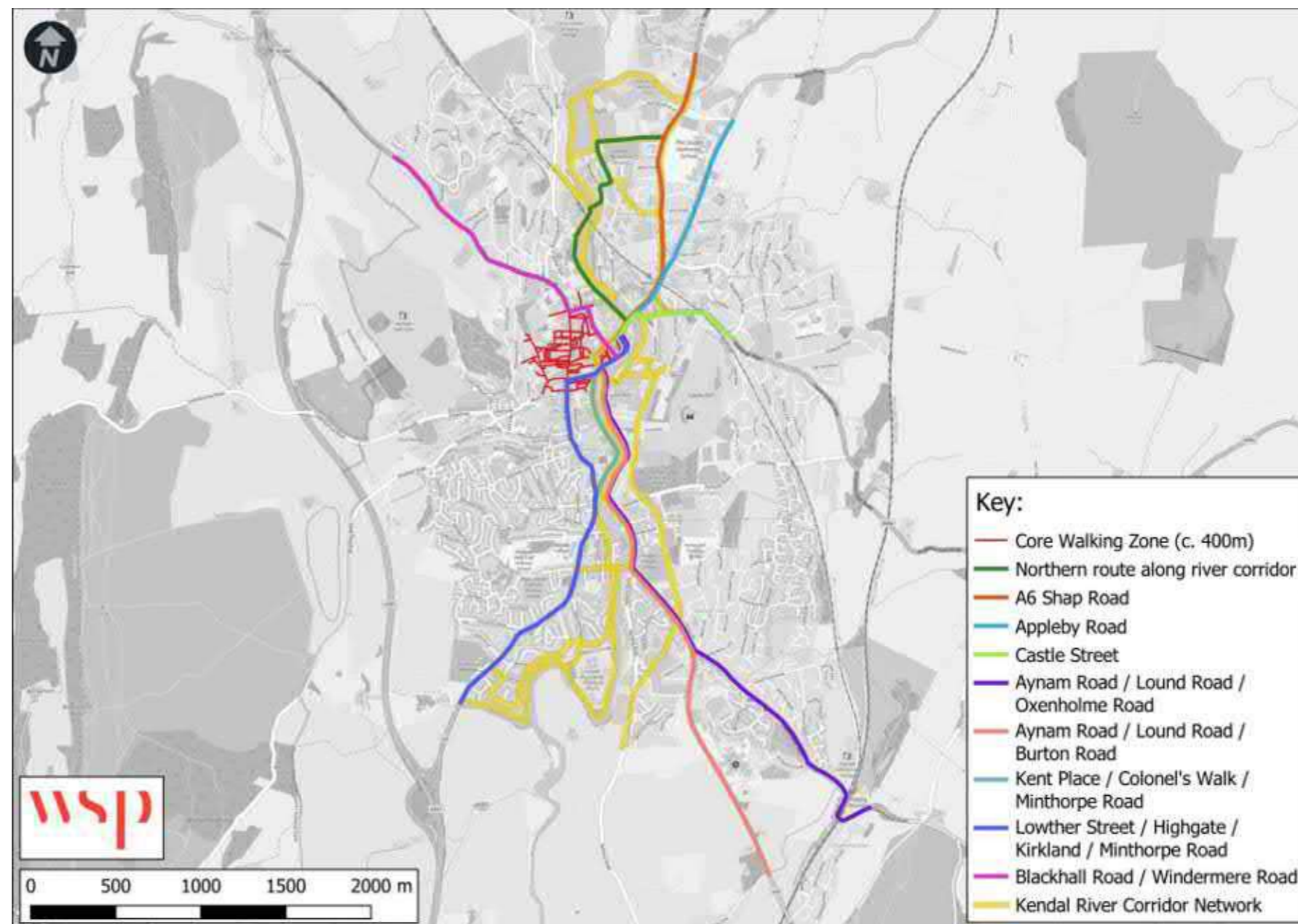
4.5.4. The Primary Walking Routes leading to Kendal Town Centre CWZ were then identified from the draft Walking Network Map. These routes are identified as:

Ref	Corridor
1	Northern route along river corridor
2	A6 Shap Road
3	Appleby Road
4	Castle Street
5	Aynam Road / Lound Road / Oxenholme Road
6	Aynam Road / Lound Road / Burton Road
7	Riverside West (Kent Street / Colonel's Walk) / Milnthorpe Road
8	Lowther Street / Highgate / Kirkland / Milnthorpe Road
9	Blackhall Road / Windermere Road

4.5.5. In addition to the routes identified through this process, the Kendal LCWIP also pays due cognisance to the Kendal River Corridor Study, seeking to promote the improvements included within that document. See the Kendal River Corridor Study documents for more details on these.

4.5.6. The **Kendal Priority Walking Network Map** therefore consists of the Kendal Town Centre CWZ and the nine Primary Walking Routes identified above, as well as the extent of the Kendal River Corridor; this is illustrated in Figure 4.4, with a high resolution image included in Appendix A.

Figure 4.4. Kendal Priority Walking Map



4.6 AUDITING KEY WALKING ROUTES AND CORE WALKING ZONES

4.6.1. The next step in the process is to audit the existing walking infrastructure to determine where improvements are needed. Route audits were carried out using the principles of the DfT Walking Route Audit Tool (WRAT). The auditing methodology focuses on five core design outcomes for walking infrastructure:

- Attractiveness;
- Comfort;
- Directness;
- Safety; and
- Coherence.

4.6.2. The assessment particularly considers the needs of vulnerable users who may be elderly, visually impaired, mobility impaired, hearing impaired, with learning difficulties, buggy users, or children in order to ensure that any proposed schemes comply with the Equality Act 2010.

4.6.3. The audit process assigned a 'Red, Amber, Green' (RAG) rating to each of the five core design outcomes, identifying where issues were present, and therefore what intervention might be required to overcome these.

4.6.4. At this early stage in the design process, the proposals identified sit within a package of 13 typical improvements. Where necessary, some bespoke additions have been made, particularly where audited routes fall within other committed or aspirational schemes (e.g. the ongoing and committed EA Flood Risk Management scheme).

4.6.5. These typical interventions are:

- Attractiveness:
 - Maintenance;
 - Increase surveillance; and
 - Place-based interventions (greening, streetscape, seating etc).
- Comfort
 - Footway widening; and
 - Parking controls.
- Directness
 - New crossing point on desire line;

- Improve Junction (widen refuge, improved timings, fewer refuges); and
- New access point to buildings / car parks.

- Safety
 - Speed reduction scheme.
- Coherence
 - Drop kerb;
 - Reduced radii;
 - Blended footway; and
 - Wayfinding.

4.6.6. The results of the audits have been mapped out on a route by route basis (including the Core Walking Zone). A summary of the overall package of interventions (the 'scheme') for each route is provided for the purpose of engagement with key stakeholders and the general public.

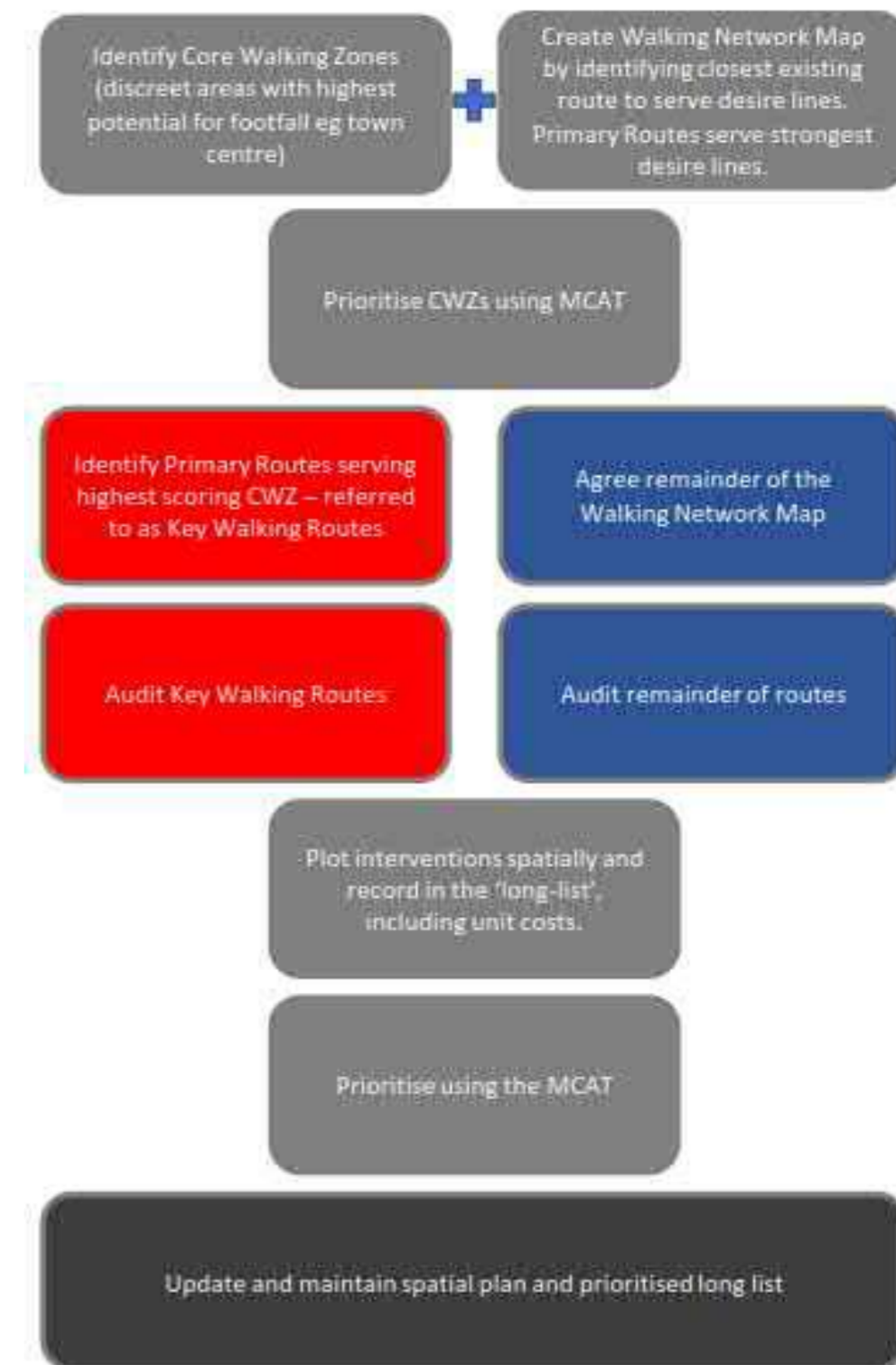
4.6.7. It should be noted that at this stage in the design process (early Concept), these are very high level recommendations which require significantly more detail in order to determine the feasibility of the various discreet elements.

4.7 AUDITING OF ADDITIONAL ROUTES

4.7.1. At this stage in the LCWIP process the Priority Walking Network is considerably reduced in comparison with the draft Walking Network. Going forward, a more comprehensive long term audit process is anticipated to occur in conjunction with additional stakeholder input which will cover significantly more of the wider draft Walking Network Map.

4.7.2. Figure 4.5 illustrates the proposed process that will be followed in order to cover the entirety of the Walking Network. The stages highlighted in red are those presented in this LCWIP document, covering the Primary Walking Routes associated with the highest priority Core Walking Zone. The stages highlighted in blue are those that will need to be undertaken throughout the lifetime of the LCWIP, auditing and determining appropriate improvements for the remainder of the routes identified in the Walking Network Map.

Figure 4.5. Walking Network Map audit process



4.8 STAKEHOLDER ENGAGEMENT: WALKING

- 4.8.1. Public consultation has played a key part of the development of the Kendal LCWIP with the presentation of draft priority networks and improvements to seek feedback to inform the development of the LCWIP and ensure the plan has public support..
- 4.8.2. Public consultation took place in two distinct stages. These were:
- Stage 1: 7th May and 28th May 2021; and
 - Stage 2: 5th November to 26th November 2021.
- 4.8.3. The consultation reports following the respective consultation phases can be found at <https://cumbria.gov.uk/planning-environment/cyclingandwalking>
- 4.8.4. Stakeholder engagement has been undertaken throughout the development of the LCWIP with key stakeholders, primarily through the LCWIP Project Delivery Group (PDG) forum. Members of the PDG are detailed in Stage 6.

STAGE 1 CONSULTATION

- 4.8.5. The Stage 1 consultation included a survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements.
- 4.8.6. A total of **485 responses** were received to the Kendal LCWIP questionnaire during the consultation period.
- 4.8.7. These results were considered by CCC and key stakeholders in the ongoing process of developing the **Priority Walking Network Map**. Feedback was spatially mapped and analysed where this related to a specific place, and used as a criteria in the prioritisation of the CWZs (as described in Section 4.5), as well as in the prioritisation of schemes (presented in Section 5 of this document).
- 4.8.8. The analysis of the consultation results found that:
- When respondents were asked whether existing walking routes connect with their desired destinations, many respondents expressed a need for a footway and cycleway along Natland Road, in order to provide a safe route for pedestrians and cyclists between Natland and Kendal (32 mentions). Other recurring themes were that improved crossing provision is required (22 mentions), additional pedestrian and cyclist provision is needed both along and connecting to the canal (17 mentions), and there are issues relating to Shap Road, particularly at Shap Road junction

- (at Mintsfeet), and regarding priority arrangements and difficulty joining and exiting the cycle lane (13 mentions).
- The main obstacles to walking were busy roads (204 respondents) and difficult junctions to cross (141). Terrain and geography were mentioned as a barrier to walking by 32 people.
- Better maintained pavements and footways were seen as the most common measure that would encourage more walking in Kendal (148 respondents).

- 4.8.9. A 'You Said, We Did' summary of the consultation results was also produced, and published as part of the leaflet that accompanied Stage 2 of the consultation. This summarised the most common themes, and explained how these have been addressed in the development of the **Priority Walking Network Map** between Stage 1 and Stage 2 of consultation.

STAGE 2 CONSULTATION

- 4.8.10. The Stage 2 consultation was a follow up to the Stage 1 consultation and offered a final opportunity to feedback on the proposals prior to finalising the Kendal LCWIP.
- 4.8.11. The questionnaire asked questions targeted around specific themes, including:
- Gauging level of support for the Priority Network Plans (cycling and walking)
 - Whether the network and interventions proposed would encourage the respondent to use active modes more often;
 - Whether the respondent would support reduced space for cars to prioritise active modes; and
 - Inviting general comments on specific parts of the network.
- 4.8.12. A total of 147 responses were received to the Kendal LCWIP Stage 2 consultation.
- 4.8.13. The analysis of the consultation results found that:
- 51% of respondents strongly agreed or agreed with the Priority Walking Map;
 - 44% of respondents felt that the Priority Walking Map would encourage them to walk more often;
 - 64% of respondents said that they would support walking and cycling improvements even when this could mean less space for other road traffic.
- 4.8.14. A 'You Said, We Did' summary of the consultation results was also produced in regards to Stage 2.
- 4.8.15. The Stage 2 consultation confirmed support for the networks presented and therefore no significant changes were made to

the Priority Walking Map as a result of the Stage 2 consultation.

4.9 WALKING IMPROVEMENTS

4.9.1. Following the audits of the priority Core Walking Zone and Primary Walking Routes, high level summaries of the scheme packages proposed for each zone / route were prepared for Stage 2 of the public consultation. The outputs of Stage 2 have then refined these scheme packages.

4.9.2. The summary of improvements determined for each Primary Walking Route and for the Core Walking Zone is presented in Table 4.1. The table also includes the associated RAG rating determined through the audit process which has led to the identification of the improvements, as well as estimated cost ranges.

SCHEME DESCRIPTION

4.9.1. It should be noted that the scheme descriptions provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present. However, this is subject to further design work, engagement, and consultation to determine the best improvement that can be delivered in each location.

4.9.2. The implementation of improvements are also subject to the securing of sufficient funding.

IMPROVEMENT COSTS

4.9.3. The cost estimates presented here are in the following ranges:

- £0-£1m;
- £1m-£3m;
- £3m-£5m; and
- £5m+

4.9.4. The ranges selected can give an indication of the method of funding that may be required in order to deliver an improvement in its entirety.

Total improvement costs

4.9.5. The overall cost of the delivery of the Priority Walking Network for Kendal is currently estimated at **£15 million** to improve circa **21km of high quality walking routes**. Approximately 11km of this will be delivered alongside the Priority Cycling Network at a cost of £5 million.



Table 4.1. Walking Improvements

ID	Route Assessment (RAG Rating)					Scheme Description	Cost Range
	Attractiveness	Comfort	Directness	Safety	Coherence		
WR1 Northern route along river corridor	Yellow	Yellow	Green	Green	Red	Explore opportunities to install new lighting and improve active and natural surveillance such as CCTV and improving sightlines. Wider improvements to surfacing, fencing, and general materials used should be made ensuring that the proposal complements the cycle scheme Increasing the number of people using the route will also improve general feeling of being safe and secure	£0 - £1m
WR2 Shap Road	Green	Yellow	Red	Red	Yellow	This route could feature targeted improvements to the existing cycle route to provide a wider footway, reducing conflict between pedestrian and cyclists The potential for new controlled crossings will be explored, such as around Crescent Green, helping people easily get to the Mintsfeet Industrial Estate and riverside routes The junction with Appleby Road will be looked at in order to help people move around this junction and cross the road.	£1m - £3m
WR3 Appleby Road	Green	Yellow	Yellow	Yellow	Yellow	This route could include side road treatments to make crossing easier for people on foot, and targeted widening of the footway where possible. Queen Katherines Avenue will be looked at to consider narrowing the junctions and providing priority crossings for pedestrian to help people of all abilities walk (and cycle) to the shops and facilities. Arrangements at the entrance to Queen Katherine School will be looked at to allow young people on foot to feel safer and reduce the dominance of on-street parking. The junction with Sandylands Lane will also be considered to help enable people to walk (and cycle) from this street. The junction with Shap Road will be looked at in order to help people move around this junction and cross the road. A significant scheme at the Longpool junction will be explored as part of improvements associated with all routes converging on this point.	£1m - £3m

Table 4.1. Walking Improvements (Continued)

ID	Route Assessment (RAG Rating)					Scheme Description	Cost Range
	Attractiveness	Comfort	Directness	Safety	Coherence		
WR4 Castle Street						<p>A significant place making scheme at Castle Street will improve the general area and make it more desirable for people to spend time by the river and access Gooseholme Park. This may be done alongside the Environment Agency (EA) Flood Alleviation Scheme.</p> <p>Wider changes to Castle Street may be explored alongside a cycle scheme to extend the route from Shap Road to the town centre via Wildman Street.</p> <p>Where possible, side street treatments will be introduced to make crossing easier for people.</p> <p>A significant scheme at the Longpool junction will be explored as part of improvements associated with all route converging on this point</p>	£0 - £1m
WR5 Aynam Road / Lound Road / Oxenholme Road						<p>Widening of the footway on Bridge Street and alterations to the junction with Aynam Road will be considered to enable people to more freely walk around this area.</p> <p>Major changes will be investigated around Lound Road, considering how pedestrians and cyclists could better move along the road from the roundabout junction with Burton Road to Nether Bridge. This is likely to require significant investment in structures such as a cantilevered walkway.</p> <p>A new 'super crossing' would be investigated at Kendal Leisure Centre.</p> <p>An improved crossing will be looked at across the Lancaster Canal NCN6 route with new shallower ramps for all abilities.</p> <p>A pedestrian 'green man' will be investigated at the signals with Burton Road / Oxenholme Road.</p> <p>Side road treatments will also be investigated where possible on Oxenholme Road.</p> <p>Pedestrian priority crossings over mini-roundabout junctions will be considered</p> <p>Investigations will be made into the potential to change the Burton Road roundabout into a 'Dutch style' roundabout based on the success of the Cambridge example and new proposals in Hemel Hempstead, providing safe priority crossings for people on foot and on a bike.</p> <p>A scheme on Burton Road could see improvements to the existing cycle route, which would reduce the likelihood of conflict with people on foot. Side road treatments will be investigated at each junction, improving these to reinforce priority for pedestrians and cyclists (as enforced through recent changes to the highway code).</p>	£1m - £3m
WR6 Aynam Road / Lound Road / Burton Road						<p>Controlled crossings and / or junction improvements will be investigated to improve access for people of all abilities to Asda / B&Q, including access points for those on foot and to link to bus stops.</p>	£1m - £3m
WR7						<p>Riverside route to potentially be improved as part of EA Flood Alleviation Scheme, with possibility of an improved cycle route, removing some of the potential conflict between pedestrians and cyclists.</p>	£1m - £3m

<p>Kent Place / Colonel's Walk / Milnthorpe Road</p>						<p>Lighting will be explored in conjunction with the wider active travel proposals for this route where away from the highway.</p> <p>Investigations will be made into new pedestrian crossing facilities at the Nether Bridge / Kirkland junction. Side road treatments will be investigated at each junction, improving these to reinforce priority for pedestrians.</p> <p>Footway widening outside Kendal College will be investigated in order to provide for higher numbers of people on foot.</p> <p>Significant changes to the signalised junction with Romney Road / Milnthorpe Rd will be investigated, potentially tying in with cycling provision on both streets and new cycle storage facilities at the college. These could include wider refuges / fewer refuges, and reduced waiting times.</p> <p>Footway widening and resurfacing will be explored on Milnthorpe Road, in conjunction with side road priority treatments.</p> <p>New pedestrian crossings will be considered to facilitate movements across Milnthorpe Road</p>	
<p>WR8 Lowther Street / Highgate / Kirkland / Milnthorpe Road</p>						<p>A significant and expansive package of place-based schemes will be considered across the town centre, focussing on providing a better place for people to enjoy and spend time in. These schemes should help reduce dominance of cars where this is identified as an issue.</p> <p>Schemes will be planned and designed alongside other strategies, such as the Kendal Vision.</p> <p>Along Milnthorpe Road, footway widening, resurfacing, and tree root maintenance will be considered, as well as continuous footways where appropriate. This may be alongside priority cycle schemes where overlap exists.</p> <p>Controlled crossings will also be investigated.</p>	<p>£1m - £3m</p>
<p>WR9 Blackhall Road / Windermere Road</p>						<p>A significant scheme at the Longpool junction will be explored as part of improvements associated with all route converging on this point.</p> <p>Along Blackhall Road and Sandes Avenue, more significant schemes will be investigated alongside priority cycle improvements, which could significantly change the current junctions and improve things for pedestrians and cyclists.</p> <p>Along Windermere Road, continuous footways will be considered as well as a programme of targeted improvements to address difficulty crossing the road, and parking in the wrong place causing difficulties for those with mobility impairment</p>	<p>£1m - £3m</p>
<p>CWZ1 Kendal Town Centre</p>						<p>A significant and expansive package of place-based schemes will be considered across the town centre, focussing on providing a better place for people to enjoy and spend time in. These schemes should help reduce dominance of cars where this is identified as an issue.</p> <p>Schemes will be planned and designed alongside other strategies, such as the Kendal Vision.</p>	<p>£1m - £3m</p>

4.10 TYPES OF IMPROVEMENTS

4.10.1. Improvements were developed according to the latest design standards, with key improvement types shown below.

MAINTENANCE

4.10.2. Where this is highlighted as an issue, the route likely requires immediate maintenance to bring it to standard, and it may be that a longer term programme of maintenance needs to be developed in order to ensure that this route is maintained to a standard commensurate with its importance in the active travel network.

INCREASE SURVEILLANCE

4.10.3. Increased surveillance can increase both the perception of and actual level of safety for users. This can be through technology, such as CCTV or 'help' points, or natural surveillance such as that afforded by good sightlines (which could be linked to maintenance), higher levels of activity, additional access points and permeability, or police patrols where deemed necessary.

PLACE-BASED INTERVENTIONS (GREENING, STREETScape, SEATING ETC)

4.10.4. These are measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive. This is likely to be very bespoke to each area where required, but can be as simple as planting, such as trees or rain gardens (perhaps as part of Sustainable Urban Drainage Systems), or could be significant changes involving use of materials, sculpture, art installations, or water features.

Figure 4.6. Public Realm



FOOTWAY WIDENING

4.10.5. While minimum footway width guidance has changed over the decades, Transport for London's Pedestrian Comfort Guidance is based on the level of comfort that width provides to users, rather than generic recommendations. However, widening the footway can be problematic, particularly where superfluous carriageway doesn't exist. Where this is recommended, it may be most feasible where undertaken alongside cycle schemes which also require significant changes to the highway.

PARKING CONTROLS

4.10.6. Where indiscriminate parking creates an issue for pedestrians, this could be due to various issues and a bespoke solution is likely to be required. This could be through provision of dedicated bays on carriageway, appropriate parking permit schemes, or perhaps greater enforcement of existing restrictions.

Figure 4.7. Buildouts with SUDs



NEW CROSSING POINT ON DESIRE LINE

4.10.7. Where across a major road, this is likely to be a new dedicated crossing point. A more detailed study would be required to determine the exact type and what additional changes may be required in order to implement it.

IMPROVE SIGNALS (WIDEN REFUGE, IMPROVED TIMINGS, FEWER REFUGES)

4.10.8. This category also includes changes to other junction types, such as roundabouts, that may not offer facilities for other road users at all. Altering any junction is likely to incur significant costs, and additional feasibility work including a traffic impact assessment is likely to be required.

Figure 4.8. Improved signalised junction (Enfield)



NEW ACCESS POINT TO BUILDINGS / CAR PARKS

4.10.9. This is likely to include new access points on desire lines where these have not been provided as part of the development. These may require third party agreement.

SPEED REDUCTION SCHEME

4.10.10. Any speed reduction scheme needs to be self-enforcing, and the methods employed to do so effectively will be bespoke to the specific location. This could be through enforcement cameras (including average speed limit zones), or through physical traffic calming measures, but could also be through a wider scheme which changes the fundamental purpose and feel of a street, including public realm, parking controls, and reduced kerb radii.

Figure 4.9. Raised table junction



DROP KERB / TACTILE PAVING

4.10.11. Dropped kerbs provide level access for pedestrians between the footway and carriageway. They are essential for the majority of wheelchair users to provide them with an accessible means of crossing a road safely and coherently. Tactile paving helps people with sight impairments understand the street and crossing points.

4.10.12. It is very important for visually impaired people that tactile paving is present, correct and adheres to standards as it can communicate to visually impaired pedestrians information about the environment that they are in.

4.10.13. These should now be provided as standard, but many locations still lack them where these need to be retro-fitted.

REDUCED RADII

4.10.14. Manual for the Streets highlights the importance of kerb radii in inducing low vehicle speeds and affecting pedestrians' ability to cross minor roads on their desire line. Where it is safe to do so, a reduced kerb radii can be carried out in conjunction with other interventions (such as a speed reduction scheme or blended footway) to create a low speed environment where pedestrians are afforded priority over vehicles.

BLENDED FOOTWAY

4.10.15. 'Blended footways' describe a footway which continues over the minor arm of a priority junction, enforcing the highway code (rule 170) through good design. These can be implemented through various techniques, including at carriageway level, raised tables (footway level), use of materials, and the positioning of road markings. The appropriate design solution will need to be determined in each instance.

Figure 4.10. Blended Footway



WAYFINDING

4.10.16. This intervention encompasses all of the ways in which people orient themselves and navigate from place to place. Wayfinding improvements could be as simple as directional and distance signage at key junctions, but could also be larger maps or even interactive screens where appropriate (such as a town centre).

Figure 4.11. Information and wayfinding (Sheffield)



5 STAGE 5: PRIORITISATION

5.1 OVERVIEW

- 5.1.1. Stage 5 of the LCWIP process involves prioritisation of improvements to create a programme of cycling and walking schemes.
- 5.1.2. The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes or projects.

5.2 PRIORITISING SCHEMES

- 5.2.1. A prioritisation framework has been produced to ensure consistency when prioritising walking and cycling infrastructure improvements. The framework includes the following criteria:
- **Effectiveness** - based on the potential number of walking or cycling trips that might use the route.
 - **Alignment with policy objectives** – considering the Cumbria Transport Infrastructure Plan, local priorities and alignment with ongoing workstreams
 - **Economic factors** - including scheme cost, value for money and likelihood of attracting funding.
 - **Deliverability issues** - including engineering constraints, land ownerships and level of stakeholder support.
- 5.2.2. The full assessment criteria and scoring methodology applied is provided in Table 5.1.

5.3 PRIORITISED LIST OF CYCLING INTERVENTIONS

- 5.3.1. The results of the prioritisation exercise for Cycling schemes are summarised in Table 5.2.

DELIVERY TIMESCALES

- 5.3.2. The improvements have been organised into four distinct categories. These are:
- **Funded:** These improvements are already funded;
 - **Priority 1:** These improvements are targeted for delivery within 5 years (by 2027/28) subject to funding;

- **Priority 2:** These improvements are targeted for delivery within 8 years (by 2030/31) subject to funding; and
- **Priority 3:** These improvements are targeted for delivery post 2030/31 subject to funding.

- 5.3.3. The improvements have been assigned to the delivery categories as follows:

Funded

- 5.3.4. These are improvements that form an integral part of the LCWIP network and have already secured funding. At this point, no sections have secured funding in Kendal.

Priority 1

- 5.3.5. These are improvements which have already seen funding bids submitted as early opportunities have become available, including much of the existing NCN Route 6 in the urban area.

Priority 2

- 5.3.6. These are improvements which constitute the core of the LCWIP network. These are located along the most feasible and deliverable sections of the Priority Network and build upon the improvements delivered through the Priority 1 phase. These include key routes such as Kendal Railway Station to Stricklandgate and Kendal to Burneside .

Priority 3

- 5.3.7. These are improvements that extend the network further along more complex or expensive sections that are likely to take longer to come forward. These include sections such as Kirkland / Highgate, Milnthorpe Road, and upgrades to the Shap Road route.
- 5.3.8. It is recognised that the delivery timescales do not all align with the prioritisation framework scoring also undertaken. The delivery timescales have been determined based on key factors affecting deliverability, as well as geographical proximity to one another, ensuring that the overall network comes forward in a planned coherent way. The prioritisation framework scoring can help inform the strategic rationale for a section when appropriate funding opportunities are identified.

5.4 WALKING IMPROVEMENTS

- 5.4.1. While the walking improvements could be delivered in isolation, where these overlap with the Priority Cycle Network it is expected that the improvements would be delivered together (assuming funding is available), with any scheme delivering high quality active travel routes.
- 5.4.2. In Kendal, approximately half of the Primary Walking Routes overlap with a Priority Cycle Network improvement. Table 5.2 clearly indicates which priority cycle routes overlap with which priority walking routes. As the intention is to deliver the walking improvements and cycling improvements together, the delivery timescale assigned to each route is determined by the priority cycle improvements it aligns with.
- 5.4.3. Where routes do not align with priority cycle improvements (such as the Appleby Road or Windermere Road Primary Walking Routes), these could be delivered on an entirely separate basis, potentially on a street or area basis or through small, localised improvements depending on complexity and funding availability. For this reason, those routes that do not align with a priority cycle improvement have not been prioritised. It is expected that these will be delivered on an ad-hoc basis as funding becomes available.

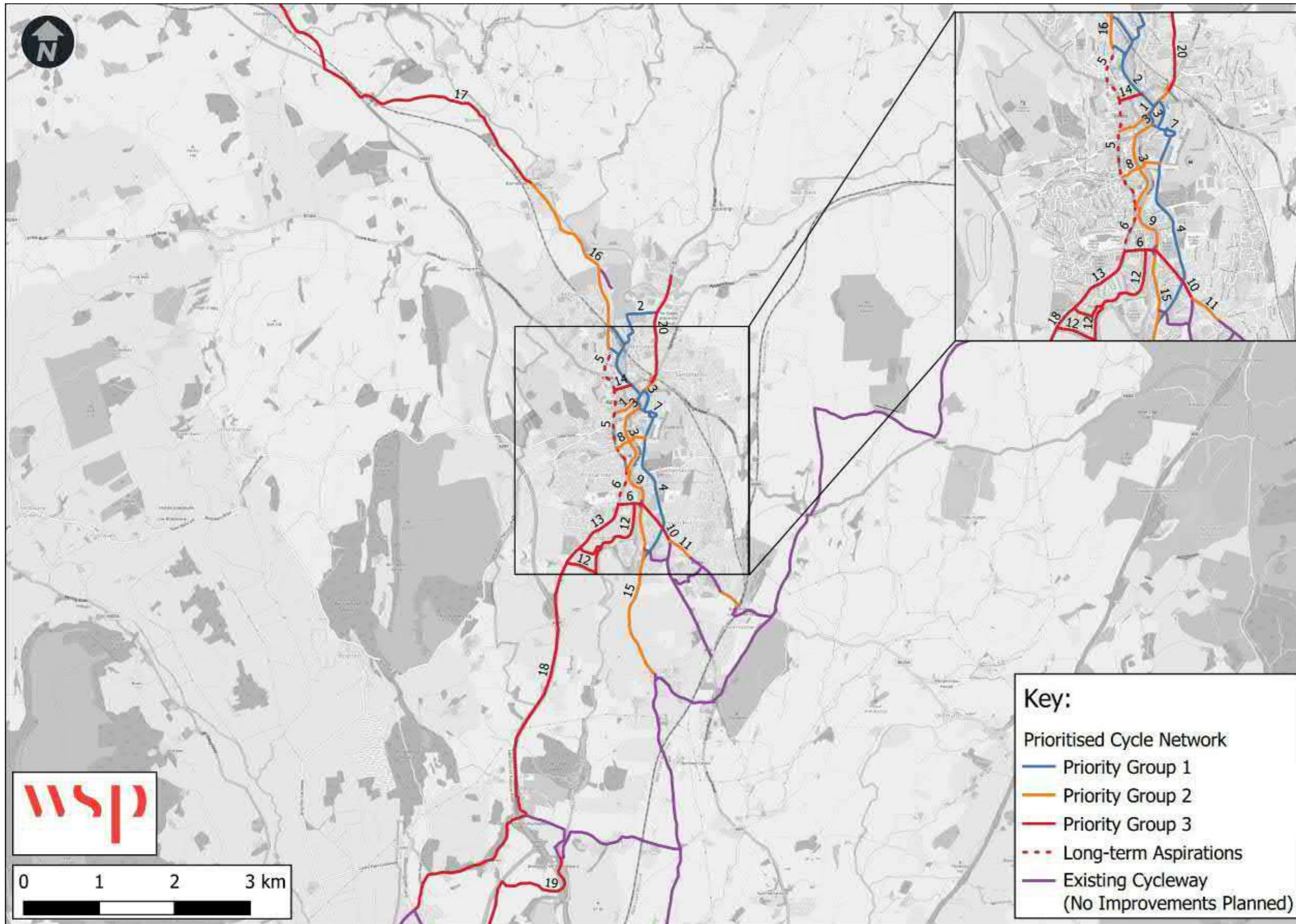
Table 5.1 – LCWIP Prioritisation criteria and scoring

Ref	Category	Criteria	Definition	Source	Low (0)	Intermediate (1)	High (2)
1	Effectiveness	Catchment population	Population within the corridor or CWZ	Experian Mosaic	< 4,000 people	4,000 - 8,000 people	> 8,000+ people
2	Effectiveness	Propensity to Cycle	Forecast number of journeys to work using the corridor in the Government Target Near Market scenario (LSOA)	PCT (2011 Census)	< 50 cyclists	50 - 100 cyclists	> 100 cyclists
3	Effectiveness	Walking as a method of travel to work	Method of travel to work (Datashine) LQ is the Location Quotient and describes how far from the national average (LQ =1) the measure is.	Datashine (2011 Census)	LQ <1	LQ 2-3	LQ 4 +
4	Effectiveness	Existing employment	Number of workplace zone centroids within the corridor or CWZ	WSP OD mapping	< 5 Workplace Zone Centroids	5 - 10 Workplace Zone Centroids	> 10 Workplace Zone Centroids
5	Effectiveness	Attractor score	Attractors within the corridor or CWZ (excluding airports / train stations, hospitals, industrial estates, education establishments)	WSP OD mapping	< 10 attractors	10 - 19 attractors	> 19 attractors
6	Effectiveness	Education	Number of schools / colleges / universities within the corridor (a 500m radius)	WSP OD mapping	No schools	1 - 4 schools	5 or more schools
7	Effectiveness	Transport interchanges	Proximity to a transport interchange (train stations, bus stations or park and ride sites)	WSP OD mapping	> 1km from a transport interchange	500m - 1km from a transport interchange	< 500m from a transport interchange
8	Effectiveness	Development sites	Number of future housing / employment sites within the corridor or CWZ (500m radius)	WSP OD mapping	No sites	1-3 sites	> 3 sites
9	Effectiveness	Leisure and Tourism	Access to green and blue space (Parks, Coasts, Local tourist destination sites)	WSP OD mapping	No sites within 500m radius	1-3 sites within 500m radius	> 3 within 500m radius
10	Policy	Alignment with ongoing workstreams	Does the corridor or CWZ align with other schemes or other planned transport improvement?	CCC	No	----- ----	Yes
11	Policy	Safety	Number of hotspots involving pedestrians or cyclists in the previous 5 years within the corridor (500m radius)	DfT (STATS19)	< 5 hotspots	5 - 10 hotspots	> 10 hotspots
12	Policy	Car ownership	Percentage of households with no car / van	2011 Census	< 25% of households	25% - 40% of households	> 40% of households
13	Policy	Health	Lowest Health Deprivation and Disability criteria in the IMD (i.e. most deprived LSOA) within the corridor or CWZ	IMD	>= 6 deciles of health deprivation and disability in the IMD	3 < & >6 deciles of health deprivation and disability score in the IMD	<= 3 deciles of health deprivation and disability in the IMD
14	Policy	Air Quality	Does the route travel through an Air Quality Management Area?	CCC	No (or no route option will travel through the AQMA)	----- ----	Yes
15	Economic	Scheme Cost	Total scheme cost estimates for package of interventions	Cost estimates	> £5 million	£2 - 5 million	< £2 million
16	Economic	Value for Money	Assessment of scheme benefits vs costs	Based on current/future demand and costs	Low demand relative to high cost	Medium demand relative to medium costs	High demand relative to low costs
17	Deliverability	Scheme Feasibility	Known land ownership issues or scheme dependencies	CCC	Land ownership, environmental or other issue unlikely to be overcome	Dependent on another scheme or third party land, or environmental constraints, likely to be overcome	No issues, scheme feasible to be undertaken
18	Deliverability	Public Acceptability	Likelihood of support or opposition for the scheme	CCC	Likely to be opposition	Neutral / unknown	Likely to be supported
19	Deliverability	Political Acceptability	Likelihood of support or opposition for the scheme	CCC	Likely to be opposition	Neutral / unknown	Likely to be supported
20	Deliverability	Timescales	Timescales for delivery	CCC	Long (deliverable in 8+ years)	Medium-term (deliverable within 8 years, where there is a clear intention to act, but delivery is dependent on identifying funding or other issues)	Short-term (deliverable within 5 years and funding identified)

Table 5.2. LCWIP Priorities: Cycling

Rank	ID	Name	Effectiveness	Policy	Economic	Deliverability	Cost Range	Delivery Timescales	Associated Walking Routes
2	2	Riverside Route North (Shap Road to Stramongate Bridge incl. Aikrigg Avenue and Dockray Hall Road)	13	4	4	7	£1m - £3m	Priority Group 1	WR1
3	3	Riverside South (Castle Street to Lound Road)	12	6	1	7	£5m+	Priority Group 1/ Priority Group 2	
1	4	Kendal Canal Route (Kirkbie Green and Natland Road)	14	3	4	8	£1m - £3m	Priority Group 1	
7	7	Gooseholme to Canal	8	4	3	8	£0 - £1m	Priority Group 1	
5	1	Kendal Railway Station to Stricklandgate (Longpool, Wildman Street, Stramongate and Finkle Street)	12	4	3	6	£5m+	Priority Group 2	
3	8	Jennings Yard Bridge Link	9	6	4	7	£1m - £3m	Priority Group 2	
12	9	Nether Bridge to Romney Bridge - Adjacent to K Village	8	3	1	5	£3m - £5m	Priority Group 2	WR5
11	11	Heron Hill to Oxenholme Station (Oxenholme Road)	11	0	4	5	£1m - £3m	Priority Group 2	WR5
17	15	Natland to Kendal (Natland to Romney Road roundabout)	7	0	1	6	£1m - £3m	Priority Group 2	
5	16	Kendal to Burneside (and A591)	14	2	4	5	£0 - £1m	Priority Group 2	
8	5	Kirkland / Highgate	12	4	2	3	£3m - £5m	Priority Group 3	WR8
14	6	Ronmey Road / Milnthorpe Road	10	1	2	3	£3m - £5m	Priority Group 3	WR7
12	10	Burton Road to Heron Hill (Oxenholme Road)	7	2	4	4	£1m - £3m	Priority Group 3	WR5
14	12	Ford Terrace and Bellingham Road	7	2	3	4	£1m - £3m	Priority Group 3	
14	13	Milnthorpe Road (Romney Road to Shenstone Roundabout)	7	2	4	3	£0 - £1m	Priority Group 3	WR7
8	14	Sandes Avenue (Victoria Bridge to Stricklandgate)	10	3	4	4	£1m - £3m	Priority Group 3	
18	17	Burneside (Winter Lane / A591) to Staveley	7	0	3	3	£0 - £1m	Priority Group 3	
19	18	Kendal to Levens	4	2	2	3	£1m - £3m	Priority Group 3	WR7
20	19	Kendal to Levens and Milnthorpe	2	2	1	3	£5m+	Priority Group 3	
8	20	Shap Road	11	3	4	3	£0 - £1m	Priority Group 3	WR2

Figure 5.1. Kendal Priority Cycling Network – Prioritised Delivery Plan



6 STAGE 6: INTEGRATION & APPLICATION

6.1 INTEGRATING THE LCWIP

6.1.1. The final stage of the LCWIP process considers how the LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIPs.

GOVERNANCE

6.1.2. An LCWIP Project Team has been established to produce the LCWIPs, consisting of officers from Cumbria County Council's Cycling and Walking team. Technical assistance was provided by WSP in the development of the Kendal LCWIP between 2020 and 2022.

6.1.3. The LCWIP Project Team report to the Cycling and Walking Programme Delivery Group (PDG). Individual PDGs have been set up for each LCWIP study area. The PDGs maintain an overview of the project and provide support and technical direction during the delivery of the programme to ensure that the objectives and key milestones are met. The group includes a range of internal and external stakeholders to ensure a coordinated approach that will maximise success.

6.1.4. Members of the Kendal LCWIP PDG include representatives from the following:

- Cumbria County Council
 - Cycling and Walking Team
 - South Lakeland Area Manager & Community Development Officer
 - Highways & Transport Traffic Management Team
 - Highways & Transport South Lakeland Network Manager;
- South Lakeland District Council;
- Kendal Town Council;
- Kendal Futures;
- Kendal BID;
- Bicycle Mayor of Cumbria; and
- Kendal Cycle Club.

6.1.5. The Kendal Cycling and Walking Project Delivery Group reports to the Directorate Management Team of the Economy and Infrastructure Directorate at Cumbria County Council.

6.1.6. The governance structure for the Cumbria LCWIP programme is presented in Figure 6.1.

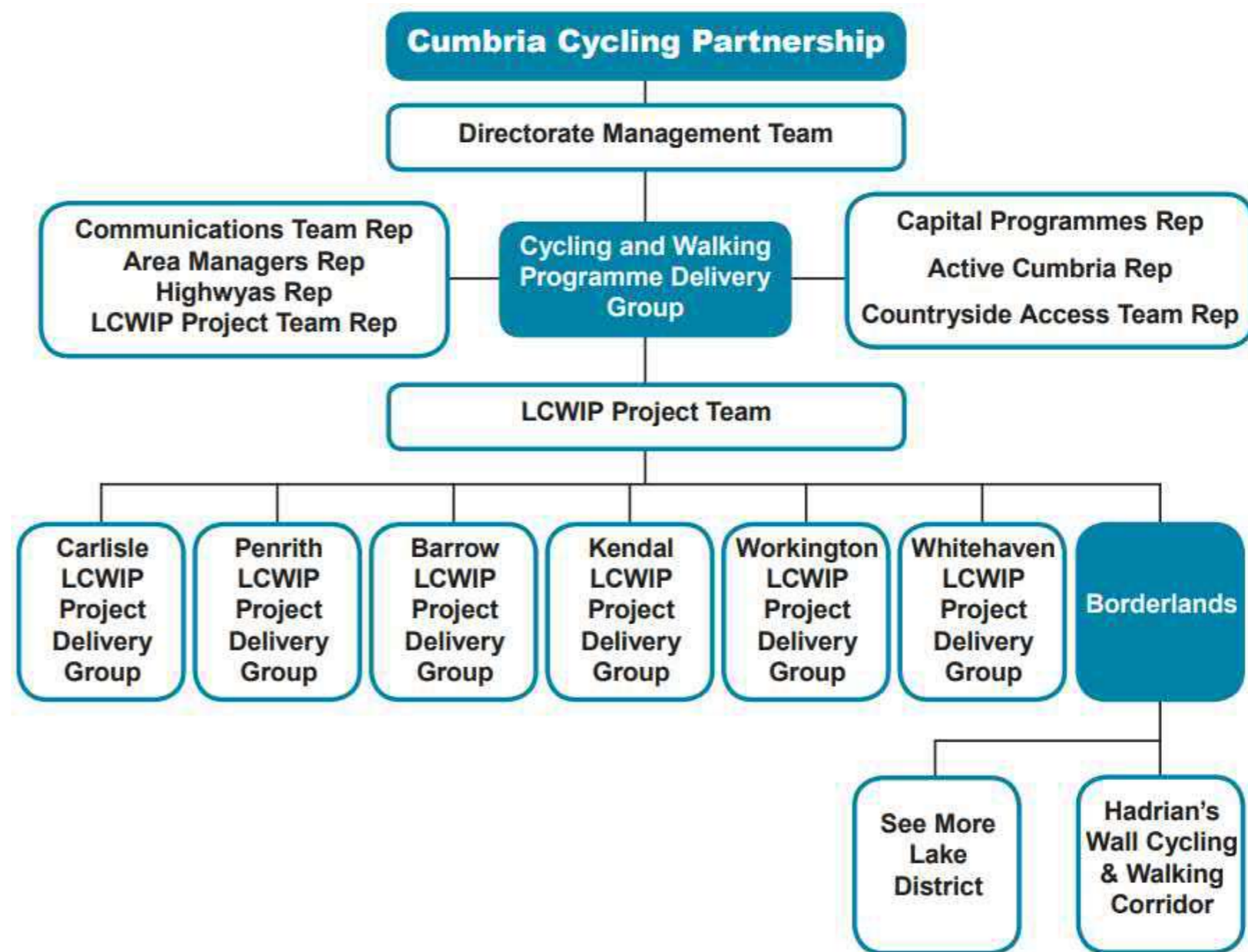


Figure 6.1. Cumbria LCWIP Governance Structure

STAKEHOLDER ENGAGEMENT & PUBLIC CONSULTATION

- 6.1.7. Effective engagement with stakeholders is integral throughout the development and delivery of an LCWIP to provide the opportunity for local people to express their views and input to the proposals. It is also imperative to engage with more vulnerable user groups, in particular those with protected characteristics as defined in the Equalities Act 2010. This will ensure that all relevant issues are considered when identifying interventions and it should increase support for the LCWIPs.
- 6.1.8. Key consultees include:
- County Councillors;
 - County Council Officers;
 - City / district and Borough Councils;
 - Town Councils;
 - Parish Councils;
 - Local businesses
 - Education providers;
 - Police;
 - Cycle and walking clubs and organisations; and
 - Disability groups.
- 6.1.9. Two rounds of public consultations have been undertaken to date on the Kendal LCWIP:
- May 2021: Consultation on draft networks;
 - Nov 2021: Consultation on updated draft networks ahead of their finalisation.
- 6.1.10. Further consultation will be undertaken as priority schemes are developed following identification of appropriate funding opportunities. Community input will be central to the development of LCWIP proposals.

INTEGRATION

- 6.1.11. The PDG will be responsible for the integration of the LCWIP outputs in to local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies and delivery plans. Reflecting the LCWIP in local policy will also help to make the case for central government funding

6.2 SECURING FUNDING & SCHEME DELIVERY

- 6.2.1. The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in the section above there

are a number of compelling reasons for central government to invest in active travel infrastructure in Kendal.

- 6.2.2. The PDG will seek to identify appropriate funding sources to deliver the aspirations of the Kendal LCWIP. This will include local contributions, developer contributions, central government funding opportunities and other innovative funding mechanisms as appropriate to the scale of improvements.

6.3 MONITORING AND EVALUATION

- 6.3.1. Monitoring and evaluating the benefits of investment in delivering the LCWIP schemes will be critical, and will enable us to make the case for future investment in our streets. Monitoring and Evaluation will be undertaken in accordance with the methodology outlined in the CTIP and will be cognisant with the specific requirements from any emerging funding stream.

6.4 REVIEWING & UPDATING THE LCWIP

- 6.4.1. It is anticipated that LCWIPs will be reviewed every 3 to 5 years to reflect progress made. LCWIPs may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

6.5 PROMOTION AND BRANDING

- 6.5.1. The Cumbria LCWIP programme will be supported by a package of marketing and promotional activities to maximise awareness and usage of our active travel networks.

6.6 DELIVERY OF PRIORITY SCHEMES

- 6.6.1. The schemes outlined in this document represent almost £56m investment in 30km of high quality cycling and walking routes, as well as an additional 10km relating solely to walking routes
- 6.6.2. This equates to almost £27 per person per year over a 20-year time period, based on the resident population. It would bring active travel spending up to levels seen in leading countries such as the Netherlands, and leading cities in the UK.
- 6.6.3. This demonstrates a step-change in the focus on active travel in Kendal, and delivery of the plan will be highly dependent on successful funding bids to central government and developer contributions as planning applications come forward. There are a number of factors which strengthen the likelihood of

increased central government funding for active travel in Kendal, including:

- Increased overall funding for active travel, with £2bn for cycling announced and further spending announcements likely over the lifetime of this LCWIP
 - Recognition of the need for increased funding and regeneration outside London and core cities to “level up” the country, especially to regenerate town centres and seaside towns
 - The need for a green recovery from the Coronavirus crisis and the need to tackle the climate crisis.
- 6.6.4. The priority improvements identified will deliver a range of benefits to public health, local economy and tourism, land value uplift, decongestion, road safety and carbon savings – all of which are expected to be significant. Most walking and cycling schemes represent very good value for money, providing greater benefit to society than the cost of the scheme.
- 6.6.5. This LCWIP has identified priority walking and cycling networks to be delivered across Kendal, and has selected the priority schemes to be delivered within the first fifteen years of the programme.
- 6.6.6. These schemes will help to deliver significant local benefit, and align with wider investment in strategic routes across the county.

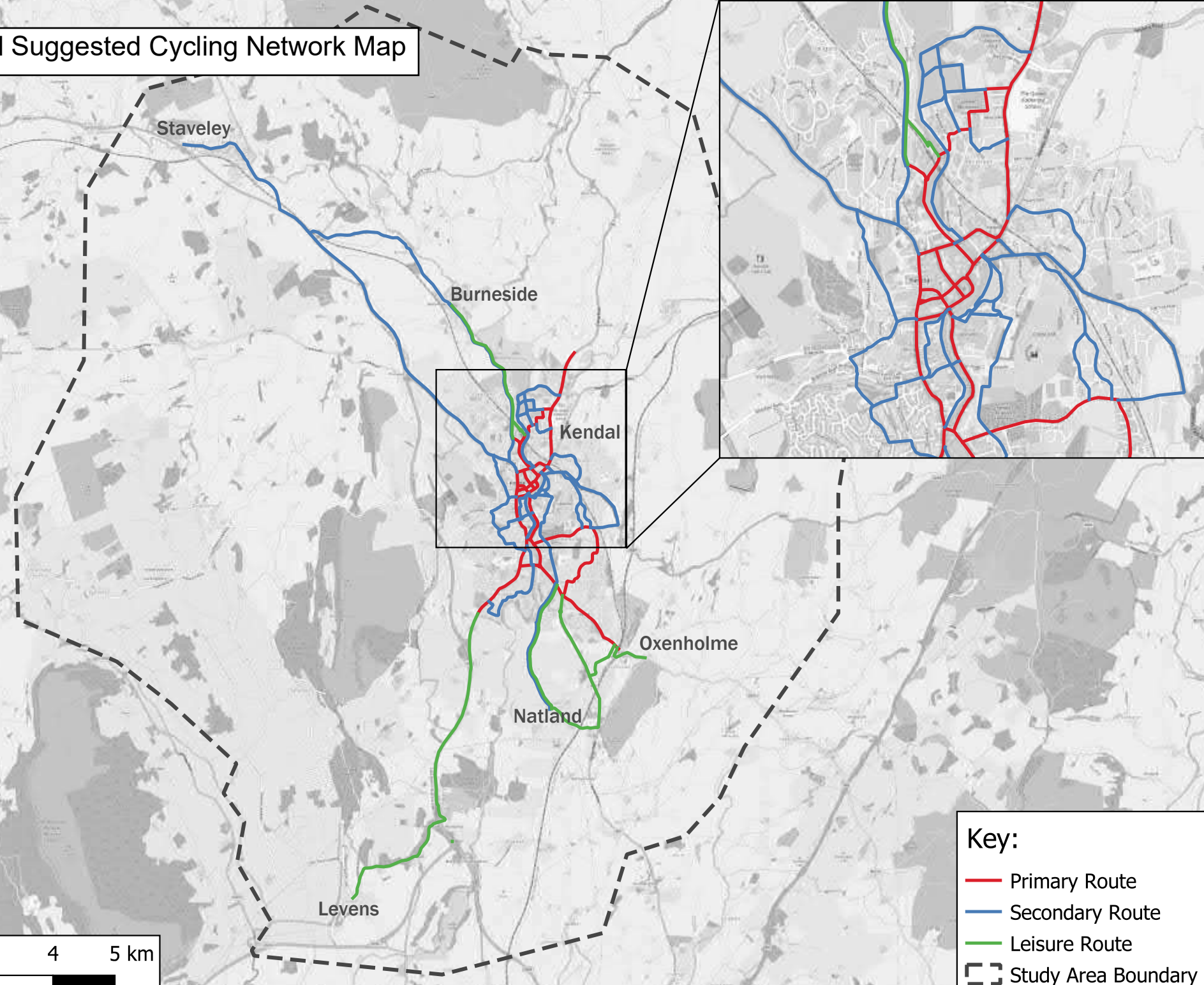
Appendix A

LCWIP NETWORK PLANS





Kendal Suggested Cycling Network Map



Staveley

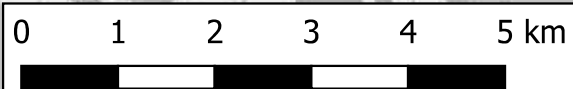
Burneside

Kendal

Oxenholme

Natland

Levens



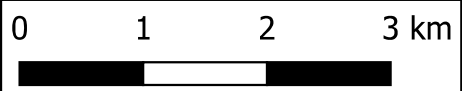
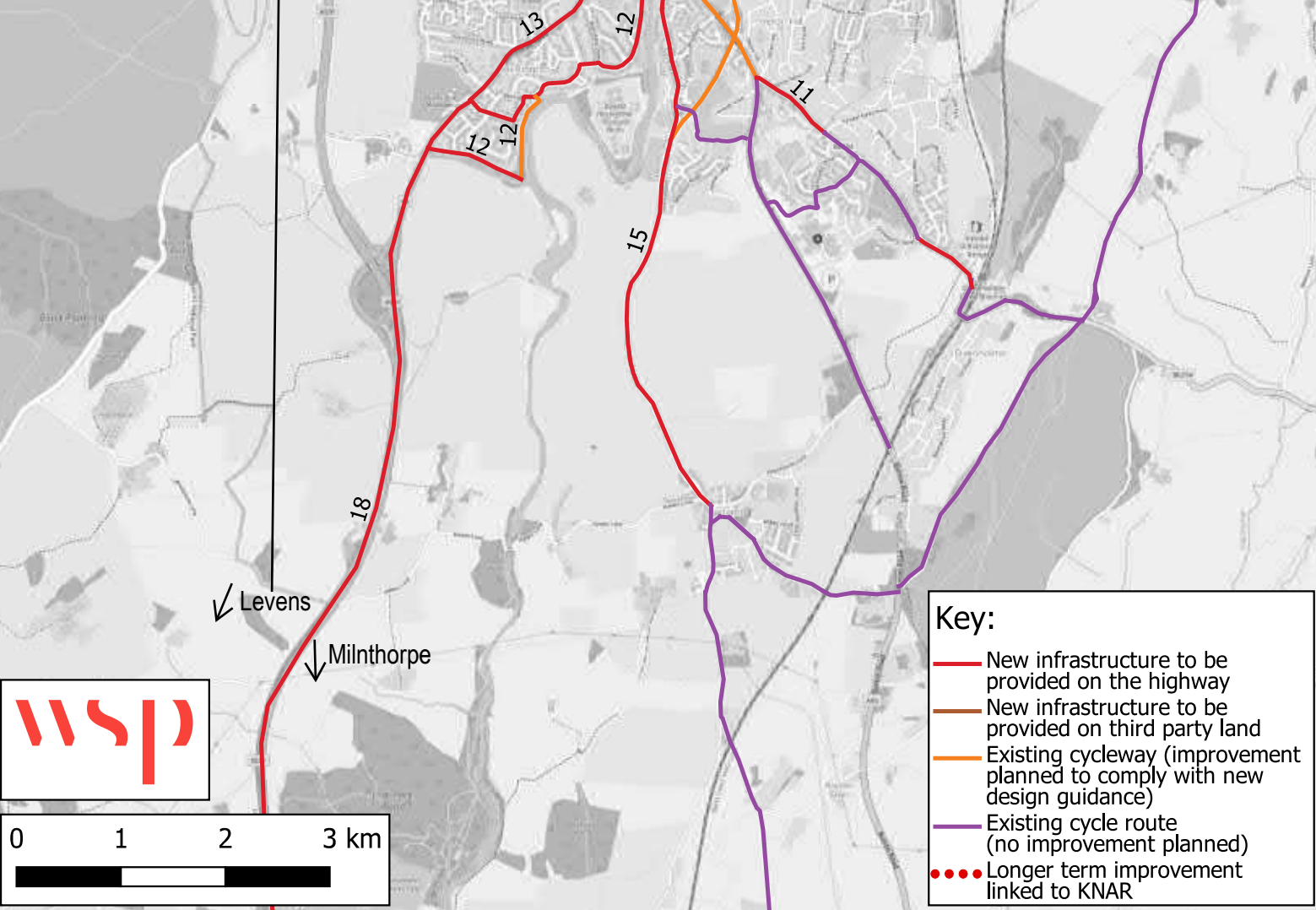
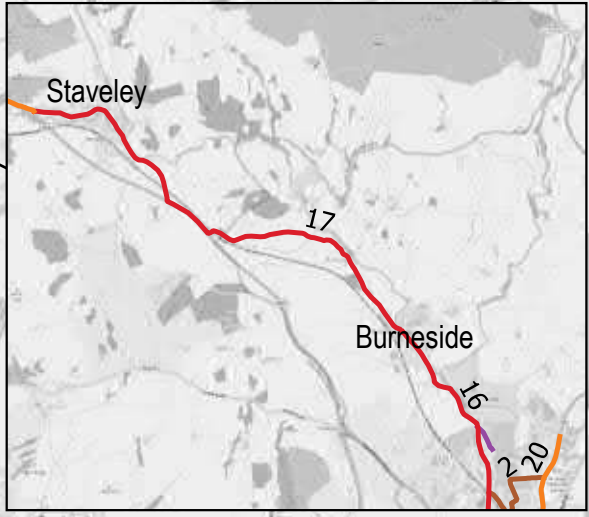
Key:

- Primary Route
- Secondary Route
- Leisure Route
- - - Study Area Boundary



Kendal Cycling Network Plan

Burneside ↙ Staveley








Key:

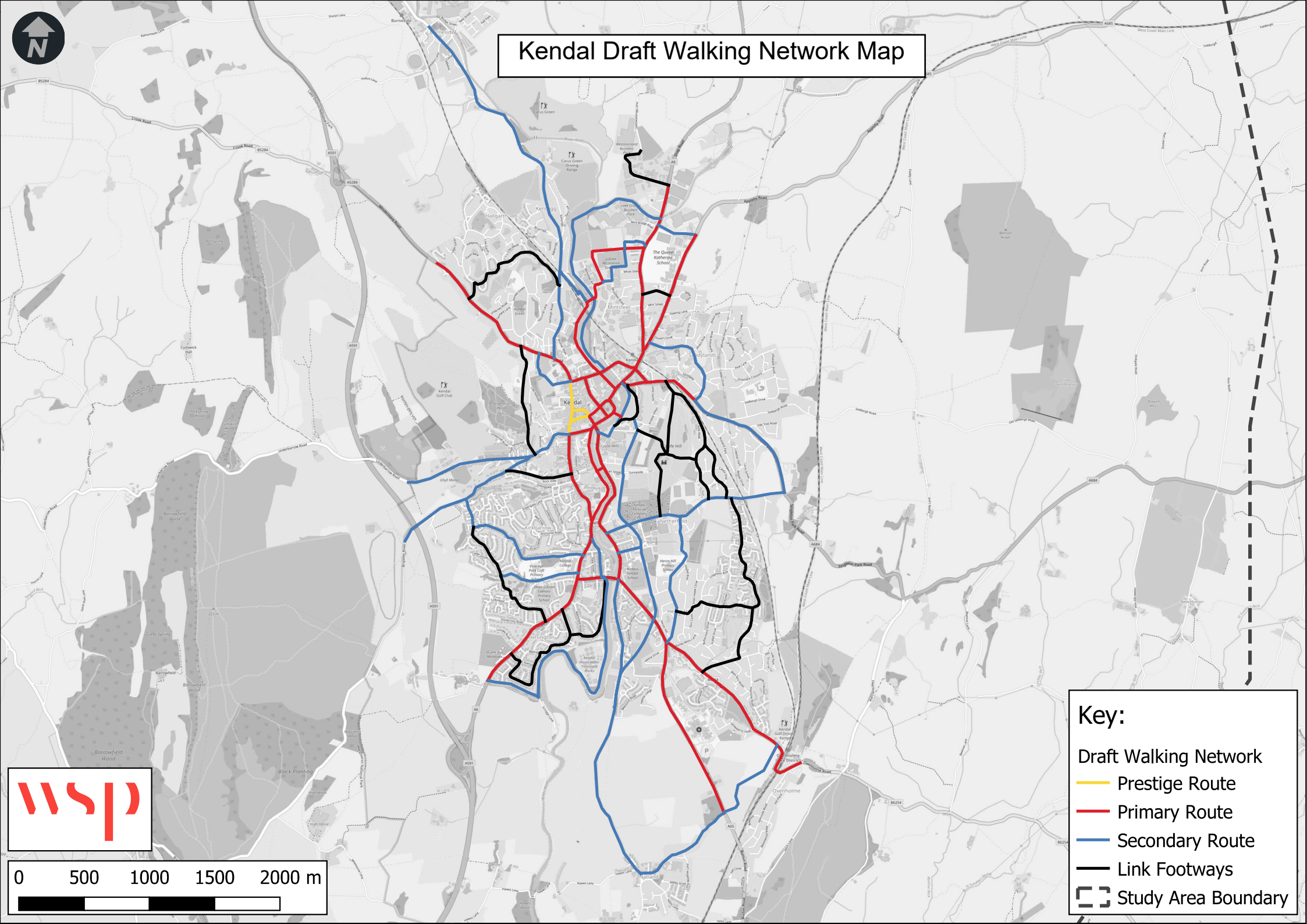
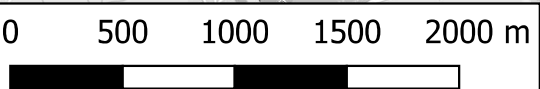
- New infrastructure to be provided on the highway
- New infrastructure to be provided on third party land
- Existing cycleway (improvement planned to comply with new design guidance)
- Existing cycle route (no improvement planned)
- Longer term improvement linked to KNAR

Kendal Draft Walking Network Map

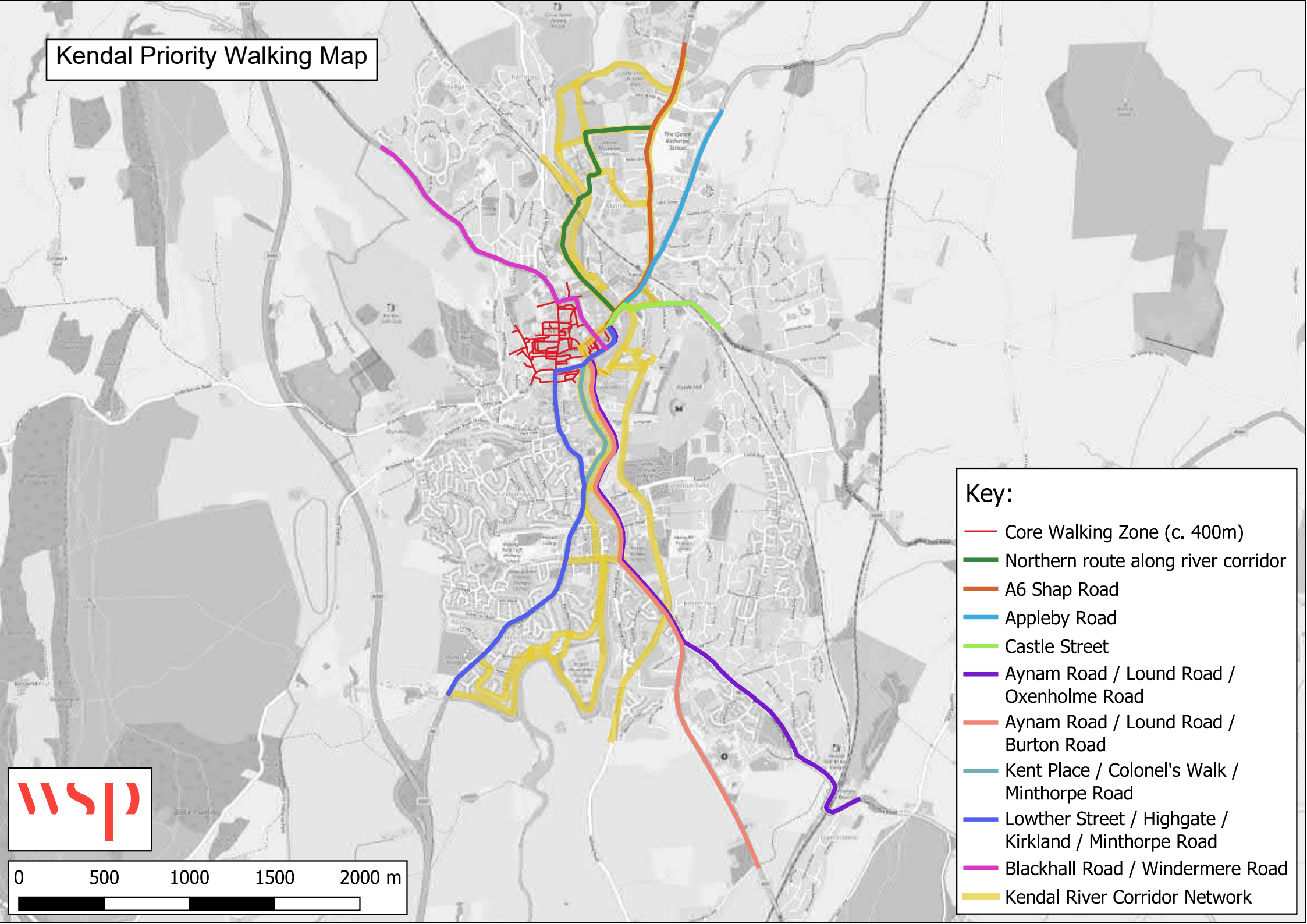


Key:

- Draft Walking Network
-  Prestige Route
-  Primary Route
-  Secondary Route
-  Link Footways
-  Study Area Boundary

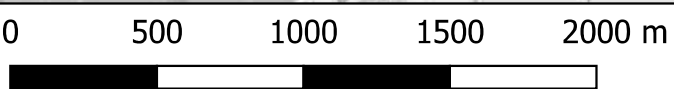


Kendal Priority Walking Map



Key:

- Core Walking Zone (c. 400m)
- Northern route along river corridor
- A6 Shap Road
- Appleby Road
- Castle Street
- Aynam Road / Lound Road / Oxenholme Road
- Aynam Road / Lound Road / Burton Road
- Kent Place / Colonel's Walk / Minthorpe Road
- Lowther Street / Highgate / Kirkland / Minthorpe Road
- Blackhall Road / Windermere Road
- Kendal River Corridor Network



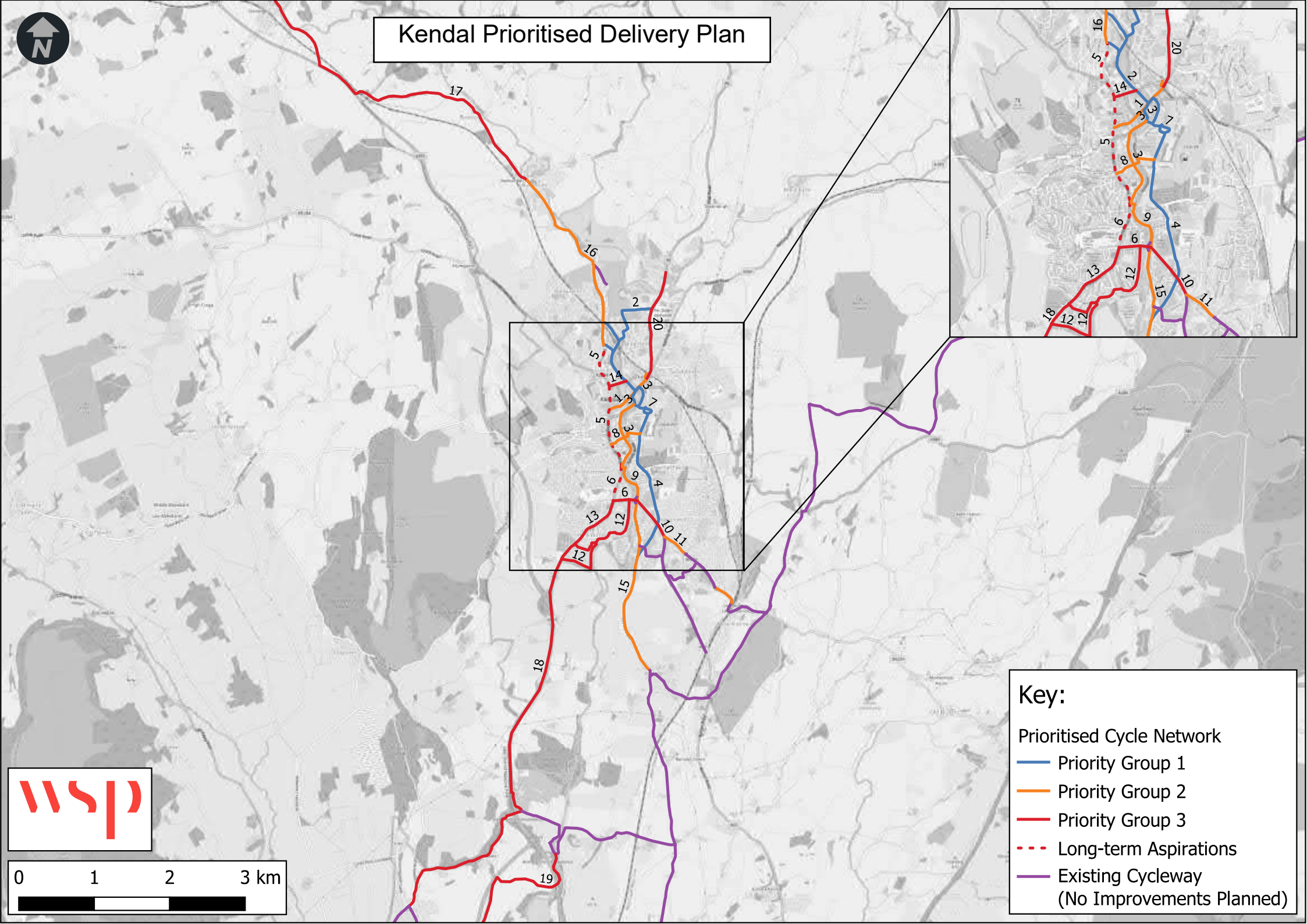
Appendix B

PRIORITISED NETWORK PLAN



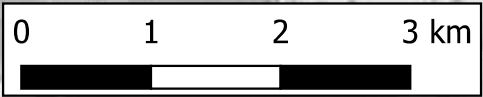


Kendal Prioritised Delivery Plan



Key:

- Prioritised Cycle Network
 - Priority Group 1 (Blue line)
 - Priority Group 2 (Orange line)
 - Priority Group 3 (Red line)
- Long-term Aspirations (Dashed red line)
- Existing Cycleway (No Improvements Planned) (Purple line)





Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

wsp.com