

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

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**Consultation  
Report**

**Follow up Consultation  
November 2021**





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## Introduction

Cumbria County Council are developing a Local Cycling Walking Infrastructure Plan (LCWIP) to identify and prioritise the improvements needed to make everyone feel confident they can walk or cycle around Kendal.

The LCWIP will set out a high-level approach for how we can encourage more people to make journeys on foot or by bike, by creating a safe, integrated and well linked network of walking and cycling routes. It will focus on the everyday shorter journeys undertaken within and to urban areas; journeys such as to work or school. It is designed to facilitate a long-term approach to the development of cycling and walking networks but it is also a document that can be revised and updated throughout its 15-year lifespan to reflect changing priorities

## Approach to consultation

Public consultation and stakeholder engagement have played a key part in the development of the Kendal LCWIP. The Council has sought feedback through:

- An initial public consultation – 7 May to 28 May 2021
- A follow up public consultation – 5 November to 26 November 2021
- Stakeholder workshops and Project Delivery Group meetings.

This report summarises the results of a public consultation undertaken between **5<sup>th</sup> November and 26<sup>th</sup> November 2021**.

The consultation was a follow-up to the earlier consultation undertaken in May 2021 and offered a final opportunity to feedback on the proposals, prior to finalising the LCWIP. The consultation focussed on:

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

A **consultation document** was produced to enable people to provide informed feedback on the proposals. The consultation document provided:

- background information including information on national policy and a vision for cycling and walking;
- an overview of what the LCWIP is, what it will and will not provide and the development stages and timeline;
- information on how the Council used feedback from the initial public consultation to develop the proposals – ‘you said, we did’;
- draft priority cycling network plans and a brief description of the proposals for each route;
- draft core walking network plans and a brief description of the proposals for each route

The consultation document was made available on the Council’s webpage at <https://cumbria.gov.uk/cyclingandwalking> for the duration of the consultation and printed versions were distributed to key locations for walk-in collection.



A **consultation questionnaire** was produced for those wishing to provide feedback. An online version of this questionnaire was made available on the webpage or alternatively, respondents could complete a paper copy provided at the back of the consultation document and return via a freepost address.

To support the public consultation, a drop-in live event at Kendal Town Hall, Highgate, Kendal, LA9 4DL was hosted on Friday 22<sup>nd</sup> November between 12.30pm and 6.30pm.

The public consultation and drop-in live event were advertised in local newspapers and on the Council's social media platforms (Facebook and Twitter).

On Friday 22 November, Kendal's Town Hall hosted a drop-in event to let the public know about the cycling and walking routes proposed in the LCWIP.

Thank you to all those that attended the event!



**Have your say**  
A final opportunity for you to feedback on our proposals for a Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal

Public Consultation from:  
**5 November 2021 to 26 November 2021**

For more details and links to the questionnaire please visit:  
[cumbria.gov.uk/cyclingandwalking](https://cumbria.gov.uk/cyclingandwalking)

**Kendal Cycling and Walking Follow-up Consultation**



**41%** of respondents had also responded to the initial Kendal LCWIP consultation in May 2021

## Results of the questionnaire

We received a total of **230 responses** to the questionnaire. The results are presented in this document.

**41%** of respondents (94 people) indicated that they had also provided a response to the initial Kendal LCWIP consultation undertaken in May 2021.

### About you

A partial postcode was requested to understand the location of respondents.

The table shows the postcodes and corresponding locations against the number of respondents. The largest numbers of responses were from Kendal and Lancaster. Two respondents were from Enfield and London.

The feedback from the consultation therefore mostly reflects the views of people living within or close to the LCWIP area.

Postcode	Count	Location of Postcode
LA8, LA9	192	Kendal
LA, LA2, LA5, LA7	23	Lancaster
LA1	7	Lancashire
CA4, CA5	2	Carlisle
CA10	1	Penrith
SW1	1	London
EN2	1	Enfield

## Question 1 - Do you support the routes on the Priority Cycling Network plan?

### Support for the LCWIP proposals

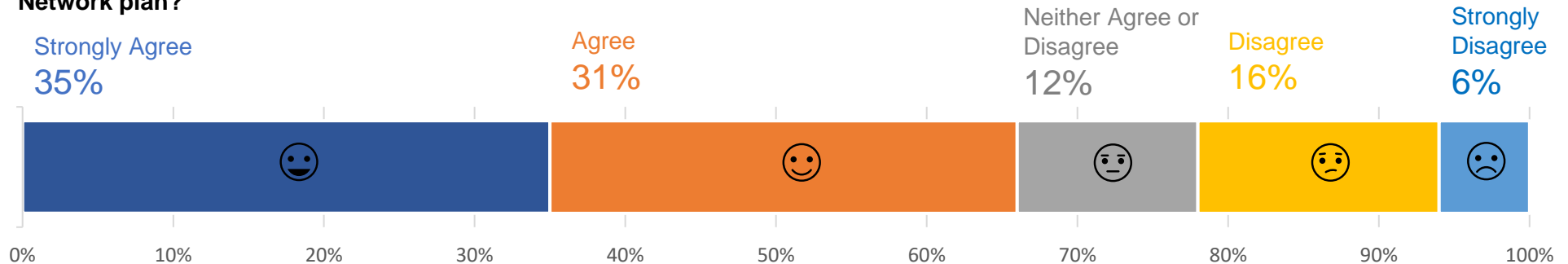
#### Cycling

The consultation document provided a plan showing the proposed 'Priority Cycling Network' to be included within the LCWIP. In addition, a table was provided that listed each of the routes shown on the plan along with a description of the possible improvements proposed.

Respondents were asked if they supported the routes shown on the Priority Cycling Network plan and were able to select a level of support ranging from 'strongly agree' to 'strongly disagree'.

The responses demonstrate **support** for the cycling network proposals with **66%** of respondents either 'strongly agreeing' or 'agreeing' with the routes presented on the proposed Priority Cycling Network plan.

#### Question 1 - Do you support the routes on the Priority Cycling Network plan?



Total no. of respondents: 165 (65 skipped).

Strongly agree (n.57), Agree (n.51), Neither Agree or Disagree (n.20), Disagree (n.27), Strongly Disagree (n.10)

"I am not a cyclist but believe we should encourage cycling as part of a project to increase health and wellbeing, contribute to the green agenda, and reduce traffic in Kendal centre. Cyclist safety and clear separation from pedestrians should be a priority for any/all routes"

- A local resident, November 2021

## Question 2 - Do you support the improvements identified on the Core Walking Zone plan?

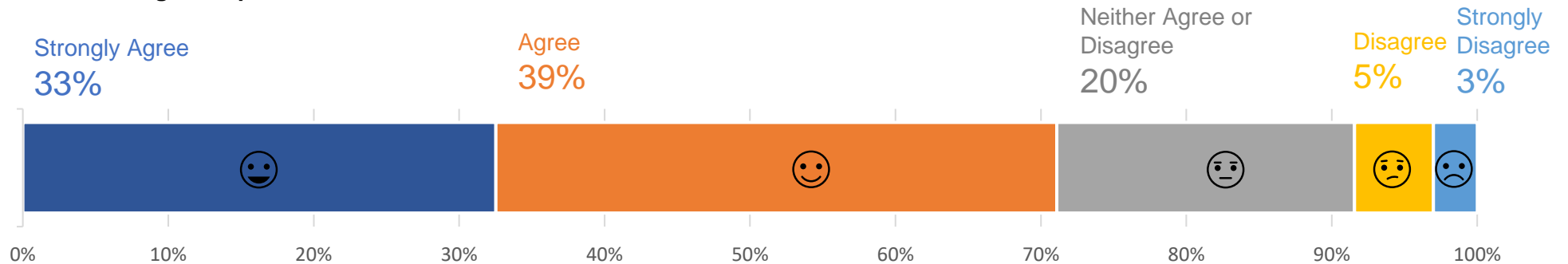
### Walking

The consultation document provided a plan showing the proposed 'Walking Network' to be included within the LCWIP. In addition, a table was provided that listed each of the routes shown on the plan along with a description of the possible improvements proposed.

Respondents were asked if they supported the improvements identified on the Walking Network plan and were able to select a level of support ranging from 'strongly agree' to 'strongly disagree'.

The responses demonstrate **support** for the proposed walking improvements with **72%** of respondents either 'strongly agreeing' or 'agreeing' with the improvements identified on the Core Walking Zone plan.

### Question 2 - Do you support the improvements identified on the Core Walking Zone plan?



Total no. of respondents: 166 (64 skipped).

Strongly agree (n.54), Agree (n.64), Neither Agree or Disagree (n.34), Disagree (n.9), Strongly Disagree (n.5)

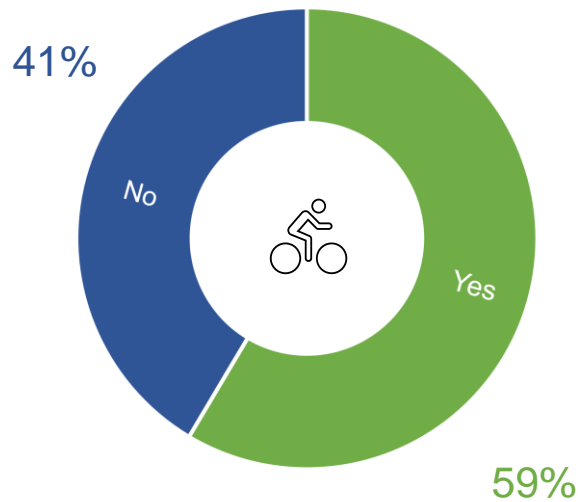
“So pleased this is underway. Positive changes to alter mind set for residents to enhance life and enjoy our surroundings.”

- A local resident, November 2021

## Networks that encourage cycling and walking

**Question 3 - Do you think the routes and types of improvements proposed in the Priority Cycling Network plan, would encourage you to cycle more often, or start to cycle?**

When asked if the types of improvements proposed in the Priority Core Walking Zone Network plan would encourage respondents to walk more often, 59% responded that yes, they felt these routes would encourage them.

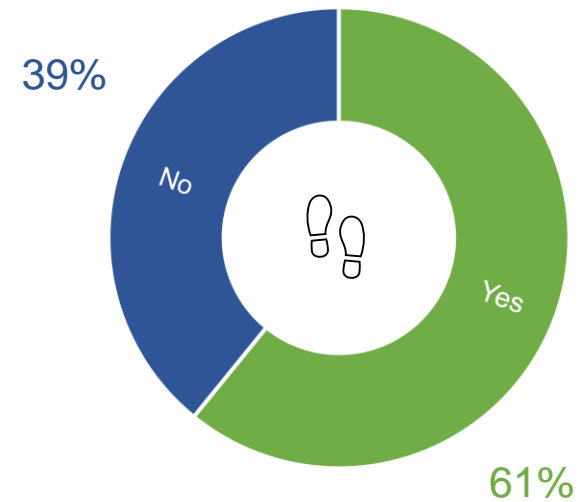


Total no. of respondents: 164 (66 skipped).

Yes (n.96), No (n.68)

**Question 4 - Do you think the types of improvements proposed in the Priority Core Walking Zone plan would encourage you to walk more often?**

When asked if the types of improvements proposed in the Priority Cycling Network plan would encourage respondents to cycle more often, or start to cycle, 61% responded that yes, they felt these routes would encourage them



Total no. of respondents: 166 (64 skipped).

Yes (n.101), No (n.65)



## Reallocation of road space

The consultation document provided background information on the LCWIP development process and how the improvements proposed have been specified with consideration of the latest best practice guidance for cycling and walking infrastructure design. This includes updated guidance from the Department for Transport where the standards for design are much higher than in the past.

The guidance emphasises the need to develop coherent, direct, safe, comfortable and attractive networks. On main routes designs should look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians from cyclists where flows are high.

Developing high quality continuous cycling and walking infrastructure can however be challenging in urban areas where there are competing demands on road space (i.e. parking, loading, vehicle/HGV movements, active travel) and limited opportunities to expand the boundaries of the highway.

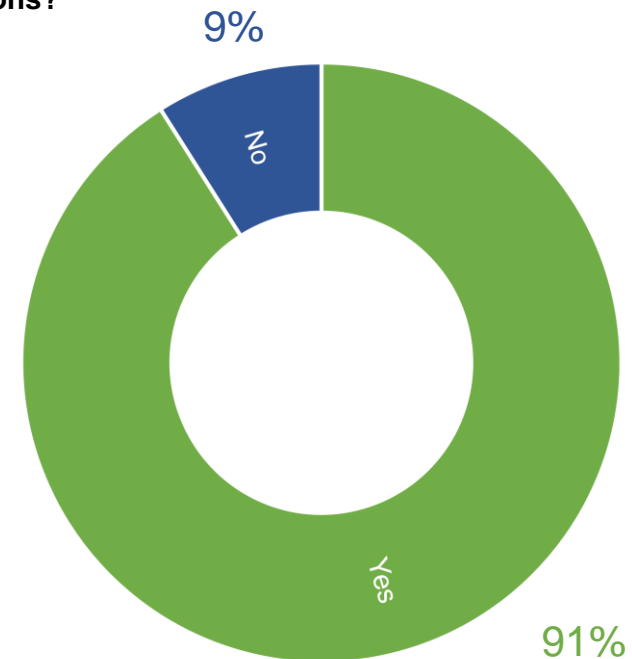
Respondents were asked if walking and cycling improvements would be supported if it meant less space for other road traffic in some locations.

The responses demonstrate **support** for the reallocation of road space with **91%** answering 'yes' they would support walking and cycling improvements when this could mean less space for other road traffic in some locations.

## Question 5 – reallocation of road space for cycling and walking.

**Question 4 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Kendal. Cycling and walking infrastructure can be difficult to deliver in built up areas where there are competing demands on road space.**

**Would you support walking and cycling improvements when this could mean less space for other road traffic at some locations?**



Total no. of respondents: 162 (68 skipped).

Yes (n.148), No (n.14)

## You said, we responded

The questionnaire provided the opportunity for open answers on the cycling routes and walking improvements proposed in the consultation document. In addition, respondents could provide any further general comments on cycling and walking in the LCWIP area.

To analyse these responses, comments were grouped into ‘themes’ and where possible actions assigned against these themes for consideration in the LCWIPs development.

The table summarises the key themes, comments against these themes and how we have responded.

Theme	You said	We responded
Connectivity	You want to see cycling and walking improvements on Oxenholme Road.	We have identified Oxenholme Road on our priority network, particularly between the station and Burton Road. We want to develop a continuous route from Oxenholme Station to the centre of Kendal.
	You were disappointed to see our Priority Cycling Network plan showing no planned improvement on Shap Road.	The Shap Road route has now been included on our Priority Cycling Network for improvement post 2027.
	The Priority Cycling Network plan is too north - south focussed.	Delivering on aspirations within the LCWIP will provide a core spine of routes in Kendal. The LCWIP methodology ensures that the priorities are likely to be the places of highest usage and schemes in these places are likely to be higher value, and therefore require targeted central funding.
	You were disappointed with a lack of cycling improvements planned on Windermere Road.	The LCWIP provides a 10 - 15 year plan for development of cycling and walking routes. The routes on our Priority Networks are not currently funded. We must aim to develop routes that are value for money and that give us the best opportunity to bid successfully for funding to deliver.
Kendal Northern Access Road (KNAR)	You were disappointed that the proposed infrastructure on the Kirkland, Highgate and Stricklandgate routes was dependant on the development of the KNAR	Reduction in vehicle flow in the town centre would create the opportunity to deliver more transformational change to the cycle infrastructure network in Kendal. Creation of 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 is shown as a longer-term cycle infrastructure improvement and it is proposed that this will be a key component of the funding request as part of the KNAR business case.

Theme	You said	We responded
Safety & Traffic	The existing route on Shap Road is unsafe.	The route has been subject to road safety audits in line with the Department for Transport’s (DfT) required standard. There has been no personal injury accident recorded since the scheme opened in June 2020. The route was built in line with best practice DfT design guidance at the time. Upgrading this to LTN 1/20 standards in the future has been included in the LCWIP.
	We need more segregation between motor traffic, cyclists and pedestrians.	We want to build infrastructure that follows the latest design principles which sets the standards on how and when segregation is required between all forms of transport.
20mph Speed Limit	A 20 mile an hour speed limit for motor vehicles would support cycling and walking through Kendal.	Kendal Town Council have a long standing aspiration to introduce a 20mph speed limit across Kendal and have prepared a feasibility study setting out how this could be implemented. The County Council as highway authority has responsibility for changes to the highway and are considering the merits of implementing a 20mph scheme in Kendal.
Links to Education Sites	You said that the Priority Cycling Network map doesn't go far enough to connect to educational sites in Kendal	The LCWIP will provide a network rather than links to individual sites. The focus of the LCWIP is to enable modal shift and concentrate the resources on those cycle routes that are likely to achieve the greatest shift towards active travel transport. The LCWIP concentrates on routes linking the town’s secondary schools where there are higher numbers of potential users. Funding for schemes from the Department for Transport requires the demonstration of good value for money. Over time, as the core network is delivered, branches linking the primary schools directly to the cycle network can be added to the network.

**Question 6** Would you like to comment on any of the cycling routes proposed?

*Total no. of respondents: 121 (109 skipped).*

**Question 7** Would you like to comment on any of the walking improvements proposed?

*Total no. of respondents: 79 (151 skipped).*

**Question 8** Do you have any further comments relating to cycling and walking in Kendal?

*Total no. of respondents: 121 (109 skipped).*

“The area will be a lot more pleasant to travel with these improvements”

- A local resident, November 2021

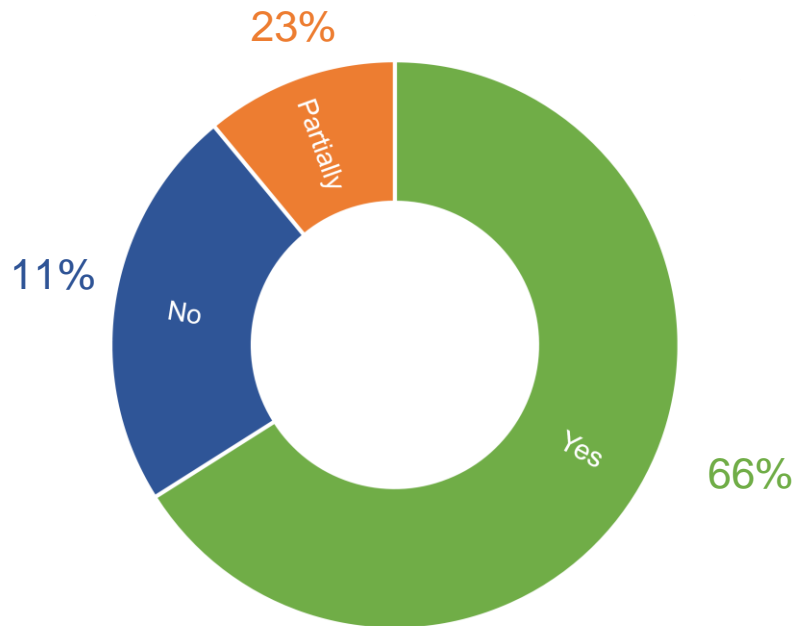


## How did we do?

The remaining questions provided an opportunity to comment on the consultation document and questionnaire.

The feedback received will help us to reflect on the approach taken and inform future consultations.

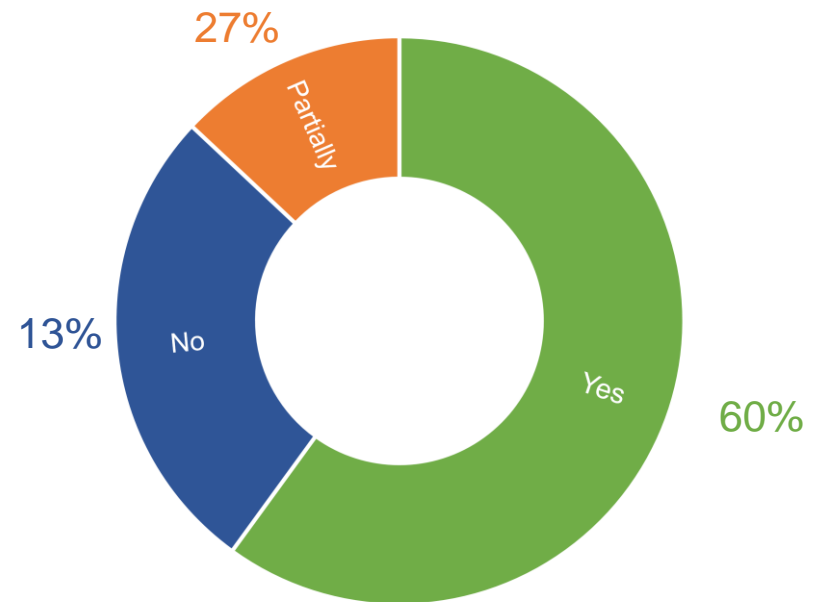
**Question 9 – Did we provide enough information for you to properly respond to this consultation?**



Total no. of respondents: 162 (68 skipped).

Yes (n.107), No (n.18), Partially (n.37)

**Question 10 – Did the questionnaire allow you to express your opinions fully?**



Total no. of respondents: 160 (70 skipped).

Yes (n.96), No (n.21), Partially (n.43)

## Next Steps

It has been important to facilitate a community led approach to the development of the Kendal LCWIP. Your feedback, provided through stakeholder workshops and two separate rounds of public consultation, will compliment technical work to establish a robust evidence base for the Plan. It will also be used to demonstrate support for the proposals, a vital component of future delivery funding bids.

We've received clear and constructive responses throughout the engagement and have tried to respond to this feedback when updating the networks put forward in the LCWIP. We would like to thank stakeholders and the public for taking the time to comment on the proposals.

The LCWIP for Kendal will now be finalised and the improvements identified will be prioritised to help understand how we target delivery of these routes over the next 15 years.

The Kendal LCWIP will be presented Cumbria County Council's Local Committee for approval, before seeking endorsement from South Lakeland District Council Executive Committee.

The consultation on the Kendal LCWIP is now closed.

You can still provide general feedback on cycling and walking in the places you live by emailing Cumbria County Council's Cycling and Walking Team at:

[cumbriacyclingandwalking@cumbria.gov.uk](mailto:cumbriacyclingandwalking@cumbria.gov.uk)



