

**South Lakeland District Council**  
**Cabinet**  
**Monday, 4 July 2022**  
**Kendal Local Cycling and Walking Infrastructure**  
**Plan (LCWIP)**

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**Portfolio:** Cllr Helen Chaffey, Housing Portfolio Holder  
**Report from:** Director of Strategy, Innovation and Resources  
**Report Author:** Alastair McNeill – Senior Specialist (Strategy Group)  
**Wards:** Kendal East; Kendal North; Kendal Rural; Kendal South & Natland; Kendal Town; Kendal West; Bowness and Levens.  
**Forward Plan:** Key Decision included in Forward Plan published on 10 May 2022.

**Links to Council Plan Priorities:**

*Working across boundaries* – the Kendal LCWIP includes proposed cycling routes which would link Kendal to neighbouring communities, such as Natland, Oxenholme and Burneside. The LCWIP however gives short term priority to town centre routes.

*Delivering a balanced community* – the improvements proposed in the LCWIP will increase opportunities for people of all ages and abilities, including young people and the elderly, to access amenities and services by means other than motorised transport.

*A fairer South Lakeland* – improved cycling and walking routes will promote health, wellbeing and help tackle poverty by providing healthy and lower cost alternative ways to access amenities, services and for recreation.

*Addressing the climate emergency* – the proposals in the LCWIP will facilitate more journeys by cycle or on foot and therefore reduce carbon-producing transport.

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**1.0 Expected Outcome and Measures of Success**

1.1 The purpose of this report is to seek Cabinet’s endorsement of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal (Appendix 1), prepared by Cumbria County Council, and approved by the County Council’s South Lakeland Local Committee on 22 March 2022 (Appendix 2). The Plan sets out prioritised proposals for enhanced cycling and walking routes in Kendal. It has been prepared in consultation with a wide range of interested parties and been the subject of extensive public consultation. The plan is an essential requirement when bids are made for government funding for cycling and walking improvements.

1.2 The County Council report notes that the benefits of the LCWIP for communities will include helping to:

- safeguard children, and ensure that South Lakeland is a great place to be a child and in which to grow up
- enable communities to live safely and shape services locally
- promote health and wellbeing, and tackle poverty

- protect and enhance the district's world class environment
- provide safe and well-maintained roads and an effective transport network
- promote sustainable economic growth, and create jobs
- support older and vulnerable people to live independent and healthy lives

## 2.0 Recommendation

2.1 **It is recommended that Cabinet endorses the Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal prepared by Cumbria County Council, subject to comments in section 4 on how the document may be improved in future reviews. This endorsement does not fetter the Council's discretion on any issues which may arise later relating to the implementation of the recommended route networks.**

## 3.0 Background and Proposals

3.1 The Cumbria Transport Infrastructure Plan (2022–37) sets out the strategy for Active Travel in Cumbria, of which the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) are a key part. Cumbria County Council is preparing a series of LCWIPs for several larger towns in Cumbria including Kendal, Barrow and Penrith. It is also setting up a Walking and Cycling Partnership to prepare a similar plan for Ulverston, although this will not have the status of a LCWIP.

3.2 The methodology for LCWIPs has been developed by the Department for Transport (DfT) as part of the national Cycling and Walking Investment Plan. DfT funding for local schemes will be dependent on their inclusion in a LCWIP, and being designed in accordance with the DfT Cycle Infrastructure Design Guide, July 2020.

3.3 The LCWIP for Kendal sets out a network of key cycling and walking routes in and adjoining the town, with links to neighbouring villages including Natland. The focus of the Kendal LCWIP is the improvement of routes for everyday shorter journeys, such as to work, school or shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way.

## 4.0 Proposals

### *Vision and Aim*

4.1 The Kendal LCWIP sets out an approach for developing prioritised routes over the period 2022-37, with the aim of encouraging more people to make journeys on foot or by bike. Its focus is to improve routes used for everyday shorter journeys and aims to prioritise future investment where the most benefits can be realised. The LCWIP is not a funded plan, but having the Plan in place is important to help secure future Government funding. The LCWIP is based on data and evidence of existing and future potential demand but has also been guided by engagement with partners, stakeholders and the public.

### *Why is an LCWIP important for Kendal?*

4.2 The LCWIP notes highlights the following main benefits of the report for Kendal:

Creating Attractive Places to Live and Work: The report notes that Kendal is relatively compact, with a number of retail, education and leisure sites along the river corridor. Many people live and work within a distance that can be undertaken on foot or by bike. Investment in the streets where people live or work could create more attractive and desirable places, particularly where the investment promotes sustainable modes of travel.

Responding to the Climate Crisis: SLDC has a target date for South Lakeland to be carbon neutral by 2037. The LCWIP notes that de-carbonising transport is key to achieving this goal. Active travel can be a key component of reaching carbon neutrality as residents who switch just one trip per day from car driving to cycling can reduce their carbon footprint by about 0.5 tonnes over a year. This would represent at least a 5% decrease of an average resident's carbon footprint. This LCWIP will play a crucial role in ensuring that all residents can switch to a form of active travel.

Supporting Health, Wellbeing and Access for All: Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways of enabling adults and children to meet recommended levels of physical activity. 1.3% of adults in South Lakeland cycle for travel at least 3 days per week compared to 2.3% in England. 10.0% of adults in South Lakeland walk for travel at least 3 days per week compared to 15.1% in England. Well planned networks in the LCWIP for Kendal therefore have an important role in promoting behavioural change.

#### *Local Policy and Projects:*

- 4.3 There are strong levels of support for cycling and walking in existing local policy, including the South Lakeland Local Plan and Cumbria Transport Infrastructure Plan. The LCWIP is arguably less effective in promoting networks which link with areas of planned growth in the Local Plan, but it is hoped that opportunities to extend the network can be taken as sites are developed. The review of the Local Plan will provide further opportunity to develop the network in the longer term.
- 4.4 The LCWIP is a live document and a key consideration in future reviews should be the prioritisation of safe routes to school. The school run is often when traffic congestion is at its worst and the provision of safe alternatives would help to alleviate this. The proposed north-south route through Kendal does not offer alternative methods of travelling to school for the great majority of residents, and other densely populated areas such as Kirkbarrow, Sandylands or Hallgarth do not feature on the network. In particular an east-west route from northwest Kendal to Queen Katherine School, is proposed as a priority route in a future review of the document.
- 4.5 In addition the north-south route through Kendal linking to Kendal College should have a higher priority in future reviews of the LCWIP, and be brought forward in advance of and not dependent on the proposed Kendal Northern Access Route. The route should be brought forward more quickly to encourage and facilitate active travel, and help address issues in Kendal including air quality and climate change.
- 4.6 A number of current or potential schemes in Kendal present opportunities to improve connectivity by active travel modes, including the:
  - Kendal Flood Risk Management Scheme
  - The Kendal Northern Access Route (KNAR) for which the County Council is preparing an Outline Business Case. The scheme presents opportunities to increase investment in walking and cycling and public realm.
  - The new Gooseholme Bridge is under construction and will provide a key link in the town's walking and cycling network.
  - Kendal Town Council has a long-standing aspiration to introduce a 20mph speed limit across Kendal and have prepared a feasibility study

#### *Potential for Walking and Cycling*

- 4.7 National travel to work data shows high levels of containment in Kendal with almost 78% of residents also working within the area. Despite short commuting distances there is a high level of car use, which is used for around 60% of trips. Around 7% of journeys to work are made by cycling and 29% by walking in Kendal.

- 4.8 A high proportion of daily journeys to work, school or shops are within a distance which is easily achievable on bike or on foot. Initial public engagement on the Kendal LCWIP in May 2021 found that 64% of respondents indicated they make journeys by car to places within cycling and walking distance. Journeys to the shops, to a leisure activity and transporting children were the top 3 reasons given.

*Engagement and Public Consultation*

- 4.9 Public consultation was undertaken by the County Council on the LCWIP in May 2021, with a follow-up in November 2021. Regular workshops were also undertaken with key stakeholders throughout. A total of 485 responses were received for the first consultation. The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Kendal LCWIP. This consultation, which received 230 responses, focused on:

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

- 4.10.1 The consultation exercise demonstrates a strong desire for future investment in cycling and walking infrastructure. Responses emphasised the importance of providing safe, segregated routes that provide direct connections to the places people want to get to. Greater priorities for cyclists, less traffic on the roads and lower speed limits were also supported. The main perceived barriers to cycling and walking were: busy roads; quality of routes; feeling unsafe; and junctions that are difficult to cross.

*Cycling and Walking Networks, and Prioritisation*

- 4.11 The proposed priority cycling network in the Kendal LCWIP aims to promote connectivity, increase active travel and reduce car journeys. Key aspects of the network include:

- routes along the river and canal corridors, providing access to the town centre
- links to both Kendal and Oxenholme railway stations
- access to key employment sites, including the town centre
- links to schools including Kirkbie Kendal and Queen Katherine Schools,
- longer distance connections to Levens, Natland, Burneside and Staveley

The report focussed on the most important routes to help secure funding, but notes these priorities can be added to in due course, to deliver a more extensive network.

- 4.12 The LCWIP identifies Core Walking Zones across the study area, along with primary and secondary routes linking into these. It also identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

- 4.13 The LCWIP has followed government guidance in prioritising networks of walking and cycling routes. The guidance recommends that priority should be given to areas which have the greatest potential for increasing cycling and walking trips and offer the greatest value for money.

## 5.0 Appendices Attached to this Report

Appendix No.	Name of Appendix
1	Kendal Local Cycling and Walking Infrastructure Plan (LCWIP) 2022-37
2	Kendal LCWIP– County Council Report to South Lakeland Local Committee

### 6.0 Consultation

6.1 Public consultation by the County Council on the draft LCWIP proposals was undertaken in May and November 2021 and is summarised at paragraph 4.7 in this report.

### 6.0 Alternative Options

6.1 That Cabinet does not endorse the Kendal Local Cycling and Walking Infrastructure Plan: It is recommended that this alternative is not supported, as the support of the District Council has been important in developing the Kendal LCWIP and is likely to be important in assisting its implementation, including in its role as Local Planning Authority.

### 7.0 Implications

#### Financial, Resources and Procurement

7.1 There are no financial implications for Cabinet arising from this report, although it is possible that contributions may be sought at future dates to assist in the development or improvement of the cycling and walking route networks in Kendal.

#### Human Resources

7.2 This report does not have any staffing implications

#### Legal

7.3 The Kendal LCWIP sets out aspirational walking and cycling networks for prioritised implementation over the long term. The land ownership and legal implications will form part of the detailed design stage, when individual routes are brought forward as proposals for funding and development.

#### Health and Sustainability Impact Assessment

7.4 Have you completed a Health and Sustainability Impact Assessment? No

7.5 A Health and Sustainability Impact Assessment has not been undertaken as the Kendal Local Cycling and Walking Infrastructure Plan has been prepared by Cumbria County Council. This report is seeking Cabinet's overall endorsement of the County Council's Plan. The LCWIP was not prepared by the District Council.

## 7.6 Summary of Health and Sustainability Impacts

		Positive	Neutral	Negative	Unknown
<b>Environment and Health</b>	Greenhouse gases emissions	x			
	Air Quality	x			
	Biodiversity		x		
	Impacts of Climate Change	x			
	Reduced or zero requirement for energy, building space, materials or travel	x			
	Active Travel	x			
<b>Economy and Culture</b>	Inclusive and sustainable development	x			
	Jobs and levels of pay		x		
	Healthier high streets	x			
	Culture, creativity and heritage		x		
<b>Housing and Communities</b>	Standard of housing		x		
	Access to housing		x		
	Crime		x		
	Social connectedness	x			

## Equality and Diversity

7.7 Have you completed an Equality Impact Analysis? No

7.8 An Equality Impact Analysis has not been undertaken as the Kendal Local Cycling and Walking Infrastructure Plan has been prepared by Cumbria County Council. This report is seeking Cabinet's overall endorsement of the County Council's Plan. The LCWIP was not prepared by the District Council.

7.9 Summary of Equality and Diversity impacts

Please indicate: P = Positive impact; 0 = Neutral; N = Negative; Enter "X"						
Age	P	x	0		N	
Disability	P		0	x	N	
Gender reassignment (transgender)	P		0	x	N	
Marriage & civil partnership	P		0	x	N	
Pregnancy & maternity	P		0	x	N	
Race/ethnicity	P		0	x	N	
Religion or belief	P		0	x	N	

<b>Sex/gender</b>	<b>P</b>		<b>0</b>	<b>x</b>	<b>N</b>	
<b>Sexual orientation</b>	<b>P</b>		<b>0</b>	<b>x</b>	<b>N</b>	
<b>Armed forces families</b>	<b>P</b>		<b>0</b>	<b>x</b>	<b>N</b>	
<b>Rurality</b>	<b>P</b>		<b>0</b>	<b>x</b>	<b>N</b>	
<b>Socio-economic disadvantage</b>	<b>P</b>	<b>x</b>	<b>0</b>		<b>N</b>	

<b>Risk Management</b>	<b>Consequence</b>	<b>Controls required</b>
That Cabinet does not endorse the Kendal LCWIP	Lack of endorsement by the District Council could reduce the prospects for successful bids for Government and other funding.	Cabinet members to consider the possible implications of not endorsing the Kendal LCWIP.

### Contact Officers

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### Background Documents Available

None

### Tracking Information

<b>Signed off by</b>	<b>Date sent</b>	<b>Date Signed off</b>
Section 151 Officer	16.5.22	18.5.22
Monitoring Officer	16.5.22	23.5.22
CMT	17.5.22	18.5.22

<b>Circulated to</b>	<b>Date sent</b>
Lead Specialist	9.5.22
Human Resources Lead Specialist	10.5.22
Communications Team	N/A
Leader	N/A
Committee Chairman	N/A
Portfolio Holder	12.5.22 and 13.6.22
Ward Councillor(s)	13.5.22
Committee	N/A
Executive (Cabinet)	29.6.22
Council	N/A