



Consultation Report

Barrow- in-Furness Cycling and Walking



#brilliant
BARROW

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1 Introduction

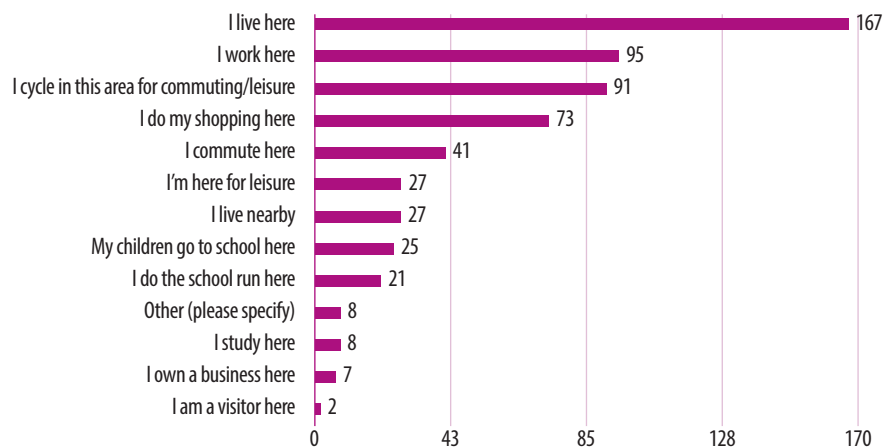
- 1.1** Cumbria County Council are developing a programme of Local Cycling Walking Infrastructure Plans (LCWIP). These are being developed for locations across the county, including Barrow-in-Furness (Barrow). As part of the development of the LCWIP, a consultation has been undertaken to seek public opinion on the work completed to date and the emerging cycling and walking networks.
- 1.2** This report summarises the results of the public consultation on the LCWIP for Barrow, undertaken between 7th May and 28th May 2021. The consultation included a survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements.
- 1.3** The questionnaire was split into the following sections:
- Finding out 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 Barrow.
 - 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.
 - Open questions relating to proposed improvements on Abbey Road, Roose Road and Walney Road.
- 1.4** A total of 200 responses were received to the Barrow LCWIP questionnaire during the consultation period, with these results being presented in Section 2.

2 Results of the questionnaire

About you

2.1 The first question asked about those responding and their interest in the Barrow LCWIP consultation (Figure 1). The largest group of respondents are local residents (167 respondents), followed by those work in the area (95) and those that cycle in the area for commuting/leisure (91). Multiple options could be selected by respondents.

Figure 1 - Which of the following best describes the reason for your interest in this consultation? (Please tick all boxes applicable).



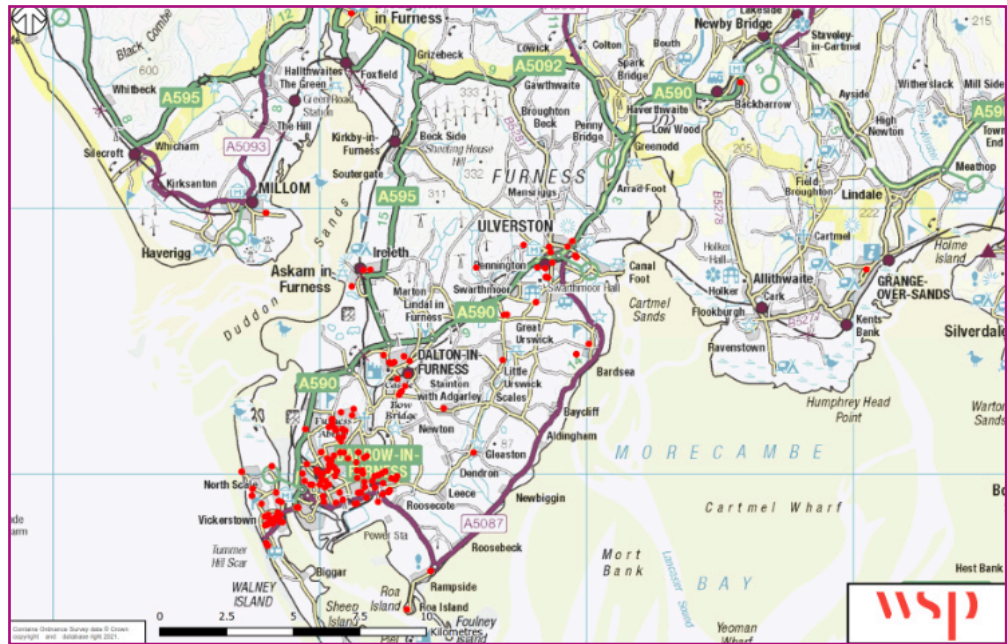
2.2 A UK postcode was requested to understand where those responding were from. Table 1 shows the largest numbers responses were from Barrow-in-Furness town and Walney Island, followed by those from the LA13 postcode for eastern Barrow and nearby villages. Respondents from locations outside of Cumbria included Bolton and Nottingham. Some invalid postcodes were present.

Table 1 - Postcode locations of respondents.

Postcode	Count	Location of postcode
LA14	88	Barrow-in-Furness (town), Walney Island
LA13	61	Roose, Stainton with Adgarley, Barrow-in-Furness (east)
LA12	23	Ulverston, Newby Bridge, Bardsea, Broughton Beck
LA15	21	Dalton-in-Furness
LA16	12	Askam-in-Furness
LA20	3	Broughton-in-Furness, Seathwaite, Cockley Beck, Woodend
LA6	2	Kirkby Lonsdale, Ingleton, Nether Kellet
LA9	1	Kendal
LA11	1	Grange-over-Sands, Cartmel, Flookburgh
LA18	1	Millom, Silecroft, Hallthwaites
LA23	1	Windermere, Bowness-on-Windermere, Troutbeck
CA11	1	Penrith, Pooley Bridge, Glenridding, Greystoke
BL1	1	Bolton
NG5	1	Nottingham

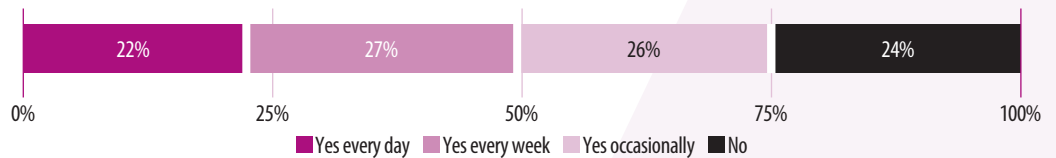


2.3 Figure 2 shows the full postcode locations of respondents (where provided), to complement Table 1.
 Figure 2 - Map to show postcode location of respondents.



2.4 Respondents were asked whether they currently make journeys by cycling, and if so, how often. Figure 3 shows that just under a quarter of respondents do not currently make journey by bicycle, while 22% do so every day, 27% every week and 26% occasionally.

Figure 3 - Do you currently make journeys by cycling and if so how often?

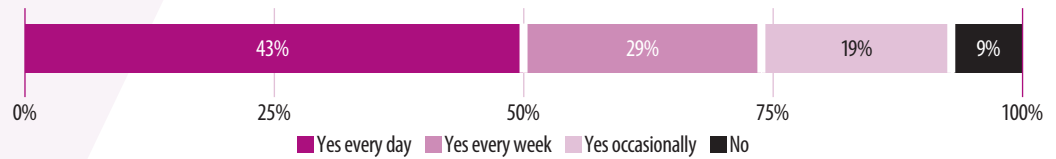


The purposes of these journeys by bicycle can be summarised as follows (respondents could give more than one purpose):

- Commuting / work (65 mentions)
- Shopping (19 mentions)
- Leisure and fitness (105 mentions)
- School and education (2 mentions)
- Visiting family (2 mentions)

2.5 In terms of walking trips and their frequency, a larger proportion of respondents walk compared to cycling (Figure 4). This is evident in the small proportion (7%) stating that they never walk.

Figure 4 - Do you currently make journeys by walking and if so how often?



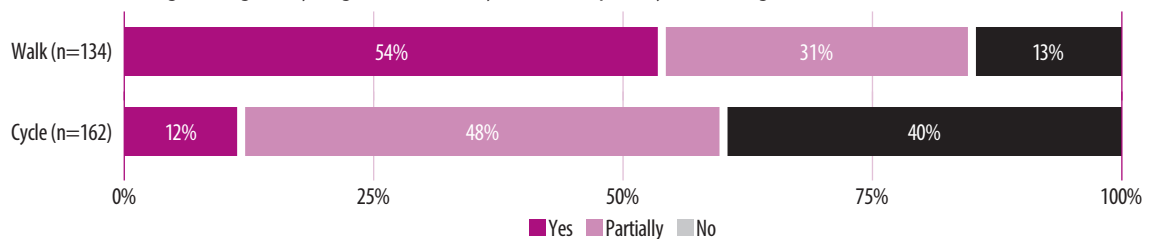
The purposes of these walking trips are summarised in the bullet points below:

- Commuting / work (52 mentions)
- Shopping (58 mentions)
- Leisure and fitness (104 mentions)
- Walking the dog (26 mentions)
- School and education (12 mentions)

Your local cycling and walking network

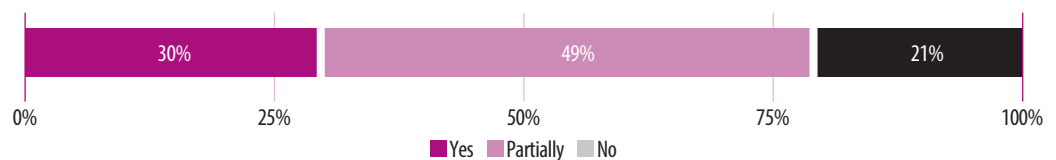
2.6 When asked whether the existing cycling and walking routes in Barrow connect with where they want to go, more respondents answered yes for walking routes compared to cycle routes (54% vs 12%). Figure 5 also shows a larger proportion of respondents that feel the cycle routes don't connect to their destinations compared to walking routes (40% vs 15%).

Figure 5 - Do the existing walking and cycling routes connect you with the places you wish to go?



2.7 The Draft Priority Cycling Network Plan proposed cycle connections for Barrow, were overall considered to connect to the places respondents wished to cycle (Figure 6). Just under half of respondents partially agree with the Plan, while 30% agree fully. A fifth of respondents answered no.

Figure 6 - Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?





2.8 For those respondents that answered 'partially' or 'no' to the questions about existing cycle routes, existing walking routes and the draft priority cycling network plan - a follow up question asked respondents to provide further feedback.

2.9 A brief summary of the most prevalent open-ended responses explaining why respondents said that existing cycle and / or walking routes either do not or only partially connect with where they want to travel to, is shown below.

Do the routes shown in the draft priority cycling network plan, connect you with the places that you wish to cycle?

- Issues surrounding the safety of cyclists on Walney and Jubilee Bridges (6 mentions).
- Connections between Dalton and Barrow either via a 'traffic-free greenway' or a connection where the route joins Abbey and Newton (4 mentions).
- Currently no provision to make a leisure route to South Walney Nature Reserve, current access along road is very unsafe (4 mentions).
- Poor, partial cycle lanes on Abbey Road (3 mentions).
- No protection for cyclists on Rawlinson Street (3 mentions).
- Greengate Street cycle paths are not adequate and do not link into other streets such as Rawlinson Street and Abbey Road (2 mentions).
- Need Roads that lead onto Jubilee Bridge and Michaelson Road like Duke Street and Greengate Street to have adequate cycle/pedestrian infrastructure (2 mentions).
- Issues on Rating Lane (2 mentions).
- Currently all cycle lanes are dangerous and impractical (2 mentions).
- There has been a need identified for off-road cycle routes to accommodate those with disabilities/learning difficulties, children and those who lack confidence to cycle on the road (2 mentions).
- Cycle route (Route 70) between Ulverston and Barrow is impractical, indirect and unsafe and an alternative solution should be sought (2 mentions).
- Flasse Lane to Abbey Road (2 mentions).
- Rampside along Coast Road (2 mentions).
- No connection from Roose, Holbeck and Yarlside (2 mentions).

Do the existing walking routes connect you with the places you wish to go?

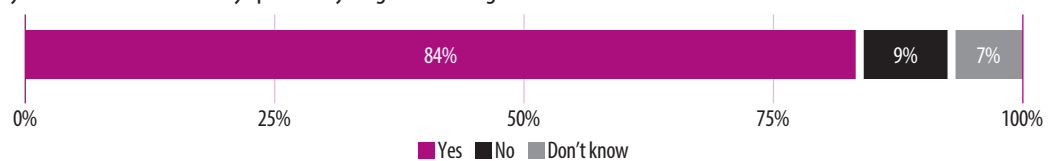
- Pedestrian provision is currently unsuitable for users with mobility issues (including wheelchair users), and for parents/carers with young children or moving prams (6 comments).
- More designated walking areas from Holbeck to Barrow, Ulverston, Walney, and Dalton (4 comments).
- Difficulty crossing and safety issues at: Crow's Nest, Hindpool Road (near Custom House), the junction between Roose Road and Rampside Road, and at Albion Pub (4 comments).
- Holbeck to Walney more designed walking areas away from traffic. Amphitrite in front of South Walney Junior School is so dangerous. Path to north Walney nature reserve is unsafe from erosion, and not suitable for wheelchair users (3 comments).
- Improvements needed at Greengate Street (3 comments).
- Consideration to improving Coast Road (3 comments).
- Wheelchair accessible route from Holbeck to Furness Abbey and Rampside (2 comments).
- Difficulty at Jubilee Bridge due to current work taking place, and pedestrians crossing diagonally to avoid having to cross over two phases (2 comments).
- Issues relating to pavement parking (2 comments).
- Maintenance is needed (e.g. overhanging vegetation) (2 comments).
- Michaelson Road to connect with Duke Street, Greengate, Salthouse Road, Roose Road, Risedale Road, and Abbey Road. Michaelson Road to include clear segregation (2 comments).
- Street lighting not adequate (2 comments).
- More pedestrian crossings, cycle routes, and footpaths, in order to provide a coherent network within the Borough (2 comments).
- Improvements to Abbey Road Cycle route including extending the route along the whole road, including more safe turning points, and using full segregation (1 comment).

- Area by BAE is now closed off with wooden fence - was a cut-through (along a desire line) (1 comment).
- Improvements to the walking route from Earnse Bay to Biggar Bank (1 comment).
- Safe crossing points for A590 current footpaths have literally killed people (1 comment)
- The pavement needs to be for pedestrians only (1 comment).
- More dropped kerbs are needed throughout Barrow-in-Furness (1 comment).
- Safety concerns on Leece Lane at the section between Holbeck Park Avenue and Stank Lane / Dungeon Lane (1 comment).
- Safety issues on Rakesmoor Lane to through traffic after the football ground, as too many large vehicles use the route. Consideration given to closing the road to traffic (1 comment).
- More walking routes are needed (including improved connections to key education, work, retail and residential areas) (1 comment).
- There should be a link path between Abbott's Wood and Mill Brow (consideration could be given to using the packhorse bridge across the Red River) (1 comment).
- The path from Sandy Gap to Biggar Bank and beyond to Thorney Nook is not suitable for walking especially after a heavy downpour when parts are flooded (1 comment).
- Consideration given to a circular route from Barrow to Rampside, then from Rampside to Holbeck (1 comment).

2.10

When asked whether they would welcome more money being spent on cycling and walking in Barrow-in-Furness, an overwhelmingly positive response emerged (Figure 7). With the 84% of respondents agreeing, indicating significant support for investment.

Figure 7 - Would you like to see more money spent on cycling and walking in Barrow-in-Furness



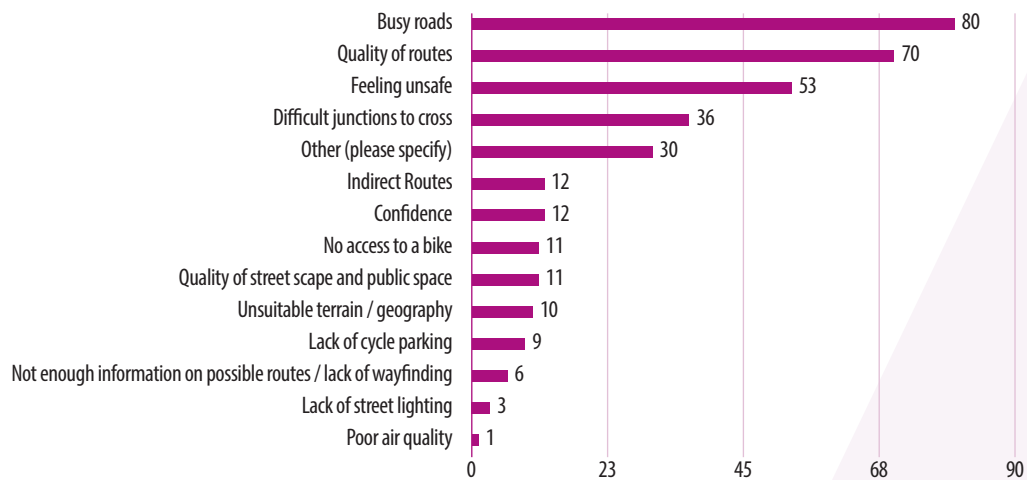


Barriers to cycling and walking

2.11

Figure 8 shows issues that respondents identified as making it more difficult for them to cycle. Top of these is the presence of busy roads (80) while Quality of routes (70), a feeling of being unsafe (53) and difficult junctions (36) were frequently mentioned. Lack of street lighting (3) and poor air quality (1) were the least mentioned barriers. Terrain and geography did not appear to be significant obstacles either (10 respondents), important as difficult terrain or topography can be a clear deterrent to all but the most experienced cyclists. Other reasons mentioned (30 responses) included issues with cycleway and road maintenance (e.g. potholes), and parked cars on blocking cycleways.

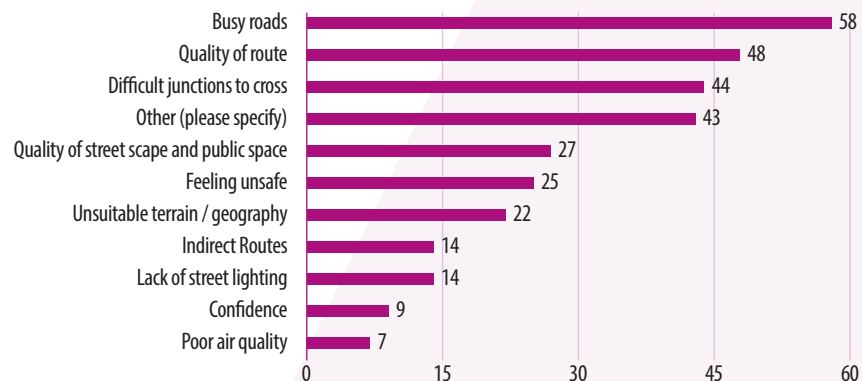
Figure 8 - Do any of the following make it difficult for you to cycle? (Please select your top 3)



2.12

A similar question asked whether respondents what their main barriers to walking were - as before they were asked to select their top three. As shown in Figure 9, the main obstacle was the presence of busy roads (58 respondents), while the quality of the route (48) and presence of difficult junctions to cross (44) were also prevalent among respondents. Meanwhile, confidence was not considered to be a barrier to most respondents, with only nine people mentioning this within their top three. Other reasons mentioned (43 responses) included cars being parked on pavements, poor cyclist behaviour, dog mess, lack of segregation from traffic and mobility problems (elderly/ disabled).

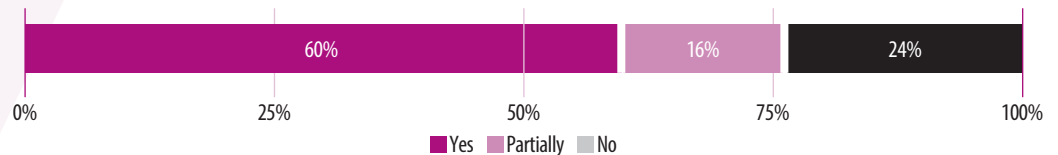
Figure 9 - Do any of the following make it difficult for you to walk? (Please select your top 3)



Changing to cycling or walking

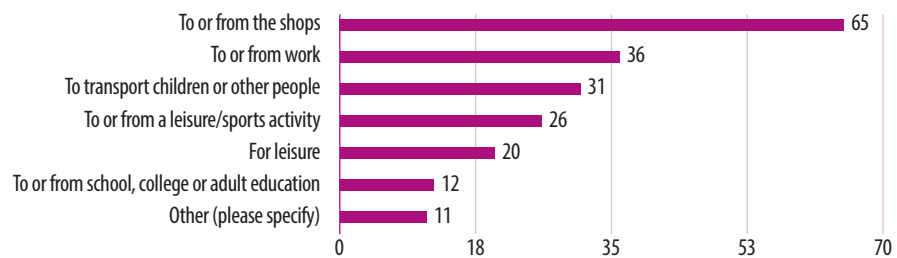
2.13 Respondents were asked whether they made any journeys by car to places that are within walking or cycling distance. As Figure 10 shows, there are a majority of respondents that confirmed that they make journeys by car to locations within walking and cycling distance (60%). This does however suggest that due to the distances involved, considerable scope exists for these journeys to be made by active travel modes as an alternative to car use.

Figure 10 - Do you make any journeys by car to places that are within walking or cycling distance?



2.14 As a follow up to the previous question, respondents were asked to describe the purpose of the journeys that are made to places within cycling or walking distance. Respondents could give more than one reason (Figure 11). The main reasons given are for journeys to and from the shops (65 respondents), followed by those travelling to or from work (36). The need to transport children or other people is mentioned by 31 respondents. Eleven respondents also gave other reasons, which included: during bad weather, medical appointments, for family members with disabilities, when needing to carry items or get somewhere quickly.

Figure 11 - For what purpose do you make journeys by car to places that are within cycling or walking distance?

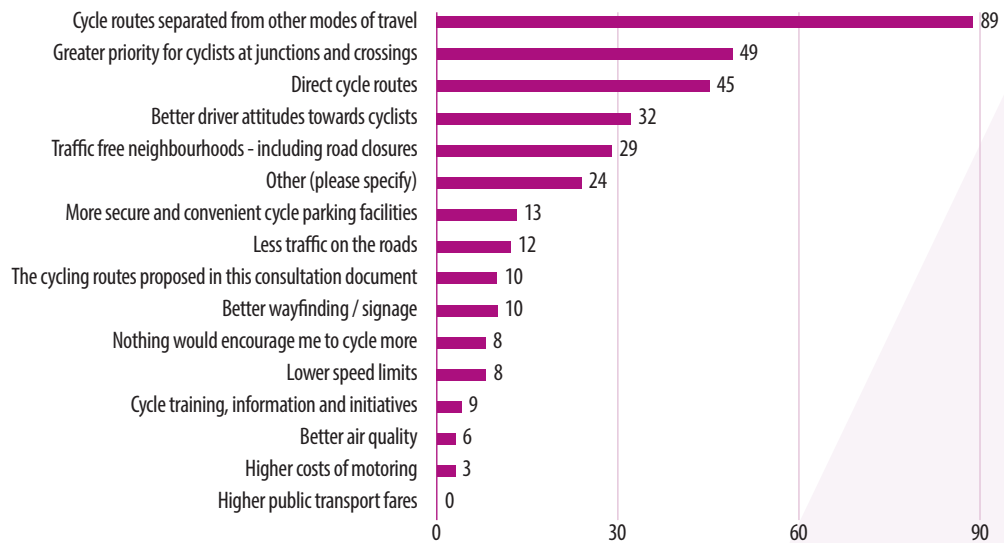




2.15

Next, respondents were asked to give details of what would encourage them to cycle more than they do currently (shown in Figure 12). As with previous questions, respondents were asked to indicate a top three items that would encourage increased cycling. The most commonly mentioned items were segregated cycle routes with separation from other modes of travel (89 respondents - out of 200 respondents overall, meaning 45% of all respondents mentioned this). Greater cycle priority at junctions and crossings (49) direct cycle routes (45) were also mentioned most by respondents. Interestingly, the use of 'stick' measures is not supported, with no respondents stating that higher public transport fares would encourage them to cycle more, while higher motoring costs were only mentioned by 3 respondents (1.5% of all respondents).

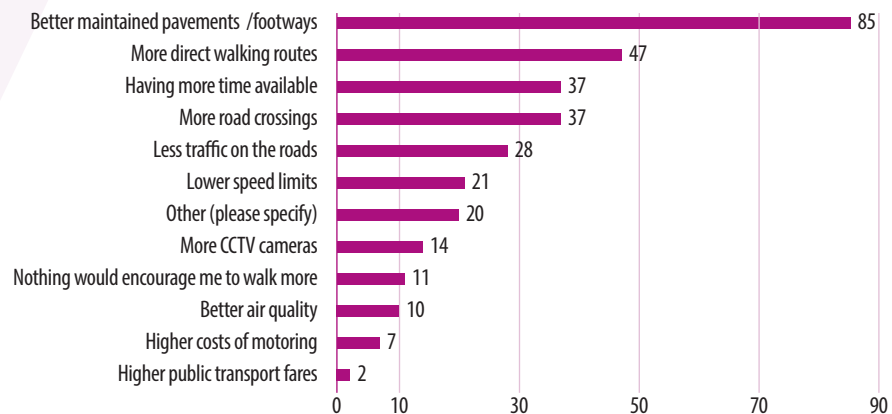
Figure 12 - What would encourage you to cycle more? (Please select your top 3)



A total of 24 respondents mentioned 'other' measures, which included: better weather, better routes or route maintenance, access to a bicycle or a bike hire scheme, segregated cycle routes, better lighting and secure storage, connected cycle routes, better driver behaviour (including not parking on cycle lanes), plus localised cycle provision (in Millom).

2.16 The next question asked the same, but for walking. As Figure 13 shows, the main measures that would be most likely to encourage greater walking and cycling were better maintained pavements and footways (85 respondents - 43% of all respondents), more direct walking routes (47), more road crossings and having more time available (both 37). As for the cycling responses, 'stick' measures were not commonly mentioned as a means to encourage walking - with higher public transport fares and higher costs of motoring being infrequently mentioned (2 and 7 respondents respectively).

Figure 13 - What would encourage you to walk more? (Please select your top 3)



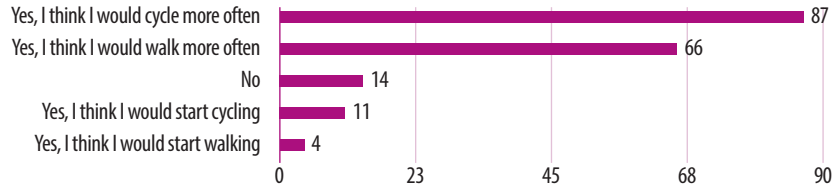
A total of 20 respondents mentioned 'other' measures, which included: Improved lighting, less cyclists using pavements, improved maintenance, better disabled user provision (including dropped kerbs), prevention of parking on pavements, as well as better waymarking and information about walking routes, more public conveniences, more seating provided and secure areas for dog walking.

2.17 The results shown in Figure 12 and Figure 13 suggest that 'carrot' type measures which incentivise sustainable travel are more likely to encourage sustainable behaviour in Barrow, than 'stick' type measures which seek to de-incentivise alternatives. This is further borne out in the results shown in Figure 14 which suggest that improvements to cycling and walking routes would encourage cycling and walking - with 14 respondents out of 200 indicating that this would not do so. Meanwhile, 87 respondents felt that improvements would encourage them to cycle more often, and 66 said the same for walking. Four respondents said that they would start walking, while 11 said that they would start cycling - suggesting that there is scope for some newly encouraged cycling and walking trips from any improvements.



2.18 The results in Figure 14 show that out of all 200 respondents, 44% would cycle more often, 33% would walk more often, 6% would start cycling, while 2% would start walking. Seven percent of respondents said that improvements in Barrow would make no difference to their walking and cycling behaviour (i.e. no).

Figure 14 - Would improvements to cycling and walking routes encourage you to walk and/or cycle more often?
(Please select all that apply)



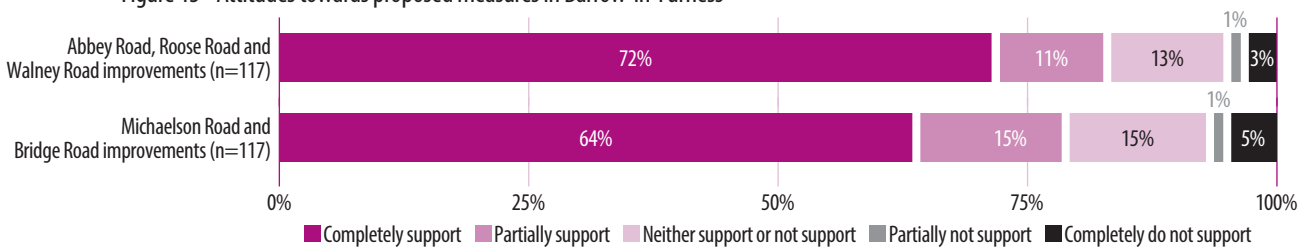
Phase 1 and phase 2 delivery in barrow

2.19 The next question in the questionnaire asked about specific proposed improvements in Barrow-in-Furness, with respondents asked for their views on two proposed improvements with suggested delivery timescales. These being:

- Improvements on Michaelson Road and Bridge Road being planned as the first phase of delivery in 2021?
- Improvements on Abbey Road, Roose Road and Walney Road being planned as the second phase of delivery in 2023?

2.20 The results shown in Figure 15 indicate broadly similar attitudes towards the proposals, with large levels of support for both, compared to those that do not support the schemes. The level of overall support is marginally greater for the Abbey Road proposals (83%) compared to those for the Michaelson Road improvements (79%).

Figure 15 - Attitudes towards proposed measures in Barrow-in-Furness

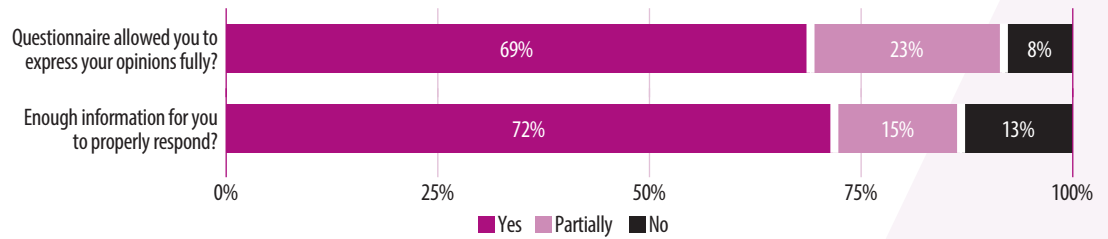


Consultation feedback

2.21

The final question in the survey asked whether respondents felt that they had been provided with enough information to properly respond, and whether the questionnaire allowed them to express their opinions fully. The results shown in Figure 16 indicate that respondents did in the main feel that there was enough information provided in order to properly respond to the consultation, with 72% of respondents answering 'yes' and 15% 'partially'. Meanwhile a far smaller 13 percent of respondents said that there was insufficient information to allow for a proper response. Similarly, over two-thirds of respondents felt that the questionnaire allowed them to express their opinions fully (69%), while 23% felt that it did so 'partially'. Meanwhile, a smaller 8% disagreed with this comment.

Figure 16 - Was enough information provided and did the questionnaire allow full expression of opinions?

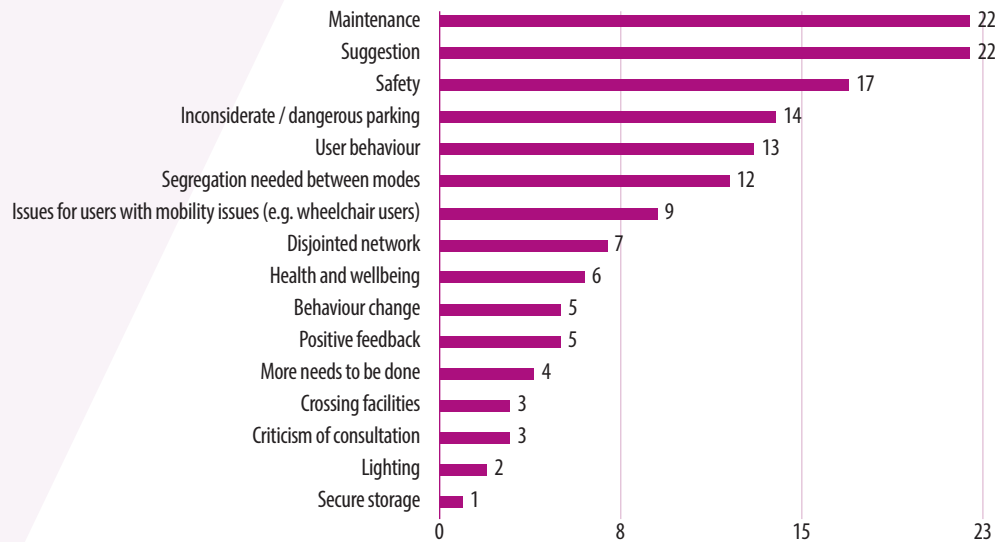




3 Further comment questions

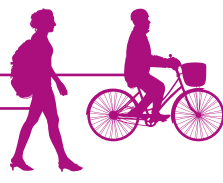
- 3.1** A further four questions were included in the questionnaire, asking respondents to provide comments on the proposed Abbey Road and Michaelson Road schemes (see Figure 15). A further question requested any other comments:
- Do you have any comments on the type of improvements presented in the concept design for Michaelson Road/Bridge Road?
 - Do you have any comments on the type of improvements presented in the proposals for Abbey Road, Roose Road and Walney Road?
 - We really value your feedback, please use this space to tell us more about cycling and walking in Barrow-in-Furness.
- 3.2** The first question asked respondents if they had any comments on the type of improvements proposed for Michaelson Road/Bridge Road. The recurring comments are set out below.
- The funding should be focussed elsewhere, for example improvements should be made in alternative locations (12 comments).
 - Several comments relate to the need for segregation between different modes (9 comments).
 - Comments supporting the proposed type of improvements. A couple of comments referred to improved access to employment, including cyclists travelling to and from BAE (7 comments).
 - Several comments surrounding design and operational considerations, such as: safety concerns, maintenance / enforcement, and priority arrangements (7 comments).
 - The walking routes need to be suitable for wheelchair users (2 comments).
 - These improvements are not needed (2 comments).
 - Need more information on the proposals (2 comments).
- 3.3** The second question asked for comments on the type of improvements presented in the proposals for Abbey Road, Roose Road and Walney Road.
- Cyclists need to be fully segregated from pedestrians and motorised traffic (8 responses).
 - Several comments themed around ensuring the safety of cyclists, for example: signage improvements, speed restrictions, extending the route to Roose School (7 responses).
 - It needs to be ensured that cars do not park within the cycle lanes or walkways (5 comments).
 - This should be prioritised as part of the first phase (4 responses).
 - More detail is needed on the proposals (4 responses).
 - The walking routes need to be suitable for wheelchair users (2 comments).
 - There is no need for improvements at this location (2 responses).
 - The improvements will need to be maintained and enforced (2 responses).
 - These proposals really need to welcome cycling to those who consider themselves as novice cyclists (1 comment).
 - Focus should be placed on more important routes, such as the Coast Road. (1 comment).
- 3.4** The final question asked respondents for further feedback on cycling and walking in Barrow-in-Furness. A total of 79 responses were received, and covered the key themes set out within Figure 17. The most frequently occurring comments themed around a need for maintenance on cycleways, roads, and footways (22 comments), and suggestions for alternative / additional proposals (22 comments). The next most frequently occurring themes related to safety concerns, particularly including dangerous parking, volumes of traffic, lack of maintenance and use of shared road space (17 comments), and comments concerning dangerous / inconsiderate parking (14 comments). Feedback on user behaviour was the next most frequently occurring theme (13 comments), followed by a need for segregation between modes including walking, cycling, and motorised travel (12 comments).

Figure 17 - We really value your feedback, please use this space to tell us more about cycling and walking in Barrow-in-Furness.



4 Next steps

- 4.1** The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to integrate into the development of the LCWIP for Barrow-in-Furness. The responses we have received have given us essential data on which to base the further refinement of the LCWIP and the comments made are also crucial to us in understanding the localised issues which are key to successful LCWIP refinement and delivery of a plan which encourages active travel by providing interventions in areas where these are most likely to derive the greatest benefit.
- 4.2** Further refining of the LCWIP will take place over the coming months, with a further consultation on these plans being held in Autumn 2021. The next consultation will seek comments on the final proposed priority cycling network and the types of improvements that could be delivered and the suggested walking improvements. Following the consultation in Autumn 2021, the LCWIP will be finalised and provide a clear 10 year plan for investment in Cycling and walking in Barrow-in-Furness.



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