



Have your say

A final opportunity for you to feedback on our proposals for a Local Cycling and Walking Infrastructure Plan (LCWIP) for Barrow-in-Furness

Public Consultation from:
5 November to 26 November 2021

For more details and links to the questionnaire please visit:
cumbria.gov.uk/cyclingandwalking

Barrow-in-Furness Cycling and Walking Follow-up Consultation



#brilliant
BARROW

Purpose of the consultation

We are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Barrow-in-Furness to identify and prioritise the improvements needed to make everyone feel confident they can walk or cycle.

This consultation is a follow-up to the consultation undertaken in Spring 2021 and offers a final opportunity for you to feedback on our proposals, prior to finalising the LCWIP.

We want your feedback to make the Local Cycling and Walking Infrastructure Plan the best it can be.

Please take the time to get involved, read this consultation document and provide your feedback. You can respond to this consultation in a number of ways:

- Respond online at cumbria.gov.uk/cyclingandwalking
- Complete and return the questionnaire at the end of this document to: FREEPOST CUMBRIA COUNTY COUNCIL.
- Attend one of our public consultation drop in events.

For further details on consultation document collection points and our drop in events please visit cumbria.gov.uk/cyclingandwalking.

Please respond by Friday 26 November 2021.

Background

Cumbria County Council and Barrow Borough Council are working together with a shared ambition to increase cycling and walking in the Barrow-in-Furness area. Cycling and walking is good for our health and wellbeing, the environment, and the local economy.

In 2020, the government released 'Gear Change: A Bold Vision for Cycling and Walking'. This document sets out a vision for a travel revolution in England's streets, towns and communities. It was recognised that the potential benefits of cycling and walking more were huge and could *'help tackle some of the most challenging issues we face as a society; improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.'*

The implementation of good quality cycling and walking infrastructure is key to getting more people to walk and cycle. A large proportion of residents within Barrow-in-Furness live and work within the town and its compact nature creates ideal conditions for cycling and walking.


As part of our partnership working, we are developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Barrow-in-Furness. The LCWIP will identify and prioritise the main routes and core walking zones for improvement. Having a clear plan for cycling and walking will enable the Council to secure funding to deliver improvements through bids for central government funding and developer contributions. Future delivery of the improvements however, will be dependent on the funding being secured.

We consulted on our draft priority cycling networks for Barrow-in-Furness in Spring 2021 and wish to thank everyone who provided their feedback. Your comments have enabled us to develop our proposals further and we present the amended cycling and walking priority networks in this consultation document.


Local Cycling and Walking Infrastructure Plans (LCWIP)

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 10-year lifespan to reflect changing priorities.

The LCWIP will provide:

- 
- 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.
 - A 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 will 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 delivered.
 - **Guaranteed funding** for delivery, although it will put us in the best possible position to secure funding.
 - Network planning for **long distance** routes.



Development of the LCWIP

The development of the LCWIP for Barrow-in-Furness has followed a six stage process.

1

Determining Scope

Establishing the area the LCWIP will cover.

2

Information Gathering

Identify existing and potential future travel patterns by looking at where people travel from and to. Review the existing conditions and identify barriers that might prevent people from cycling and walking.

3

Network Planning for Cycling

A process of mapping all the potential places where people move to and from, such as residential areas, schools, shopping streets and industrial estates. Identify how well the current routes connect these places.

4

Network Planning for Walking

Identify the main places where people gather and walk around, such as town centres, shopping or industrial estates, or education sites. Look at how well connected these are by existing routes, and undertake analysis to understand which routes might have the highest number of people using them.

5

Prioritising Improvements

Process to understand which routes may be at or close to standard, and which require improvement. Working with stakeholders to understand which routes might be most deliverable, and develop a list of improvements that could be built over the next 10 years should funding become available.

6

Integration and Application

Integrate LCWIP outputs into local planning and transport policies, strategies and delivery plans. The LCWIP is then published on our website as a live document.

LCWIP Development Timeline

Development of the LCWIP is being undertaken in accordance with the timeline outlined here.

Summer 2020 - Spring 2021

Information Gathering (Stage 1-5)
Evidence review and identification of draft priority cycling network.

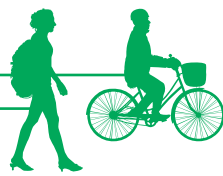
Spring 2021 - Spring 2022

Spring	Summer	Autumn	Winter	Spring
First Public Consultation	Updated Networks (Stage 3-5)	Second Public Consultation	Update LCWIP (Stage 5)	Final LCWIP (Stage 6)
Consultation on draft priority cycling network and request for feedback on where walking improvements are needed.	Updated priority network for cycling and identification of improvements. Priority network and improvements for walking.	Consultation on the latest LCWIP plans for cycling and walking before finalising the LCWIP.	Use the consultation feedback to make any final amendments to the LCWIP.	10 year plan for cycling and walking.
		We are here		

Spring 2022 - Spring 2032

Funding	Delivery
Use the LCWIP to assist in securing funding for delivery.	Delivery of improvements (subject to funding).

LCWIP - A live document that should be regularly reviewed and updated to reflect any changes in priorities.



Area covered by the LCWIP

The study area for the Barrow-in-Furness LCWIP is based on the borough boundary, however the focus is on the urban area of Barrow where there is the greatest potential to get more people cycling and walking for short journeys. Connections to nearby communities have also been considered as part of the development of the Plan.

Information gathering and network planning

A comprehensive evidence gathering exercise has been undertaken to inform the development of the plan, including public consultation in May 2021. This has helped us to understand where people want to go and what are the current barriers that are preventing them from doing so.

Priority networks for cycling and walking around Barrow-in-Furness have been identified. These are made up of existing and new or improved routes and have been developed from a review of the evidence and feedback from the consultation.



You said, we did

During our consultation on the draft priority networks for Barrow-in-Furness in Spring 2021 you provided us with some useful feedback on our proposals. We have tried to incorporate your comments in our latest proposals. A summary of those changes is provided below.

Theme	You said...	We did...
Connectivity	Need better traffic-free connection between Barrow to Dalton.	We have included a route along Abbey Road from Barrow to Dalton. Early feasibility work is being undertaken to develop designs.
	Need better walking connections from Holbeck to surrounding areas.	We have included a route along Roose Road which will connect to Holbeck. Early feasibility work is being undertaken to develop designs.
Crossings	Difficulty crossing at Crow's Nest, Hindpool Road (near Custom House), Roose Road and Rampside Road, and at the Albion Pub.	Crossings will be considered in more detail once funding becomes available. Subject to funding, all routes will be improved in line with the latest guidance, promoting access for users of all abilities.
Disabled users	Off-road cycle routes are needed for those with disabilities / learning difficulties.	A number of off-road routes have been identified to support leisure use within the LCWIP area.
	Pedestrian provision is currently unsuitable for those with mobility issues.	Subject to funding, all routes on the map will be improved in line with the latest guidance, promoting access for users of all abilities.
Economics	Funding should be focused elsewhere - improvements in other locations.	There are a number of routes prioritised to access Walney Island. Improvements on Michaelson Road and Bridge Road are funded and due to be complete by Spring 2022. In addition the LCWIP cycling network includes other routes which would also improve access, subject to funding.
Safety	Concern about cycle safety when accessing Walney Island.	There are a number of routes prioritised to access Walney Island. Improvements on Michaelson Road and Bridge Road are funded and due to be complete by Spring 2022. In addition the LCWIP cycling network includes other routes which would also improve access, subject to funding.
	Incomplete cycleways on Abbey Road.	We have included a continuous route along Abbey Road. Early feasibility work is being undertaken to develop designs.
	More enforcement of motorist behaviour to ensure safety.	Good design which follows best practice should help encourage positive driver behaviour.
	Measures to prevent inconsiderate parking on pavements or cycleways.	Where measures are required to manage these issues, these will be addressed through the design process for each route.
Traffic	No protection for cyclists on Rawlinson Street.	We have included a segregated route along Rawlinson Street which would protect cyclists from motor vehicles. Early feasibility work is being undertaken to develop designs.
	More designated walking areas away from traffic.	Most walking routes identified are alongside trafficked routes, as these are generally the most direct. Subject to funding, these routes will be improved to reduce the impact of traffic on pedestrians.
	More segregation from motor traffic.	The latest design guidance sets new standards on when segregation from motor traffic is required.
	Pedestrians and cyclists need to be segregated from each other.	The latest design guidance sets out a principle that bicycles should be segregated from pedestrians on main routes.



Delivery of cycling and walking improvements

Delivery of the plan is subject to securing funding.

Some funding has already been secured for delivery of the LCWIP and we are exploring other opportunities such as government funding for active travel and place based investment. In Barrow-in-Furness this includes:

- Cycling infrastructure on Michaelson Road/Bridge Road - Funding secured from the Active Travel Fund with delivery by Spring 2022.
- Cycling infrastructure on Abbey Road, Roose Road and Walney Road - A Barrow Town Deal Cycling and Walking project with delivery by Spring 2024, subject to approval of the final business case.
- Cycling infrastructure on Walney Island and Abbey Road - Subject to funding being allocated from the Active Travel Fund for delivery by Spring 2023.

Examples of the different types of improvement that could be delivered are shown below.



One way segregated cycleway.



Lightly segregated cycleway.



Two way segregated cycleway.



Traffic calming.



On road segregated (stepped) cycleway.



Traffic free.

Priority Cycling Network Plan

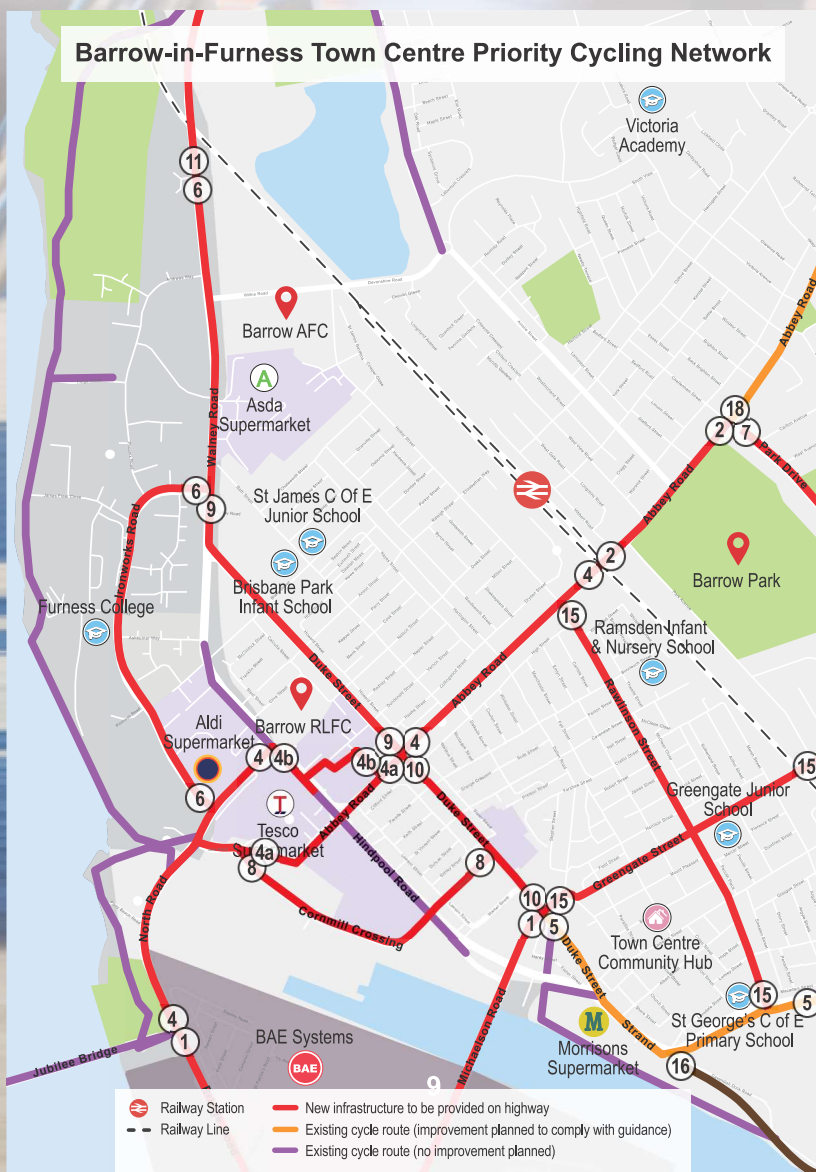
The proposed Priority Cycling Network Plan to be included in the LCWIP is shown on page 10 and 11 of this document and an inset of Barrow Town Centre is shown below.

The network has been designed to prioritise connectivity for commuting and leisure to help increase active travel in order to reduce car journeys and also help to address health inequality in Barrow. The network presented provides key connections in the town, recognising that it is not possible to connect everywhere. The Plan therefore focuses on the most important routes to secure funding for.

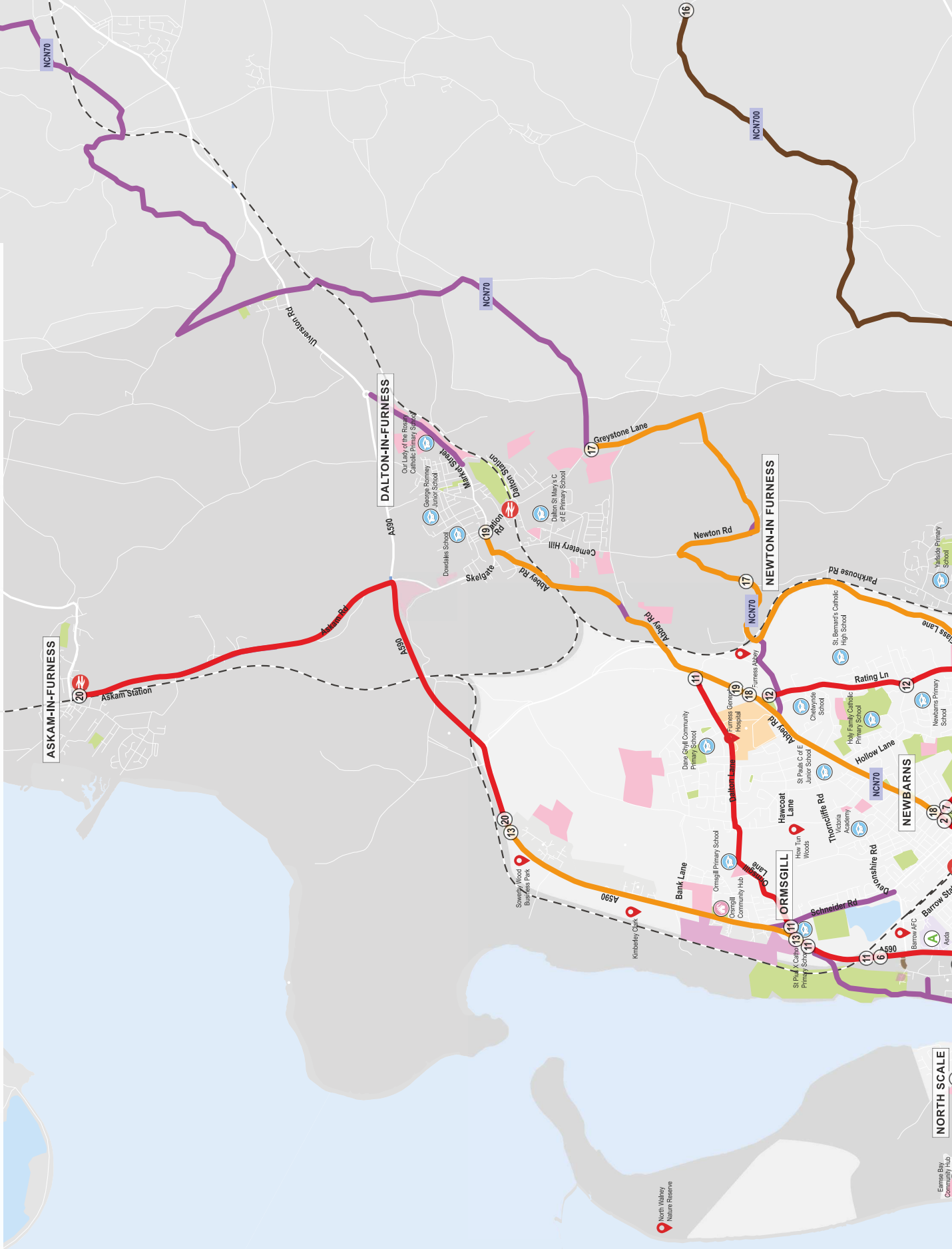
The draft priority network provides connectivity from residential areas in Barrow-in-Furness to key destinations such as schools, shops, community hubs, railway stations and green spaces; with a focus on connections to BAE Systems, the town centre and to education facilities at the College and nearby schools; all important to the strategy set out within the Brilliant Barrow Town Investment Plan. The improvements would include segregated cycleways into the town centre and improved access to green spaces and the coast, providing leisure based route options around the edge of the town and on Walney Island. The network also extends north along Abbey Road to connect to Dalton-in-Furness.

The combination of new cycling routes and improvements to existing routes, alongside existing provision, will provide coherent, direct, safe, comfortable and attractive cycle network for the borough.

The routes have been developed taking into account updated guidance from the Department for Transport on Cycle Infrastructure Design. The new standards of design are much higher than in the past and look to include cycle provision that is physically protected from traffic, as well as the separation of pedestrians and cyclists on main routes.

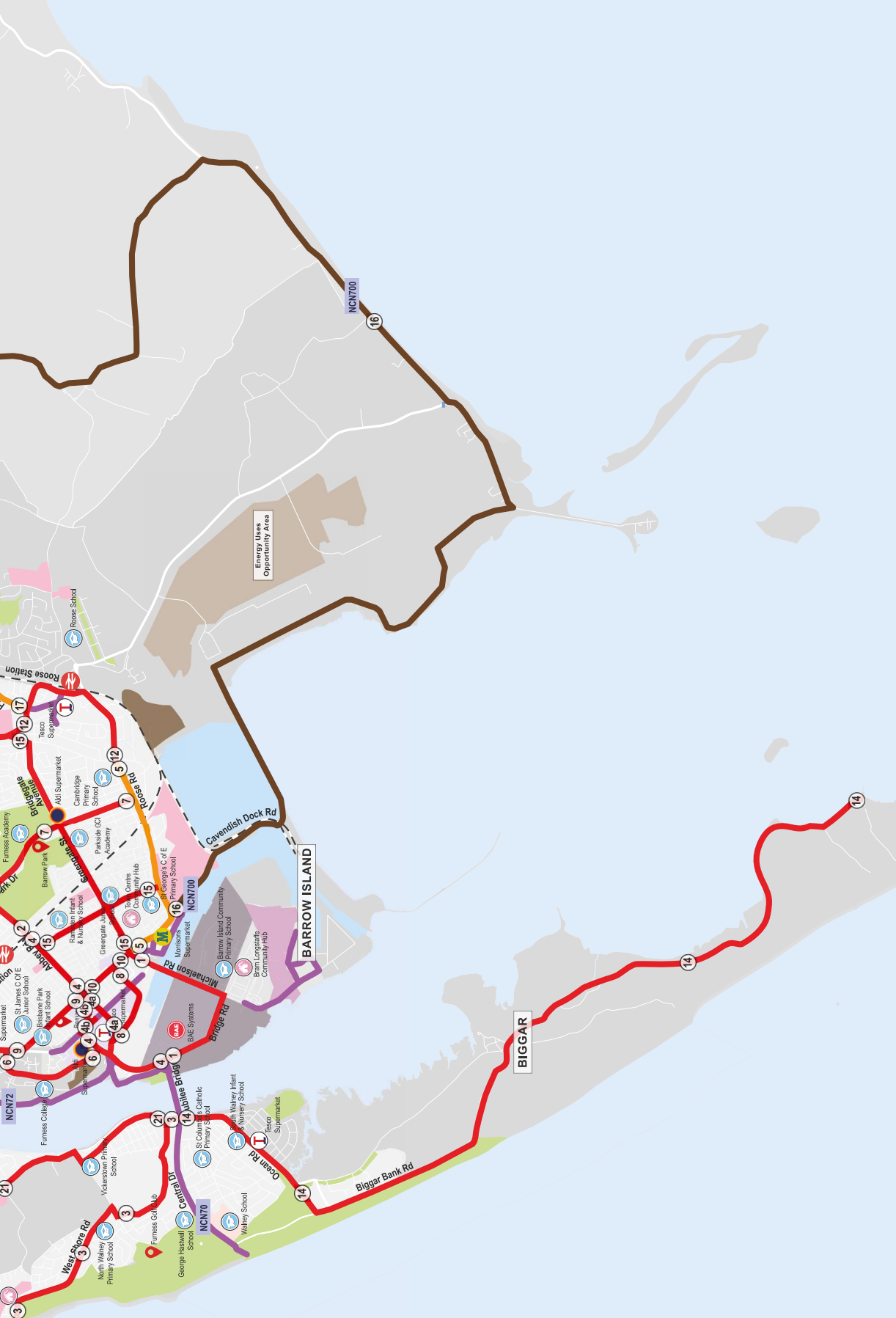


Barrow-in-Furness Priority Cycling Network













NORTH SCALE

Ormsgill Community Hub



KEY

	Current Allocated Housing Site		NCN 7 National Cycle Network		Green Space		Schools / Colleges		River
	Current Allocated Employment Site		BAE land		Railway Station		Railway Line		
	Current Allocated Opportunity Area								

-  New infrastructure to be provided on highway
 -  New infrastructure to be provided on third party land
 -  Existing cycle route (improvement planned to comply with guidance)
 -  Existing cycle route (no improvement planned)
 -  Existing bridleway / PROW
- See pages 12-13 for details of route numbers**



Priority Cycling Network Plan

The schemes shown on the Priority Cycling Network Plan are listed in the table below. These schemes are not listed in order of priority and their delivery will be dependent on securing funding.

Intervention Type

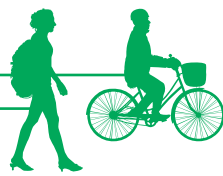
- New infrastructure to be provided on the highway
- New infrastructure to be provided on third party land
- Existing cycleway (improvement planned to comply with new design guidance)
- Existing bridleway / Public Right of Way

ID	Route Name	Route Description	Intervention type			
1	Michaelson Road/ Bridge Road	Connecting a major employment zone (BAE Systems) to the town centre. To include a segregated cycleway.				
2	Abbey Road (Hibbert Road to Park Drive)	A key route through Barrow town centre providing access to the Railway Station. To include a segregated cycleway and remodelling of the Ainslie Street/Park Dr junction.				
3	Walney Island North	Connecting the communities of Walney Island with Barrow town centre and schools, shops, doctors and leisure facilities. To include a new on-road segregated cycleway and upgrades to crossing points.				
4	Abbey Road to Jubilee Bridge Roundabout	Connection to the station, main retail centre and a major employment zone (BAE Systems). A two-way segregated cycleway along Abbey Road. A segregated cycleway on Duke Street.				
4A	Ramsden Square to A590 North Road via Abbey Road	A section of route 4 using a one-way segregated cycleway on Abbey Road between Ramsden Square and the junction with Hindpool Road (known locally as the Tesco Roundabout). An option to proceed to North Road through the retail park (third party land) or use the existing shared use facility on Hindpool Road to connect to North Road.				
4B	Ramsden Square to A590 North Road via Hindpool Retail Park	A section off route 4 using a two-way segregated cycleway. The route would pass through the Hindpool Retail Park, crossing Hindpool Road and connecting with North Road.				
5	Roose Road	Connecting eastern residential areas of Barrow to the town centre. Includes a segregated cycleway and junction improvements at Salthouse Road, Risedale Road and Duke Street.				
6	Town Centre BAE to Walney Road	A link to a major employment zone, tying into other cycle routes connecting to the town centre and residential areas. An off-road cycleway proposed on North Road, Ironworks Road and Walney Road.				
7	Park Drive and Risedale Road	A connection between Roose Road and Abbey Road. Includes a segregated cycleway on Park Drive and traffic calming measures on Risedale Road.				
8	Cornmill Crossing/ Cornwallis Street	Link from the town centre (east) to a retail zone. Segregated cycleway on Cornwallis Street continuing to the southern retail park.				
9	A590 / Duke Street to Ramsden Square	A segregated cycleway on Duke Street. Controlled crossing facilities are required at the western extent to safely link with A590.				
10	Duke Street	Segregated infrastructure to align with the Levelling Up Fund (LuF) Bus scheme and Duke Street Heritage Action Zone (HAZ).				
11	A590 Walney Road/ Ormsgill Lane/ Dalton Lane	A key east-west link consisting predominantly of quiet streets. Includes an on-road cycleway where widths allow. A new controlled crossing is also being proposed at the Hawcoat Lane junction.				
12	Abbey Road to Roose Station and Roose Road Link to Friars Lane Junction	A key north south link. Scheme includes traffic calming measures, segregated cycleway and controlled crossings facilities.				

Barrow-in-Furness Cycling and Walking Follow-up Consultation

ID	Route Name	Route Description	Intervention type		
13	A590 from Ormsgill Lane to Sowerby Wood Business Park	A key north south link. Includes a segregated cycleway.	Red	Brown	Orange
14	Walney Island South	Links to Scheme 3. Includes a segregated cycleway on Sandy Gap Lane and Biggar Bank Road.	Red		
15	Greengate Street and Rawlinson Street connections	Connects Abbey Road and Park Drive to the town centre. Includes a mixture of segregated cycleways and traffic calming measures.	Red		
16	NCN 700 Cavendish Dock Road Leisure Link	A shared use facility (min 3m wide) with low level lighting, improved signage, wayfinding and benches.		Brown	
17	Leisure Link, Joining NCN 70	An off road shared use path, with low level lighting and wayfinding. Sections of on road mixed traffic cycling with traffic calming measures.	Red		Orange
18	Abbey Road (Park Drive to Rating Lane)	A continuation of the Abbey Road improvements. A mixture of upgrades to existing and a segregated cycleway. Junction remodelling at Park Drive and Rating Lane junctions.	Red		Orange
19	Abbey Road (Rating Lane to Dalton in Furness)	A continuation of the Abbey Road improvements to link Barrow town centre with Dalton-in-Furness. A mixture of upgrades to existing and a segregated cycleway. Junction remodelling at Rating Lane and Dalton Lane junctions.	Red		Orange
20	Barrow to Askam	Aspirational link to Askam, subject to further feasibility.	Red		
21	Jubilee Bridge to North Scale	Connection to North Scale residential area on Walney North. Would include segregated cycleway.	Red		

Funding secured for delivering cycling improvements will also be used to provide cycle parking and facilities, as well as signing where needed.



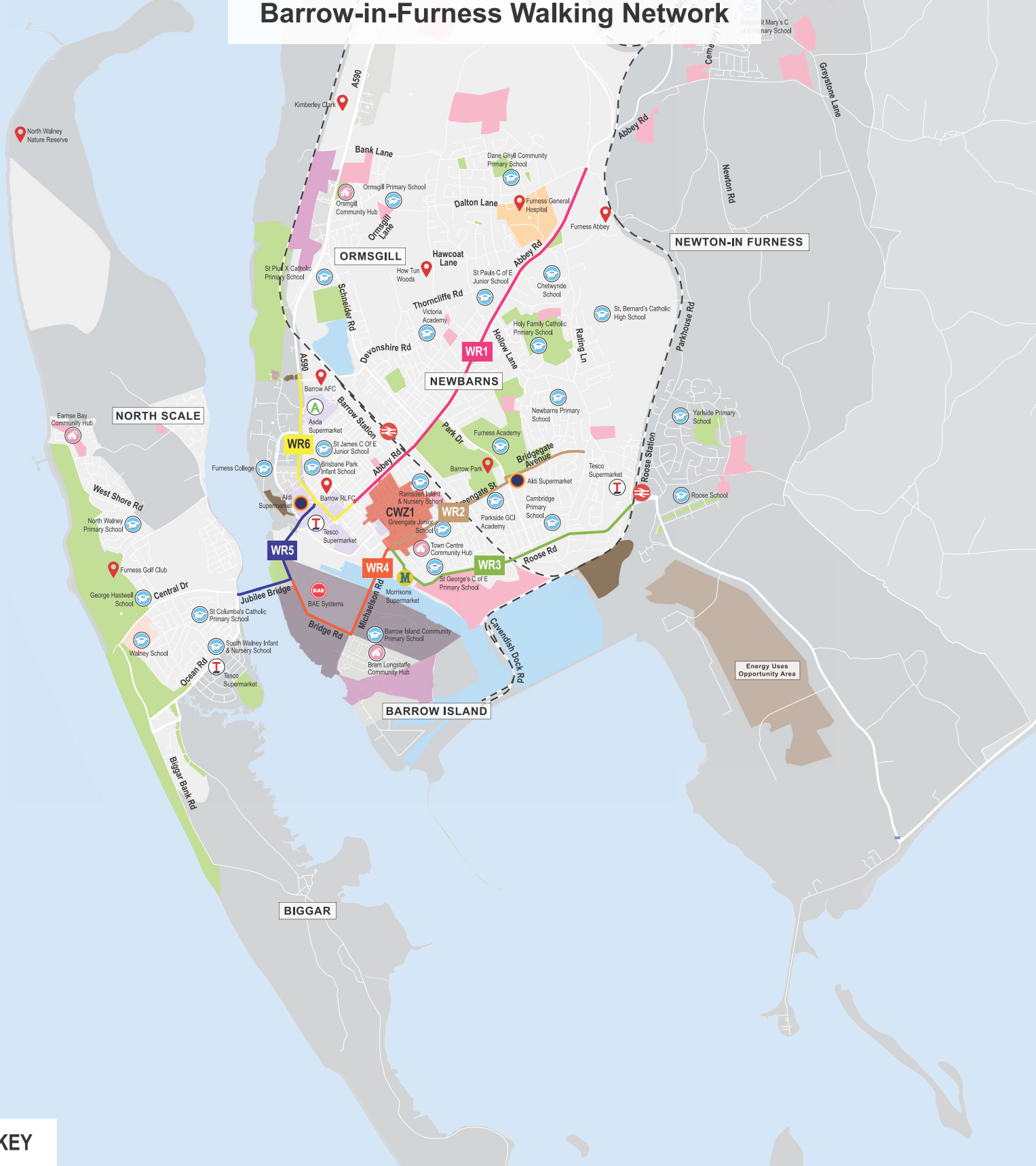
Core Walking Zones

Core Walking Zones are areas with the highest potential for footfall such as town centres and employment areas. As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary routes linking into those Core Walking Zones. Primary routes are those that are generally the most direct and have the highest usage. Improvements have then been identified and include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Barrow Town Centre Core Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and summarised on page 16 of this document.

Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.

Barrow-in-Furness Walking Network

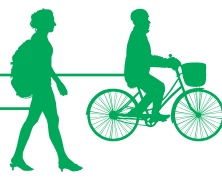


KEY

- Current Allocated Housing Site
- Current Allocated Employment Site
- Current Allocated Opportunity Area
- Green Space
- BAE land
- Green Space
- NCN 7 National Cycle Network
- Railway Station
- Schools / Colleges
- Railway Line
- River

- WR1** Abbey Road (Abbey Heights to Barrow town centre)
- WR2** Greengate Street / Bridgegate Avenue
- WR3** Duke Street/Strand / Salthouse Road / Roose Road to Flass Lane
- WR4** Michaelson Road Bridge / Michaelson Road / Bridge Road / Jubilee Bridge
- WR5** Hindpool Road / North Road / Jubilee Bridge (James Ramsden Statue to Walney Island)
- WR6** Abbey Road / Hindpool Road / Walney Road (James Ramsden Statue to Phoenix Road)
- CWZ1** Core Walking Zone (c. 400m)

See page 16 for details of route ID's



Priority Core Walking Zone

The interventions identified on primary routes into and within the Barrow Town Centre Priority Core Walking Zone are listed in the table below. The locations are not listed in order of priority and their delivery will be dependent on securing funding.

ID/Zone	Route Description (inc intervention type)
WR1 / Abbey Road (Abbey Heights to Barrow Town Centre)	<ul style="list-style-type: none"> • Where possible, side street treatments will be introduced to make crossing easier for people. Particularly in the Newbarns area. • Provide additional crossing point and remove or improve the guardrail on the Abbey Road bridge near Barrow Station. • Widen pavement around the Abbey Road/Duke Street junction. • Study to be undertaken to understand what pedestrian improvements can be made at the Holker Street/Abbey Road junction this could include changing signal timings to reduce pedestrian wait time and the removal or improvement of guardrail.
WR2 / Greengate Street / Bridgeway Avenue	<ul style="list-style-type: none"> • Provide additional crossing points and improvements to the streets in proximity to Parkside Academy, Greengate Junior School and Greengate Infant & Nursery School. • Improve pedestrian priority at side streets particularly at Bridgeway Avenue and between the Greengate Street bridge over the railway and Risedale Road.
WR3 / Duke Street/ Strand / Salthouse Road / Roose Road to Flass Lane	<ul style="list-style-type: none"> • Where possible, side street treatments will be introduced to make crossing easier for people. • Pavement alongside Roose Road to be upgraded and resurfaced. • Where pavement parking is common practice parking can be formalised where there is space for both pavement parking and pedestrians. Where there is not space parking controls can be introduced or pavements widened to incorporate parking spaces.
WR4 / Michaelson Road Bridge / Michaelson Road / Bridge Road / Jubilee Bridge	<ul style="list-style-type: none"> • Where possible, side street treatments may be introduced along the corridor to make crossing easier for people. • Junction improvements may be investigated on Michaelson Road to better cater for people on foot, bike, or those with mobility impairments. • Consideration may be given to how the road space on Michaelson Road could be used to create a welcoming route between the town centre and Walney Island.
WR5 / Abbey Road / Hindpool Road / North Road/ Jubilee Bridge	<ul style="list-style-type: none"> • Review how pedestrians interact with cyclists along North Road and the roundabout with Walney and Hindpool Road. • Remove guardrail at some locations along Hindpool Road. • Reduce street clutter where possible and position signage in better locations so that it does not encroach on pedestrians.
WR6 / Abbey Road / Hindpool Road/ Walney Road	<ul style="list-style-type: none"> • Increase width of pavements and improve pavement evenness by resurfacing or replacing cracked paving slabs in localised areas along Hindpool Road north-west of Craven Park. • Where possible, side street treatments will be introduced to make crossing easier for people. Particularly at the north end of Walney Road and the Hindpool Road/Blake Street junction.
CWZ1 Barrow Town Centre	<ul style="list-style-type: none"> • Residential streets including Buccleuch Street, Cavendish Street and Rawlinson Street could benefit from street declutter and where possible pavement widening. • Improvement to Duke Street to make it more accessible to visually impaired users. This can include improvements to faded or missing tactile and dropped kerbs. • Provide dog waste bins along the route. • Improve street environment and landscape, which could include providing seating areas, public art, planters and more litter bins.





Questionnaire

Before completing this questionnaire, please read the consultation document and look at the Priority Cycling Network and Priority Core Walking Zone plans. This will provide you with information to answer the questions.

About you

What is your postcode?

We undertook an initial consultation on cycling and walking in Spring 2021. Did you respond to that consultation?

Yes No

Q1 - Do you support the routes on the Priority Cycling Network plan?

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

Q2 - Do you support the improvements identified on the Priority Core Walking Zone plan?

Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

Q3 - 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?

Yes No

Q4 - Do you think the types of improvements proposed on the Priority Core Walking Zone plan would encourage you to walk more often?

Yes No

Q5 - Would you like to comment on any of the cycling routes proposed?

(Please reference the relevant Route IDs against your comments below)

Q6 - Would you like to comment on any of the walking improvements proposed?

(Please reference the relevant Route IDs/Zones against your comments below)

Q7 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Barrow. 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?

Yes No

Q8 - Do you have any further comments relating to cycling and walking in Barrow-in-Furness?

Consultation feedback

Did we provide enough information for you to properly respond?

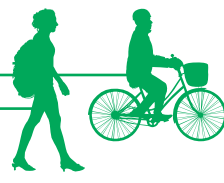
Yes Partially No

Did the questionnaire allow you to express your opinions fully?

Yes Partially No

Thank you for engaging in the consultation.

Feedback from the consultation will be shared on Cumbria County Council's Cycling and Walking web pages and will be used to finalise the LCWIP for Barrow-in-Furness.



If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone 0300 303 2992

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে 0300 303 2992 নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息, 0300 303 2992 请致电

Jeigu norétuméte gauti šią informaciją savo kalba, skambinkite telefonu 0300 303 2992

W celu uzyskania informacji w Państwa języku proszę zatelefonować pod numer 0300 303 2992

Se quiser aceder a esta informação na sua língua, telefone para o 0300 303 2992

Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen 0300 303 2992 numaralı telefonu arayınız