



Barrow-in-Furness Local
Cycling and Walking
Infrastructure Plan
(2022-2037)

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 Barrow-in-Furness.

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 Barrow-in-Furness 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 **5th November and 26th 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 The Forum, 28 Duke Street, Barrow-in-Furness, LA14 1HH was hosted on Friday 12th November between 12pm and 5pm. This event also included information on the #BrilliantBarrow Towns Deal and a display on the Barrow Active Travel scheme.

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 12 November, Barrow's Forum hosted a drop-in event to let the public know about all the exciting projects being developed as part of the Town Deal, including cycling and walking routes from the LCWIP.

Thank you to all those that attended the event!



36% of respondents had also responded to the initial Barrow-in-Furness LCWIP consultation in May 2021

Results of the questionnaire

We received a total of **56 responses** to the questionnaire. The results are presented in this document.

36% of respondents (20 people) indicated that they had also provided a response to the initial Barrow in Furness 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 number of responses were received from people residing in Barrow-in-Furness (town) and Walney Island. This was followed by those from the LA13 postcode covering eastern Barrow-in-Furness including Roose.

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
LA14	23	Barrow-in-Furness (town), Walney Island
LA13	16	Roose, Stainton with Adgarley, Barrow-in-Furness (east)
LA12	6	Ulverston, Newby Bridge, Bardsea, Broughton Beck
LA15	3	Dalton-in-Furness
LA16	1	Askam-in-Furness
LA20	1	Broughton-in-Furness, Seathwaite, Cockley Beck, Woodend
LA2	1	Lancaster
LA7	1	Milnthorpe
LA9	1	Kendal

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

Support for the LCWIP proposals

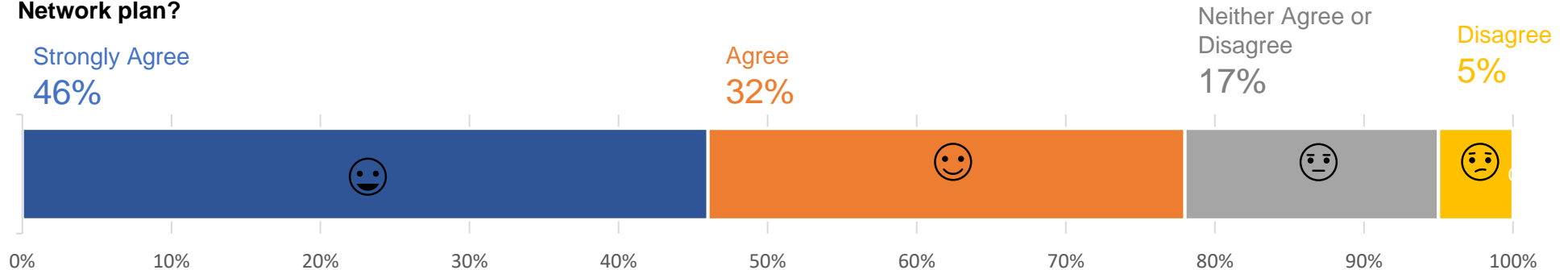
Cycling

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 **78%** 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: 41 (15 skipped).

Strongly agree (n.19), Agree (n.13), Neither Agree or Disagree (n.7), Disagree (n.2), Strongly Disagree (n.0)

“We strongly support the LCWIP proposals including the Michaelson Bridge improvements. The current route can be dangerous, and I wouldn't be keen on my children cycling it”

- A local resident, November 2021

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

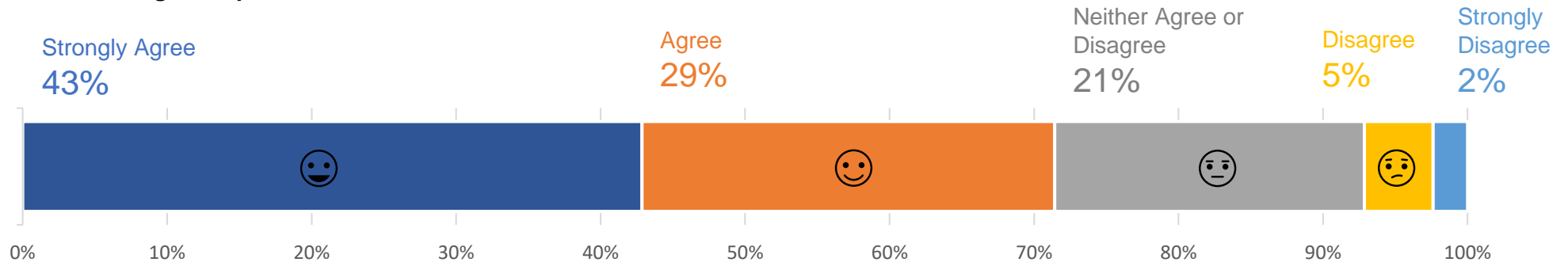
Walking

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: 42 (14 skipped).

Strongly agree (n.18), Agree (n.12), Neither Agree or Disagree (n.9), Disagree (n.2), Strongly Disagree (n.1)

“Barrow-in-Furness has the potential to be an example of what can be achieved to improve cycling and walking in a town.”

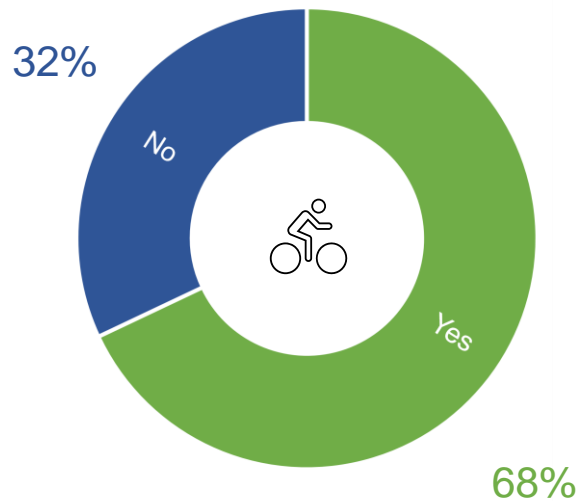
- A local resident, November 2021

Question 3 & 4 – networks and improvements encouraging more cycling and walking.

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, 68% responded that yes, they felt these routes would encourage them.

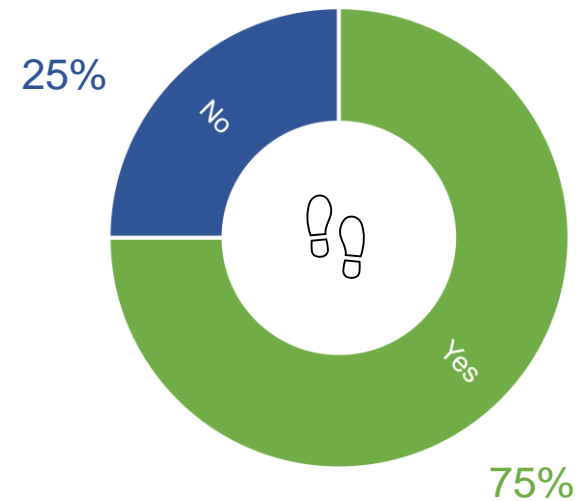


Total no. of respondents: 40 (16 skipped).

Yes (n.30), No (n.10)

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, 75% responded that yes, they felt these routes would encourage them



Total no. of respondents: 41 (15 skipped).

Yes (n.28), No (n.13)

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

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.

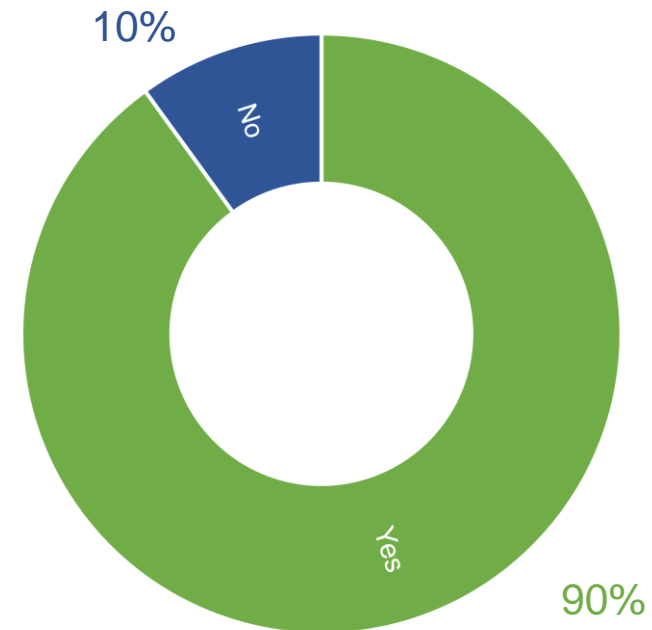
Developing high quality continuous cycling and walking infrastructure can however be challenging in urban areas where there are competing demands on road space (i.e. parking, loading, vehicle/HGV movements, active travel) and limited opportunities to expand the boundaries of the highway.

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 **90%** answering 'yes' they would support walking and cycling improvements when this could mean less space for other road traffic in some locations.

Question 4 - We would like to build high quality continuous cycling and walking infrastructure that will contribute to a more liveable and sustainable Barrow-in-Furness. 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: 39 (17 skipped).

Yes (n.35), No (n.4)

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	Cycling provision is needed on Jubilee Bridge and this should be a segregated cycle lane	We have included Jubilee Bridge on the cycling network and will look in more detail at the type of infrastructure that can be accommodated on the bridge with the aim of achieving the high standards of design set out in LTN 1/20. This work will be undertaken as the route progresses to the next stage of design in accordance with the prioritised delivery pipeline.
	A cycling route that extends past Roose station and the Primary School to Holbeck is needed	We have updated the priority cycling network plan to include a route along Roose Road and Leece Lane which will connect to Roose Primary School and the Holbeck residential area.
	Cycling and walking provision is needed along the eastern side of the Cavendish Dock to link Roose Road to the National Cycle Network (NCN700).	We have included a long-term aspirational route on our priority cycling network that accesses the NCN700 from Rampside Road and Roose Road. The feasibility of this would need to be determined as routes are developed.
	The Barrow to Askam scheme should use the route via Askam Brickworks and not the A590.	We have removed the route along the A590 and included the route via the Askam Brickworks instead. This is shown on our priority cycling network as a long-term aspiration. The feasibility of this would need to be determined as routes are developed.
Cycle Parking	Has cycle parking been considered when developing the LCWIP?	When developing and designing the routes within our LCWIP's, this will include all of the infrastructure needed such as cycle parking at key locations.

Question 6, 7 & 8 – general comments on walking and cycling and the improvements proposed.

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

Total no. of respondents: 23 (33 skipped).

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

Total no. of respondents: 17 (39 skipped).

Question 8 Do you have any further comments relating to cycling and walking in Barrow-in-Furness?

Total no. of respondents: 30 (26 skipped).

Theme	You said	We responded
Safety & Traffic	There is inadequate route safety along the A590.	We want to improve safety along the A590 by developing fully segregated cycle routes between Barrow and Askham following the latest design guidance which sets new standards on when segregation from motor traffic is required.
	More segregation from motor traffic is needed.	We want to build infrastructure that follows the latest design principles which sets the standards on how and when segregation is required from motor traffic.
	It feels unsafe when walking alone along some of the routes.	The LCWIP identifies a number of primary walking routes that we would like to put in place improvements. This could include safety improvements such as lighting and enhancement of public realm.
Continuous Routes	The network should not be disjointed and should provide good connectivity between routes. Including connectivity to wider communities within the LCWIP area.	The existing network will be significantly extended. The LCWIP priority network plans provide a continuous and cohesive network.
Maintenance	There should be adequate maintenance of existing and new active travel infrastructure	The future maintenance of new routes will be considered as part of the design process.

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

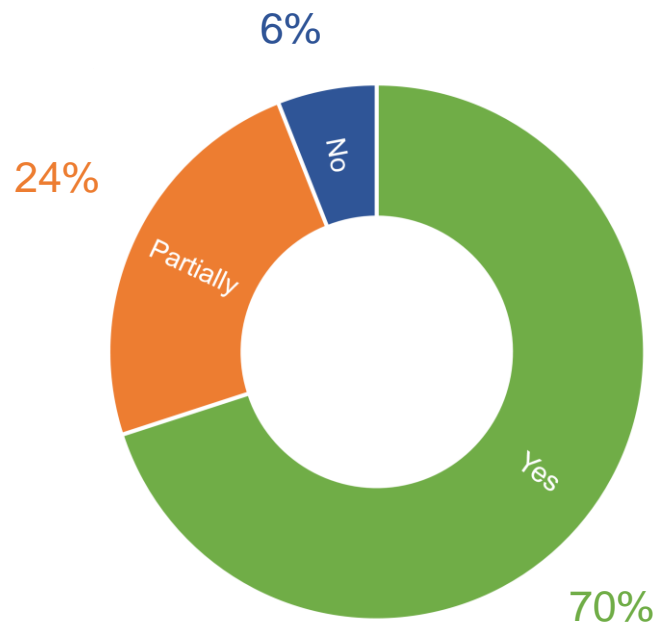
- A local resident, November 2021

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.

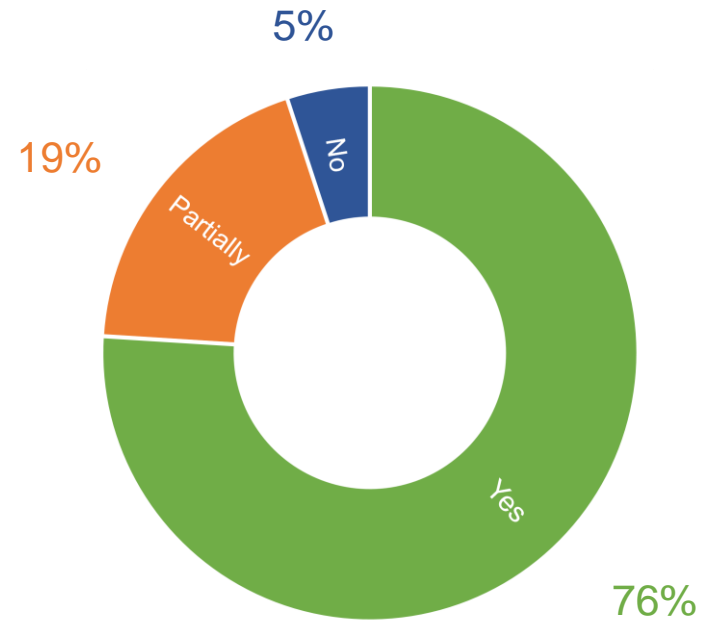
Question 9 – Did we provide enough information for you to properly respond to this consultation?



Total no. of respondents: 39 (17 skipped).

Yes (n.28), No (n.2), Partially (n.9)

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



Total no. of respondents: 39 (17 skipped).

Yes (n.30), No (n.2), Partially (n.7)

Next Steps

It has been important to facilitate a community led approach to the development of the Barrow-in-Furness 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 Barrow-in-Furness 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 Barrow-in-Furness LCWIP will be presented Cumbria County Council's Local Committee for approval, before seeking endorsement from Barrow Borough Council's Executive Committee.

The consultation on the Barrow-in-Furness 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



