

March 2022

# Barrow-in-Furness Local Cycling and Walking Infrastructure Plan (LCWIP)

2022 - 2037



## Contents

<b>Foreword</b>	<b>Page 2</b>
<b>1. Vision and aim</b>	<b>Page 3-5</b>
What is a Local Cycling and Walking Infrastructure Plan?	
Why is an LCWIP important for Barrow-in-Furness?	
<b>2. Existing context</b>	<b>Page 6-9</b>
National policy context	
Local policy context	
Transport and placemaking schemes	
How do people currently make local journeys?	
Potential for more walking and cycling	
<b>3. Cycling and walking infrastructure</b>	<b>Page 10-17</b>
Developing the LCWIP	
Engagement and public consultation	
Infrastructure improvements	
Cycling infrastructure improvements	
Walking infrastructure improvements	
Cycling network	
Walking network	
Prioritisation	
<b>4. Conclusion and next steps</b>	<b>Page 18</b>



## Foreword

I am pleased to introduce Cumbria County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Barrow-in-Furness, which outlines the proposed network of key cycling and walking routes in the borough. The plan will work in conjunction with our wider infrastructure plans, including the Cumbria Transport Infrastructure Plan to support transport and connectivity, which will help Cumbria to become one of the best-connected rural geographies in the UK, whilst also incorporating the growth of Cumbria and responding to climate change.

The LCWIP identifies cycling and walking improvements at a local community level and is designed to facilitate a long-term approach to developing cycling and walking networks. Encouraging people to adopt a more active lifestyle will benefit their health, but collectively this will have a positive impact on net zero carbon emissions.

This document gives a summary of the county council's goals and objectives, while sharing more specific information about the communities that we have consulted with in Barrow-in-Furness.

I'd like to thank all the residents, businesses, and visitors for their support and feedback on engagement and consultations to date.



**Cllr Keith Little**  
**Cumbria County Council Cabinet Member for Highways and Transport**

It is a privilege to live in a part of the country with such a rich industrial heritage, strong sense of community and stunning scenery right on our doorstep. Our aim is to encourage more people to take up walking and cycling within the Borough, to improve connectivity between communities, boost health and wellbeing, and tackle climate change

Cycling and walking used to dominate travel in the town, notably to several major employers. Overtime these short trips by bike or on foot have been replaced by journeys in the car. Through delivery of the LCWIP we want cycling and walking to become the preferred way to travel again. The LCWIP has significant potential to encourage more cycling and walking to occur if the right conditions are put in place - good quality infrastructure is critical to the achievement of this, while preserving the Borough's identity, culture, and heritage.

Additionally, we should not underestimate the role active travel will play in supporting the recovery of the economy. Through better connections and travel options, people will have access to education, training, and employment opportunities, which will contribute to a healthy, more reliable workforce.

I'm more than delighted with the progress that has been made through both Barrow-in-Furness LCWIP and Barrow Local Committee and I would also like to acknowledge partners and the efforts of all who have taken the time to share their views and opinions.



**Cllr Kevin Hamilton**  
**Cumbria County Council Chair of Barrow Local Committee**

## Vision and aim

### What is a Local Cycling and Walking Infrastructure Plan?

A **Local Cycling and Walking Infrastructure Plan** (LCWIP) is a document that identifies and prioritises cycling and walking improvements at a local level. It sets out an approach for developing prioritised routes over the period of the Plan (2022-2037), with the aim of **encouraging more people to make journeys on foot or by bike**.

The focus of the LCWIP is the improvement of routes used for **everyday shorter journeys**, such as to work, school or the 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. Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the LCWIP aims to prioritise future investment where the most benefits can be realised. The LCWIP is not a funded plan. However, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.

The LCWIP has been developed using principles set out in the Government's first Cycling and Walking Investment Strategy, 2017. This Strategy sets out the ambition "**to make walking and cycling the natural choices for shorter journeys or as part of a longer journey**". Government guidance outlining a recommended approach for developing LCWIPs has also been followed.

The LCWIP is based on data and evidence of existing and future potential demand. It has also been guided throughout by effective engagement with partners, stakeholders and the public.

The LCWIP covers the borough of Barrow-in-Furness, focussing on the urban area of Barrow but including links to surrounding communities such as Askam-in-Furness and Dalton-in-Furness.



The LCWIP provides:


- Plans showing the most important routes for development
- Priorities and timescales for development
- A detailed evidence base to support future delivery funding bids
- A basis for securing government funding or developer contributions

## Why is an LCWIP important for Barrow-in-Furness?

### Creating attractive places to live and work

The borough of Barrow-in-Furness employs approximately 33,000 people which accounts for 12% of all employment in Cumbria. While there are many small businesses, the economy is somewhat reliant on a limited number of large employers. This has resulted in a significant proportion of the workforce being concentrated within a small area of the town. BAE Systems and Furness General Hospital, the two largest employers, cumulatively employ around 10,500 people (35% of total employment in Barrow-in-Furness). The high proportion of labour in a few key locations creates ideal conditions for linking employers and employees with targeted infrastructure for active travel. Investment could also enable the streets where people work and live to be more attractive whilst, reducing traffic and emissions and increasing health and wellbeing.

### Responding to the climate crisis



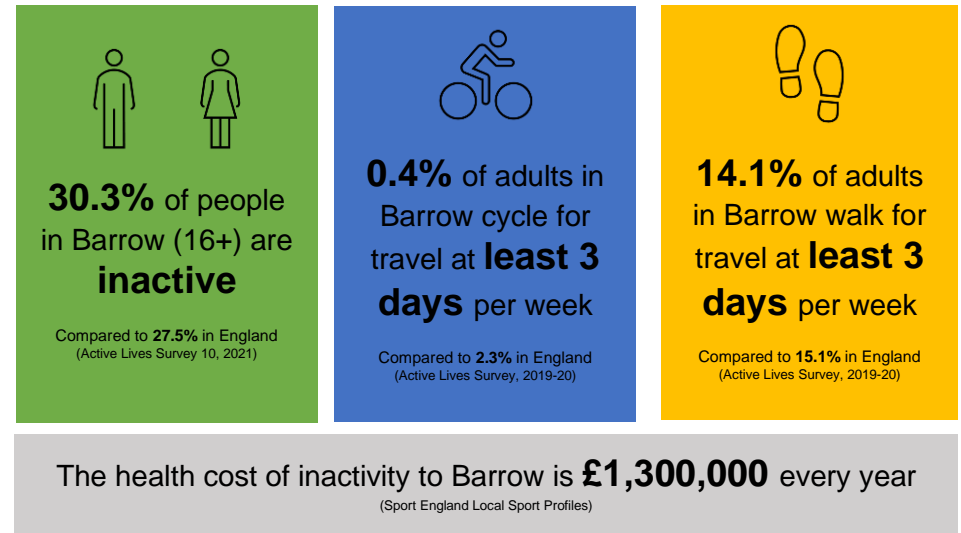
Transport accounts for **27%** of the UK's greenhouse gas emissions – **61%** of this is from cars and taxis

(DfT Transport Statistics for Great Britain 2021)

Cumbria has set itself an ambitious challenge to be the first carbon-neutral county in the UK by 2037 (Cumbria Zero Carbon Partnership, 2021). De-carbonising transport is key to achieving this goal. Cycling and walking has a much lower carbon footprint compared to other forms of transport and undertaking more journeys on foot or by bike will help to tackle climate change. The LCWIP for Barrow-in-Furness focusses on everyday short journeys such as those to work, school and the shops, where there is the greatest potential for change.

### 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 the recommended levels of physical activity. The LCWIP for Barrow-in-Furness has an important role to play in promoting behavioural change. By setting out well planned networks that connect people to the places they want to go and focussing on inclusive design that ensures access for all, the LCWIP presents a real opportunity for behavioural change that will last for generations to come.



## Improving accessibility and social inclusion



**30%** of households  
in Barrow are  
**without access  
to a car**

Compared to 26% in England and  
Wales  
(Census 2011)

Households who struggle to access employment and education opportunities, key services and facilities due to transport poverty can suffer from social exclusion. Cycling and walking are generally affordable modes of transport, accessible to most people. Enabling people to walk or cycle to the places they want to travel to can facilitate social inclusion. The LCWIP for Barrow-in-Furness aims to connect people to jobs, education and each other, which is especially important when other modes of transport are not available.

## Improving the tourism offer

Cumbria is well known for the fantastic leisure cycling and walking opportunities that the landscape offers. It isn't just about hills and lakes however, Cumbria is a coastal county and the borough of Barrow-in-Furness has miles of sandy beaches and numerous top rated nature reserves. The Barrow-in-Furness LCWIP integrates with existing longer distance leisure routes, providing access from the town centre to the coast and across Walney Island. It also provides connections from the transport hubs to several key tourist destinations within the town such as the Dock Museum and Furness Abbey.



## Existing context

### National policy context

#### **Gear Change: A bold vision for cycling and walking (DfT, 2020)** <sup>[1]</sup>

Sets out the governments vision for the delivery of far higher quality cycling infrastructure. Accompanied by Local Transport Note 1/20 with new ambitious cycle design standards.

#### **Cycling and Walking Investment Strategy (DfT, 2017)** <sup>[2]</sup>

Aims to make active modes of transport the natural choice by 2040. Sets out the need for LCWIP to inform locally targeted investments.

#### **Future of Mobility: Urban Strategy (DfT, 2019)** <sup>[3]</sup>

Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys'.

#### **Clean Air Strategy (DEFRA, 2019)** <sup>[4]</sup>

A change to more sustainable modes of transport is key to delivering a reduction in emissions.

#### **Decarbonising Transport: A Better, Greener Britain (DfT, 2021)** <sup>[5]</sup>

Sets out the government's commitments and actions needed to decarbonise the UK's transport system.

#### Key Local Policy documents include:

- Cumbria Transport Infrastructure Plan, 2022-2037 <sup>[8]</sup>
- Cumbria Local Industrial Strategy, 2019 <sup>[10]</sup>
- Cumbria Cycling Strategy, 2017-2022 <sup>[11]</sup>
- Barrow Borough Local Plan, 2016-2031 <sup>[9]</sup>
- Economic Recovery Plan, 2020 <sup>[12]</sup>
- Destination Borderlands and the Borderlands Growth Deal, 2021-2031 <sup>[13]</sup>
- Cumbria Rural and Visitor Economy Growth Plan, 2017 <sup>[14]</sup>

National and local policy has guided and shaped the development of the Barrow-in-Furness LCWIP. The Plan supports key environmental, health, social, economic and sustainable mobility goals to better connect **people** and **places**.

#### **UK Net Zero Target (2020)** <sup>[6]</sup>

National target to bring all greenhouse gas emissions to net zero by 2050

#### **Inclusive Transport Strategy (DfT, 2019)** <sup>[7]</sup>

A need for inclusive infrastructure with streetscapes designed to meet the needs of all travellers.

### Local policy context

There are strong levels of support for cycling and walking in existing local policy.

The **Cumbria Transport Infrastructure Plan (CTIP), 2022-2037**<sup>[8]</sup> recognises the role that active travel schemes can play in improving health, access to education, employment and services and supporting the local economy. The CTIP places active travel centrally in the aim to develop a 'Clean and Healthy Cumbria'.

The **Barrow Borough Local Plan, 2016-2031**<sup>[9]</sup> provides support for cycling and walking through Policy I4: Sustainable Travel Choices. This policy seeks to ensure that new developments are accessible by a range of sustainable transport options, including cycling and walking, and that they should link to existing networks.

The Local Plan also sets out a number of housing and employment growth areas in Barrow-in-Furness which need to be considered when developing the active travel network. These include; the Waterfront business park, Marina Village and the new University of Cumbria campus on Buccleuch Dock Road.

## Transport and placemaking schemes

Barrow-in-Furness is benefiting from significant investment across a number of transport and placemaking schemes. These schemes aim to improve the district's offer as an attractive place to live, work, study, visit and invest. They also feature improvements to connectivity by sustainable and active modes of travel.

### #BrilliantBarrow Town Investment Plan

- Barrow has been awarded £25m from the Towns Fund – part of government's plan for levelling up the UK economy.
- The Town Investment Plan details seven projects that will be supported by the Towns Fund; one of which is a 'Local Cycling and Walking Infrastructure Project' to improve connectivity throughout the town and enhance access.
- The project seeks to bring forward priorities from the LCWIP network to provide a levelling up of infrastructure, facilitate active travel and improve connectivity between employment, education and residential hubs.
- Improvements to Abbey Road, Walney Road and Roose Road will form the foundation for a new comprehensive cycling network across Barrow-in-Furness.

### Active Travel Fund

- £886k of funding from the government's Active Travel Fund to implement permanent active travel infrastructure.
- Improvements to Bridge Road and Michaelson Road in Barrow to include segregated cycleways, enhanced pedestrian crossings and junction improvements for both cyclists and pedestrians.





## How do people currently make local journeys?

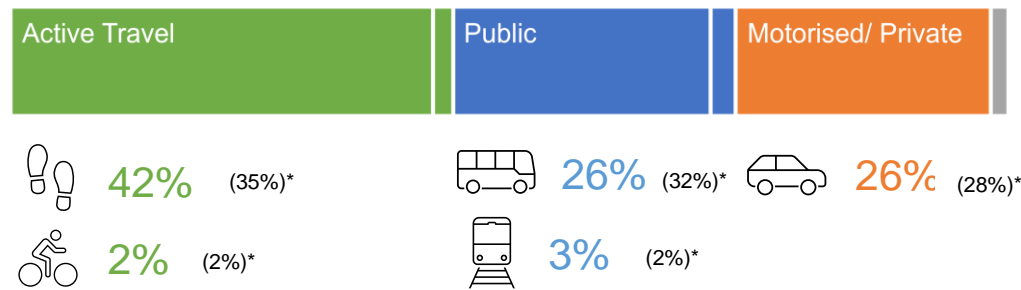
National **travel to work** data from 2011<sup>[15]</sup> shows high levels of containment in Barrow-in-Furness with almost 83% of residents also working within the borough. The town centre is a key zone for employment, attracting the greatest volume of trips.

Despite short commuting distances there is a high level of car dependency with around **62%** of trips using this mode of travel. Only **7%** of journeys to work were found to be made by cycling and **22%** by walking.

Travel to school <sup>[16]</sup> data indicates **42%** of children in Barrow-in-Furness district walk to school, whilst **2%** cycle. Private motorised transport as a means of getting to school accounted for almost **26%** of journeys.

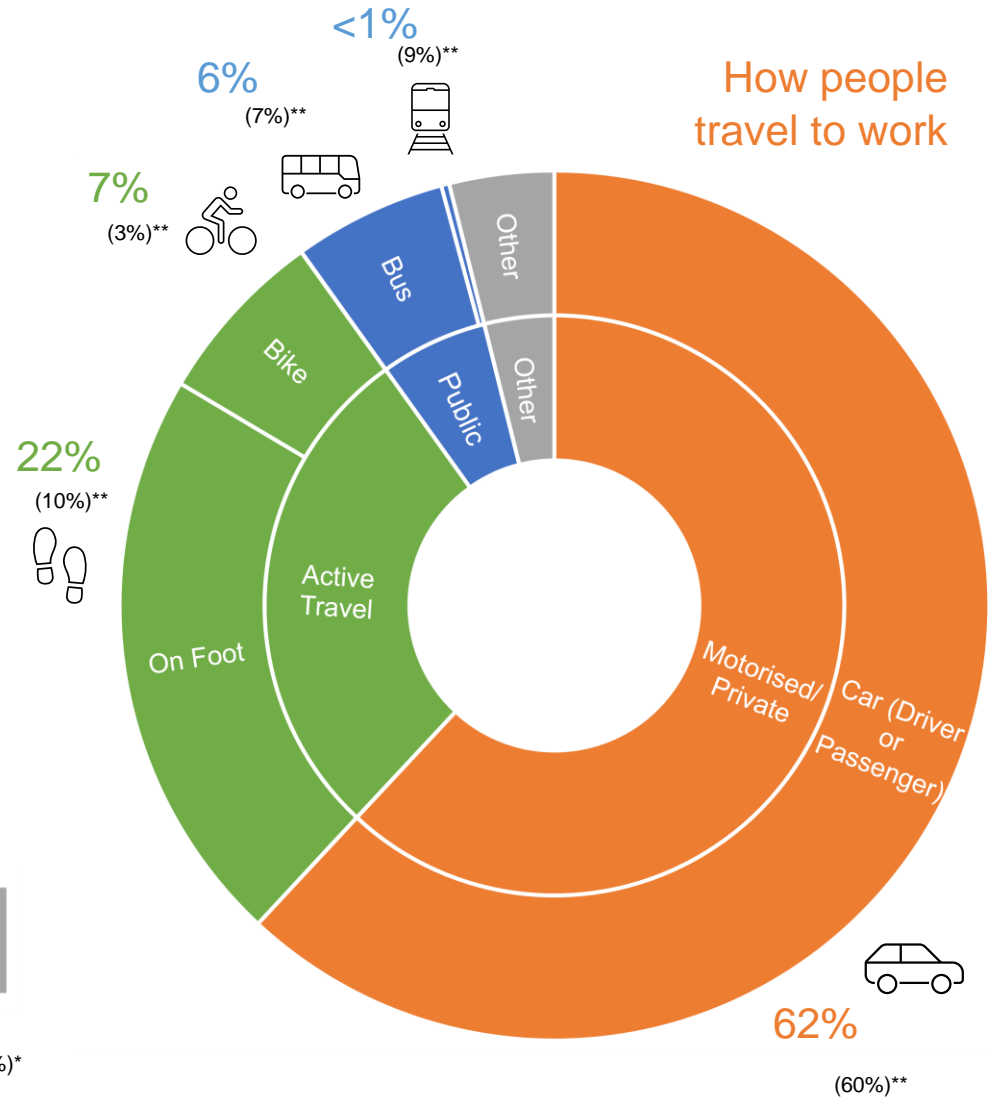
The most popular cycle routes <sup>[17]</sup> for both school and travel to work journeys within the district are all located within the **urban area of Barrow-in-Furness**. These include Abbey Road, Walney Road, Roose Road and Jubilee Bridge which converge on the town centre and major employers BAE Systems. Routes around the Newbarns area of Barrow were important for access to several schools including Victoria Academy and Furness Academy.

## How children travel to school



Based on Barrow Borough average v \* County average.  
Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Barrow Borough pre-COVID. Statistics are based on 2089 respondents countywide and 399 respondents for schools in Barrow Borough.

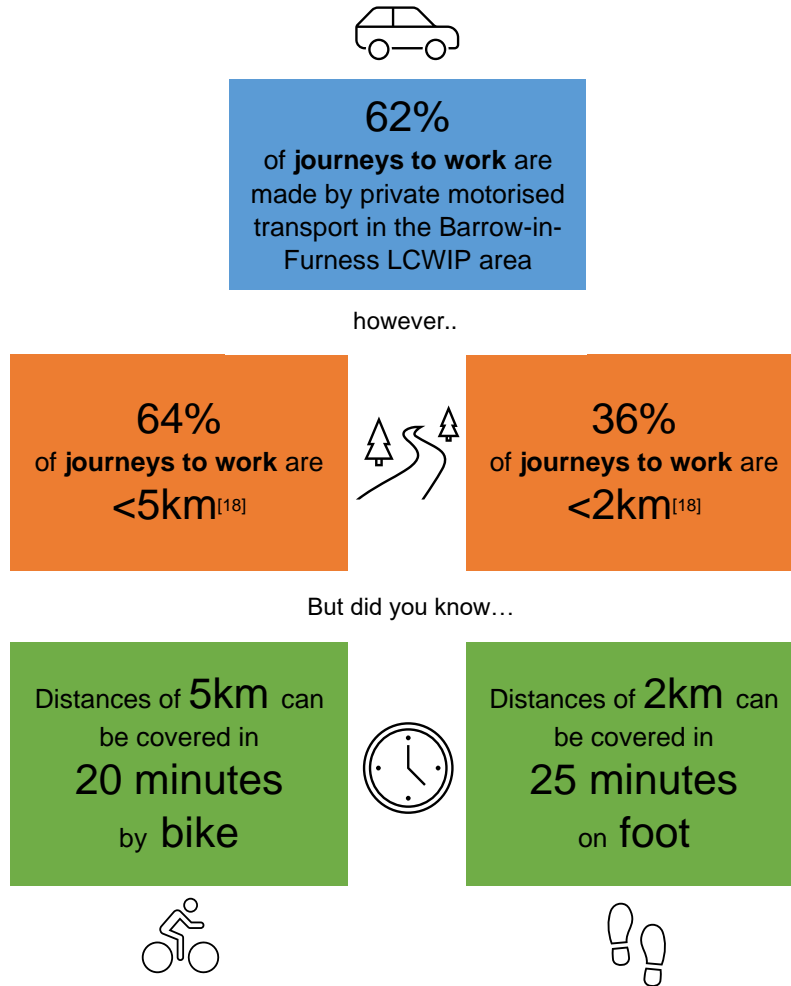
## How people travel to work



Based on averages within LSOA relevant to the Barrow-in-Furness LCWIP area v \*\* England average. Data taken from 2001 Census. Method of Travel to Work.

**92%** of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.

## Potential for more walking and cycling



Levels of cycling and walking in Barrow-in-Furness increased during the COVID-19 lockdown in Spring/Summer 2020. This was in part because roads were less busy and quieter, offering more desirable conditions for cycling and walking. The reduction in traffic emissions also led to improvements in air quality. As people returned back to places of work and to school, levels of cycling and walking reduced. This demonstrates that the potential for cycling and walking exists if the right conditions are put in place. Improvements to active travel infrastructure will form part of this.

**Despite high levels of car dependency across the borough of Barrow-in-Furness, a high proportion of everyday journeys to work, school or the shops are within a distance which is easily achievable either on bike or on foot.**

An initial round of public consultation on the Barrow-in-Furness LCWIP undertaken in May 2021, asked for feedback on what would encourage people to change to cycling and walking for short journeys. Findings were consistent with national data whereby, a large proportion (60%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops and commuting to work were the main reasons given.

## Cycling and walking infrastructure

### Developing the LCWIP

The LCWIP for Barrow-in-Furness has been developed in accordance with government guidance and has followed a six stage process.

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies and delivery plans.



## Engagement and public consultation

Public consultation and stakeholder engagement have played a key part in the development of the Barrow-in-Furness LCWIP with an initial public consultation undertaken in May 2021 and a follow up in November 2021. In addition, regular workshops have been undertaken with key stakeholders throughout.

The initial public consultation focused on gaining an understanding of:

- Current travel behaviour – cycling and walking journeys and why these are undertaken;
- Public opinion on the current active travel provision in Barrow-in-Furness;
- Any barriers on active travel routes that may prevent cycling and walking;
- What would encourage modal shift to cycling or walking for short journeys; and,
- Feedback on the emerging priority cycling network.

A total of **200 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Barrow-in-Furness LCWIP. This consultation focused 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 more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A total of **56 responses** were received for this consultation.

The results of the consultation exercise demonstrate 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. The need to provide routes that were **separate from other modes of travel** was a common theme in the responses and was identified as a key measure for encouraging more cycling and walking. The creation of more **traffic free neighbourhoods** and a **greater priority for walkers and cyclists at junctions and crossings** were also supported.

The main perceived barriers to cycling and walking were:

- Busy roads
- Quality of routes
- Feeling unsafe
- Junctions that are difficult to cross
- Cars parked on pavements

The draft priority cycling and walking networks presented received a **high level of support** and the majority of respondents felt that the proposals would encourage them to cycle or walk more often.

“If you make it safer for children to cycle and walk from a young age, so that it becomes the natural choice, then hopefully these will be their preferred modes of travel throughout their lives.”

- A local resident, open ended question response,  
May 2021

### Existing cycling and walking routes

40% felt the existing cycling routes **do not** connect to the places they want to go

13% felt the existing walking routes **do not** connect to the places they want to go

### Cycling and walking barriers and opportunities

65% identified **“busy roads”** as top 3 reason for why it is difficult to cycle

39% identified **“quality of route”** as top 3 reason for why it is difficult to walk

74% identified **“cycle routes separated from other modes of travel”** as a top 3 reason for encouraging them to cycle more

71% identified **“better maintained pavements/footways”** as a top 3 reason for encouraging them to walk more

“I enjoyed cycling at the beginning of lockdown as there was low traffic. My confidence waned as traffic increased.”

- A local resident, open ended question response, May 2021

“My family would cycle and walk more if there were better, safer routes with less vehicles and/ or lower speed limits and better junctions. Currently, we don't cycle far because the routes are not easily accessible, with dangerous junctions to contend with and too much traffic.”

- A local resident, open ended question response, May 2021

### Support for proposals

90% said they would support cycling and walking improvements even when this could mean less space for other road traffic

84% welcomed more money being spent on cycling and walking in Barrow-in-Furness

53% strongly agreed or agreed with the routes prioritised in the draft Barrow-in-Furness LCWIP cycling network

48% strongly agreed or agreed with the routes prioritised in the draft Barrow-in-Furness LCWIP walking network

72% felt the proposals in the Barrow-in-Furness LCWIP would encourage them to cycle and/or walk more often



See Barrow-in-Furness LCWIP Consultation Summary Reports for further details

## Cycling infrastructure improvements

The Barrow-in-Furness LCWIP broadly identifies the types of improvements that could be implemented. All improvements are subject to funding and further development.

### On-Highway Fully Segregated Cycleways



Segregated cycleways offering separation from pedestrians and motor vehicles.

Photo shows a stepped cycle track.

### On-Highway Lightly Segregated Cycleways



Light segregation providing a protected space.

Photo shows light segregation using 'wands'.

### Off-Road Cycleways



Greenways providing rural connections. Shared use paths where pedestrian number are low.

Photo shows a greenway with segregated facilities

### Upgrades to Existing Facilities



Removal of through-traffic to create Low Traffic Neighbourhoods. Slowing traffic i.e. 20mph zones.

Photo shows a Low Traffic Neighbourhood

### Road Crossings and Junctions



Strong visual priority for cyclists and walkers on side junctions. Crossings and junctions offering separation and improved safety.

Photo shows a 'CYCLOPS' junction.

### Secure Cycle Parking



Short stay and long stay solutions that are secure and positioned at strategic locations.

Photo shows a secure cycle hub.

## Walking infrastructure improvements

### Public Realm



Enhancing the look and feel of an area through, planting, paving, seating, and street art.

Photo shows public realm improvements.

### Road Crossings



Widening refuges, improving timings, signals and markings.

Photo shows an improved signalised junction .

### Blended Footways



Continuing footways across junctions to enforce pedestrian priority.

Photo shows a blended footway

### Wayfinding



Providing simple directional signage, larger maps or interactive screens

Photo shows information and wayfinding signage.

### Maintenance

Short term maintenance to bring a route up to standard or planning for longer term maintenance.

### Increased Surveillance

Improving sightlines, additional access points or installing CCTV.

### Footway Widening

Proving adequate footway widths.

### Speed Reduction

Through physical traffic calming measures, enforcement cameras or public realm.

### Dropped Kerbs and Tactile Paving

Improving access for pedestrians with limited mobility or sight impairments.

### Reduced Kerb Radii

Limiting the speed of motor vehicles at junctions to allow pedestrians to cross more safely

# Barrow-in-Furness LCWIP Cycling Network

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

## Cycling network

The Priority Cycling Network reflects the importance of connectivity across Barrow-in-Furness to increase active travel and reduce car journeys. Key aspects of the network include:

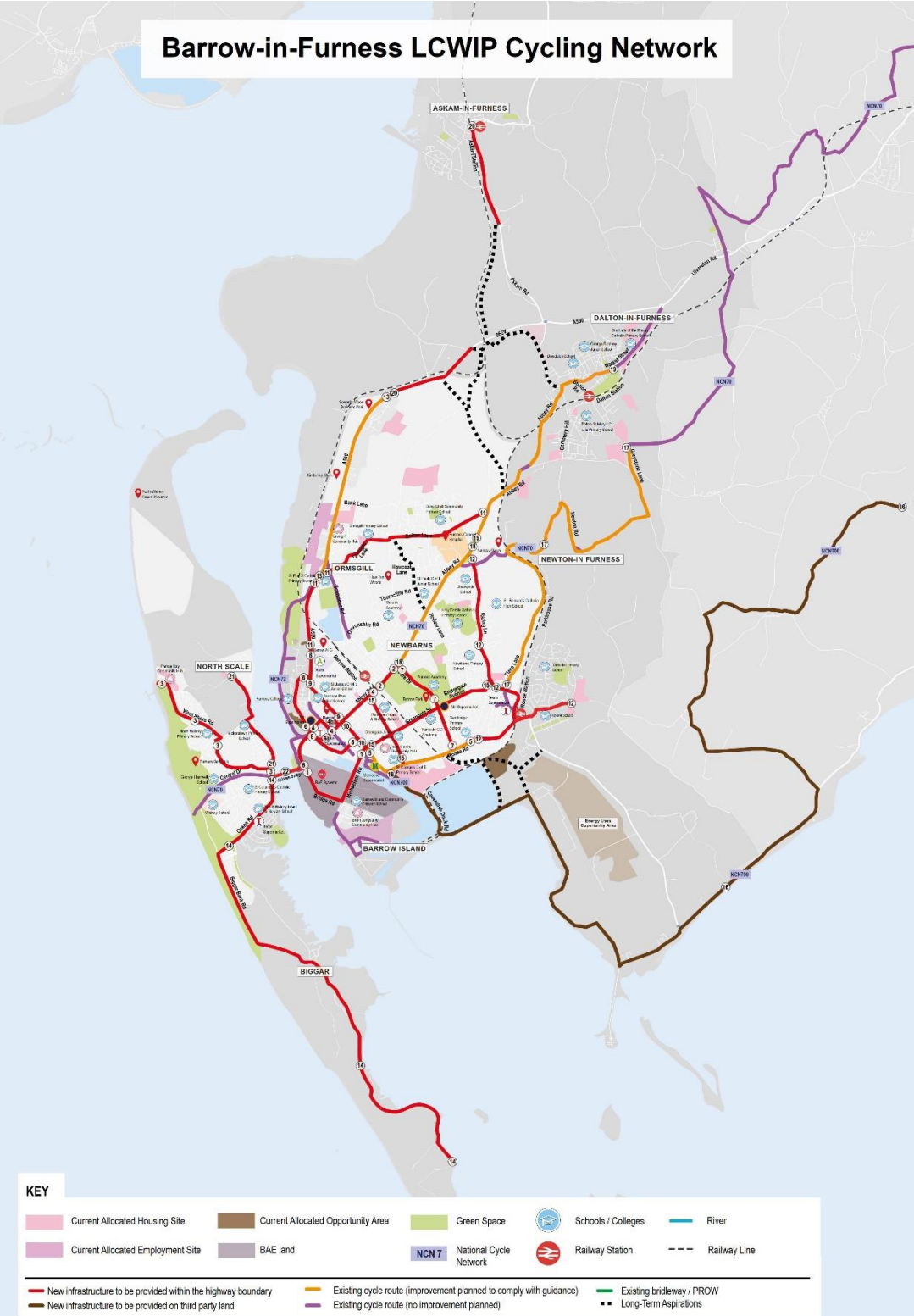
- Connections from residential areas to major employment sites such as BAE Systems, Furness General Hospital and the town centre;
- Links to education facilities including Furness College, Furness Academy, Walney School and numerous schools;
- Improved access to greenspaces and the coast, with leisure-based route options around the edge of town and on Walney Island; and,
- Longer distance connections to Askam-in-Furness and Dalton-in-Furness.

Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the numbers of people cycling and walking.



See [Cycling and Walking Webpage](#) for a copy of the Cycling Network Map

The network incorporates new cycling routes and improvements to existing routes, alongside existing provision to provide a coherent, direct, safe, comfortable and attractive cycle network for Barrow-in-Furness.





# Barrow-in-Furness LCWIP Walking Network

The walking network map shows Primary routes to Barrow Town Centre Core Walking Zone. Throughout the lifespan of the LCWIP a more comprehensive walking network will be established by identifying routes and improvements for other Core Walking Zones.

## Walking network

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.

- **Core Walking Zones** are areas with the highest potential for footfall such as town centres and employment sites.
- **Primary routes** are those routes that are generally the most direct and have the highest usage.

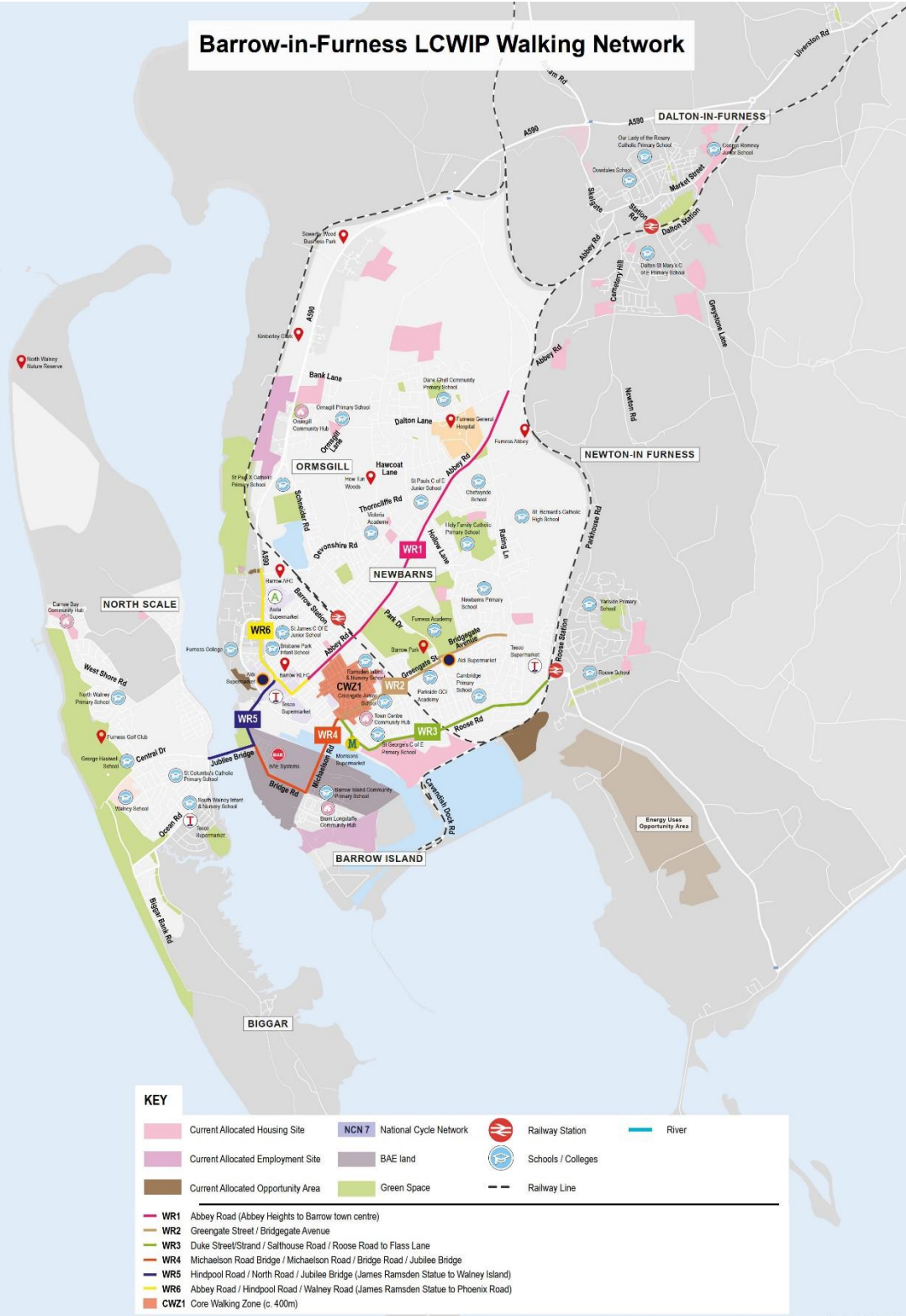
The LCWIP identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Barrow Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and further detail is provided in the full LCWIP.

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



See [Cycling and Walking Webpage](#) for a copy of the Walking Network Map



## Prioritisation

In developing the LCWIP, government guidance setting out a recommended approach to prioritising networks of walking and cycling routes, has been followed. The guidance recommends that priority should be given to areas which have the **greatest potential for growing cycling and walking trips** and offer the **greatest value for money**.

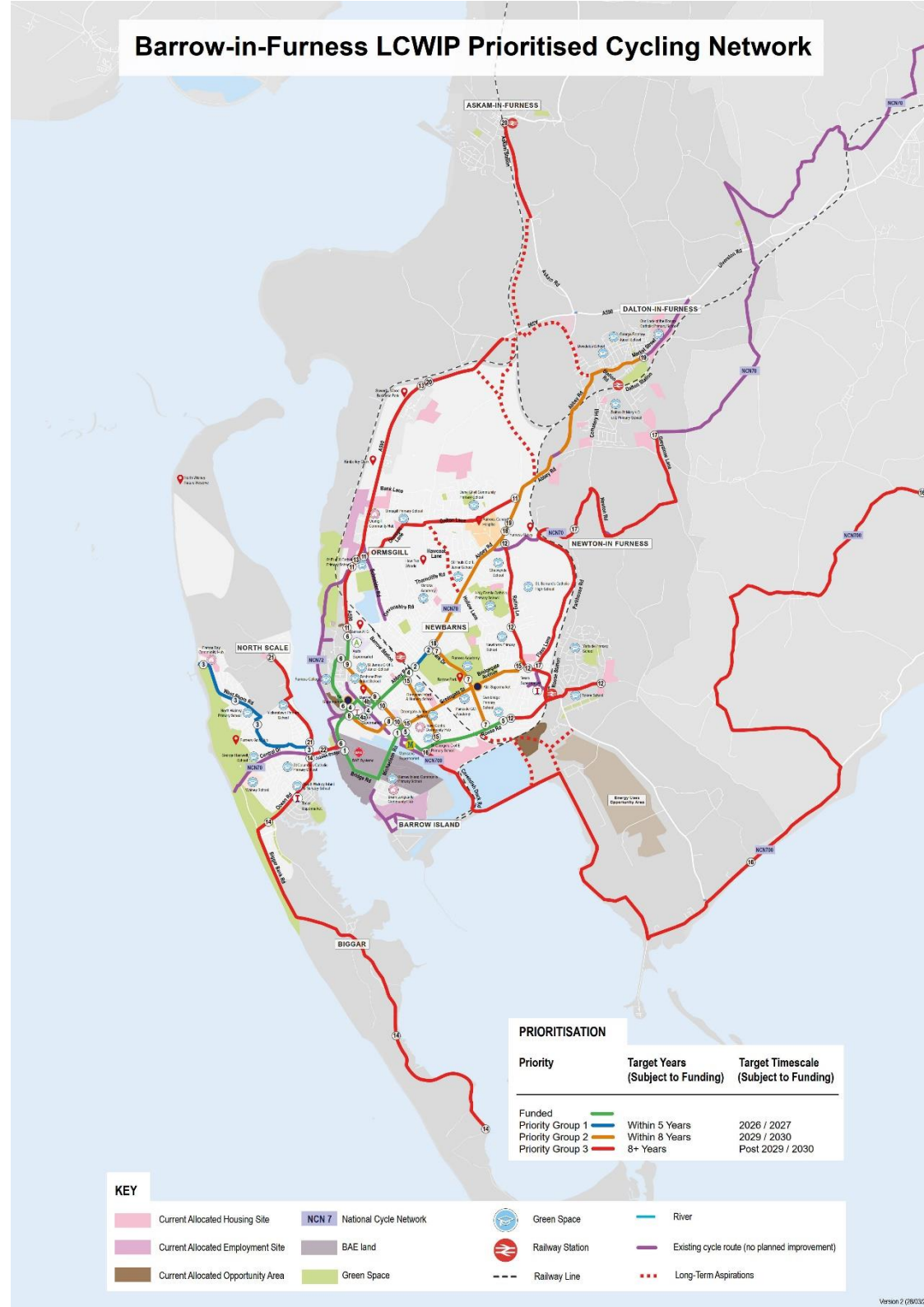
The delivery of all improvements identified in the Barrow-in-Furness LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

The cycling routes have been prioritised as shown on the adjacent plan. The routes have then been categorised according to the targeted timescale for delivery:

- Funded: These will be delivered in line with the timescales of the funding source
- Priority 1: Delivery within 5 years (2026/27), subject to funding
- Priority 2: Delivery within 8 years (by 2029/30), subject to funding
- Priority 3: Delivery 8 years plus (post 2029/30), subject to funding.

See [Cycling and Walking Webpage](#) for a copy of the Prioritised Cycling Network Plan



## Conclusion and next steps

The Barrow-in-Furness LCWIP provides a prioritised investment plan for cycling and walking in Barrow-in-Furness District over the next 15 years.

The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The LCWIP for Barrow-in-Furness is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

The document will be used to assist in securing funding for the delivery of the identified improvements.

## Further information

For further information please refer to our webpage for accompanying reports:

[www.cumbria.gov.uk/cyclingandwalking](http://www.cumbria.gov.uk/cyclingandwalking)

- Barrow-in-Furness LCWIP Technical Report and Appendices:
  - Appendix A – LCWIP Network Plans
  - Appendix B – Prioritised Network Plan
- Consultation Reports
- Plans
  - Cycling Network Plan
  - Walking Network Plan
  - Prioritised Cycling Network Plan

## References

- [1] Gear Change: A bold vision for cycling and walking. Department for Transport (2020) <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>
- [2] Cycling and Walking Investment Strategy. Department for Transport (2017) <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>
- [3] Future of Mobility: Urban Strategy. Department for Transport (2019) <https://www.gov.uk/government/publications/future-of-mobility>
- [4] Clean Air Strategy. DEFRA (2019) <https://www.gov.uk/government/publications/clean-air-strategy-2019>
- [5] Decarbonising Transport: A Better, Greener Britain. Department for Transport (2021) <https://www.gov.uk/government/publications/transport-decarbonisation-plan>
- [6] UK Net Zero Target (2020) <https://www.gov.uk/government/publications/net-zero-strategy>
- [7] Inclusive Transport Strategy. Department for Transport (2019) <https://www.gov.uk/government/publications/inclusive-transport-strategy>
- [8] Cumbria Transport Infrastructure Plan. Cumbria County Council (2021) <https://www.cumbria.gov.uk/planning-environment/infrastructureplanning/strategicplans.asp>
- [9] Barrow Borough Local Plan 2016-2031, Barrow Borough Council (2019) <https://www.barrowbc.gov.uk/residents/planning/planning-policy/local-plan/>
- [10] Cumbria Local Industrial Strategy, Cumbria Local Enterprise Partnership (2019) <https://www.thecumbrialep.co.uk/strategies-and-plans/>
- [11] Cumbria Cycling Strategy, Cumbria Cycling Partnership 2017-2022 <https://www.cumbria.gov.uk/planning-environment/cyclingandwalking/>
- [12] Economic Recovery Plan, 2020
- [13] Destination Borderlands and the Borderlands Growth Deal, 2021-2031
- [14] Cumbria Rural and Visitor Economy Growth Plan, Cumbria Local Enterprise Partnership 2017
- [15] National Census 2011. Dataset WU03UK (Commuting destinations). Dataset WU03EW (Internal Journeys to Work: Modal Split) data filtered to consider on trips internal to Barrow borough.
- [16] Department for Transport, 3 year averages, England 2003-2018.
- [17] Propensity to Cycle Tool: An open source online system for sustainable transport planning. Lovelace, R. et al. (2017) <https://www.pct.bike/>
- [18] National Census 2011. Dataset QS702EW (Distance travelled to work).

