Cumbria County Council

# LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN TECHNICAL REPORT

Barrow-in-Furness


004
MARCH 2022

PUBLIC

Cumbria County Council

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**TYPE OF DOCUMENT (VERSION) PUBLIC**

**PROJECT NO. 70069750**

**OUR REF. NO. 004**

**DATE: MARCH 2022**

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# QUALITY CONTROL

| Issue/revision | | First issue | Revision 1 | Revision 2 | Revision 3 |
|---|---|---|---|---|---|
| Remarks | | First Draft | Second Draft | Final Draft | Final |
| Date | | Nov 2021 | Dec 2021 | Jan 2022 | March 2020 |
| Prepared by | | KP / HK | KP / HK | KP / HK | KP / HK |
| Checked by | | PF | PF | PF | PF |
| Authorised by | | VH | VH | VH | VH |
| Project number | | 70069750 | | | |
| Report number | | 001 | 002 | 003 | 004 |
| File reference | | \\uk.wspgroup.com\central data\Projects\700697xx\70069750 - Cumbria County Council LCWIPs\Barrow\03 WIP\TP Transport Planning\05 Reports\03 Technical Reports | | | |

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## *APPENDICES*

# 1 STAGE 1: DETERMINING SCOPE

## 1.1 BACKGROUND

1.1.1. It is the ambition of Cumbria County Council to get more people cycling and walking in Cumbria and that cycling and walking should be the natural choice for everyday short journeys. Cycling and walking more often is good for our health and wellbeing, the environment and the local economy.

1.1.2. During the height of Covid-19, less traffic on our roads resulted in cleaner air and quieter streets, transforming the environment in our towns and city. Because of this, lots of people discovered, or rediscovered, cycling and walking as a means for exercise and travel. We now have an opportunity to help maintain this interest and ensure people have the choice to take short journeys on foot or by bike, rather than use their cars. The proven way of encouraging more of us to walk and cycle is by providing routes that are coherent, direct, safe, comfortable and attractive.

1.1.3. To encourage active travel, the County Council has established a Cycling and Walking programme to identify, develop and secure funding to deliver infrastructure improvements. A key component of this programme is the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which will identify and prioritise future improvements to the local cycling and walking network over the next 15 years. LCWIPs are being developed in Barrow-in-Furness, Carlisle, Kendal, Workington, Whitehaven and Penrith. The Council has complementary workstream looking at cycling and walking in five strategic corridors around the County, aligned to the National Cycle Network. These corridors look to connect places and people and provide longer distance routes to support the cycling and walking sectors of the Cumbrian Tourism economy.

## 1.2 LCWIP PROCESS

1.2.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs will be instrumental in leveraging funding from national and local funding streams.

### THE LCWIP PROVIDES:

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

1.2.2. For Barrow-in-Furness, this process and the resulting outputs will represent an evidence-based approach to focus future investment where the most benefit can be realised, over a 15 year period to 2032.

1.2.3. The geographical extent of this LCWIP is the entire borough of Barrow-in-Furness, encompassing the three main settlements of Barrow-in-Furness, Askam-in-Furness and Dalton-in-Furness. The Barrow-in-Furness LCWIP will focus on everyday journeys to work and school, as well as unlocking the potential of more people visiting the area for recreational cycling and walking.

1.2.4. The government has published guidance on the preparation of LCWIPs, setting out the following 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.

1.2.5. The remainder of this document details how the LCWIP has been developed and sets out a prioritised programme for its delivery.

# 2 STAGE 2: GATHERING EVIDENCE

## 2.1 ACTIVE TRAVEL CONTEXT

### THE CASE FOR WALKING AND CYCLING

2.1.1. The Department for Transport announced their Cycling and Walking Investment Strategy (CWIS) in April 2017, outlining the Government's ambition to make walking and cycling the natural choice for shorter journeys or as part of a longer journey, including the aim to double cycling activity by 2025. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace.

2.1.2. In order to help local bodies that are interested in increasing cycling and walking in their local areas, the DfT published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs) in April 2017.

2.1.3. In early 2020 the Government launched Gear Change: A Bold Vision for Cycling and Walking, announcing a £2 billion plan make England a great walking and cycling nation. Gear Change identified four key themes central to achieving this:

- Better streets for cycling and people;
- Putting cycling and walking at the heart of decision making (transport, place-making and health policy);
- Empowering and encouraging Local Authorities - £2bn of dedicated new investment funding only schemes that meet the new standards; and
- Enabling people to cycle and protecting them when they do through changes to the highway code.

2.1.4. This was supported by New Design Guidance - Cycle Infrastructure Design (Local Transport Note 1/20) (July 2020) which set out the framework for Cycling to play a far bigger part in our transport system with the quality of cycle infrastructure to sharply improve to be consistent with national guidance. Routes should be:

- Coherent - part of a wider strategic network that provide access to key destinations
- Direct - reach their destination as directly as possible
- Safe - of a high quality and designed to standards that meet safety requirements
- Comfortable - accessible and attractive for all abilities
- Attractive - contribute to good urban design by integrating with and complementing their surroundings.

2.1.5. The Government has an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport.

2.1.6. In 2017 Cumbria County Council, together with Cumbria's district councils, national parks, cycling bodies and highways partners endorsed the Cumbria Cycling Strategy. The Strategy sets the context for the development of cycling in Cumbria in the 5 year period to 2022. A key objective is to improve the county's infrastructure and Cumbria County Council is committed to taking the lead on this aspect.

2.1.7. The Cumbria Transport Infrastructure Plan (CTIP), developed by County Council and Cumbria Local Enterprise Partnership (CLEP), supersedes the Cumbria Cycling Strategy and updates the local strategy context for cycling and walking in Cumbria for the period 2022-2037, The CTIP supports the need for greater levels of walking and cycling in Cumbria, and affirms the County's commitment and ambition in relation to active travel. Increased levels of active travel are particularly recognised as being an essential requirement in order to meet the CTIP Objective of Clean & Healthy Cumbria.

2.1.8. Within Barrow-in-Furness, there are clear opportunities to better connect people and places with targeted investment in active travel infrastructure. The council shares the CWIS ambition to provide more direct, convenient, safe and attractive options for more local journeys, as demonstrated in the Cumbria Cycle Strategy.

### CREATING ATTRACTIVE PLACES TO LIVE AND WORK

2.1.9. The CLEP's Industrial Strategy recognises the potential of active travel to enhance not only the tourist economy but also in creating attractive places to live and work. The Strategy sets out a priority to secure the walking, cycling, local highway and public transport improvements that help people better access jobs, training, services and visitor destinations

2.1.10. With a population of almost 60,000 people, the Borough of Barrow-in-Furness employs approximately 33,000 people, with around 1,795 businesses located throughout the borough. The Borough accounts for 12% of all employment in Cumbria, and is a key part of the Cumbrian economy. While there are many small businesses, Barrow's economy is reliant on a small number of key markets and a limited number of large employers within that market, meaning a large proportion of the workforce is concentrated in a small area - BAE Systems and Furness General Hospital – the two largest employers – cumulatively employ directly around 10,500 people in Barrow-in-Furness (35% of total employment).

2.1.11. Combined with the compact nature of Barrow-in-Furness's urban area, the high proportion of the labour force in a few key locations creates the ideal conditions to link employers and employees with targeted infrastructure for active travel. Investment in the streets where people live and work could also enable more attractive places for people to work and live in, reducing traffic and emissions and increasing health and wellbeing.

### SUPPORTING HEALTH, WELLBEING AND ACCESS FOR ALL

2.1.12. Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways to enable adults and children to meet recommended levels of physical activity. A lack of physical activity is the cause of one in six deaths in the UK, and costs the country an estimated £7.4bn per year.

2.1.13. Active Cumbria (2021) reported that over 33.1% of people in Barrow-in-Furness (aged 16+) are inactive, while just 1.0% of adults cycle and 17.8% walk for travel at least 3 days per week – below the national averages of 3.1% and 22.7% respectively. Inactivity is calculated to cost Barrow-in-Furness £1.3m per year. Cumbria County Council are encouraging more people to be active as well as using sport and physical activity to help address health inequalities, contribute positively to the economy and raise the profile of the area.

2.1.14. The health and wellbeing importance of travel is a core component of the Cumbria Joint Public Health Strategy. This highlights how transport is critical to enable people to access goods and services that are important for health and wellbeing, to encourage physical activity through promoting regular walking or cycling and to tackle climate change and improve air quality.

2.1.15. Focussing on inclusive design and ensuring Cumbria's active travel networks are accessible for all will be important when developing and delivering schemes through the LCWIP process.

2.1.16. The LCWIP also has a vital role to play in creating longer term behaviour change well beyond its 10-year deliver plan. European countries such as the Netherlands have only been able to facilitate mass cycling (27% of all trips are undertaken by bike) though long term investment (The Dutch 'cycling revolution' can be traced back to a targeted political response in the 1970s). This has engendered generational change to the point where the bicycle is the clear mode of choice for journeys between 2km to 7km.

2.1.17. The Barrow-in-Furness LCWIP, supported by local and national policy, guidance, and funding, presents an opportunity to start the process of creating real change for generations to come.

## RESPONDING TO THE CLIMATE CRISIS

2.1.18. The Cumbria Zero Carbon partnership was established in January 2021 and aims for a carbon neutral Cumbria by 2037. Decarbonising the impact of transport is key to achieving this and more cycling and walking will form part of the approach.

2.1.19. Cycling and walking has a much lower carbon footprint compared to other forms of transport. Transport is the largest emitting sector of greenhouse gases, producing 27% of the UK's total emissions in 2019 – 61% of this from cars and taxis. The Zero Carbon partnership recognises the need for a holistic approach to reducing the County's carbon emissions and that everyone in the county needs to work together and do their part in order to achieve neutrality. Embedding generational behaviour change through incremental shift to active modes is likely to be a key part of this and is essential in order to enable future generations to live sustainably.

## IMPROVING ACCESSIBILITY AND SOCIAL INCLUSION

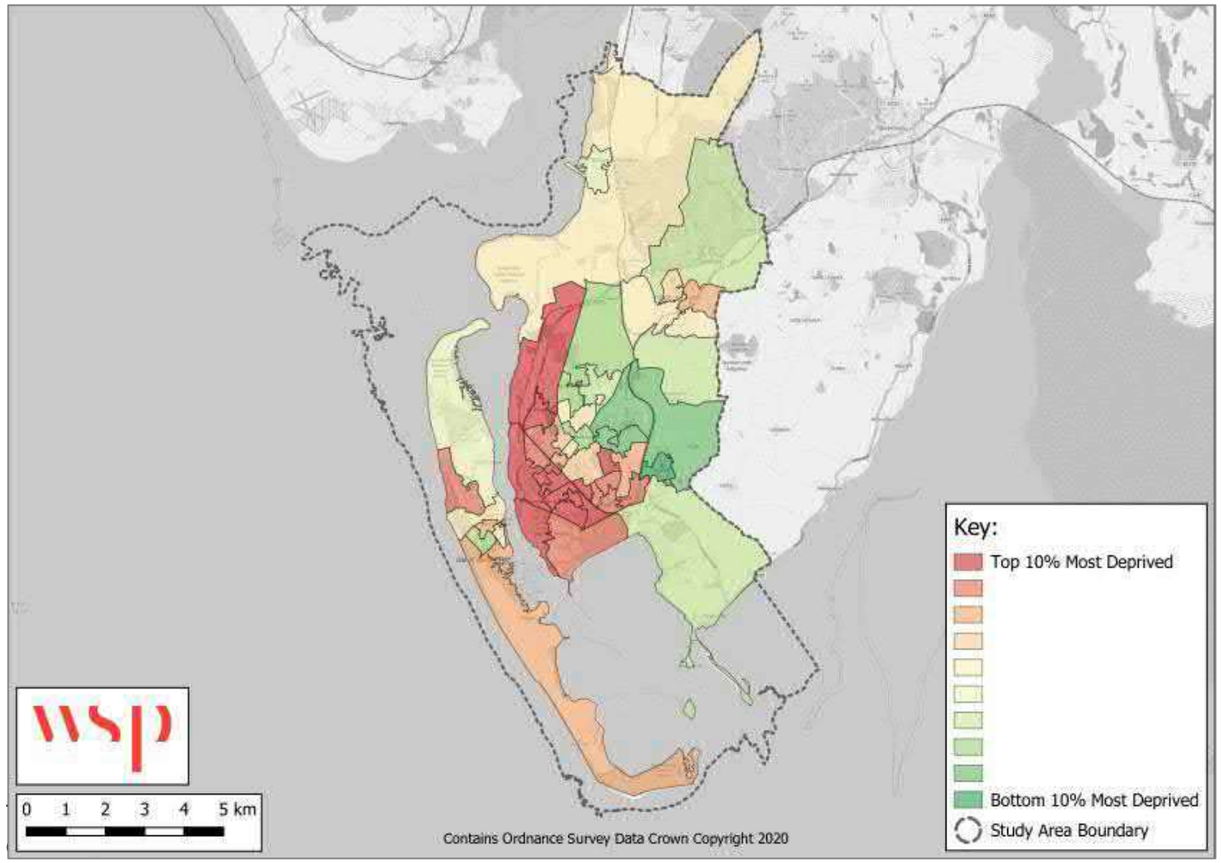
2.1.20. Virtually all of Barrow is in the top half of all areas nationally for health deprivation, with a significant proportion of the town in the most 10% deprived (as shown in Figure 2.1) – including almost all of the town centre, the industrial fringes to the north and east, and parts of Walney Island. 30% of households in Barrow-in-Furness are without access to a car (Census 2011) and these households can suffer from social exclusion and transport poverty, struggling to access employment and education opportunities, key services and facilities, as well as being isolated from support networks.

2.1.21. Cycling, and walking in particular, are generally affordable and natural modes of transport that can be made accessible to the vast majority of people. Enabling a greater number of people to walk and cycle to the locations they need to travel to can have significant benefits not just in regards to health, wellbeing, and for the environment, but also in enabling social inclusion, helping connect people to jobs, education, and each other when other modes of transport aren't feasible options.

2.1.22. Given the compact nature of the study area (and particularly the town of Barrow-in-Furness itself), topography, and reliance on a small number of large employers in close proximity to education facilities, there are very clear and strong opportunities to promote social inclusivity through improved active travel connections.

**Figure 2.1.** Indices of Multiple Deprivation (IMD)

2.1.23.




2.1.24. Cycling and walking investment can play a key role in enhancing the tourism offer. It can increase the number of visitors for travel around the borough and improved connections to existing networks can provide enhanced cycling and walking experiences.

2.1.25. Barrow-in-Furness has a fascinating history from its settlement by Vikings and Cistercian Monks. The town boasts many historical attractions, including Furness Abbey, as well as being well located for local nature reserves and natural attractions.

in 2019, supporting 65,000 jobs, equivalent to 26% of Cumbria's working age population (Cumbria Tourism Strategy 2020-2025).

## 2.2 NATIONAL AND LOCAL POLICY CONTEXT

2.2.1. There are clear opportunities to support environmental, health, social, economic and sustainable mobility goals that better connect people and places with targeted investment in active travel infrastructure. This is evident in both national and local policy that has guided and shaped the Barrow-in-Furness LCWIP process. A summary overview is provided below.

### NATIONAL CONTEXT

#### Gear Change: A bold vision for cycling and walking (DfT 2020)

2.2.2. Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

#### Cycling and Walking Investment Strategy (DfT 2017)

2.2.3. Aims to make active modes a natural choice by 2040. Locally targeted investment via LCWIPs assist to connect people with places – creating vibrant, healthier and productive places and communities.

#### Future of Mobility: Urban Strategy (DfT 2019)

2.2.4. Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys'.

#### UK Net Zero Target 2020

2.2.5. This national target, set by the Government in 2019, will require the UK to bring all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least 80% reduction from 1990 levels.

#### Everybody Active, Every Day (Public Health England 2014)

2.2.6. Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

#### Clean Air Strategy (DEFRA 2018)

2.2.7. Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

#### Inclusive Transport Strategy (DfT 2019)

2.2.8. An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all travellers. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

### LOCAL CONTEXT

2.2.9. Local policy relating to walking and cycling is contained in a range of documents, outlined below. These policy documents show a strong level of support for cycling and walking. Several documents, including the adopted district-wide Local Plan which is being reviewed and the emerging Local Plan for St Cuthbert's, providing an opportunity to further integrate cycling and walking proposals..

2.2.10. Key local policy documents include:

- Cumbria Transport Infrastructure Plan (2022-2037)
- Cumbria Local Industrial Strategy (2019)
- Cumbria Cycling Strategy (2017-2022)
- Barrow Borough Local Plan (2016-2031)
- Economic Recovery Plan, 2020
- Destination Borderlands and the Borderlands Growth Deal, 2021-2031
- Cumbria Rural and Visitor Economy Growth Plan, 2017

2.2.11. Key relevant themes emerging from local policy are set out on the following pages.

#### Policy support for cycling and walking

2.2.12. There are strong levels of support for walking and cycling in existing local policy. Policy I4: Sustainable Travel Choices of the Barrow Borough Local Plan seeks to ensure that new development must be accessible by a range of sustainable transport options, including walking and cycling, and link to existing networks. The Cumbria Transport Infrastructure Plan recognises the role the active travel schemes can play in supporting the local economy, improving health, and access to education, employment and services. The Plan positions active travel centrally in the aim to develop a clean and healthy Cumbria, highlighting the key role it can play in transport decarbonisation and promoting physical and mental health.

2.2.13. The Cumbria Transport Infrastructure Plan (CTIP) recognises the role the active travel schemes can play in supporting the local economy, improving health, and access to education, employment and services. The Plan positions active travel centrally in the aim to develop a clean and healthy Cumbria, highlighting the key role it can play in transport decarbonisation and promoting physical and mental health.

#### Growth areas and local plan designations

2.2.14. The Local Plan sets out housing and employment growth areas in Barrow-in-Furness which should be considered when developing active travel networks to ensure their sustainability. Key development sites include:

- The Waterfront – the redevelopment of derelict dockland to create a new business park.
- Marina Village – strategic housing site, with a current indicative yield of 550 dwellings, alongside mixed-use leisure and cultural development and a nature conservation area.
- University Campus – establishment of a University of Cumbria campus on Barrow Island

#### Transport and placemaking schemes

2.2.15. A mass of activity is currently underway around Barrow-in-Furness aimed at bolstering the town's offer as a place to live, work, study, visit and invest. There is a new aspirational housing offer at the Marina; a new waterfront business park; and numerous investment proposals are currently being made through the Levelling Up Fund and Community Renewal Fund which will complement recently secured investment in the Dock Museum, Barrow-in-Furness Library, and the Barra Culture arts programme.

2.2.16. In September 2019, the government invited 100 places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund. The Towns Fund is part of the government's plan for levelling up the UK economy and the overarching aims of the Towns Fund are to drive the sustainable economic regeneration of towns and to deliver long term economic and productivity growth through urban regeneration, skills and enterprise infrastructure and connectivity.

2.2.17. The #BrilliantBarrow Town Investment Plan The Local Walking and Cycling Infrastructure project will maximise the benefit of

these aligned investments by facilitating physical connectivity throughout the town and enhancing access.

2.2.18. The Brilliant Barrow Investment Plan has been finalised to provide a long-term strategy for change which will see Barrow-in-Furness capitalise on its opportunities and tackle barriers. The shared vision for the town over the next 20 years established by the plan is:

"To build on our economic strengths, rich industrial heritage, natural beauty and sense of community to develop a town that is economically dynamic and diverse, sitting at the forefront of innovation and green growth, viewed as a great place to live, study, work and visit and home to a healthy population that can deliver a prosperous, inclusive and fair future".

2.2.19. The Plan has been informed by a #BrilliantBarrow campaign, which provided a platform to engage and incorporate community voices directly in the development of the Town Investment Plan.

2.2.20. The above vision is underpinned by three pillars which cut across a broader set of strategic objectives. These pillars lie at the heart of the investment approach and will focus projects on the priorities of Barrow-in-Furness's vision as set out in the TIP:

- Inclusive economy;
- Clean growth; and
- Healthy places.

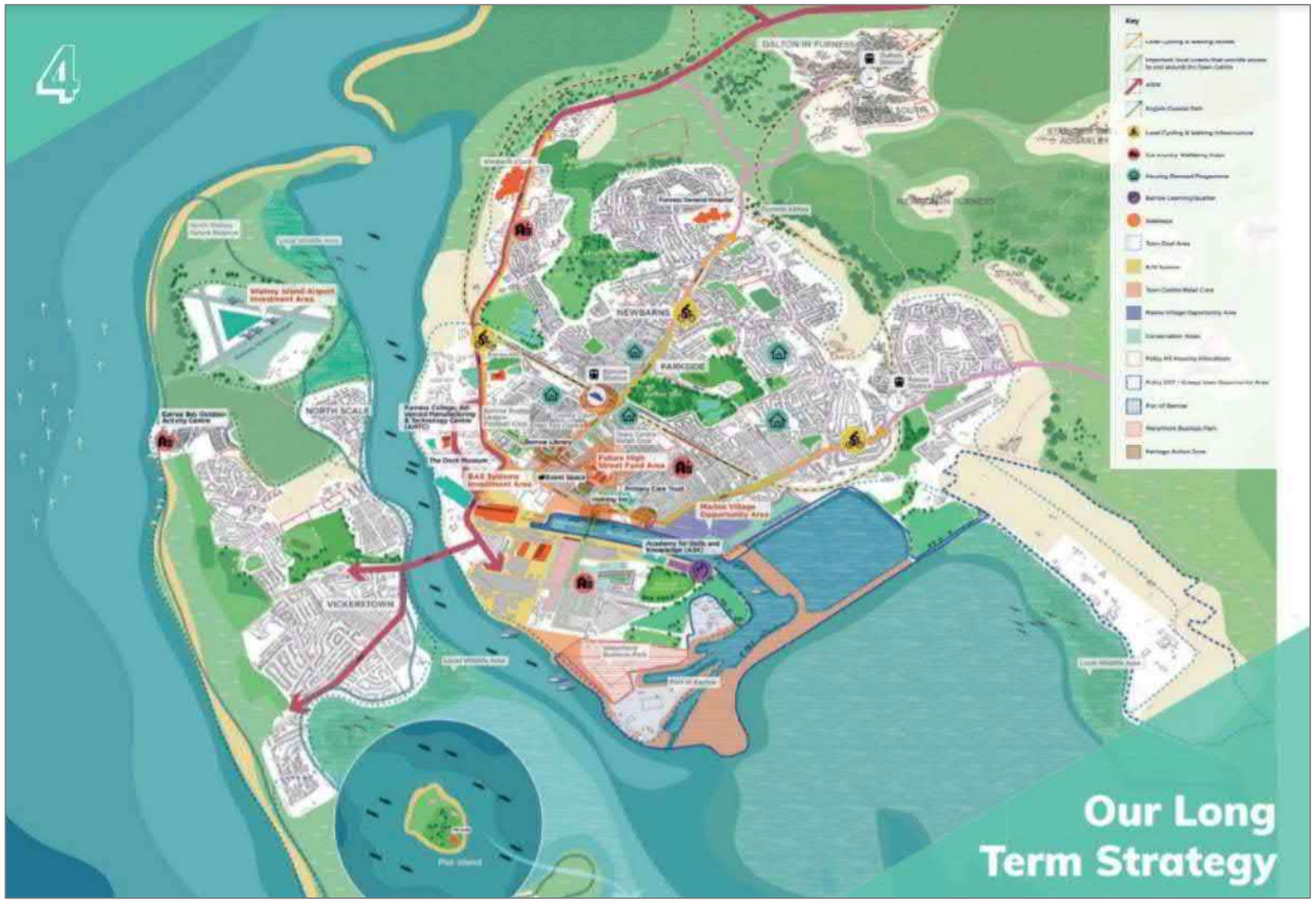
2.2.21. The Town Investment Plan details seven projects to the Towns Fund (Figure 2.2):

- Cycling and Walking Infrastructure;
- Learning Quarter (University and Skills Hub);
- Community Wellbeing Hubs & Earnse Bay;
- Housing Renewal;
- Business & Enterprise Support;
- Place Development; and
- Marina Village.

2.2.22. The cycling and walking project seeks to bring forward priorities from the emerging LCWIP active travel networks to provide a levelling up of infrastructure in the town aimed at facilitating active travel and bolstering connectivity between employment, education and residential hubs in Barrow-in-Furness. The project will address a lack of provision of such infrastructure, and respond to the changing travel needs and requirements of Barrow-in-Furness's residents.

2.2.23. Focussing on Abbey Road, Walney Road (A590) and Roose Road (A5087), the Town Deal Cycling and Walking proposals are considered to be the foundation for a new comprehensive cycling network across Barrow-in-Furness, with much greater ambitions for a network which allows the vast majority of people living and working in Barrow-in-Furness to never be more than 400m from high-quality cycling infrastructure (referred to as 'mesh density').

**Figure 2.2.** Brilliant Barrow Town Centre Masterplan proposals




2.2.24. The Brilliant Barrow Local Walking and Cycling Infrastructure project aims to enhance Barrow-in-Furness's physical infrastructure for pedestrians and cyclists, with the objective of facilitating people to complete everyday journeys 'actively'. The programme will build on Town Deal and aligned investment and lever the town's uniqueness, natural assets and sense of place to strengthen Barrow-in-Furness's culture and leisure offer to residents and visitors

2.2.25. A funding ask of £3.967m has been made from the Towns Fund (2020/21 to 2025/26) to deliver the three strategic cycle routes (totalling 4.8km), connecting key hubs in Barrow-in-Furness and also connect with the other proposed Town Deal projects for Barrow-in-Furness.

## 2.3 EXISTING CYCLING AND WALKING TRAVEL PATTERNS

2.3.1. The levels of walking and cycling 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. This reduction in traffic emissions also led to improvements in air quality.

2.3.2. Whilst levels of cycling and walking have since fallen back to pre-covid levels, this demonstrates that the potential for cycling and walking exists if the right conditions are put in place. The improvements to active travel infrastructure proposed in the Barrow-in-Furness LCWIP could therefore help increase cycling and walking back to the levels observed during March/April 2020.

2.3.3. Prior to the onset of COVID-19, Barrow-in-Furness already possessed a strong culture of cycling despite the lack of modern cycling infrastructure; 6.6% of employees cycling to work as per the 2011 Census, more than three times the national rate. The town has a compact nature highly suitable for travel by two wheels, and thus has a relatively small travel to work area. It is also in the immediate vicinity of the Cumbrian coast, countryside and adjacent to the Lake District – where other proposals are in place for leisure-based cycling schemes

2.3.4. Census Journey to Work data (2011) shows that almost 83% of residents work within the borough itself (22,590 workers), demonstrating high levels of containment. Only 17% of workers travel to areas outside of the borough for employment.

2.3.5. Barrow-in-Furness also attracts a number of employment trips, with 5,000 additional trips per day into the borough, with the majority arriving from neighbouring South Lakeland.

2.3.6. 64% of people in the borough travel less than 5km to work, compared with the national average, demonstrating a high propensity for active mode travel choices. This is further demonstrated in that 36% of workers live less than 2km of their place of work, compared to the national average of 17% highlighting that walking in particular could be a more viable and attractive mode for residents.

2.3.7. Despite these short commuting journeys, 62% of residents travel to work by car, whilst 21% walk and 6% cycle.

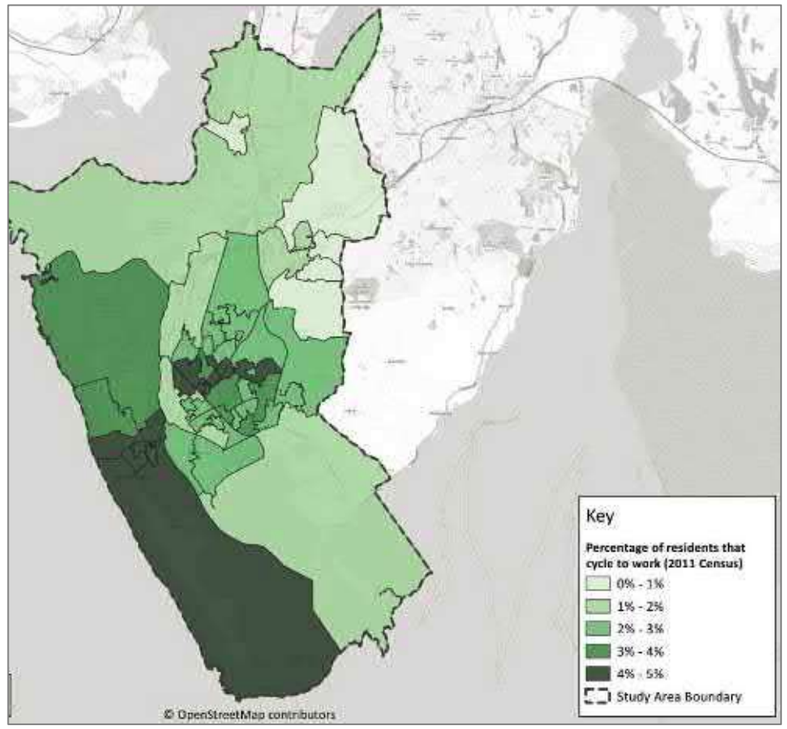
2.3.8. The town centre zones are the key destination points for employment, attracting the greatest volumes of trips from the borough.

2.3.9. BAE Systems is a major employer in the Borough (over 9,000 employees), and is located close to Barrow-in-Furness town centre. A staff travel survey in 2019 demonstrated a higher propensity for active mode travel, with 12% of employees arriving to work on foot, whilst 11% cycled.

2.3.10. Furthermore, over 40% of children in the Barrow-in-Furness-in-Furness area walk to school, compared to the County average of 27%.

2.3.11. The outputs show that existing levels of cycling between Lower Super Output Area (LSOA) OD pairs are relatively high in the urban areas of Barrow-in-Furness, with up to 7% - 9% of journeys to work undertaken by bike in some areas.

**Figure 2.3.** Residents that cycle to work (2011 census)




2.3.12. In the areas of Dalton-in-Furness and Askam-in-Furness, the commuting by bike is much lower, estimated to only 2-3% between LSOA OD pairs.

2.3.13. Results are similar for walking, with the largest concentration of walking trips converging ion the town centre area.

2.3.14. Topography in Barrow-in-Furness is generally flat in the areas of greatest population, and there remains clear potential to build upon current levels of active travel to make cycling and walking more viable and attractive modes in the area for everyday journeys.

2.3.15. This is reflected in local policy and strategy, recognising the need to provide high quality safe active travel infrastructure to encourage a shift to healthy and greener modes, and to also ensure that future developments are sustainable and connected to these networks.

**Figure 2.4.** Residents that walk to work (2011 census)

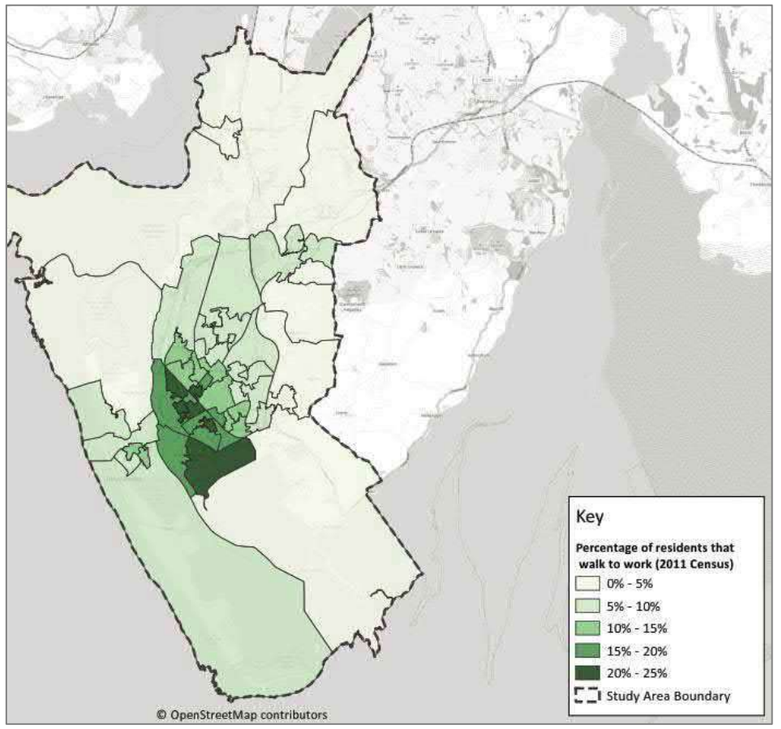



**Figure 2.5.** 2011 Commuter cycle flows. Increased width = higher usage (Source: Propensity to Cycle Tool)

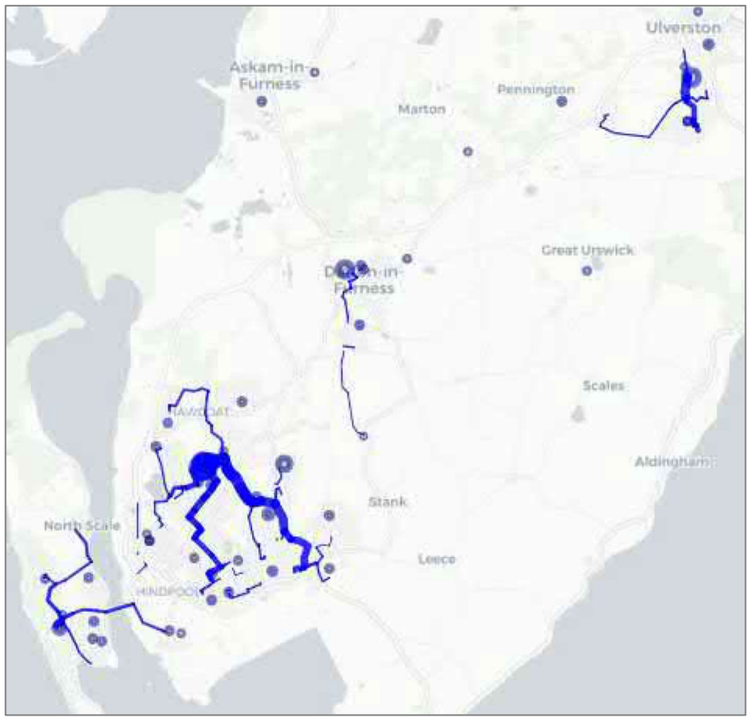



**Figure 2.6.** School cycle flows. Increased width = higher usage (Source: Propensity to Cycle Tool)

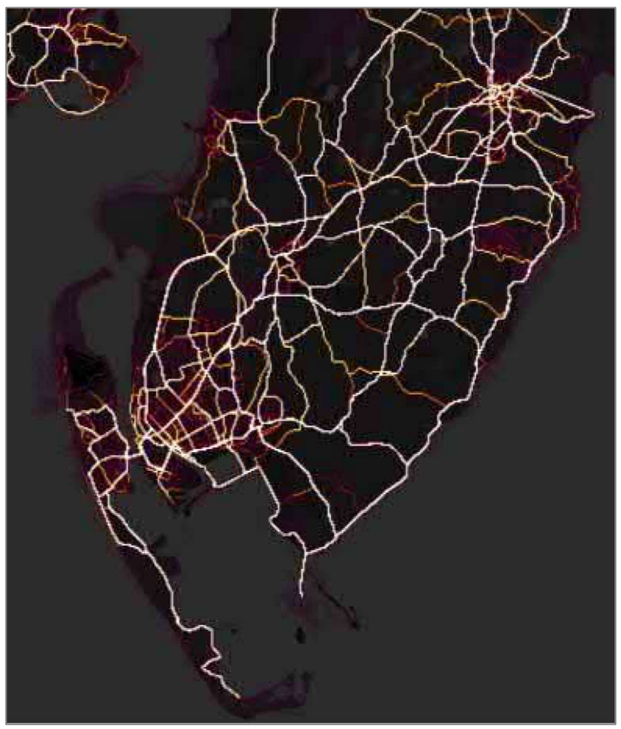


**Figure 2.7.** Strava cycle flows. Brighter colours = higher usage (Source: Strava)

2.3.16. Figure 2.5 shows the estimated routes taken by people cycling to work in Barrow-in-Furness in 2011, for the top 30% of cycle routes only. The Abbey Road, A590 Walney Road, Roose Road, Jubilee Bridge converging on the BAE systems and town centre vicinity are by far the most popular routes in all current and future scenarios in the Propensity to Cycle Tool (PCT) (see www.pct.bike for further information on the PCT). Each of these routes record well over 100 cyclists per day, with future scenarios highlighting significant potential growth for cycling within Barrow-in-Furness.

2.3.17. While commuting trips are important, they do not represent all cycle trips. Figure 2.6 shows estimated cycle to school trips based on the 2011 school census data. Whilst the reported cycling levels are slightly lower than the national average, the presence of several schools, including Victoria Academy, Furness Academy, demonstrate importance of routes around the Newbarns area of Barrow-in-Furness.

2.3.18. Finally, outputs from the Strava global heatmap (www.strava.com/heatmap), show anonymised data collected from people cycling using the Strava mobile app. While the results are typically skewed towards more confident sports/leisure cyclists, the results again highlight the importance of the key radial routes of Abbey Road, A590 Walney Road, Roose Road and Jubilee Bridge, but also leisure routes such as NCN 700 and links on Walney Island.

2.3.19. Perceived and actual safety can be a barrier to taking up or continuing cycling and walking.

2.3.20. Figure 2.8 shows pedestrian and cycle casualties across Barrow-in-Furness, for the period 2017-2019. For every injury shown on the map, there will be additional injuries and near misses not reported. Table 2.1 presents this data numerically.

**Table 2.1. Pedestrian and cyclist accidents by severity: 2017 to 2019**

| Severity | 2017 | | 2018 | | 2019 | |
|---|---|---|---|---|---|---|
| | Cycle | Walk | Cycle | Walk | Cycle | Walk |
| Slight | 29 | 29 | 26 | 21 | 19 | 21 |
| Serious | 8 | 7 | 8 | 9 | 10 | 8 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 37 | 36 | 34 | 30 | 29 | 29 |

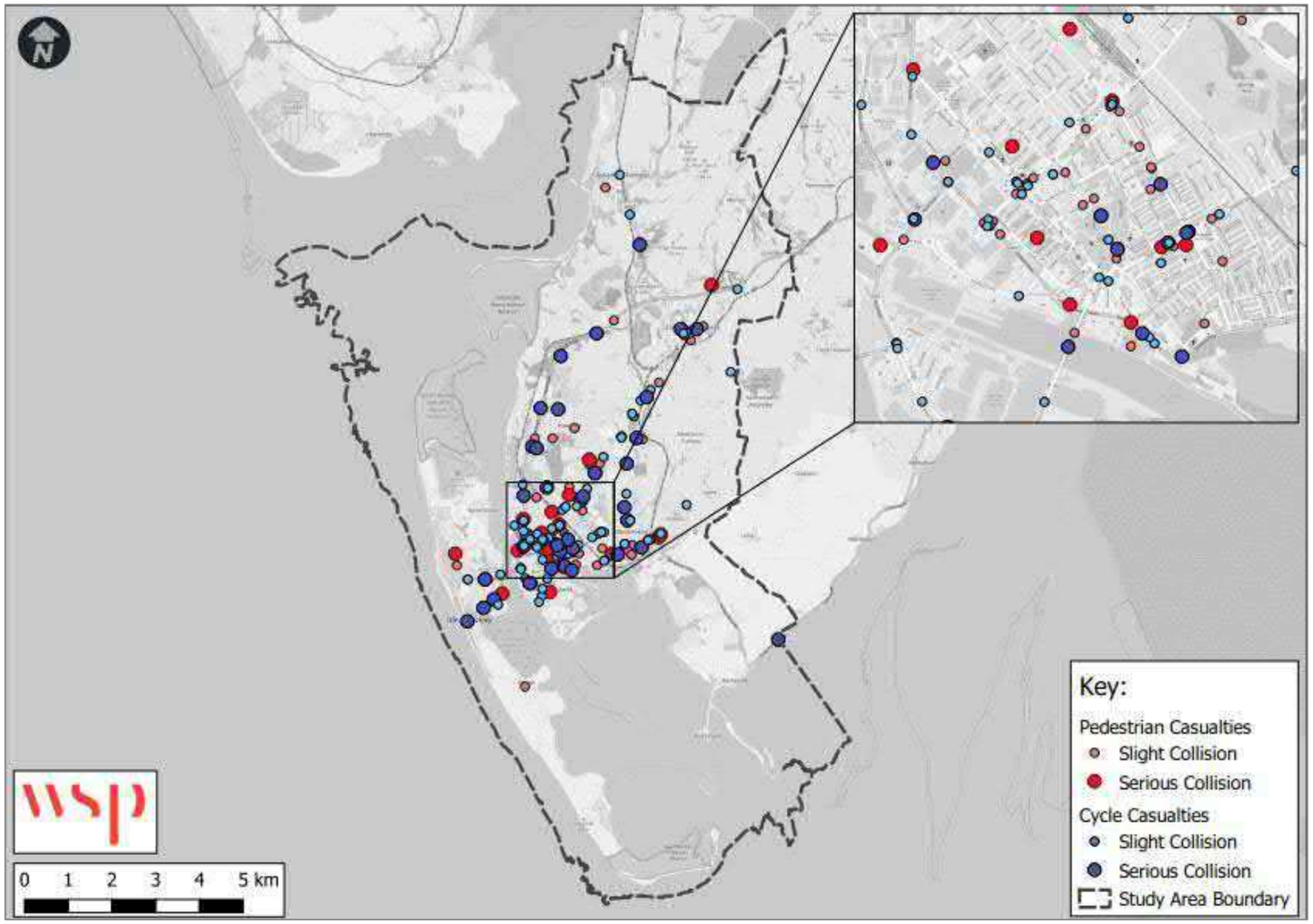
2.3.21. The data shows that over the three-year time period there were no fatal collisions involving pedestrians or cyclists in the borough and that there has been a general decrease in the number of collisions.

2.3.22. Plotting the location of collisions can help us to identify 'hotspots', where several incidents have been recorded in a small geographic area. This can help to identify those areas of the network where safety may need to be improved for pedestrians and cyclists.

2.3.23. As can be seen from the figures, 'hotspots' or 'clusters' of collisions are typically located along arterial roads or at junctions where there is a higher number of pedestrians and cyclists, namely Roose Road, Abbey Road and Greengate Street vicinities.

2.3.24. Improving infrastructure for cycling and walking within the study area could further reduce collisions in future.

**Figure 2.8.** Pedestrian & cyclist traffic casualties: 2017-19



2.3.25. Figure 2.9 shows existing active travel provision in Barrow-in-Furness. The map shows the fragmented nature of the cycle network in Barrow-in-Furness.

2.3.26. Barrow-in-Furness benefits from the presence of two strategic cycle links – namely NCN 70 connecting Barrow-in-Furness with Ulverston and NCN 700 which links Walney Island, Barrow-in-Furness town centre and then follows a coastal route alignment connecting to Ulverston.

2.3.27. Despite this, there is very limited existing off-road or fully segregated provision meaning that sections of these routes fall below the level of provision recommended in latest national guidance.

2.3.28. Figure 2.10 shows suggestions for improvements collated on the widenmypath.com website. Whilst the level of engagement is limited, the requests are mainly concentrated on the need for additional, continuous and protected cycle infrastructure throughout the borough, though primarily within the town of Barrow-in-Furness itself.

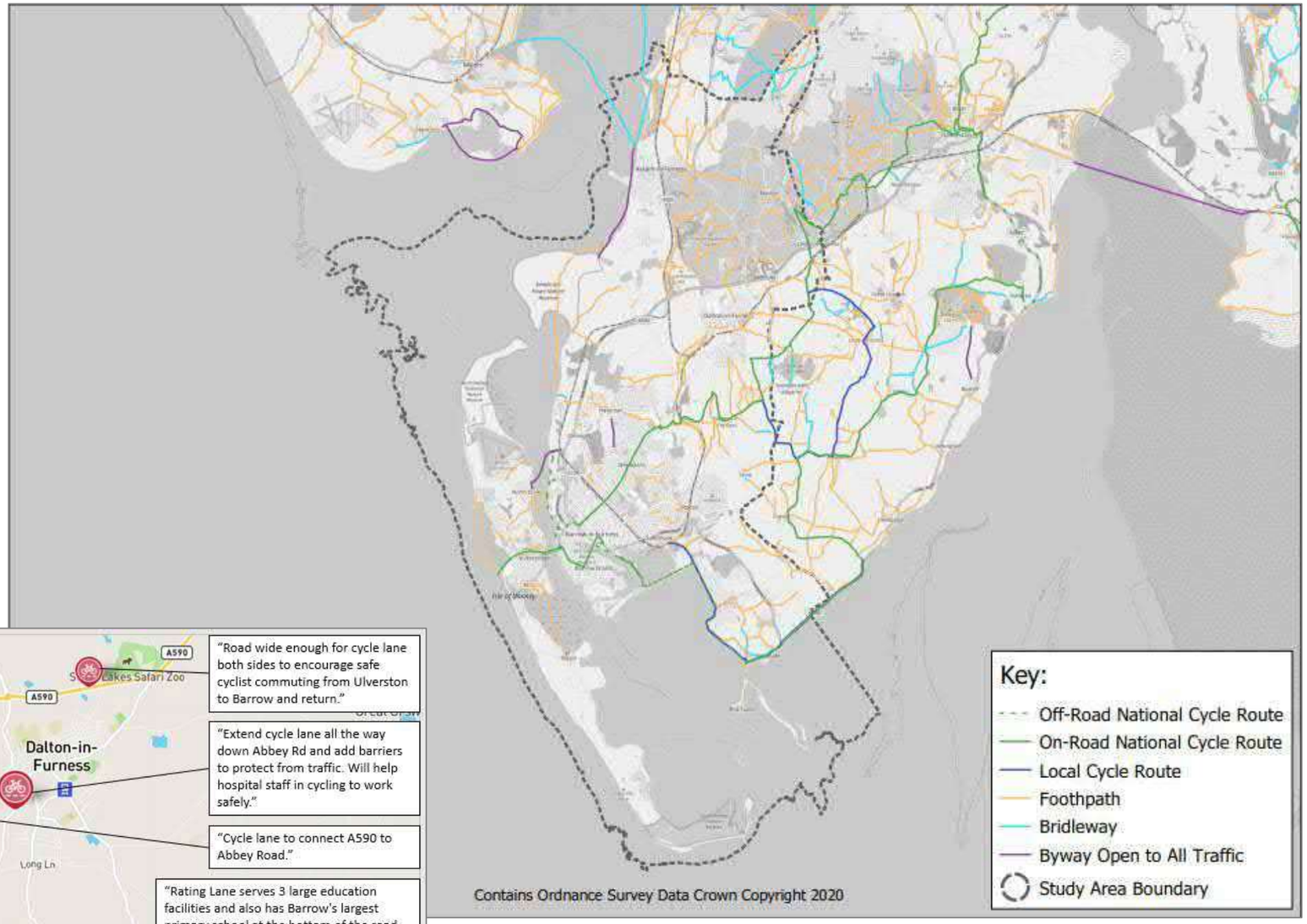






**Figure 2.9.** Existing and proposed cycle infrastructure (above)

**Figure 2.10.** Suggestions for Improvement (left)

# 3 STAGE 3: NETWORK PLANNING FOR CYCLING

## 3.1 CURRENT & FUTURE ORIGINS & DESTINATIONS

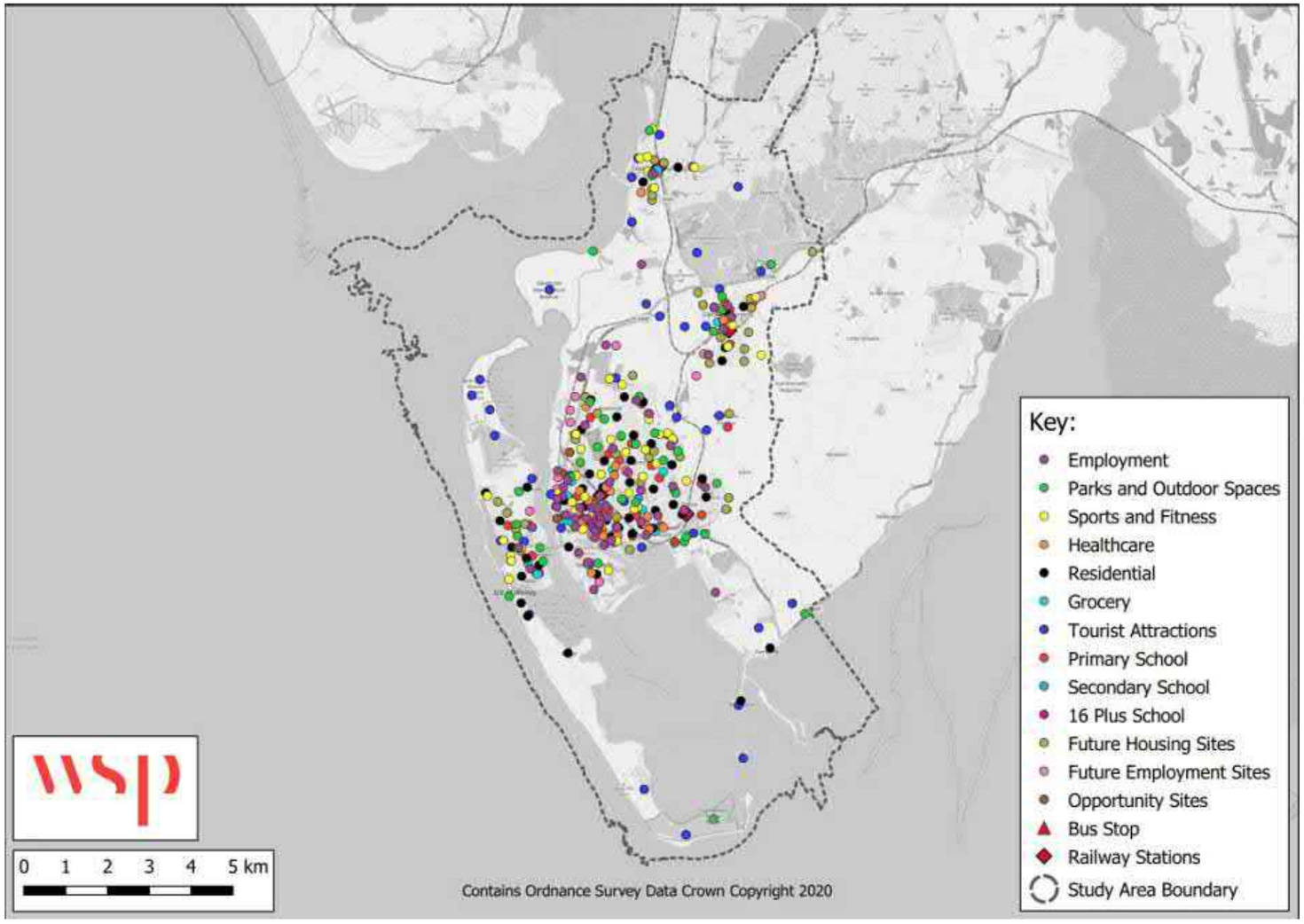
3.1.1. The LCWIP Technical Guidance for Local Authorities (DfT, 2017) notes that identifying demand for a planned cycle network should start by mapping the main trip origin and destination points (ODs).

3.1.2. In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. Additional origins and destinations were identified as shown in Figure 5.1, including:

- Undeveloped housing and employment sites allocated in the Barrow Borough Local Plan;
- Public transport interchanges (as above);
- Principal retail areas;
- Employment concentrations;
- Large grocery shops;
- Hospitals;
- Tourist attractions; and
- Educational institutions.

3.1.3. The resultant OD Map is shown in Figure 3.1 opposite.

**Figure 3.1.** Barrow-in-Furness OD Map



## 3.2 CLUSTERING & DESIRE LINES

3.2.1. The guidance recommends that trip ODs in close proximity to each other are clustered together, providing an indication of significant OD areas which will be the focus for many trips.

3.2.2. Once OD clusters were determined, desire lines between every LSOA or allocated housing site and identified cluster were mapped; the lines represent the most direct route between these points, irrespective of the existing network and barriers.

3.2.3. For ease of interpretation, desire lines were aggregated to present the top 10% desire lines. These are used as the basis to inform a schematic network, referred to as the 'Suggested Cycle Network'.

3.2.4. The OD clusters and top 10% desire lines are shown in Figure 3.2.

## 3.3 VALIDATION OF DESIRE LINES

3.3.1. The desire lines were validated through the use of existing data, such as the PCT and Strava, as well as through engagement with key stakeholders.

### PCT: GO DUTCH SCENARIO

3.3.2. The desire lines were compared against the PCT Go Dutch scenario outputs, which presents a potential scenario of cycling demand in the future if 'Dutch style' infrastructure was available, as well as a similar attitude toward cycling. The top ten PCT outputs support the identified desire lines within Barrow-in-Furness, but suggests there is much lower cycling potential in Askam-in-Furness and Dalton-in-Furness.

3.3.3. The PCT outputs are illustrated in Figure 2.5 in the previous chapter.

### STAKEHOLDER FEEDBACK

3.3.4. Two stakeholder workshops were undertaken to review and discuss the identified desire lines. The stakeholder feedback was in support of the desire lines identified, however, some additional desire lines were put forward for consideration:

- Extension of the Ormsgill desire line to Sowerby Wood;
- Desire line to north and south Walney;
- Desire line between Barrow-in-Furness and Roa Island; and
- East -West desire line between Roose and Furness Abbey.

3.3.5. 13 desire lines were ultimately agreed upon to represent the most important connections between people and places. These are illustrated in Figure 3.3.

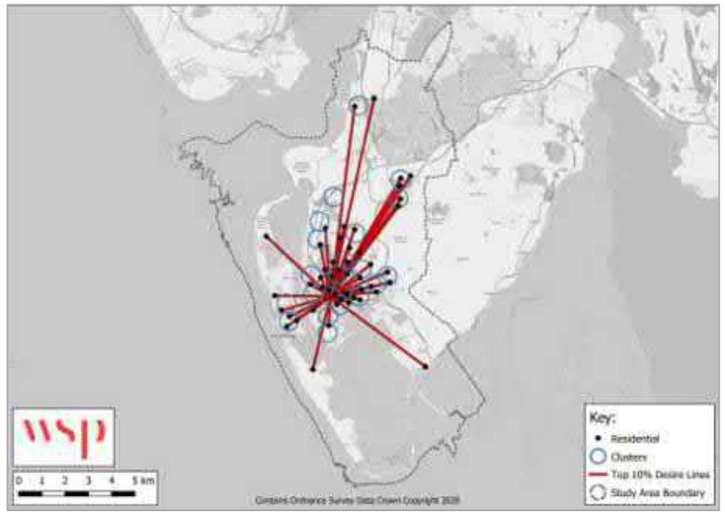



**Figure 3.2.** OD Clusters and Top Desire Lines




**Figure 3.3:** Agreed Desire Lines

## 3.4 ROUTE DEVELOPMENT PROCESS

3.4.1. Having determined the desire lines, the next stage of the process is to identify real on the ground routes that can accommodate these desire lines. This could be through appropriate schemes to upgrade existing roads or paths to the latest standards, or identifying opportunities to create new routes.

### PRODUCING THE SUGGESTED CYCLE NETWORK

3.4.2. The first step in the process is to identify the potential routes that might support the cycling desire lines. Potential route alignments were plotted, following the desire lines as closely as possible. The routes selected take into account existing roads, paths and structures where these are available, but do not consider the type of infrastructure that might be required to bring these up to the required standard, nor the existing constraints that might preclude this.

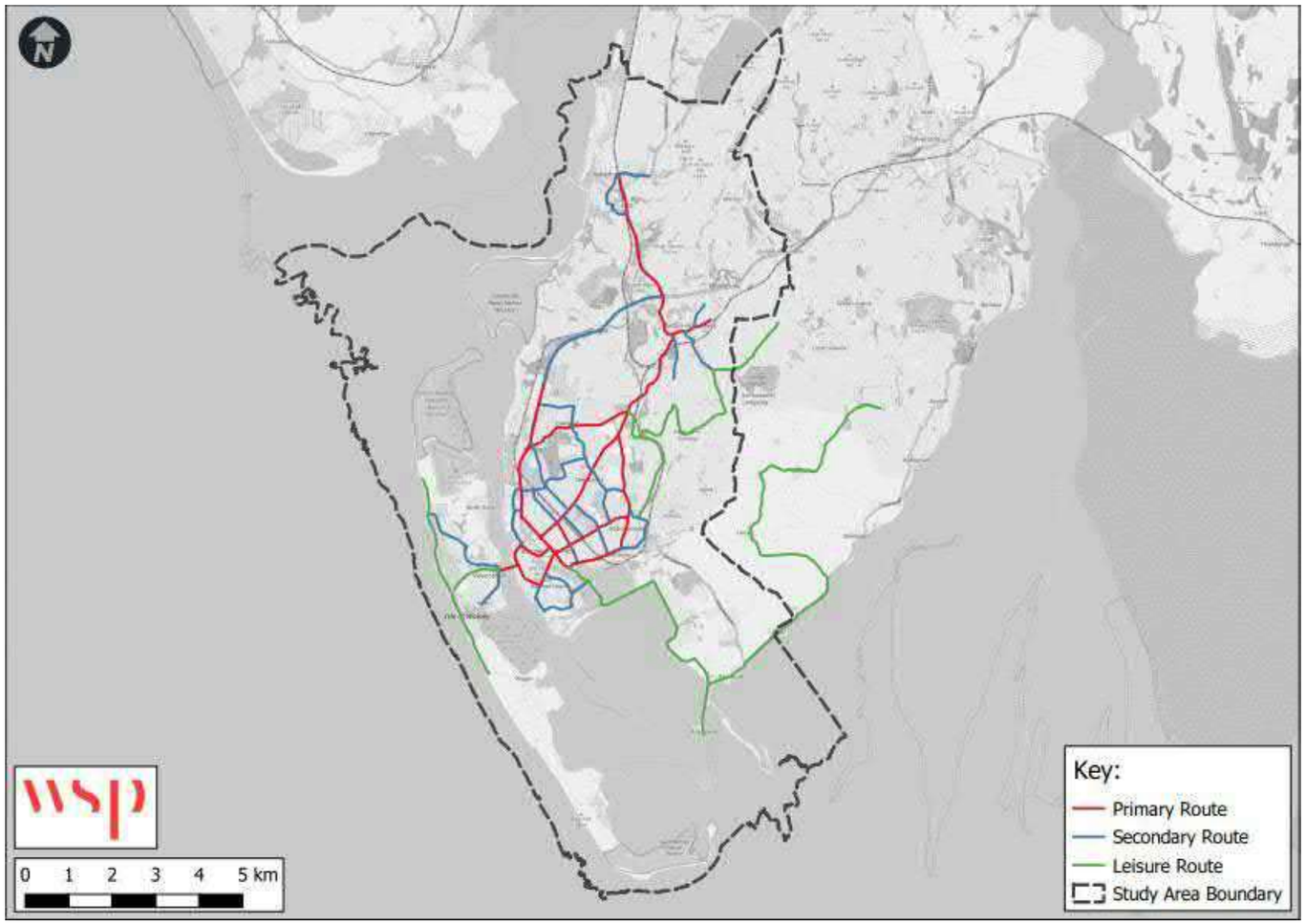
3.4.3. Additional links were identified using the information gathered during the Stakeholder Workshop. Stakeholders identified schools, transport interchanges and large workplaces as some of the most important destinations which should be included within the cycle network. The draft network was refined and then agreed with the Project Delivery Group (additional details regarding the PDG can be found in Section 6.

3.4.4. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

- Primary: The primary routes are generally those which align with the agreed desire lines, and are therefore most likely to attract the highest number of cyclists. These are supplemented by forecast flows from the PCT and Strava, as well as local knowledge;
- Secondary: Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges and employment sites, or which add to the 'mesh density' of the overall network;
- Leisure: these are routes that do not align specifically with specific destinations, but are important routes in their own right for leisure purposes, which is a vital part of the Cumbrian economy.

3.4.5. This network is referred to as the 'Suggested Cycle Network', and is the basis of any further route identification work – both that presented here and any carried out as the LCWIP evolves. The routes displayed in the Suggested Cycle Network are those that cyclists would likely wish to use if the right infrastructure for the conditions could be provided, and should always be considered as the first option for any route alignment, with other options identified using the DfT's Route Selection Tool (RST) or similar.

**Figure 3.4.** Barrow Suggested Cycle Network Map



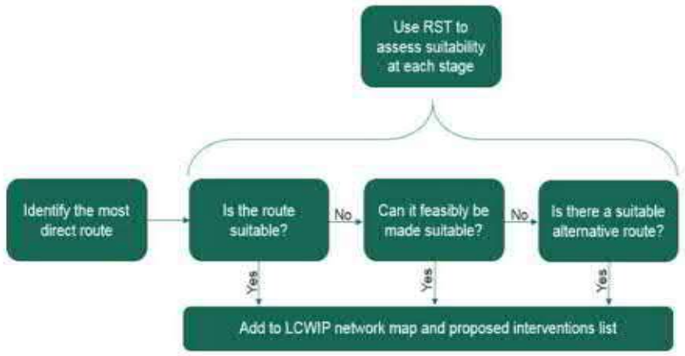

3.4.6. The resultant Suggested Cycle Network is shown in Figure 3.4, with a high resolution image included in Appendix A.

## 3.5 PRODUCING THE PRIORITY CYCLE NETWORK

3.5.1. Whilst the Suggested Cycle Network presents the basis for a network were money and acceptability of the associated proposals required no object, there is no surety that any of the routes can be delivered without additional consideration of the feasibility of each route.

3.5.2. The LCWIP guidance sets out the process that should be followed in order to determine whether a route can feasibly be made suitable for cycling (i.e. complies with the latest design standards) and therefore should be included in the final cycling network plan and prioritised programme of infrastructure improvements for future investment. This process is illustrated in Figure 3.5.

**Figure 3.5.** Route Selection Process




3.5.3. Ideally, the DfT's Route Selection Tool (RST) should be used to assess the suitability of each route, identify the potential interventions required to make the route suitable, and consider alternative route choices where the route cannot be made suitable. However, this is a time consuming process, and to undertake this process fully for each route identified in the Barrow-in-Furness suggested cycle network is not considered feasible.

3.5.4. Alternatively, CCC have initially engaged with key internal and external stakeholders in various forums, including officers and elected members, in order to agree a consensus on which routes may or may not be feasible. This engagement has been aligned with the approach outlined in the DfT's Early Assessment and Sifting Tool (EAST), considering factors such as:

- Identified problems and objectives of the option;
- Degree of consensus over outcomes;
- Expected Value for Money (VfM) Category;
- Implementation timetable;
- Public acceptability;
- Practical feasibility;
- Affordability; and
- Where is funding coming from?

3.5.5. Each targeted stakeholder engagement session also considered whether a route could adequately meet the five core design principles: Coherent; Direct; Safe; Comfortable and Attractive. This high-level consideration is based on the criteria for each core design principle given in the RST, which include:

- Directness compared to likely alternative;
- Gradient of the route;
- Traffic volume and speed and the need to segregate;
- Connectivity of the route;
- The potential of the route to support high quality infrastructure; and
- The number of changes required to junctions along a route.

3.5.6. This initial sifting process resulted in the production of the Barrow-in-Furness Priority Cycling Network, which was subsequently presented to the public as part of the first round of public consultation.

## 3.6 STAKEHOLDER ENGAGEMENT: CYCLING

3.6.1. Public consultation has played a key part of the development of the Barrow-in-Furness LCWIP with the presentation of draft priority networks and improvements to seek feedback to inform the development of the LCWIP and ensure the plan has public support..

3.6.2. Public consultation took place in two distinct stages. These were:

- Stage 1: 7th May and 28th May 2021; and
- Stage 2: 5th November to 26th November 2021.

3.6.3. The consultation reports following the respective consultation phases can be found at https://cumbria.gov.uk/planning-environment/cyclingandwalking

3.6.4. Stakeholder engagement has been undertaken throughout the development of the LCWIP with key stakeholders, primarily through the LCWIP Project Delivery Group (PDG) forum. Members of the PDG are detailed in Stage 6.

### STAGE 1 CONSULTATION

3.6.5. The Stage 1 consultation included a survey to obtain feedback on the developing LCWIP and to understand where people would like to see improvements. This included the presentation of a 'Draft Priority Cycling Network' and a request for where improvements to walking should be made.

3.6.6. The questionnaire was split into the following sections:

- 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-in-Furness.
- 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.

3.6.7. A total of 200 responses were received to the Barrow-in-Furness LCWIP questionnaire during the consultation period.

3.6.8. These results were considered by CCC and key stakeholders in the ongoing process of refining the Priority Cycling Network map. Not only were new routes considered as a result of this, but feedback was spatially mapped and analysed where this related to a specific place and used as a criteria in the subsequent prioritisation of schemes (presented in Section 5 of this document).

3.6.9. Note that analysis relating specifically to walking is described in Section 4.

3.6.10. The analysis of the consultation results found that:

- More respondents walk than cycle currently (24% do not cycle, 7% do not walk).
- Respondents feel that the existing walking routes and cycling routes connect with the places they wish to go to (more so for walking routes (54% answering 'yes') than cycling (12% stating 'yes')). However, this is less so for cycle routes compared with walking routes (40% disagree for cycling vs 15% for walking).
- Two thirds of respondents consider that the draft priority cycling network plan either partially or fully connect with the places that people wish to cycle to.
- Respondents were asked whether the routes shown in the draft priority cycle network plan connect with their desired destinations. The most frequent response was that safety needs to be improved on the Walney and Jubilee Bridges (6 mentions). Additionally, several respondents feel that there is an opportunity to provide connections between Dalton-in-Furness and Barrow-in-Furness either via a 'traffic-free greenway' or a connection where the route joins Abbey and Newton (4 mentions).
- Respondents were overwhelmingly supportive about the idea of more money being spent on cycling and walking in Barrow-in-Furness (84% would like to see this, 9% would not).
- The main obstacles to cycling were busy roads (80 respondents), quality of routes (70) and feeling unsafe (53). Encouragingly, terrain and geography were not considered to be a major barrier to cycling (10 people mentioning).
- 60% of respondents currently make journeys by car to places that are within walking or cycling distance – most of these being for shopping trips (65 respondents mentioning).
- Cycle routes separated from other modes of travel were seen as the most common measure that would encourage more cycling (89 respondents – 45% of all respondents).
- There was some suggestion that 'carrot' type measures which incentivise sustainable travel were more likely to encourage sustainable behaviour than 'stick' type measures which seek to de-incentivise alternatives (raising costs for public transport and motoring were not mentioned by many respondents as a means of encouraging walking and cycling).
- Improvements to cycling and walking routes would encourage respondents to walk and/or cycle more often than they do currently (all but 14 of the respondents stating they would either start walking or cycling or do so more often).

3.6.11. A 'You Said, We Did' summary of the consultation results was also produced and published as part of the leaflet that accompanied Stage 2 of the consultation. This summarised the most common themes and explained how these have been addressed in the development of the priority cycle network map between Stage 1 and Stage 2 of consultation.

## STAGE 2 CONSULTATION

3.6.12. The Stage 2 consultation was a follow up to the Stage 1 consultation and offered a final opportunity to feedback on the proposals prior to finalising the Barrow-in-Furness LCWIP.

3.6.13. The questionnaire asked questions targeted around specific themes, including:

- Gauging level of support for the Priority Network Plans (cycling and walking);
- Whether the network and interventions proposed would encourage the respondent to use active modes more often;
- Whether the respondent would support reduced space for cars to prioritise active modes; and
- Inviting general comments on specific parts of the network.

3.6.14. A total of 56 responses were received to the Barrow-in-Furness LCWIP Stage 2 consultation.

3.6.15. The analysis of the consultation results found that:

- 78% of respondents strongly agreed or agreed with the Priority Cycling Network Plan;
- 75% of respondents felt that the Priority Cycling Network would encourage them to cycle more often, or to start to cycle;
- 72% of respondents strongly agreed or agreed with the Walking Network Plan;
- 90% of respondents said that they would support walking and cycling improvements even when this could mean less space for other road traffic.

3.6.16. A 'You Said, We Did' summary of the Stage 2 consultation results was also produced. The key themes responded to included:

- Connectivity;
- Safety & Traffic;
- Cycle Parking;
- Continuous Routes; and
- Maintenance.

3.6.17. The Stage 2 consultation confirmed support for the networks presented and therefore no significant changes were made to the Priority Cycling Network Map as a result.

## 3.7 FINAL PRIORITY CYCLING NETWORK PLAN

3.7.1. Following the two stages of public engagement and consultation, a **Priority Cycling Network Plan** was agreed and approved by the Barrow-in-Furness LCWIP Project Delivery Group. This plan is presented in Figure 3.6, with a high resolution image included in Appendix A.

3.7.2. The **Priority Cycling Network** has been 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.

3.7.3. 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.

3.7.4. The network also extends north along Abbey Road to connect to Dalton-in-Furness

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

3.7.6. The routes have been developed taking into account updated guidance 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.

3.7.7. The Priority Cycle Network provides an ambitious and comprehensive network for the area. It represents the strategic pieces of infrastructure required to bring forward a cohesive network that are likely to form the basis of future central government funding bids. However, the ambition of the LCWIP is not limited to this network.

3.7.8. The suggested cycle network indicates a much wider network of secondary routes (those of lower usage) that provides a greater 'mesh density' and ensures that people are always close to high quality cycle routes. These routes will be investigated in collaboration with delivery partners over the life of the LCWIP to consider additional links, such as connections through residential areas or direct connections into schools, hospitals, and other discreet locations. The routes could form the basis of a feasibility study into Low Traffic Neighbourhoods (LTNs) or highlight the location of school streets.

3.7.9. The priority network also does not preclude the implementation of smaller schemes that could be delivered through local funding pots or windfall opportunities like developer contributions, such as contraflows on one-way streets.

3.7.10. The LCWIP also recognises the importance of traffic calming and speed reduction schemes in creating conditions that could be suitable for mixed-traffic cycling, and will investigate opportunities to implement these where it could create new routes in accordance with LTN 1/20.

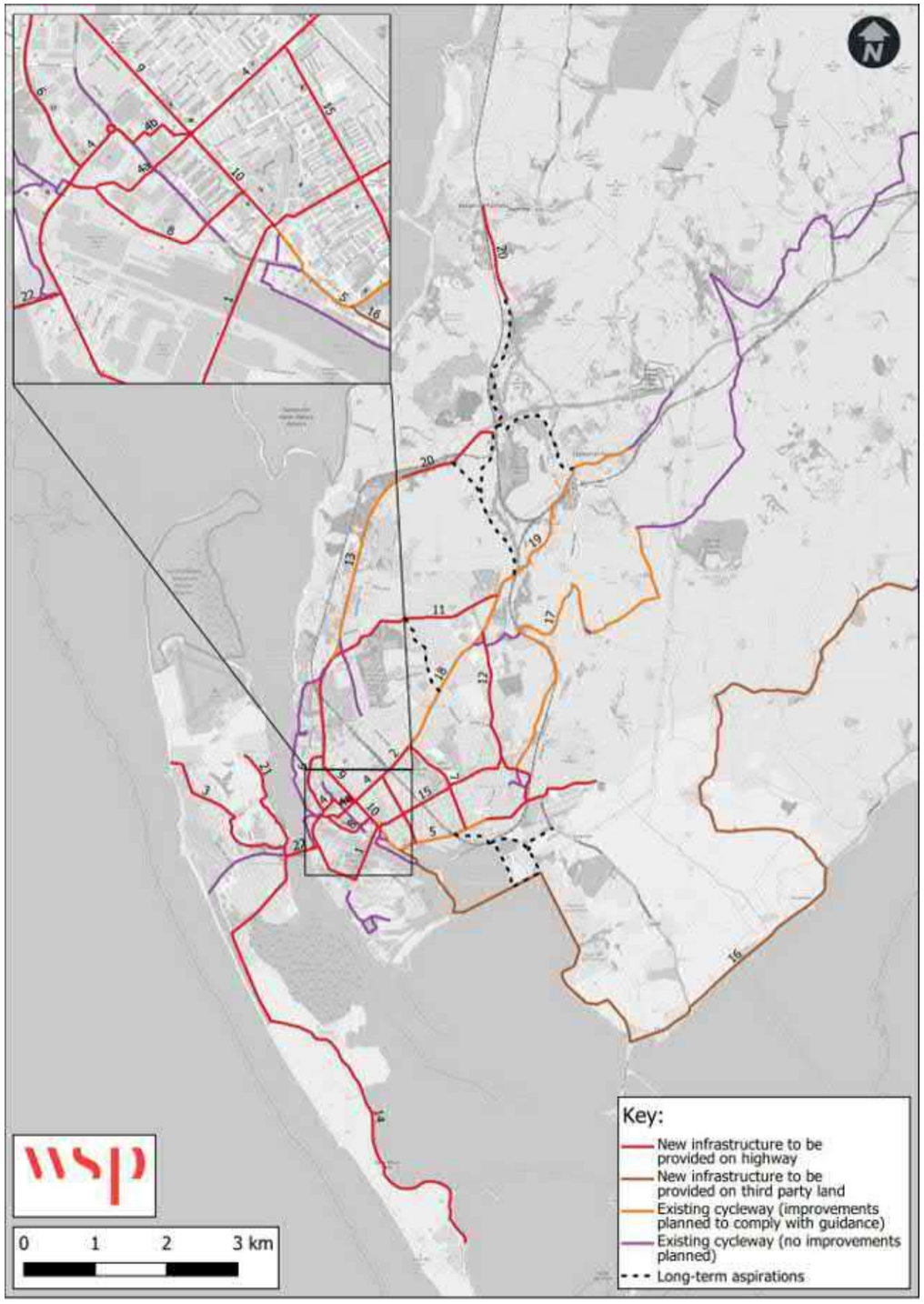



**Figure 3.6.** Priority Cycling Network Plan

## CYCLING IMPROVEMENTS

3.7.11. The Priority Network Plan has been subdivided into a list of 22 routes. While it is the intention of the LCWIP to deliver the entirety of the network, this will be subject to the availability of suitable funding opportunities. This may result in phasing or combining the delivery of improvements where necessary.

3.7.12. Table 3.1 lists each of the priority improvements identified, detailing:

- Route description – explanation of the proposal;
- Route type – infrastructure type proposed; and
- Total Cost – estimated costs within a range.

## IMPROVEMENT TYPES

3.7.13. It should be noted that the improvement descriptions and type provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present.

3.7.14. While broad agreement has been reached over the type of infrastructure that is likely to be required to deliver the Priority Cycle Network, the network is considered to be in the earliest stages of concept design and it is acknowledged that significantly more design, assessment, and engagement work is likely to be required to bring forward any of the proposed schemes.

3.7.15. The continuation of the design process will also include refinement of the associated costs, giving a much greater and detailed understanding of the overall cost of delivery of the network, as well as the likely future operational and maintenance costs.

3.7.16. The implementation of improvements are also subject to the securing of sufficient funding.

## IMPROVEMENT COSTS

3.7.17. The cost estimates presented here are in the following ranges:

- £0-£1m;
- £1m-£3m;
- £3m-£5m; and
- £5m+

3.7.18. The ranges selected can give an indication of the method of funding that may be required in order to deliver an improvement in its entirety.

### Total improvement costs

3.7.19. The overall cost of the delivery of the Priority Cycling Network for Barrow-in-Furness is currently estimated at **£74 million** to deliver circa **65km of high quality cycle routes**.

Table 3.1. Cycling Improvements

| ID | Potential Improvement | Improvement Description | Improvement Type | Total Cost Range |
|---|---|---|---|---|
| **1** | **Michaelson Road/Bridge Road** | Connecting a major employment zone (BAE Systems) to the town centre. To include a segregated cycleway, as well as minor changes around key junctions to provide priority for active modes. | New on-road segregated cycleway (permanent) | £0 - £1m |
| **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 and Park Drive signalised junctions to provide separation for cyclists. | New on-road segregated cycleway (permanent) | £3m - £5m |
| **3** | **Walney Island North** | Segregated cycle route between Jubilee Bridge and the Earns Bay community hub at the northern extent of the island. Includes minor changes to the eastern Jubilee Bridge signalised junctions to provide segregated facilities. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **4** | **Abbey Road to Hindpool Road** | A key town centre connection between multiple routes. Upgrades existing shared use paths to provide fully segregated routes. Scheme also includes changes to major junctions along the route. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **4A** | **Ramsden Square to A590 North Road via Abbey Road** | One potential option for 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). Onward connectivity would be achieved through the existing retail park, likely requiring third party land. | New on-road segregated cycleway (permanent) | £0 - £1m |
| **4B** | **Ramsden Square to A590 North Road via Hindpool Retail Park.** | One potential option for route 4 using a two-way segregated cycleway. This route avoids the complex and constrained Tesco roundabout and instead would pass through the Hindpool Retail Park, crossing Hindpool Road and connecting with North Road. | New on-road segregated cycleway (permanent) | £0 - £1m |
| **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. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **6** | **Town Centre BAE to Walney Road** | A key link to a major employment zone on Barrow Island and Furness College on Ironworks Road, tying into other cycle routes connecting to the town centre and residential areas. A new segregated cycleway is proposed on North Road, Ironworks Road and Walney Road. | New off-road cycleway (e.g. greenway, canal towpath) | £1m - £3m |
| **7** | **Park Drive and Risedale Road** | A connection between Roose Road and Abbey Road. Likely to includes a segregated cycleway on Park Drive and traffic calming measures on Risedale Road to create a low speed, low traffic route. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **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. Some changes may be required to the roundabout access to the retail park. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **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. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **10** | **Duke Street** | Segregated infrastructure to align with the Levelling Up Fund (LuF) Bus scheme and Duke Street Heritage Action Zone (HAZ). Changes may be required to the Michaelson Rd / Duke St Roundabout. | New on-road segregated cycleway (permanent) | £1m - £3m |
| **11** | **A590 Walney Road/Ormsgill Lane/Dalton Lane** | A key east-west link consisting predominantly of quiet mixed -traffic streets along Ormsgill Lane and Dalton Lane. Full segregation is required where the route continues on the A590. A new controlled crossing is also being proposed at the Hawcoat Lane junction, as well as a number of minor changes to priority junctions and crossings to provide facilities for cyclists. | New on-road segregated cycleway (permanent) | £3m - £5m |
| **12** | **Ratings Lane to Roose Station and Roose Road Link to Friars Lane junction** | A key link to Roose with onward connectivity via Roose Road and Flass Lane / Rating Lane. Scheme includes traffic calming measures to create quiet mixed traffic streets where possible, and segregated cycleways where | New on-road segregated cycleway (permanent) | £3m - £5m |

| ID | Potential Improvement | Improvement Description | Improvement Type | Total Cost Range |
|---|---|---|---|---|
| | | width allows and traffic speeds / volumes are higher. Scheme is likely to include side road priority and new crossing points for active modes. | | |
| 13 | **A590 from Ormsgill Lane to Sowerby Wood Business Park** | A key north south link towards Askam-in-Furness. Includes upgrades to the existing facilities to create a segregated cycleway. | New on-road segregated cycleway (permanent) | £1m - £3m |
| 14 | **Walney Island South** | Route extends south through the urban area of Walney Island and into South Walney Nature Reserve. Includes a segregated cycleway on Sandy Gap Lane and Biggar Bank Road. | New on-road segregated cycleway (permanent) | £5m+ |
| 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. | Traffic calming (e.g. lane closures, reducing speed limits) | £3m - £5m |
| 16 | **NCN 700 Cavendish Dock Road Leisure Link** | A shared use facility (min 3m wide) with low level lighting, improved signage, wayfinding and benches. | New off-road cycleway (e.g. greenway, canal towpath) | £5m+ |
| 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. | Upgrades to existing facilities (e.g. surfacing, signage, signals) | £1m - £3m |
| 18 | **Abbey Road (Park Drive to Rating Lane)** | A continuation of the Abbey Road improvements. A mixture of upgrades to existing cycle lanes to provide light segregation and new fully segregated cycleway. Junction remodelling likely to be required at Park Drive and Rating Lane junctions. | New on-road segregated cycleway (permanent) | £5m+ |
| 19 | **Abbey Road 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 cycle lanes to provide light segregation where speeds are lower, and new fully segregated cycleway or shared use outside of the urban area. Some minor changes are likely to be required at junctions to provide cycle facilities. | New on-road segregated cycleway (permanent) | £5m+ |
| 20 | **Barrow-in-Furness to Askam** | Aspirational link to Askam, subject to further feasibility to identify the most appropriate route. | New on-road segregated cycleway (permanent) | £5m+ |
| 21 | **Jubilee Bridge to North Scale** | Connection to North Scale residential area on Walney North, following the coastline. Segregation will be provided along much of the route, potentially incorporating a two-way cycle track. | New on-road segregated cycleway (permanent) | £1m - £3m |
| 22 | **Jubilee Bridge connection** | An improved connection between Walney Island and Barrow-in-Furness. Options will be explored to create safe space for cycling on the bridge itself, as well as the potential for additional structures. | New on-road segregated cycleway (permanent) | £0 - £1m |

## 3.8 ESTABLISHING CYCLING INFRASTRUCTURE IMPROVEMENT

3.8.1. The Priority Cycle Network broadly identifies the types of improvements that could be implemented. These have been considered in accordance with Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, which represents a significant national shift in how cyclists are perceived and provided for.

3.8.2. LTN 1/20 is based around five overarching design principles and 22 summary principles that encompass the essential requirements to achieve more people travelling by foot or cycle for more of their trips.

3.8.3. The five core design principles are that cycle routes and networks must be:

- Coherent;
- Direct;
- Safe;
- Comfortable; and
- Attractive.

3.8.4. The principles are based on international and UK best practice and address the factors that determine whether people choose to cycle for a range of trip purposes.

3.8.5. LTN 1/20 sets out an overarching preference for segregation for cyclists from other users, recognising that bicycles have very different requirements from both motor vehicles and pedestrians. The determination of how this segregation is achieved considers factors such as traffic volume and speed, as well as the character of the street.

3.8.6. The improvements included within the LCWIP could include:

### NEW ON-HIGHWAY SEGREGATED CYCLEWAY

#### Segregated Cycleway

3.8.7. A fully segregated cycle track usually runs at carriageway level, with a buffer between the track and the carriageway as well as the footway. The route may be next to, or sometimes completely away from the carriageway. A fully segregated track will generally offer the greatest level of service for cyclists, although they are also the most expensive option and can require significant changes to the highway to incorporate.

**Figure 3.7. Segregated cycleway (carriageway height)**

#### Stepped Cycle Track

3.8.8. Stepped cycle tracks run at an intermediate height between the carriageway and the footway, directly adjacent to the carriageway. Although more space efficient than a fully segregated cycleway, a stepped cycle track does not offer the same level of safety and are therefore unsuitable for high speed roads.

**Figure 3.8. Stepped cycle track (intermediate height)**

### NEW OFF-ROAD CYCLEWAY (GREENWAYS, RURAL ROUTES)

#### Shared use path

3.8.9. A footway converted to legally permit cycling. Can also refer to other places where cyclists and pedestrians are unsegregated, such as a bridleway or Vehicle Restricted Area. Shared use paths are generally unsuitable except where pedestrian flows are very low, as they can result in actual and perceived safety issues for both users. They are therefore most suitable for greenways, PROWs which permit cycling, or rural connections with few people on foot.

**Figure 3.9. Greenway (segregated cycle / pedestrian facilities)**

## UPGRADES TO EXISTING FACILITIES

### Light segregation

3.8.10. Vertical infrastructure that can be placed within existing traffic lanes (including cycle lanes) to convert them to protected space. They are easy to install and comparatively cheap, and can be used to trial a new cycle path. Cyclists can leave the path easily but vehicles are prevented from entering. However, light segregation provides only limited protection from motor traffic, with other solutions providing a greater feeling of safety.

### Contraflow cycle route

3.8.11. Contraflow cycle lanes are an easy and low-cost way of increasing an area's permeability to cycles, by permitting cycling on one-way streets. Contraflow lanes can take the form of physical segregation such as stepped cycle tracks, wands, planters or parking protected, or can be unsegregated.

### Modal filter / Low Traffic Neighbourhood

3.8.12. Removing through traffic can enable cycling in mixed traffic streets by lowering traffic volumes. Encouraging traffic to use main roads can provide benefits for pedestrians and residents as well as enabling cycling. A modal filter typically consists of a bollard, planter, or other barrier that allows pedestrians, cyclists, and occasionally public transport to pass, but not other motor traffic. Low traffic neighbourhoods (LTNs) often deploy modal filters to reduce the volume of motor traffic through an area.

**Figure 3.10. Modal filter / LTN**

### 20mph limits/zones and traffic calming

3.8.13. Traffic calming includes features that physically or psychologically slow traffic. 20mph limits refers to 20mph areas enforced by signs only. 20mph zones refers to 20mph enforced by signs and traffic calming.

## NEW ROAD CROSSINGS

### Continuous footway/cycleway crossing

3.8.14. A method of giving people walking and cycling priority over motor vehicle movements at side junctions. The footway and / or cycleway material continues across the junction, giving a strong visual priority. There are a number of different ways to achieve this depending on the characteristics of the location.

### Parallel / Tiger crossing

3.8.15. A parallel crossing is similar to a traditional zebra crossing, but with a cycle crossing provided alongside. Drivers must give way to cyclists and pedestrians using the crossing. As with traditional zebra crossings, parallel crossings can be divided into two parts with a central refuge to improve the ease of use.

**Figure 3.11. Parallel 'Tiger' crossing**

### Signalised Parallel / Toucan Crossing

3.8.16. Signal controlled cycle facilities hold the flow of general traffic to allow cyclists to cross the carriageway. These are usually appropriate where vehicle flows, and speeds are higher. Toucan crossings should be avoided and only used where it is necessary to provide a shared facility. Instead dedicated cycle crossings should be used, and a pedestrian crossing used alongside if necessary

## NEW JUNCTIONS

3.8.17. Providing separation between conflicting streams of traffic (including pedestrians and cyclists) is essential to improve road safety as junctions are where most conflicts occur. Junctions are often the most hazardous and intimidating parts of a journey for cyclists, and a junction that does not provide safe facilities may be the reason people will not use the remainder of the route.

### Cyclops Junction

3.8.18. The best UK example of segregated junctions are Manchester's CYCLOPS junctions (Cycle Optimised Protected Signals). CYCLOPS junctions are equipped with cycle tracks on each arm of the junction, with signalised pedestrian crossings provided inside the cycle track.

**Figure 3.12. CYCLOPS signalised junction**

### 'Dutch' Roundabout

3.8.19. Segregated roundabouts use parallel crossings on each arm of the roundabout to separate pedestrians, cyclists, and vehicles. On entering the roundabout vehicles must give way to pedestrians and cyclists circulating the roundabout. These roundabouts can take on two forms: 'Dutch style' roundabouts with a tight junction geometry lowering vehicle entry/exit speeds and improving their line of sight, and parallel crossing points on traditional roundabouts.

**Figure 3.13. 'Dutch' Roundabout (Cambridge)**

## PROVISION OF SECURE CYCLE PARKING FACILITIES

### Cycle Stands and Hubs

Cycle parking should be carefully considered against the type of expected user, the duration of their stay, and the need for enhanced security. While Sheffield stands can be sufficient for short stay parking needs, such as local shops or in the town centre, it will seldom meet the needs of longer stay commuters, who will require facilities that are at least covered and well overlooked, if not fully secure lockable facilities. High quality cycle hubs should be considered at strategic locations, such as schools or transport interchanges.

**Figure 3.14. Secure cycle hub (Manchester)**

# 4 STAGE 4: NETWORK PLANNING FOR WALKING

## 4.1 INTRODUCTION

4.1.1. Most roads in Barrow-in-Furness have footways for people walking, with minimum footway provision having been a core part of design guidance and scheme delivery for many decades. However, there is a still a need to continuously improve conditions for walking, including footway provision where it does not currently exist, helping to unlock increased walking rates within Barrow-in-Furness.

4.1.2. As set out in this section, key improvements for walking have been identified within the core town centre areas, which are recognised to be in need of investment and regeneration.

## 4.2 CURRENT & FUTURE ORIGINS AND DESTINATIONS

4.2.1. The LCWIP Technical Guidance notes that identifying demand for a planned walking network should start by mapping the main origin and destination points. Origins and destinations were identified are shown in Figure 4.1 below.

## 4.3 IDENTIFYING CORE WALKING ZONES

4.3.1. The next stage of the LCWIP process is to identify Core Walking Zones (CWZs), normally consisting of walking trip generators that are located close together – such as town centres or business parks. An approximate five minute walking distance of 400m is used as a guide to the minimum extents of the Core Walking Zones.

**Table 4.1.** Barrow CWZs

| ID | Name |
|---|---|
| 1 | Barrow-in-Furness CWZ |
| 2 | Roose CWZ |
| 3 | Walney CWZ |
| 4 | Dalton-in-Furness CWZ |
| 5 | Askam-in-Furness CWZ |
| 6 | Barrow Island CWZ |

4.3.2. Six CWZs were identified in Barrow-in-Furness through a process of GIS analysis and stakeholder engagement. These are shown in Table 4.1, and displayed spatially in Figure 4.2.

4.3.3. Following the identification of the CWZs, key walking routes to each zone were then identified by mapping a 2km isochrone from the centroid of each CWZ, considered to be the maximum desirable walking distance from the CWZs

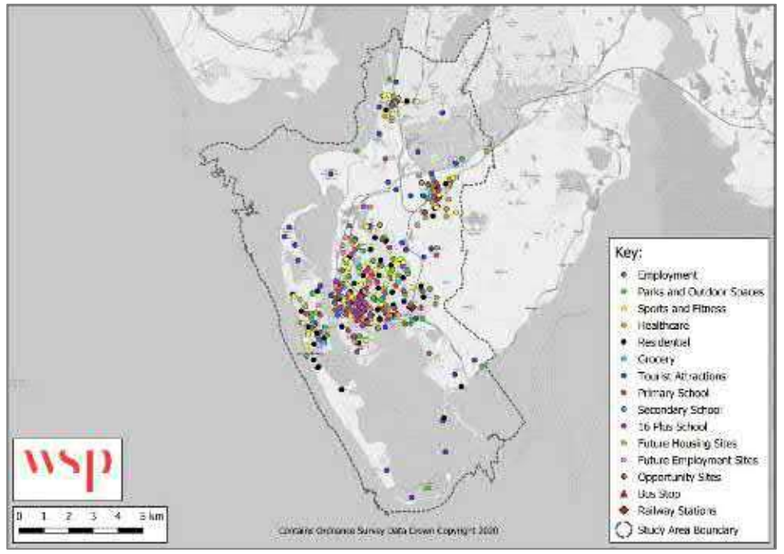
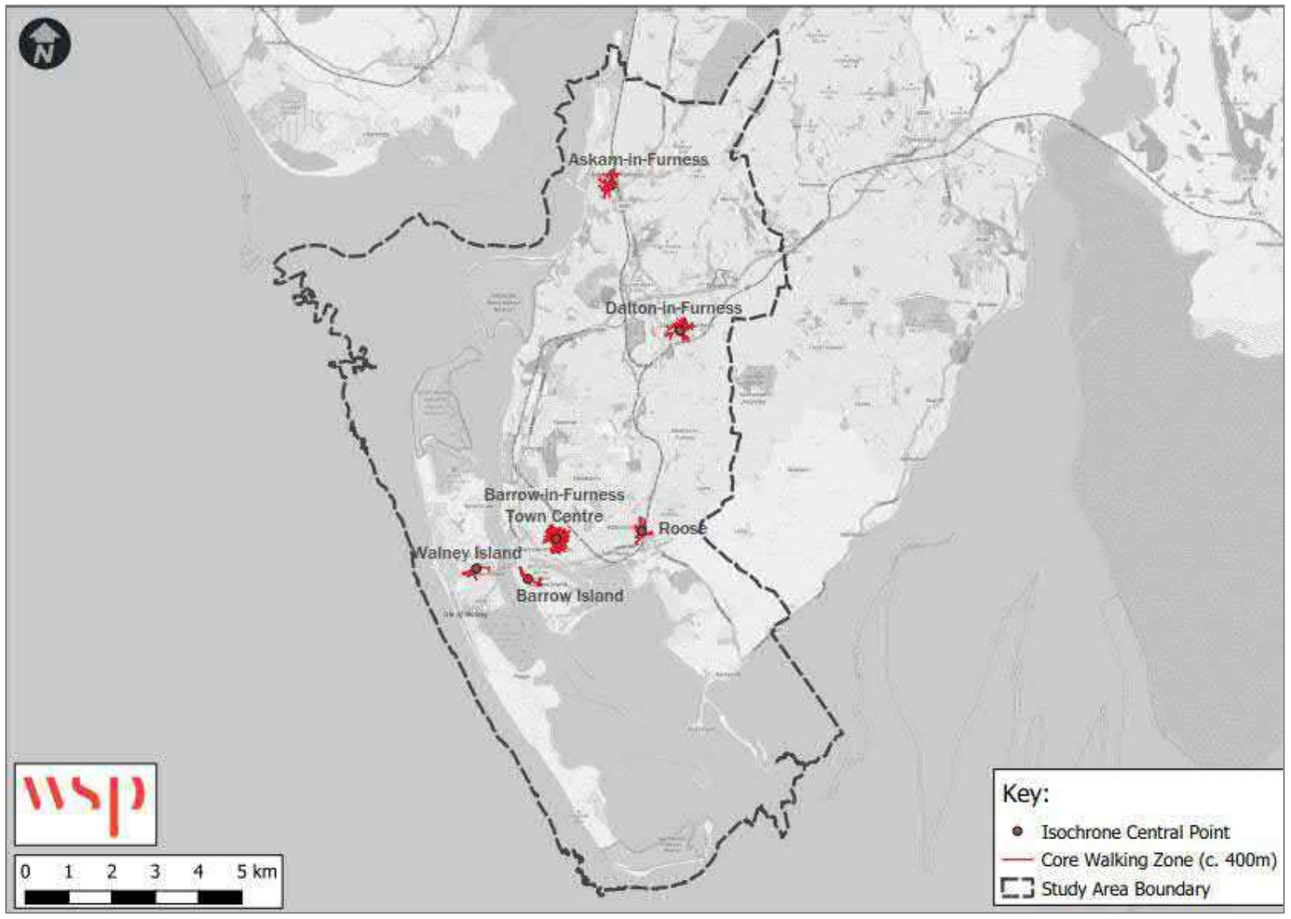



**Figure 4.1.** Barrow OD Map

**Figure 4.2.** Barrow CWZ Map



## 4.4 PRODUCING THE DRAFT WALKING NETWORK

4.4.1. The routes that could serve the CWZs, as identified by the 2km walking isochrones, must then be rationalised to produce a walking network map.

4.4.2. The first step to doing so is to map out the main walking routes, which are those routes identified by the 2km isochrones that most closely follow the desire lines identified through the development of the cycling network, as presented in Section 3. These routes often overlap as a single street can serve multiple CWZs, creating longer corridors used for multiple trip purposes.

4.4.3. The next step is to identify those additional routes that can support the main routes and provide a comprehensive network. Given the subtle choices that lead to people determining where to walk and the freedom offered to pedestrians in comparison with vehicles, the determination of these lesser-used routes is done in conjunction with stakeholders and supplemented by local knowledge.

4.4.4. Additional links were therefore identified using the information gathered during the Stakeholder Workshop. Stakeholders identified schools, transport interchanges and large workplaces as some of the most important destinations which should be included within the walking network. The **Draft Walking Network** was refined and then agreed with the Project Delivery Group.

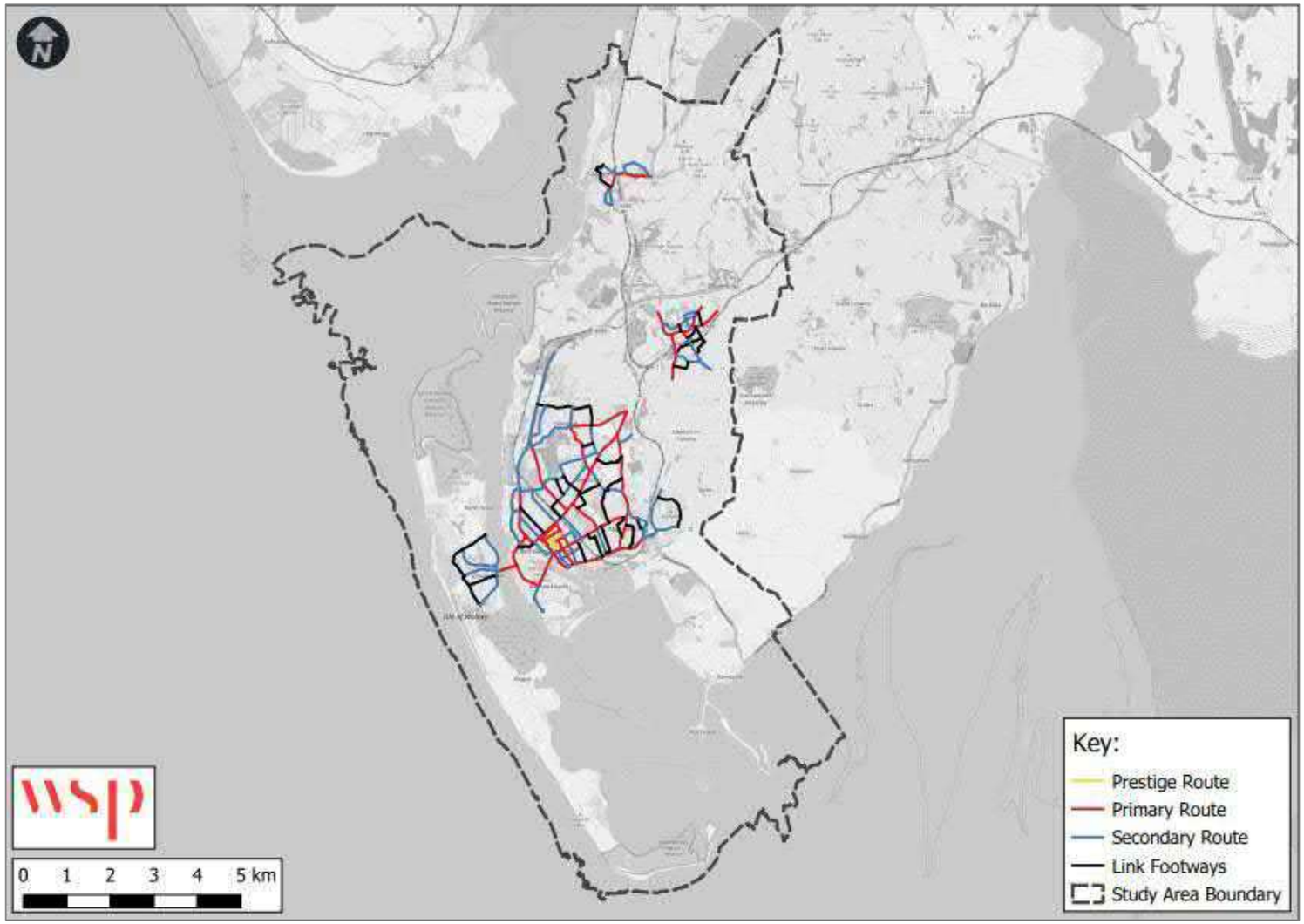
4.4.5. The importance of each link and route needs to be understood in terms of their overall significance in the network – this will largely relate to the numbers of pedestrians that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

- Prestige Walking Routes: Very busy areas of towns and cities, with high public space and street scene contribution;
- Primary Walking Routes: Busy urban shopping and business areas, and main pedestrian routes;
- Secondary Walking Routes: Medium usage routes through local areas feeding into primary routes, local shopping centres, etc;
- Link Footways: Linking local access footways through urban areas and busy rural footways.

4.4.6. Additionally, a 'town centre core is identified'; this is defined as a broad area where the number of existing and aspirational ODs indicate a requirement for such a level of permeability that identifying a single route is not practicable.

4.4.7. The resultant draft Walking Network Map is shown in Figure 4.3, with a high resolution image included in Appendix A.

**Figure 4.3.** Draft Walking Network Map



## 4.5 IDENTIFYING WALKING PRIORITIES

4.5.1. The entirety of the draft Walking Network Map should ideally be audited to identify where improvements might be required in order to enable more people to walk to where they want to go. However, given the size and complexity of the draft network, this would be a significant undertaking and therefore priority routes need to be identified in the first instance.

4.5.2. Initially, a prioritisation exercise has been undertaken in order to identify which routes should be immediately considered for potential improvements. The six CWZs were assessed against a number of criteria, under the headings of:

- Effectiveness;
- Policy;
- Economic; and
- Deliverability.

4.5.3. The CWZs were ranked as:

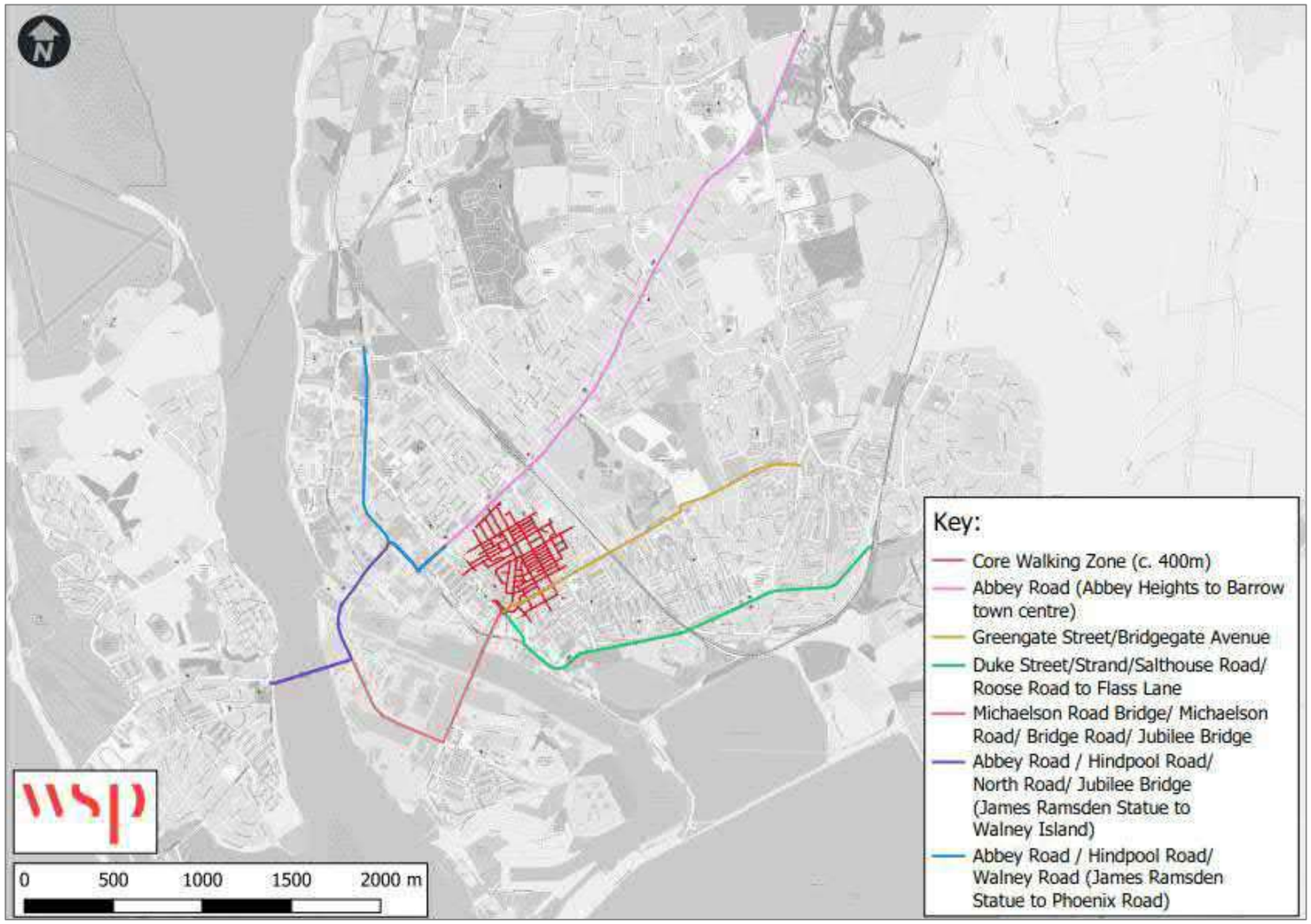
- 1: Barrow-in-Furness CWZ
- 2: Askam-in-Furness CWZ
- 2: Barrow Island CWZ
- 4: Dalton-in-Furness CWZ
- 4: Roose CWZ
- 6: Walney CWZ

4.5.4. The Primary Walking Routes leading to Barrow-in-Furness CWZ were then identified from the draft Walking Network Map. These routes are identified as:

| Ref | Corridor |
|---|---|
| 1 | Abbey Road (Abbey Heights to Barrow-in-Furness town centre) |
| 2 | Greengate Street/Bridgegate Avenue |
| 3 | Duke Street/Strand/Salthouse Road/Roose Road to Flass Lane |
| 4 | Michaelson Road Bridge/ Michaelson Road/ Bridge Road/ Jubilee Bridge |
| 5 | Abbey Road / Hindpool Road/ North Road/ Jubilee Bridge (James Ramsden Statue to Walney Island) |
| 6 | Abbey Road / Hindpool Road/ Walney Road (James Ramsden Statue to Phoenix Road) |

4.5.5. The **Barrow-in-Furness Priority Walking Network Map** therefore consists of the Barrow-in-Furness CWZ and the six Primary Walking Routes identified above; this is illustrated in Figure 4.4, with a high resolution image included in AppendixA.

**Figure 4.4.** Priority Walking Map



## 4.6 AUDITING KEY WALKING ROUTES AND CORE WALKING ZONES

4.6.1. The next step in the process is to audit the existing walking infrastructure to determine where improvements are needed. Route audits were carried out using the principles of the DfT Walking Route Audit Tool (WRAT). The auditing methodology focuses on five core design outcomes for walking infrastructure:

- Attractiveness;
- Comfort;
- Directness;
- Safety; and
- Coherence.

4.6.2. The assessment particularly considers the needs of vulnerable users who may be elderly, visually impaired, mobility impaired, hearing impaired, with learning difficulties, buggy users, or children in order to ensure that any proposed schemes comply with the Equality Act 2010.

4.6.3. The audit process assigned a 'Red, Amber, Green' (RAG) rating to each of the five core design outcomes, identifying where issues were present, and therefore what intervention might be required to overcome these.

4.6.4. At this early stage in the design process, the proposals identified sit within a package of 13 typical improvements. Where necessary, some bespoke additions have been made, particularly where audited routes fall within other committed or aspirational schemes (e.g. St Cuthbert's Garden Village).

4.6.5. These typical interventions are:

- Attractiveness:
  - Maintenance;
  - Increase surveillance; and
  - Place-based interventions (greening, streetscape, seating etc).
- Comfort
  - Footway widening; and
  - Parking controls.
- Directness
  - New crossing point on desire line;
  - Improve Junction (widen refuge, improved timings, fewer refuges); and
  - New access point to buildings / car parks.
- Safety
  - Speed reduction scheme.
- Coherence
  - Drop kerb;
  - Reduced radii;
  - Blended footway; and
  - Wayfinding.

4.6.6. The results of the audits have been mapped out on a route by route basis (including the Core Walking Zone). A summary of the overall package of interventions (the 'scheme') for each route is provided for the purpose of engagement with key stakeholders and the general public.

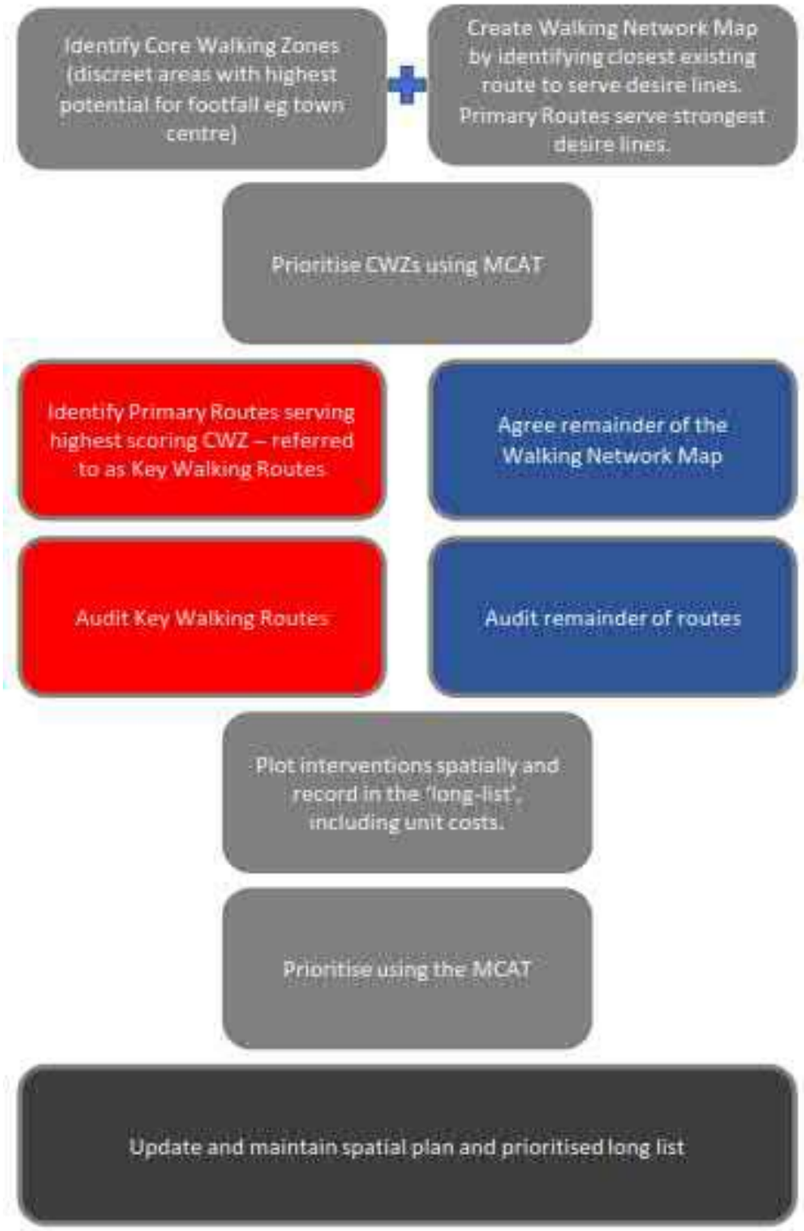
4.6.7. It should be noted that at this stage in the design process (early Concept), these are very high level recommendations which require significantly more detail in order to determine the feasibility of the various discreet elements.

## 4.7 AUDITING OF ADDITIONAL ROUTES

4.7.1. At this stage in the LCWIP process the Priority Walking Network is considerably reduced in comparison with the draft Walking Network. Going forward, a more comprehensive long term audit process is anticipated to occur in conjunction with additional stakeholder input which will cover significantly more of the wider draft Walking Network Map.

4.7.2. Figure 4.5 illustrates the proposed process that will be followed in order to cover the entirety of the Walking Network. The stages highlighted in red are those presented in this LCWIP document, covering the Primary Walking Routes associated with the highest priority Core Walking Zone. The stages highlighted in blue are those that will need to be undertaken throughout the lifetime of the LCWIP, auditing and determining appropriate improvements for the remainder of the routes identified in the Walking Network Map.

**Figure 4.5.** Walking Network Map audit process



## 4.8 STAKEHOLDER ENGAGEMENT: WALKING

4.8.1. Public consultation has played a key part of the development of the Barrow-in-Furness LCWIP with the presentation of draft priority networks and improvements to seek feedback to inform the development of the LCWIP and ensure the plan has public support..

4.8.2. Public consultation took place in two distinct stages. These were:

- Stage 1: 7th May and 28th May 2021; and
- Stage 2: 5th November to 26th November 2021.

4.8.3. The consultation reports following the respective consultation phases can be found at https://cumbria.gov.uk/planning-environment/cyclingandwalking

4.8.4. Stakeholder engagement has been undertaken throughout the development of the LCWIP with key stakeholders, primarily through the LCWIP Project Delivery Group (PDG) forum. Members of the PDG are detailed in Stage 6.

### STAGE 1 CONSULTATION

4.8.5. The Stage 1 consultation included a survey aimed at getting feedback on the developing LCWIP and to understand where people want to see improvements.

4.8.6. A total of 200 responses were received to the Barrow-in-Furness LCWIP questionnaire during the consultation period.

4.8.7. These results were considered by CCC and key stakeholders in the ongoing process of developing the **Priority Walking Network Map**. Feedback was spatially mapped and analysed where this related to a specific place, and used as a criteria in the prioritisation of the CWZs (as described in Section 4.5), as well as in the prioritisation of schemes (presented in Section 5 of this document).

4.8.8. The analysis of the consultation results found that:

- When respondents were asked whether existing walking routes connect with their desired destinations, several expressed that pedestrian provision is currently unsuitable for users with mobility issues (including wheelchair users), and for parents / carers with young children or moving prams (6 respondents). Other recurring themes were that more designated walking areas are needed from Holbeck to Barrow-in-Furness, Ulverston, Walney and Dalton-in-Furness (4 responses), and that there are severance 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).
- The main obstacles to walking were busy roads (58 respondents), quality of routes (48) and difficult junctions to cross (44). Terrain and geography were a larger barrier to walking than cycling (22 people mentioning) – perhaps a reflection of the single crossing between Barrow-in-Furness town centre and Walney Island.
- Better maintained pavements and footways were seen as the most common measure that would encourage more walking (85 respondents).

4.8.9. A 'You Said, We Did' summary of the consultation results was also produced, and published as part of the leaflet that accompanied Stage 2 of the consultation. This summarised the most common themes, and explained how these have been addressed in the development of the **Priority Walking Network Map** between Stage 1 and Stage 2 of consultation.

### STAGE 2 CONSULTATION

4.8.10. The Stage 2 consultation was a follow up to the Stage 1 consultation and offered a final opportunity to feedback on the proposals prior to finalising the Barrow-in-Furness LCWIP.

4.8.11. The questionnaire asked questions targeted around specific themes, including:

- Gauging level of support for the Priority Network Plans (cycling and walking)
- Whether the network and interventions proposed would encourage the respondent to use active modes more often;
- Whether the respondent would support reduced space for cars to prioritise active modes; and
- Inviting general comments on specific parts of the network.

4.8.12. A total of 56 responses were received to the Barrow-in-Furness LCWIP Stage 2 consultation.

4.8.13. The analysis of the consultation results found that:

- 36% of respondents strongly agreed or agreed with the Priority Walking Map;
- 69% of respondents felt that the Priority Walking Map would encourage them to walk more often;
- 63% of respondents said that they would support walking and cycling improvements even when this could mean less space for other road traffic.

4.8.14. A 'You Said, We Did' summary of the consultation results was also produced in regards to Stage 2.

4.8.15. The Stage 2 consultation confirmed support for the networks presented and therefore no significant changes were made to the Priority Walking Map as a result of the Stage 2 consultation.

## 4.9 WALKING IMPROVEMENTS

4.9.1. Following the audits of the priority Core Walking Zone and Primary Walking Routes, high level summaries of the scheme packages proposed for each zone / route were prepared for stage 2 of the public consultation. The outputs of Stage 2 have then refined these scheme packages.

4.9.2. The summary of improvements determined for each Primary Walking Route and for the Core Walking Zone is presented in Table 4.1. The table also includes the associated RAG rating determined through the audit process which has led to the identification of the improvements, as well as estimated cost ranges.

### SCHEME DESCRIPTION

4.9.3. It should be noted that the improvement descriptions and type provide an indication of the type of improvement that it may be possible to deliver on each route based on the opportunities and constraints present.

4.9.4. While broad agreement has been reached over the type of infrastructure that is likely to be required to deliver the Priority Cycle Network, the network is considered to be in the earliest stages of concept design and it is acknowledged that significantly more design, assessment, and engagement work is likely to be required to bring forward any of the proposed schemes.

4.9.5. The continuation of the design process will also include refinement of the associated costs, giving a much greater and detailed understanding of the overall cost of delivery of the network, as well as the likely future operational and maintenance costs.

4.9.6. The implementation of improvements are also subject to the securing of sufficient funding.

### IMPROVEMENT COSTS

4.9.7. The cost estimates presented here are in the following ranges:

- £0-£1m;
- £1m-£3m;
- £3m-£5m; and
- £5m+

4.9.8. The ranges selected can give an indication of the method of funding that may be required in order to deliver an improvement in its entirety.

### Total improvement costs

4.9.9. The overall cost of the delivery of the Priority Walking Network for Barrow-in-Furness is currently estimated at **£9 million** to improve circa **14km of high quality walking routes** alongside the Priority Cycling Network.

**Table 4.1. Walking Improvements**

| ID | Route Assessment (RAG Rating) | | | | | Scheme Description | Cost Range |
|---|---|---|---|---|---|---|---|
| | Attractiveness | Comfort | Directness | Safety | Coherence | | |
| **WR1**<br>Abbey Road (Abbey Heights to Barrow-in-Furness Town Centre) | | | | | | Where possible, side street treatments will be introduced to make crossing easier for people (particularly in the Newbarns area).<br>Provide additional crossing point and remove or improve the guardrail on the Abbey Road bridge near Barrow-in-Furness Station.<br>Widen pavement around the Abbey Road/Duke Street junction in order to facilitate cycle infrastructure without impacting on pedestrian amenity.<br>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. | £1m - £3m |
| **WR2**<br>Greengate Street / Bridgegate Avenue | | | | | | Provide additional crossing points and improvements to the streets in proximity to Greengate Junior School and Greengate Infant & Nursery School.<br>Improve pedestrian priority at side streets particularly at Bridgegate Avenue and between the Greengate Street bridge over the railway and Risedale Road. | £1m - £3m |
| **WR3**<br>Duke Street/ Strand / Salthouse Road / Roose Road to Flass Lane | | | | | | Where possible, side street treatments will be introduced to make crossing easier for people.<br>Pavement alongside Roose Road to be upgraded and resurfaced.<br>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. | £1m - £3m |

**Table 4.1. Walking Improvements** (Continued)

| ID | Route Assessment (RAG Rating) | | | | | Scheme Description | Cost Range |
|---|---|---|---|---|---|---|---|
| | Attractiveness | Comfort | Directness | Safety | Coherence | | |
| **WR4**<br>Michaelson Road Bridge / Michaelson Road / Bridge Road / Jubilee Bridge | | | | | | Where possible, side street treatments may be introduced along the corridor to make crossing easier for people.<br>Junction improvements may be investigated on Michaelson Road to better cater for people on foot, bike, or those with mobility impairments.<br>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. | £0 - £1m |
| **WR5**<br>Abbey Road / Hindpool Road / North Road/ Jubilee Bridge | | | | | | Review how pedestrians interact with cyclists along North Road and the roundabout with Walney and Hindpool Road.<br>Remove guardrail at some locations along Hindpool Road.<br>Reduce street clutter where possible and position signage in better locations so that it does not encroach on pedestrians. | £0 - £1m |
| **WR6**<br>Abbey Road / Hindpool Road / Walney Road | | | | | | 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.<br>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). | £1m - £3m |
| **CWZ1**<br>Barrow-in-Furness Town Centre | | | | | | Residential streets including Buccleuch Street, Cavendish Street and Rawlinson Street could benefit from street declutter and where possible pavement widening.<br>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.<br>Provide dog waste bins along the route.<br>Improve street environment and landscape, which could include providing seating areas, public art, planters and more litter bins. | £0 - £1m |

## 4.10 TYPES OF IMPROVEMENTS

4.10.1. Improvements were developed according to the latest design standards, with key improvement types shown below.

### MAINTENANCE

4.10.2. Where this is highlighted as an issue, the route likely requires immediate maintenance to bring it to standard, and it may be that a longer term programme of maintenance needs to be developed in order to ensure that this route is maintained to a standard commensurate with its importance in the active travel network.

### INCREASE SURVEILLANCE

4.10.3. Increased surveillance can increase both the perception of and actual level of safety for users. This can be through technology, such as CCTV or 'help' points, or natural surveillance such as that afforded by good sightlines (which could be linked to maintenance), higher levels of activity, additional access points and permeability, or police patrols where deemed necessary.

### PLACE-BASED INTERVENTIONS (GREENING, STREETSCAPE, SEATING ETC)

4.10.4. These are measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive. This is likely to be very bespoke to each area where required, but can be as simple as planting, such as trees or rain gardens (perhaps as part of Sustainable Urban Drainage Systems), or could be significant changes involving use of materials, sculpture, art installations, or water features.

**Figure 4.6. Public Realm**

### FOOTWAY WIDENING

4.10.5. While minimum footway width guidance has changed over the decades, Transport for London's Pedestrian Comfort Guidance is based on the level of comfort that width provides to users, rather than generic recommendations. However, widening the footway can be problematic, particularly where superfluous carriageway doesn't exist. Where this is recommended, it may be most feasible where undertaken alongside cycle schemes which also require significant changes to the highway.

### PARKING CONTROLS

4.10.6. Where indiscriminate parking creates an issue for pedestrians, this could be due to various issues and a bespoke solution is likely to be required. This could be through provision of dedicated bays on carriageway, appropriate parking permit schemes, or perhaps greater enforcement of existing restrictions.

**Figure 4.7. Buildouts with SUDs**

### NEW CROSSING POINT ON DESIRE LINE

4.10.7. Where across a major road, this is likely to be a new dedicated crossing point. A more detailed study would be required to determine the exact type and what additional changes may be required in order to implement it.

### IMPROVE SIGNALS (WIDEN REFUGE, IMPROVED TIMINGS, FEWER REFUGES)

4.10.8. This category also includes changes to other junction types, such as roundabouts, that may not offer facilities for other road users at all. Altering any junction is likely to incur significant costs, and additional feasibility work including a traffic impact assessment is likely to be required.

**Figure 4.8. Improved signalised junction (Enfield)**

## NEW ACCESS POINT TO BUILDINGS / CAR PARKS

4.10.9. This is likely to include new access points on desire lines where these have not been provided as part of the development. These may require third party agreement.

## SPEED REDUCTION SCHEME

4.10.10. Any speed reduction scheme needs to be self-enforcing, and the methods employed to do so effectively will be bespoke to the specific location. This could be through enforcement cameras (including average speed limit zones), or through physical traffic calming measures, but could also be through a wider scheme which changes the fundamental purpose and feel of a street, including public realm, parking controls, and reduced kerb radii.

**Figure 4.9. Raised table junction**

## DROP KERB / TACTILE PAVING

4.10.11. Dropped kerbs provide level access for pedestrians between the footway and carriageway. They are essential for the majority of wheelchair users to provide them with an accessible means of crossing a road safely and coherently. Tactile paving helps people with sight impairments understand the street and crossing points.

4.10.12. It is very important for visually impaired people that tactile paving is present, correct and adheres to standards as it can communicate to visually impaired pedestrians' information about the environment that they are in.

4.10.13. These should now be provided as standard, but many locations still lack them where these need to be retro-fitted.

## REDUCED RADII

4.10.14. Manual for the Streets highlights the importance of kerb radii in inducing vehicle speeds and affecting pedestrians' ability to cross minor roads on their desire line. Where it is safe to do so, a reduced kerb radii can be carried out in conjunction with other interventions (such as a speed reduction scheme or blended footway) to create a low speed environment where pedestrians are afforded priority over vehicles.

## BLENDED FOOTWAY

4.10.15. 'Blended footways' describe a footway which continues over the minor arm of a priority junction, enforcing the highway code (rule 170) through good design. These can be implemented through various techniques, including at carriageway level, raised tables (footway level), use of materials, and the positioning of road markings. The appropriate design solution will need to be determined in each instance.

**Figure 4.10. Blended Footway**

## WAYFINDING

4.10.16. This intervention encompasses all of the ways in which people orient themselves and navigate from place to place. Wayfinding improvements could be as simple as directional and distance signage at key junctions, but could also be larger maps or even interactive screens where appropriate (such as a town centre).

**Figure 4.11. Information and wayfinding (Sheffield)**

# 5 STAGE 5: PRIORITISATION

## 5.1 OVERVIEW

5.1.1. Stage 5 of the LCWIP process involves prioritisation of improvements to create a programme of cycling and walking schemes.

5.1.2. The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes or projects..

## 5.2 PRIORITISING SCHEMES

5.2.1. A prioritisation framework has been produced to ensure consistency when prioritising walking and cycling infrastructure improvements. The framework includes the following criteria:

- **Effectiveness** - based on the potential number of walking or cycling trips that might use the route.
- **Alignment with policy objectives –** considering the Cumbria Transport Infrastructure Plan, local priorities and alignment with ongoing workstreams
- **Economic factors** - including scheme cost, value for money and likelihood of attracting funding.
- **Deliverability issues** - including engineering constraints, land ownerships and level of stakeholder support.

5.2.2. The full assessment criteria and scoring methodology applied is provided in Table 5.1.

## 5.3 PRIORITISED LIST OF CYCLING INTERVENTIONS

5.3.1. The results of the prioritisation exercise for Cycling schemes are summarised in Table 5.2, and illustrated in Figure 5.1.

### DELIVERY TIMESCALES

5.3.2. The improvements have been organised into four distinct categories. These are:

- **Funded:** These improvements are already funded;
- **Priority 1**: These improvements are targeted for delivery within 5 years (by 2027/28) subject to funding;
- **Priority 2:** These improvements are targeted for delivery within 8 years (by 2030/31) subject to funding; and
- **Priority 3:** These improvements are targeted for delivery post 2030/31 subject to funding.

5.3.3. The improvements have been assigned to the delivery categories as follows:

#### Funded

5.3.4. These are improvements that from an integral part of the LCWIP network and have already secured funding. These include key sections such as Michaelson Road / Bridge Road and Abbey Road, creating a network of high quality routes between Jubilee Bridge, BAE, Furness College and the town centre.

#### Priority 1

5.3.5. These are improvements which have already seen funding bids submitted as early opportunities have become available, and include sections such as Walney Island (North) and an extension of the Abbey Road scheme.

#### Priority 2

5.3.6. These are improvements which constitute the core of the LCWIP network. These are located along the most feasible and deliverable sections of the Priority Network and build upon the improvements delivered through the Funded and Priority 1 phases. These include key routes such as Duke Street, and a further extension of Abbey Road to Dalton-in-Furness.

#### Priority 3

5.3.7. These are improvements that extend the network further along more complex or expensive sections that are likely to take longer to come forward. These include sections such as a continuation of a route along the A590, extending all the way to Askam.

5.3.8. It is recognised that the delivery timescales do not all align with the prioritisation framework scoring also undertaken. The delivery timescales have been determined based on key factors affecting deliverability, as well as geographical proximity to one another, ensuring that the overall network comes forward in a planned coherent way. The prioritisation framework scoring can help inform the strategic rationale for a section when appropriate funding opportunities are identified.

## 5.4 WALKING IMPROVEMENTS

5.4.1. While the walking improvements could be delivered in isolation, where these overlap with the Priority Cycle Network it is expected that the improvements would be delivered together (assuming funding is available), with any scheme delivering high quality active travel routes.

5.4.2. In Barrow-in-Furness, each of the Primary Walking Routes overlap with a Priority Cycle Network improvement. Table 5.2 clearly indicates which priority cycle routes overlap with which priority walking routes. While some of the Priority Cycle Network improvements overlap with the Core Walking Zone, the routes in the CWZ are more extensive and there is a greater focus on placemaking and public realm, limiting the potential for synergy between the two modes.

5.4.3. Where routes do not align with priority cycle improvements (such as in the Barrow-in-Furness Core Walking Zone), these could be delivered on an entirely separate basis, potentially on a street or area basis or through small localised improvements depending on complexity and funding availability. For this reason, those routes that do not align with a priority cycle improvement have not been prioritised. It is expected that these will be delivered on an ad-hoc basis as funding become available.

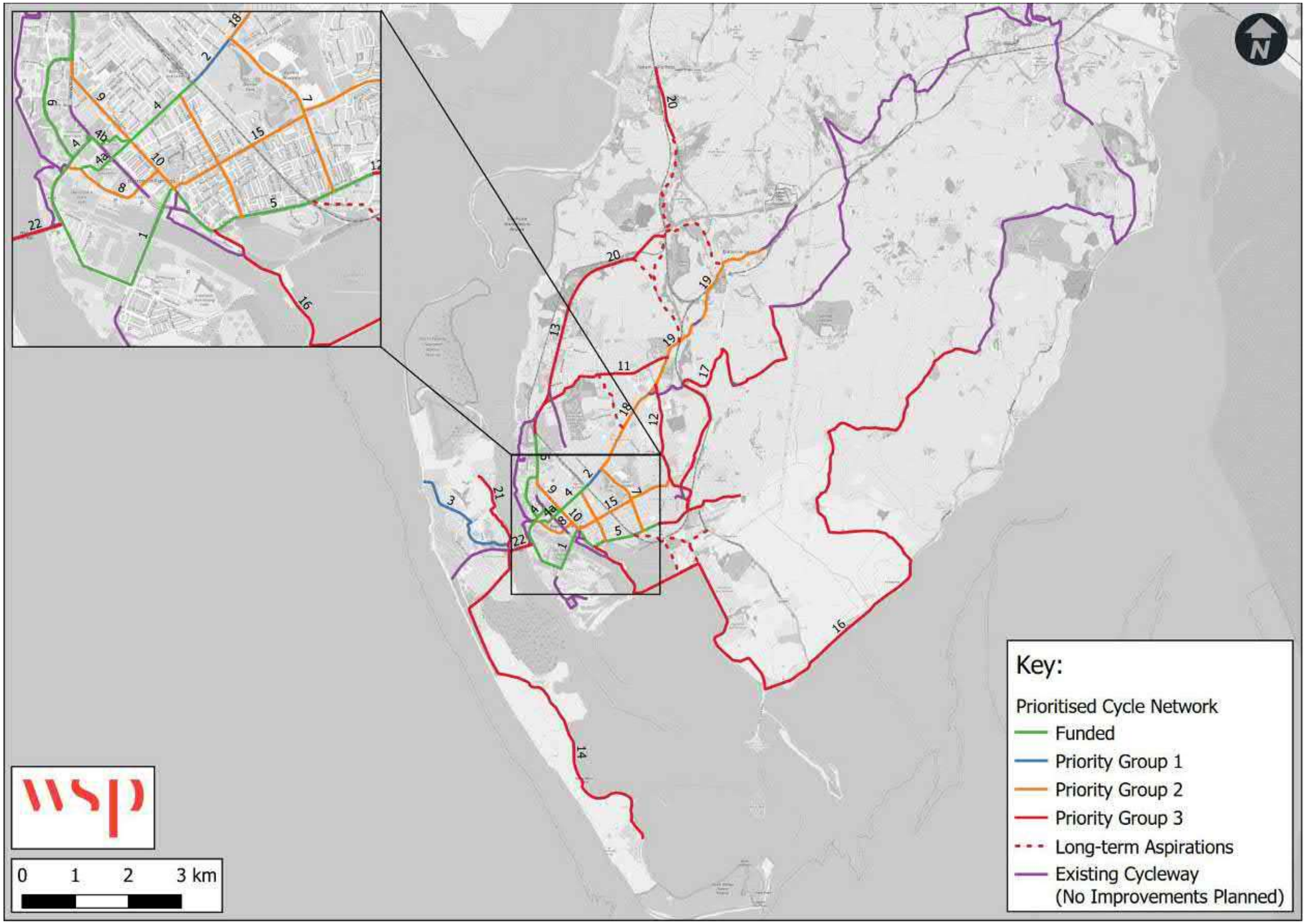
**Table 5.1 – LCWIP Prioritisation criteria and scoring**

| Ref | Category | Criteria | Definition | Source | Low (0) | Intermediate (1) | High (2) |
|---|---|---|---|---|---|---|---|
| 1 | **Effectiveness** | **Catchment population** | Population within the corridor or CWZ | Experian Mosaic | < 4,000 people | 4,000 - 8,000 people | > 8,000+ people |
| 2 | **Effectiveness** | **Propensity to Cycle** | Forecast number of journeys to work using the corridor in the Government Target Near Market scenario (LSOA) | PCT (2011 Census) | < 50 cyclists | 50 - 100 cyclists | > 100 cyclists |
| 3 | **Effectiveness** | **Walking as a method of travel to work** | Method of travel to work (Datashine)<br>LQ is the Location Quotient and describes how far from the national average (LQ =1) the measure is. | Datashine (2011 Census) | LQ <1 | LQ 2-3 | LQ 4 + |
| 4 | **Effectiveness** | **Existing employment** | Number of workplace zone centroids within the corridor or CWZ | WSP OD mapping | < 5 Workplace Zone Centroids | 5 - 10 Workplace Zone Centroids | > 10 Workplace Zone Centroids |
| 5 | **Effectiveness** | **Attractor score** | Attractors within the corridor or CWZ (excluding airports / train stations, hospitals, industrial estates, education establishments) | WSP OD mapping | < 10 attractors | 10 - 19 attractors | > 19 attractors |
| 6 | **Effectiveness** | **Education** | Number of schools / colleges / universities within the corridor (a 500m radius) | WSP OD mapping | No schools | 1 - 4 schools | 5 or more schools |
| 7 | **Effectiveness** | **Transport interchanges** | Proximity to a transport interchange (train stations, bus stations or park and ride sites) | WSP OD mapping | > 1km from a transport interchange | 500m - 1km from a transport interchange | < 500m from a transport interchange |
| 8 | **Effectiveness** | **Development sites** | Number of future housing / employment sites within the corridor or CWZ (500m radius) | WSP OD mapping | No sites | 1-3 sites | > 3 sites |
| 9 | **Effectiveness** | **Leisure and Tourism** | Access to green and blue space (Parks, Coasts, Visit Barrow sites) | WSP OD mapping | No sites within 500m radius | 1-3 sites within 500m radius | > 3 within 500m radius |
| 10 | **Policy** | **Alignment with ongoing workstreams** | Does the corridor or CWZ align with other schemes or other planned transport improvement? | CCC | No | ---------- | Yes |
| 11 | **Policy** | **Safety** | Number of hotspots involving pedestrians or cyclists in the previous 5 years within the corridor (500m radius) | DfT (STATS19) | < 5 hotspots | 5 - 10 hotspots | > 10 hotspots |
| 12 | **Policy** | **Car ownership** | Percentage of households with no car / van | 2011 Census | < 25% of households | 25% - 40% of households | > 40% of households |
| 13 | **Policy** | **Health** | Lowest Health Deprivation and Disability criteria in the IMD (i.e. most deprived LSOA) within the corridor or CWZ | IMD | >= 6 deciles of health deprivation and disability in the IMD | 3< & >6 deciles of health deprivation and disability score in the IMD | <= 3 deciles of health deprivation and disability in the IMD |
| 14 | **Policy** | **Air Quality** | Does the route travel through an Air Quality Management Area? | CCC | No (or no route option will travel through the AQMA) | ---------- | Yes |
| 15 | **Economic** | **Scheme Cost** | Total scheme cost estimates for package of interventions | Cost estimates | > £5 million | £2 - 5 million | < £2 million |
| 16 | **Economic** | **Value for Money** | Assessment of scheme benefits vs costs | Based on current/future demand and costs | Low demand relative to high cost | Medium demand relative to medium costs | High demand relative to low costs |
| 17 | **Deliverability** | **Scheme Feasibility** | Known land ownership issues or scheme dependencies | CCC | Land ownership, environmental or other issue unlikely to be overcome | Dependent on another scheme or third party land, or environmental constraints, likely to be overcome | No issues, scheme feasible to be undertaken |
| 18 | **Deliverability** | **Public Acceptability** | Likelihood of support or opposition for the scheme | CCC | Likely to be opposition | Neutral / unknown | Likely to be supported |
| 19 | **Deliverability** | **Political Acceptability** | Likelihood of support or opposition for the scheme | CCC | Likely to be opposition | Neutral / unknown | Likely to be supported |
| 20 | **Deliverability** | **Timescales** | Timescales for delivery | CCC | Long (deliverable in 8+ years) | Medium-term (deliverable within 8 years, where there is a clear intention to act, but delivery is dependent on identifying funding or other issues) | Short-term (deliverable within 5 years and funding identified) |

Table 5.2. LCWIP Priorities: Cycling

| Rank | ID | Name | Effectiveness | Policy | Economic | Deliverability | Cost | Delivery Timescales | Associated Walking Routes |
|---|---|---|---|---|---|---|---|---|---|
| **3** | 1 | Michaelson Road/Bridge Road | 12 | 7 | 4 | 8 | £0 - £1m | **Funded** | WR4 |
| **1** | 4 | Abbey Road to Jubilee Bridge Roundabout | 13 | 8 | 4 | 8 | £1m - £3m | **Funded** | WR1/ WR5/ WR6 |
| **2** | 5 | Roose Road | 13 | 8 | 4 | 7 | £1m - £3m | **Funded** | WR3 |
| **5** | 6 | Town Centre BAE to Walney Road | 10 | 7 | 4 | 7 | £1m - £3m | **Funded** | |
| **7** | 4a | Ramsden Square to A590 North Road via Abbey Road | 9 | 5 | 4 | 8 | £0 - £1m | **Funded** | |
| **13** | 4b | Ramsden Square to A590 North Road via Hindpool Retail Park. | 8 | 5 | 3 | 7 | £0 - £1m | **Funded** | |
| **7** | 2 | Abbey Road (Hibbert Drive to Park Drive) | 11 | 4 | 3 | 8 | £3m - £5m | **Priority Group 1** | WR1 |
| **15** | 3 | Walney Island North | 7 | 5 | 3 | 7 | £1m - £3m | **Priority Group 1** | |
| **10** | 7 | Park Drive and Risedale Road | 11 | 4 | 4 | 6 | £1m - £3m | **Priority Group 2** | |
| **12** | 8 | Cornmill Crossing/ Cornwallis Street | 10 | 6 | 2 | 6 | £1m - £3m | **Priority Group 2** | |
| **13** | 9 | A590 / Duke Street to Ramsden Square | 11 | 6 | 1 | 5 | £1m - £3m | **Priority Group 2** | WR6 |
| **6** | 10 | Duke Street | 11 | 8 | 2 | 6 | £1m - £3m | **Priority Group 2** | CWZ 1 |
| **4** | 15 | Greengate Street and Rawlinson Street connections | 15 | 6 | 3 | 6 | £3m - £5m | **Priority Group 2** | WR2/CWZ1 |
| **7** | 18 | Abbey Road (Park Drive to Rating Lane) | 13 | 6 | 1 | 6 | £5m+ | **Priority Group 2** | WR1 |
| **10** | 19 | Abbey Road to Dalton in Furness | 13 | 4 | 1 | 7 | £5m+ | **Priority Group 2** | |
| **18** | 11 | A590 Walney Road/Ormsgill Lane/Dalton Lane | 8 | 3 | 1 | 5 | £3m - £5m | **Priority Group 3** | |
| **15** | 12 | Rating Lane to Roose Station and Roose Road Link to Friars Lane junction | 12 | 3 | 1 | 6 | £3m - £5m | **Priority Group 3** | |
| **20** | 13 | A590 from Ormsgill Lane to Sowerby Wood Business Park | 5 | 3 | 2 | 5 | £1m - £3m | **Priority Group 3** | |
| **24** | 14 | Walney Island South | 4 | 2 | 0 | 5 | £5m+ | **Priority Group 3** | |
| **23** | 16 | NCN 700 Cavendish Dock Road Leisure Link | 7 | 1 | 0 | 4 | £5m+ | **Priority Group 3** | |
| **17** | 17 | Leisure Link, Joining NCN 70 | 9 | 2 | 3 | 4 | £1m - £3m | **Priority Group 3** | |
| **20** | 20 | Barrow to Askam | 9 | 2 | 0 | 4 | £5m+ | **Priority Group 3** | |
| **22** | 21 | Jubilee Bridge to North Scale | 6 | 2 | 2 | 3 | £1m - £3m | **Priority Group 3** | |
| **18** | 22 | Jubilee Bridge connection | 5 | 5 | 4 | 3 | £0 - £1m | **Priority Group 3** | |

Figure 5.1. Barrow Priority Cycling Network – Prioritised Delivery Plan



# 6 STAGE 6: INTEGRATION & APPLICATION

## 6.1 INTEGRATING THE LCWIP

6.1.1. The final stage of the LCWIP process considers how the LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIPs.

### GOVERNANCE

6.1.2. An LCWIP Project Team has been established to produce the LCWIPs, consisting of officers from Cumbria County council's Cycling and Walking team. Technical assistance was provided by WSP in the development of the Barrow-in-Furness LCWIP between 2020 and 2022.

6.1.3. The LCWIP Project Team report to the Cycling and Walking Programme Delivery Group (PDG). Individual PDGs have been set up for each LCWIP study area. The PDGs maintain an overview of the project and provide support and technical direction during the delivery of the programme to ensure that the objectives and key milestones are met. The group includes a range of internal and external stakeholders to ensure a coordinated approach that will maximise success.

6.1.4. Members of the Barrow-in-Furness LCWIP PDG include representatives from the following:

- Cumbria County Council
  - CCC Cycling and Walking Team
  - Active Cumbria
  - CCC Area Manager for Barrow-in-Furness
  - CCC Public Health
  - Highways & Transport Traffic Management Team
  - CCC Highways & transport Local area Network Manager
- Barrow Borough Council
- Barrow Business Improvement District (BID)
- BAE Systems.

6.1.5. The Barrow-in-Furness Cycling and Walking Project Delivery Group reports to the Directorate Management Team of the Economy and Infrastructure Directorate at Cumbria County Council.

6.1.6. The governance structure for the Cumbria LCWIP programme is presented in Figure 6.1.

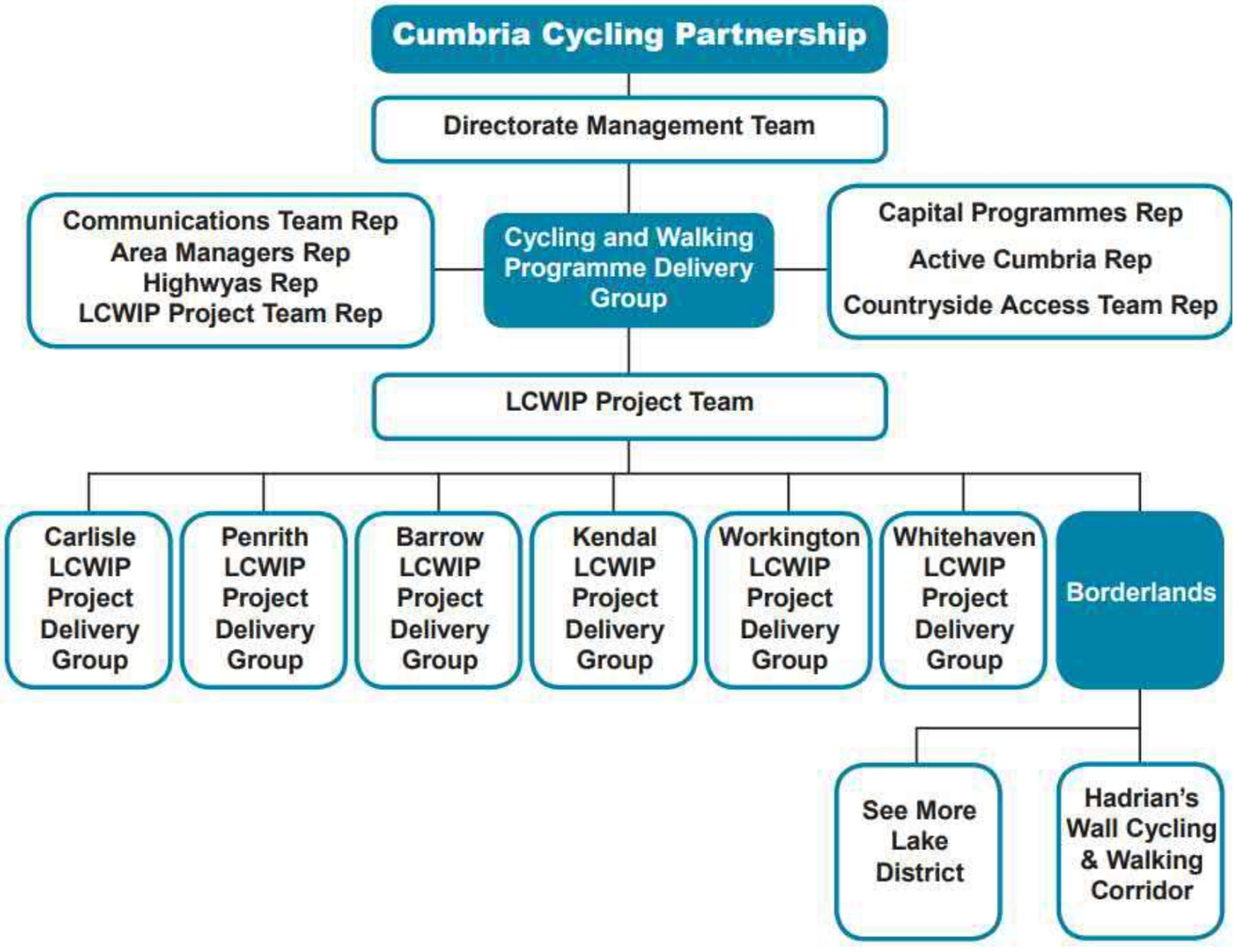



**Figure 6.1.** Cumbria LCWIP Governance Structure

### STAKEHOLDER ENGAGEMENT & PUBLIC CONSULTATION

6.1.7. Effective engagement with stakeholders is integral throughout the development and delivery of an LCWIP to provide the opportunity for local people to express their views and input to the proposals. It is also imperative to engage with more vulnerable user groups, in particular those with protected characteristics as defined in the Equalities Act 2010. This will ensure that all relevant issues are considered when identifying interventions and it should increase support for the LCWIPs.

6.1.8. Key consultees included:

- County Councillors;
- County Council Officers;
- City / district Councils;
- Town Councils;
- Parish Councils;
- Local businesses
- Education providers;
- Police;
- Cycle and walking clubs and organisations; and
- Disability groups.

6.1.9. Two rounds of public consultations have been undertaken to date on the Barrow-in-Furness LCWIP:

- May 2021: Consultation on draft networks;
- Nov 2021: Consultation on updated draft networks ahead of their finalisation.

6.1.10. Further consultation will be undertaken as priority schemes are developed following identification of appropriate funding opportunities. Community input will be central to the development of LCWIP proposals.

### INTEGRATION

6.1.11. The PDG will be responsible for the integration of the LCWIP outputs in to local policy. This will help ensure that emphasis is given to cycling and walking within both local planning and transport policies, strategies and delivery plans. Reflecting the LCWIP in local policy will also help to make the case for central government funding

## 6.2 SECURING FUNDING & SCHEME DELIVERY

6.2.1. The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in the section above there are a number of compelling reasons for central government to invest in active travel infrastructure in Barrow-in-Furness.

6.2.2. The PDG will seek to identify appropriate funding sources to deliver the aspirations of the Barrow-in-Furness LCWIP. This will include local contributions, developer contributions, central government funding opportunities and other innovative funding mechanisms as appropriate to the scale of improvements.

## 6.3 MONITORING AND EVALUATION

6.3.1. Monitoring and evaluating the benefits of investment in delivering the LCWIP schemes will be critical, and will enable us to make the case for future investment in our streets. Monitoring and Evaluation will be undertaken in accordance with the methodology outlined in the CTIP and will be cognisant with the specific requirements from any emerging funding stream.

## 6.4 REVIEWING & UPDATING THE LCWIP

6.4.1. It is anticipated that LCWIPs will be reviewed every 3 to 5 years to reflect progress made. LCWIPs may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

## 6.5 PROMOTION AND BRANDING

6.5.1. The Cumbria LCWIP programme will be supported by a package of marketing and promotional activities to maximise awareness and usage of our active travel networks.

## 6.6 DELIVERY OF PRIORITY SCHEMES

6.6.1. The schemes outlined in this document represent over £83m investment in 65km of high quality cycling and walking routes.

6.6.2. This equates to over £61 per person per year over a 20-year time period, based on the resident population. It would bring active travel spending up to levels seen in leading countries such as the Netherlands, and leading cities in the UK.

6.6.3. This demonstrates a step-change in the focus on active travel in Barrow-in-Furness, and delivery of the plan will be highly dependent on successful funding bids to central government and developer contributions as planning applications come forward. There are a number of factors which strengthen the likelihood of increased central government funding for active travel in Barrow-in-Furness, including:

- Increased overall funding for active travel, with £2bn for cycling announced and further spending announcements likely over the lifetime of this LCWIP
- Recognition of the need for increased funding and regeneration outside London and core cities to “level up” the country, especially to regenerate town centres and seaside towns
- The need for a green recovery from the Coronavirus crisis and the need to tackle the climate crisis.

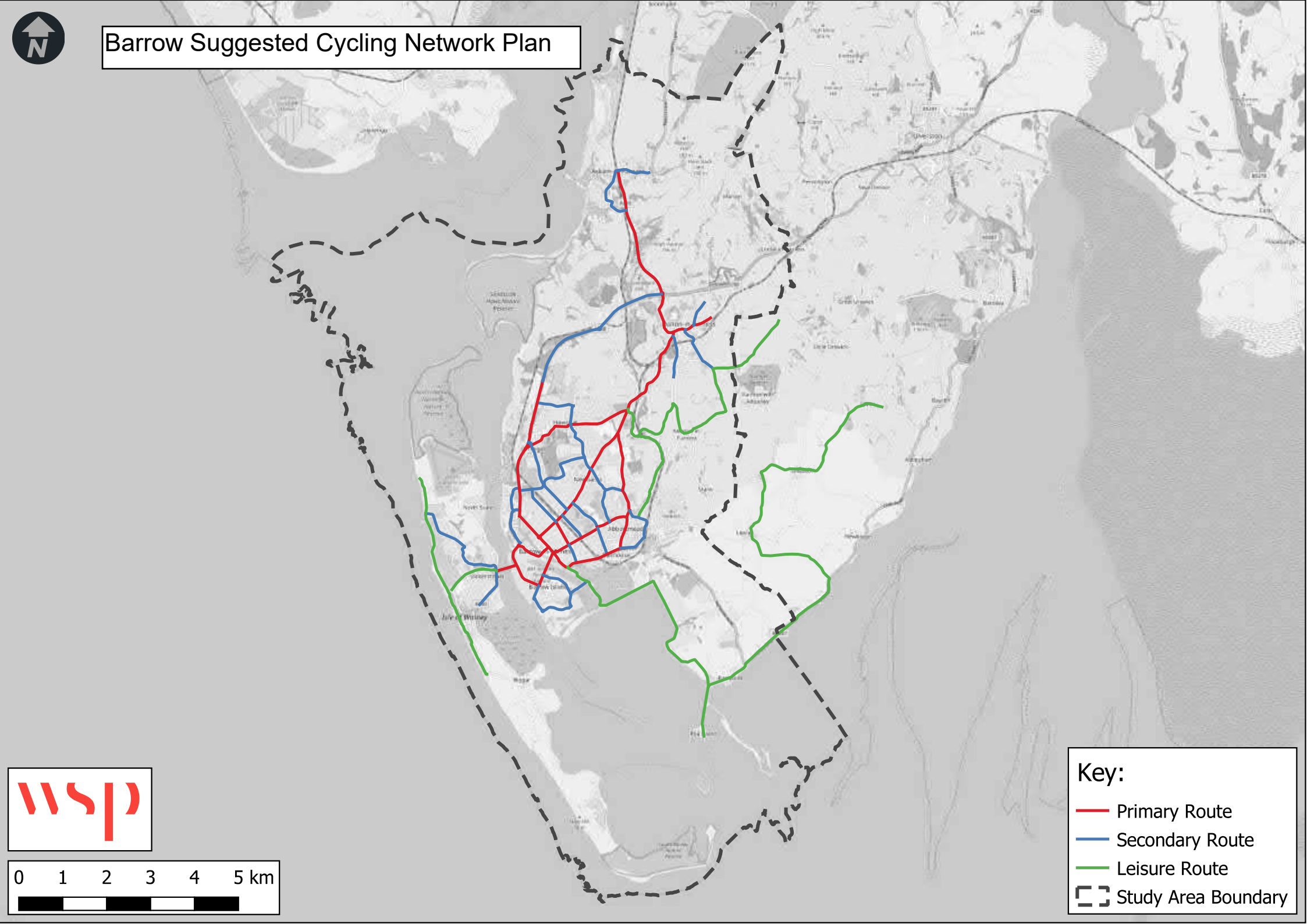
6.6.4. The priority improvements identified will deliver a range of benefits to public health, local economy and tourism, land value uplift, decongestion, road safety and carbon savings – all of which are expected to be significant. Most walking and cycling schemes represent very good value for money, providing greater benefit to society than the cost of the scheme.

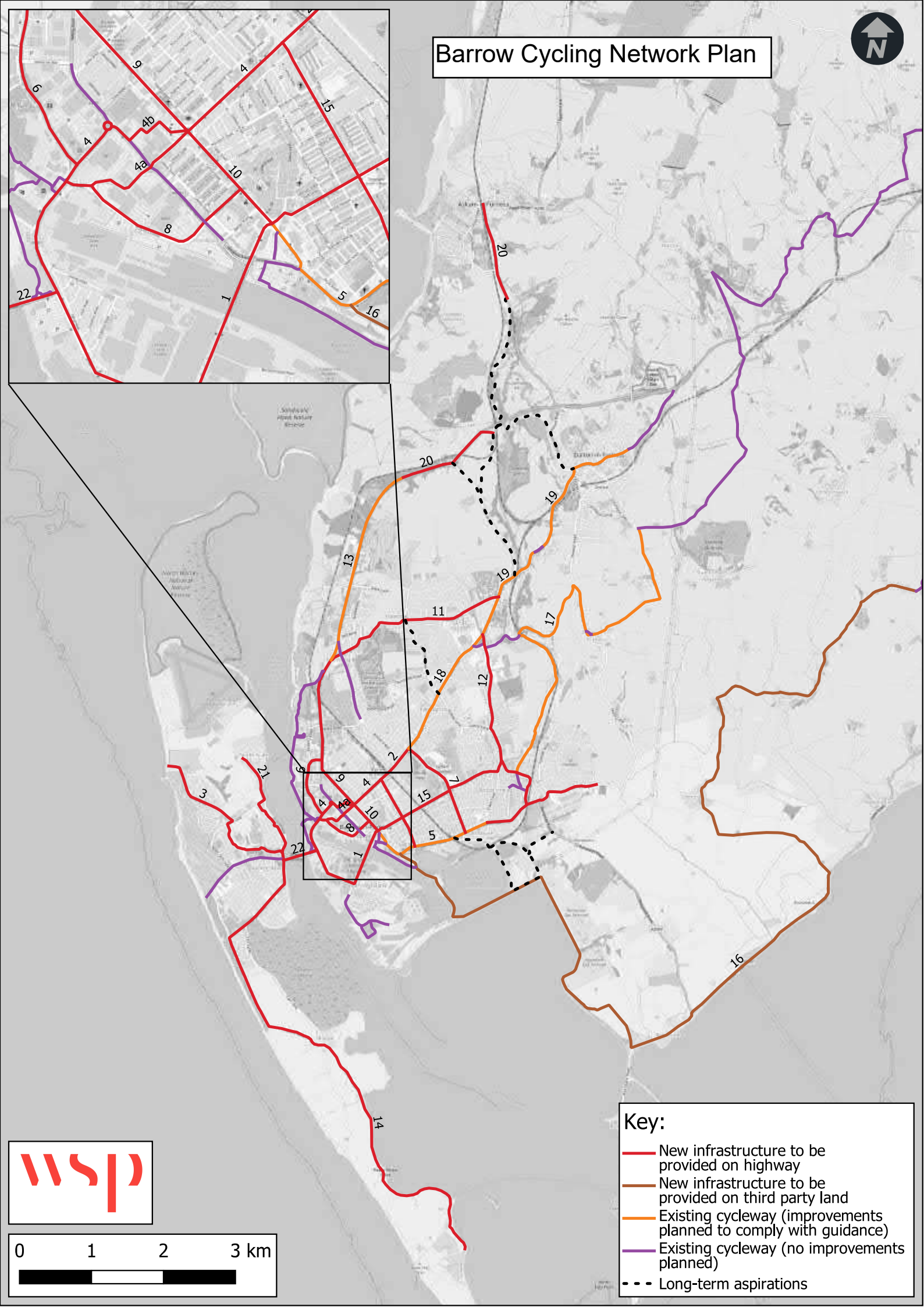
6.6.5. This LCWIP has identified priority walking and cycling networks to be delivered across Barrow-in-Furness, and has selected the priority schemes to be delivered within the first fifteen years of the programme.

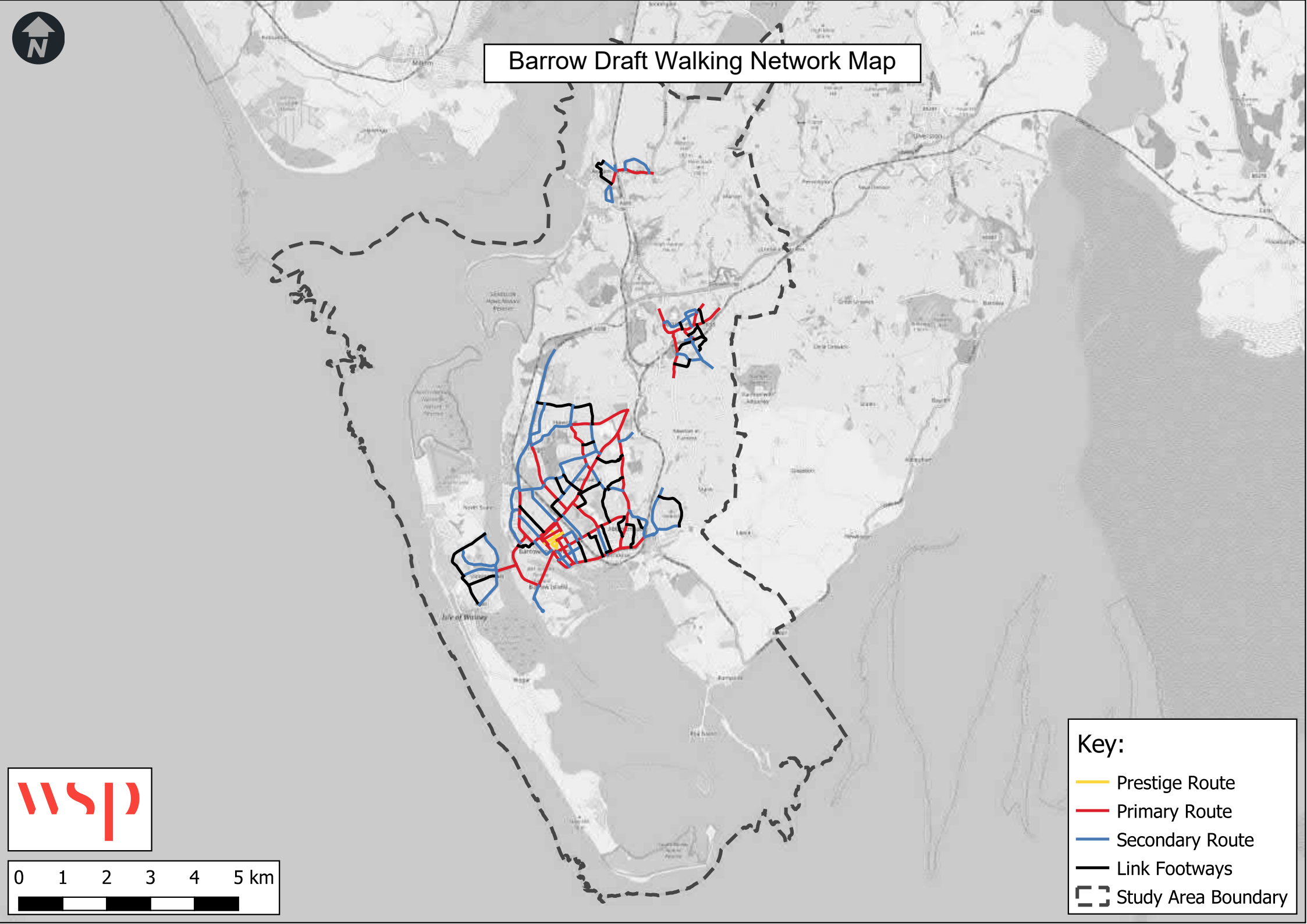
6.6.6. These schemes will help to deliver significant local benefit, and align with wider investment in strategic routes across the county.

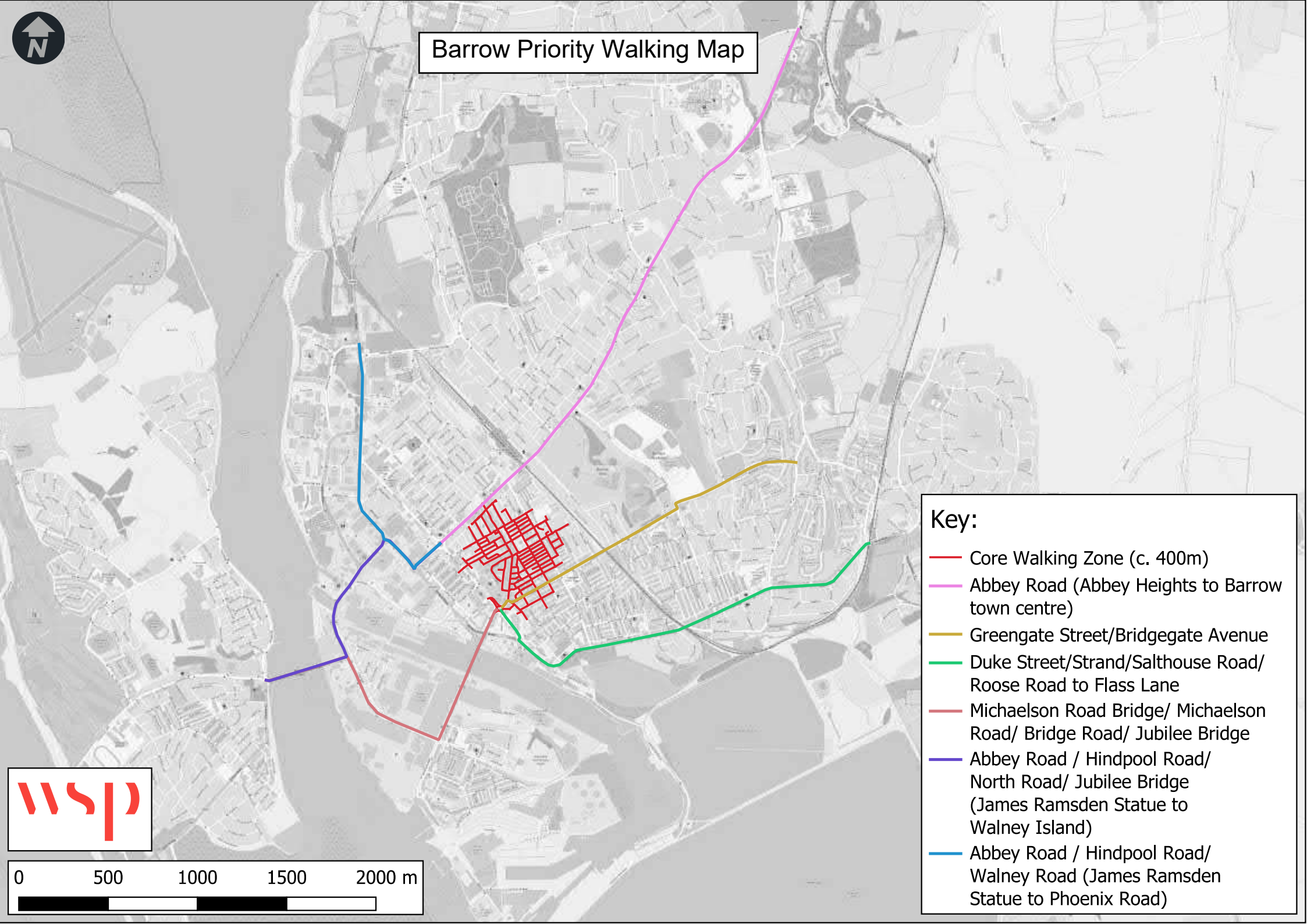
# Appendix A

## LCWIP NETWORK PLANS


Barrow Suggested Cycling Network Plan
N
wsp
0 1 2 3 4 5 km
Key:
Primary Route
Secondary Route
Leisure Route
Study Area Boundary

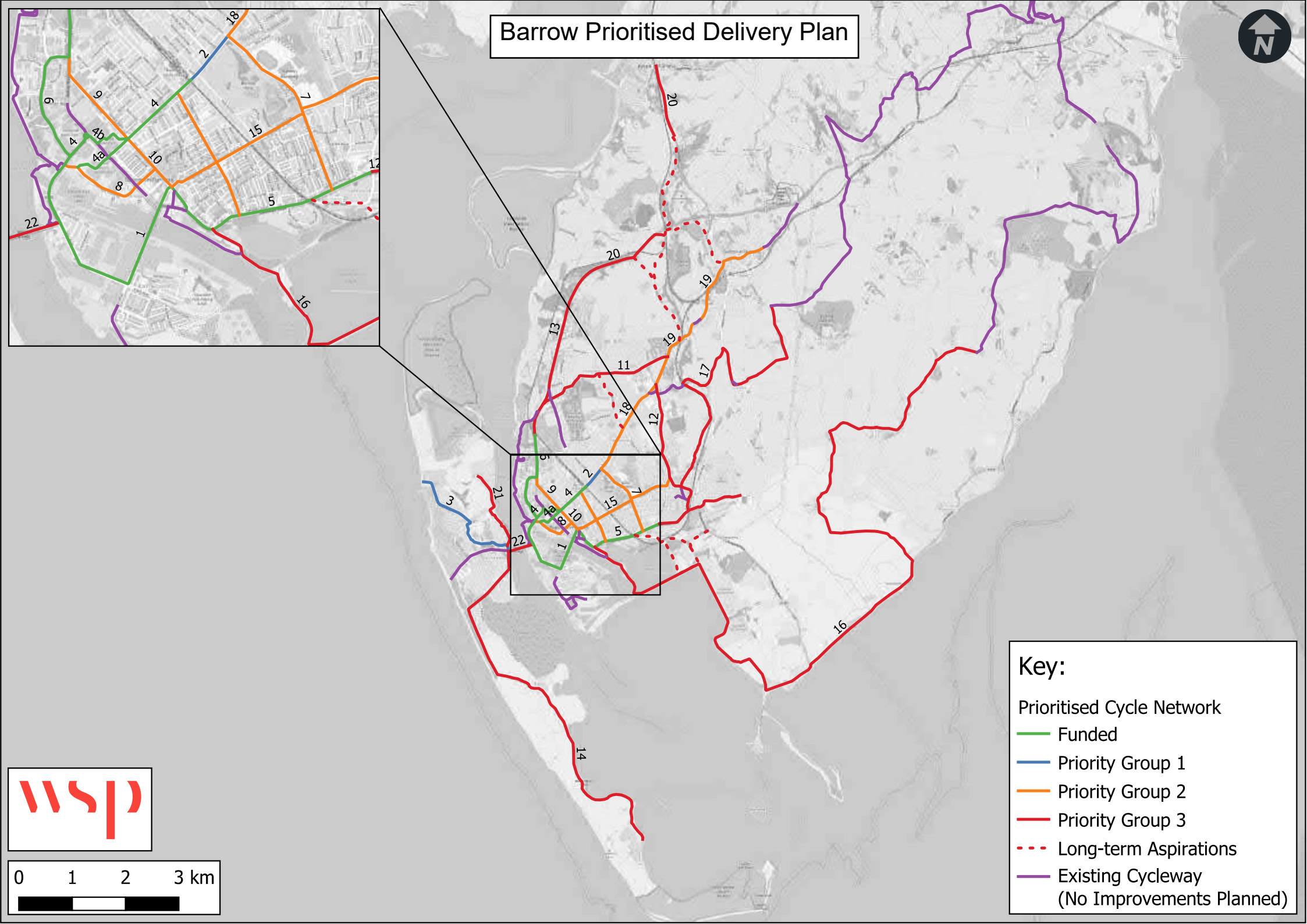

Barrow Cycling Network Plan
N
Key:
New infrastructure to be provided on highway
New infrastructure to be provided on third party land
Existing cycleway (improvements planned to comply with guidance)
Existing cycleway (no improvements planned)
Long-term aspirations
wsp
0
1
2
3 km


Barrow Draft Walking Network Map
N
wsp
0 1 2 3 4 5 km
Key:
Prestige Route
Primary Route
Secondary Route
Link Footways
Study Area Boundary


Barrow Priority Walking Map
N
Key:
Core Walking Zone (c. 400m)
Abbey Road (Abbey Heights to Barrow town centre)
Greengate Street/Bridgegate Avenue
Duke Street/Strand/Salthouse Road/ Roose Road to Flass Lane
Michaelson Road Bridge/ Michaelson Road/ Bridge Road/ Jubilee Bridge
Abbey Road / Hindpool Road/ North Road/ Jubilee Bridge (James Ramsden Statue to Walney Island)
Abbey Road / Hindpool Road/ Walney Road (James Ramsden Statue to Phoenix Road)
wsp
0
500
1000
1500
2000 m

# Appendix B

## PRIORITISED NETWORK PLAN


Barrow Prioritised Delivery Plan
N
Key:
Prioritised Cycle Network
Funded
Priority Group 1
Priority Group 2
Priority Group 3
Long-term Aspirations
Existing Cycleway
(No Improvements Planned)
wsp
0 1 2 3 km

Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

**wsp.com**