



Summary Consultation Report

Barrow- in-Furness Cycling and Walking



#brilliant
BARROW

Introduction

Cumbria County Council are developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs). These Plans will identify and prioritise future improvements to the local cycling and walking network over the next 10 years. They are being developed through effective engagement with our partners, stakeholders and the general public.

We held an initial consultation on our draft proposals for Barrow-in-Furness between **7th May and 28th May 2021**. During this consultation we presented the draft priority network for cycling. We also sought feedback on the existing barriers to cycling and walking and what improvements could be made to encourage more everyday short journeys to be undertaken by active travel. This report summarises the feedback that we received through the Barrow-in-Furness LCWIP consultation.

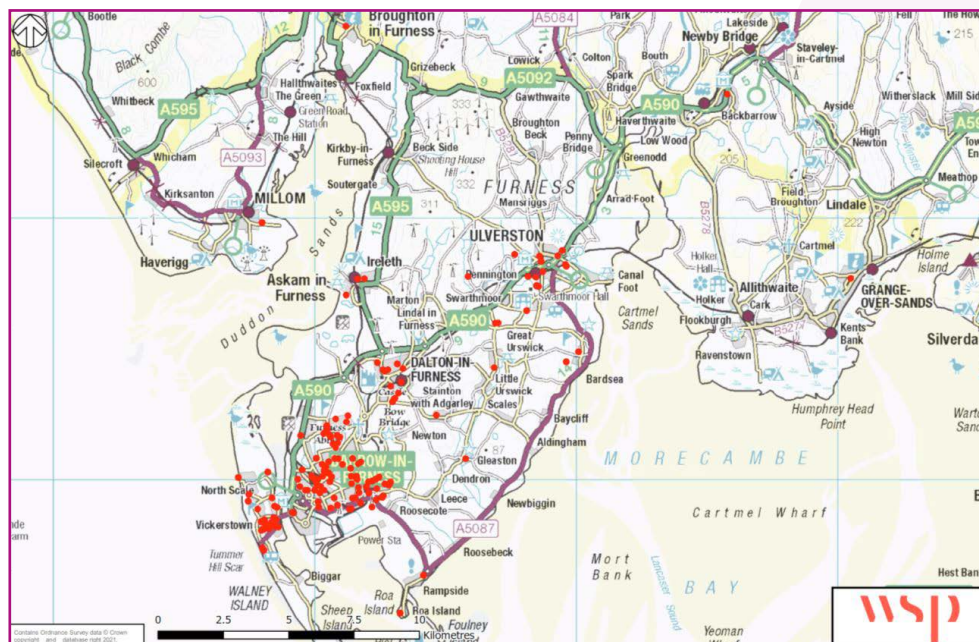
We would like to thank everyone who responded. Your views will help to ensure that we develop a strong LCWIP that will provide the evidence base for future funding bids that will allow delivery of cycling and walking priorities in Barrow-in-Furness.

Location of respondents

The Barrow-in-Furness cycling and walking consultation received a total of **200 questionnaire responses**.

The largest number of responses were from Barrow-in-Furness town and Walney Island, followed by those from the LA13 postcode for eastern Barrow and nearby villages.

Figure 2 - Map to show postcode location of respondents

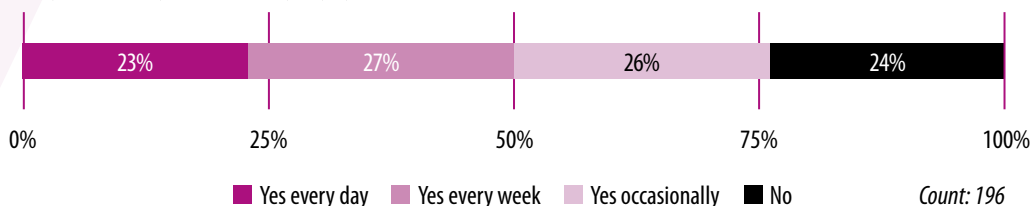


Existing cycling and walking

Respondents were asked whether they currently make journeys by cycling and walking, and if so, how often.

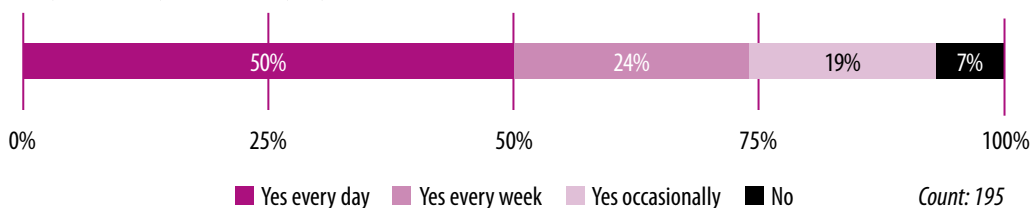
50% of respondents regularly undertake journeys by cycling (every day or every week). A further 26% occasionally make journeys by cycling.

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



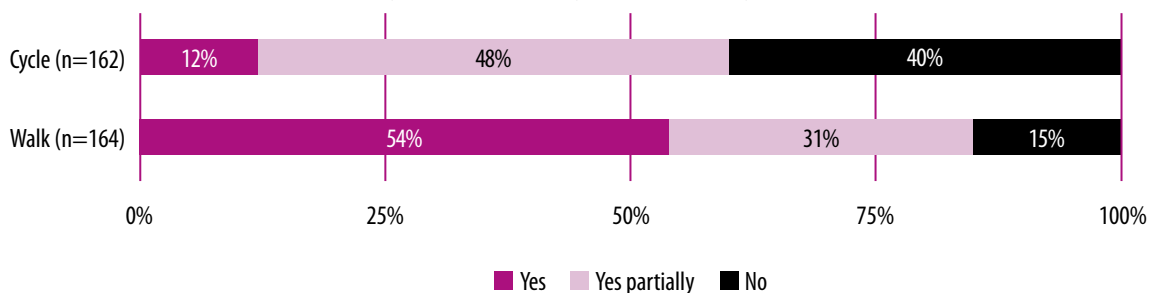
74% regularly make journeys by walking every week (every day or every week). A further 19% occasionally make journeys by walking.

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



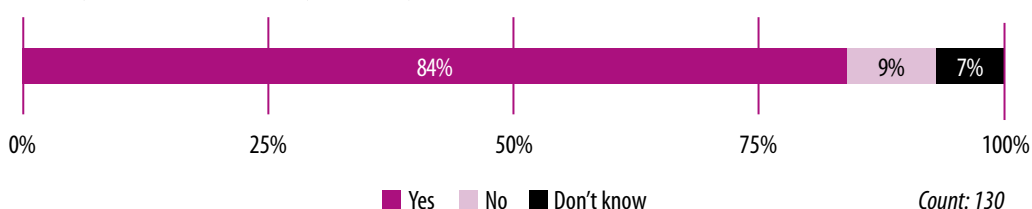
When asked whether the existing cycling and walking routes in Barrow-in-Furness connect the places they want to go, more respondents answered yes for walking routes compared to cycle routes (54% vs 12%). A high percentage answered that existing routes partially connect the places they want to go, offering the potential to turn these responses to 'Yes' with the right network planning.

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



When asked whether respondents would welcome more money being spent on cycling and walking in Barrow-in-Furness, an overwhelmingly positive response emerged. 84% of respondents supported further investment.

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





Barriers to cycling and walking

The most common feedback themes that respondents identified as making it more difficult for them to:

Cycle



- Busy Roads**
- Quality of routes and issues with cycleway and road maintenance**
- Parked cars blocking cycleways**
- Feeling unsafe**
- Junctions that are difficult to cross**

Walk



- Busy Roads**
- Quality of routes**
- Junctions that are difficult to cross**
- Cars parked on pavements**
- Lack of segregation from traffic**

Encouraging cycling and walking

60% of respondents currently make journeys by car to locations within walking and cycling distance.

Journeys to the shops and commuting to work were the two main reasons respondents gave for those short journeys.

This suggests that due to the distances involved, the potential exists for these journeys to be made by active travel modes as an alternative to car use.

The most common feedback themes that respondents identified that would encourage them to:

Cycle



- Segregated cycle routes with separation from other modes of travel**
- Greater cycle priority at junctions and crossings**
- Direct cycle routes**
- Better driver attitudes towards cyclists**
- Traffic Free neighbourhoods**

Walk



- Better maintained pavements and footways**
- More direct walking routes**
- More road crossings**
- Less traffic on the roads**
- Just having more time to be able to walk**

Out of 200 respondents, 44% would cycle more often and 33% would walk more often if improvements to cycling and walking routes were made.

General Comments

As part of the consultation we asked for your suggestions to help inform our draft priority network plan. We wanted to understand the changes you would like to see. We received a considerable number of responses to this, including suggestions on additional links to the routes you use to walk and cycle. We will ensure that this feedback is assessed as part of the network planning process.

Proposed Phase 1 and Phase 2 delivery in Barrow-in-Furness

79% of respondents were in support of the Phase 1 scheme on Michaelson Road and Bridge Road.

83% of respondents were in support of the Phase 2 scheme on Abbey Road, Roose Road and Walney Road.

Next Steps

The results obtained during the consultation period will help us to progress the LCWIP plans further, with the comments and feedback we have collected being used to inform the development of the LCWIP for Barrow-in-Furness. The responses we have received have given us essential data and are crucial in understanding the localised issues which are key to successful LCWIP development.

A further consultation is planned in Autumn 2021 where views will be sought on the prioritised cycling and walking networks. Following this consultation, the LCWIP will be finalised and then used to provide a clear 10 year plan for investment in cycling and walking in Barrow-in-Furness.



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