

Stakeholder and Public Consultation Feedback

Thank you for your responses to the consultation which took place in Spring 2021 regarding the concept design for a new cycling and walking infrastructure on Michaelson Road and Bridge Road. The list below sets out the council's response to the key points raised:



You said.....

Will there be fluidity in the cycle way, by reducing the number of crossings and stops for cyclists along the route?

It would be better if it was single direction, segregated routes either side of the road. This would always be better than a two-way route on one side of the road.

What would happen with cyclists at bus stops along the route?

Will there be clear segregation between the cycle lane and pedestrian footpath, to ensure walkers don't stray into the cycle lane?

Will the segregation be able to prevent cars from parking in the cycle lanes?

Is there any way of engaging schools in the project to promote active travel within the school community?

Who will have priority at junctions and entrances? Cyclists or motor vehicles?



We did.....

We have reduced the number of crossings and stops for cyclists along the route. In addition to this we have changed the design to single direction on either side of the road which should increase fluidity along the route.

The concept design has been amended to reflect this request and the full length of the scheme is now a single direction route on either side of the road.

The concept design has been amended to clearly display how bus stops will be managed along the route. Bus stops will be placed on a separate island with the cycleway going around the back.

The physical segregation will be the pavement curb. The cycle lane will be at the same level of the carriageway not the footway, therefore making three distinct areas for pedestrians, cyclists and motor vehicles.

The light segregation that will be used will consist of a recycled rubber 'WandOrca' which will provide a physical barrier to prevent cars entering the cycle lane.

A competition has been put in place for children up to the age of 18 to draw a picture about the benefits of cycling, walking, or scooting to school or college this will run in 2021 and 2022 and winning designs will be displayed around the scheme. We will also be distributing packs of cycling and walking products to schools in the vicinity of the scheme.

After the highway code review in 2021 it was decided that: Vehicles turning at unsignalised junctions should give way to pedestrians or cyclists going straight ahead across their path, unless traffic signs, signals or markings say otherwise. This should reduce 'left hook' collisions and make it easier to maintain cycle track priority at junctions.



You also said.....

- “This will be a positive change for the people of Barrow”
- “Implementing this scheme will make travel affordable and safer in Barrow”
- “In line with BAE Systems Active Travel and Carbon Neutral Policies”
- “The segregated routes might well be the (positive) tipping point for some potential cyclists”
- “Increased connectivity for pupils who live on Ferry Road who attend school on Barrow Island”
- “The increased safety of the new infrastructure could get people on the tipping point of being active to start being so”
- “Will build on the relationships between cyclists/walkers/motorists”
- “Excellent plan, really glad that there is a genuine commitment to improve cycling and walking infrastructure.”
- “I have cycled to work for more than 40 years; I always feel unsafe going to work cycling along Michaelson/bridge road due to the number of cars.”



What could it look like?

