

# Barrow-in-Furness Town Centre Parking and Movement Study

## Transport Improvement Plan



**July 2016**

**Cumbria County Council & Barrow Borough Council**





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# Issue and revision record

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# Contents

| <b>Chapter</b> | <b>Title</b>   | <b>Page</b> |
|----------------|--|-------------|
| <b>1</b>       | <b>Introduction</b>                                  | <b>1</b>    |
| 1.1            | Study Background _____                               | 1           |
| 1.2            | Vision for Barrow-in-Furness _____                   | 2           |
| 1.3            | Baseline Report _____                                | 3           |
| 1.4            | Final Report Outputs _____                           | 4           |
| <b>2</b>       | <b>Methodology of Scheme Selection</b>               | <b>6</b>    |
| 2.1            | Scheme Identification and Consultation Process _____ | 6           |
| 2.2            | Scheme Groupings _____                               | 6           |
| 2.3            | Assessment Criteria _____                            | 7           |
| <b>3</b>       | <b>Scheme Appraisal</b>                              | <b>9</b>    |
| 3.1            | Scheme Long List _____                               | 9           |
| 3.2            | Assessment Process _____                             | 9           |
| 3.3            | Scheme Short List _____                              | 14          |
| <b>4</b>       | <b>Shortlisted Schemes and Costing</b>               | <b>15</b>   |
| 4.1            | Scheme Proformas _____                               | 15          |
| <b>5</b>       | <b>Barrow Town Centre Transport Action Plan</b>      | <b>69</b>   |
| 5.1            | Phase One Action Plan _____                          | 69          |
| 5.2            | Funding Opportunities _____                          | 69          |
|                | <b>Appendices</b>                                    | <b>75</b>   |
|                | Appendix A. Scheme Appraisal Results _____           | 76          |

# 1 Introduction

## 1.1 Study Background

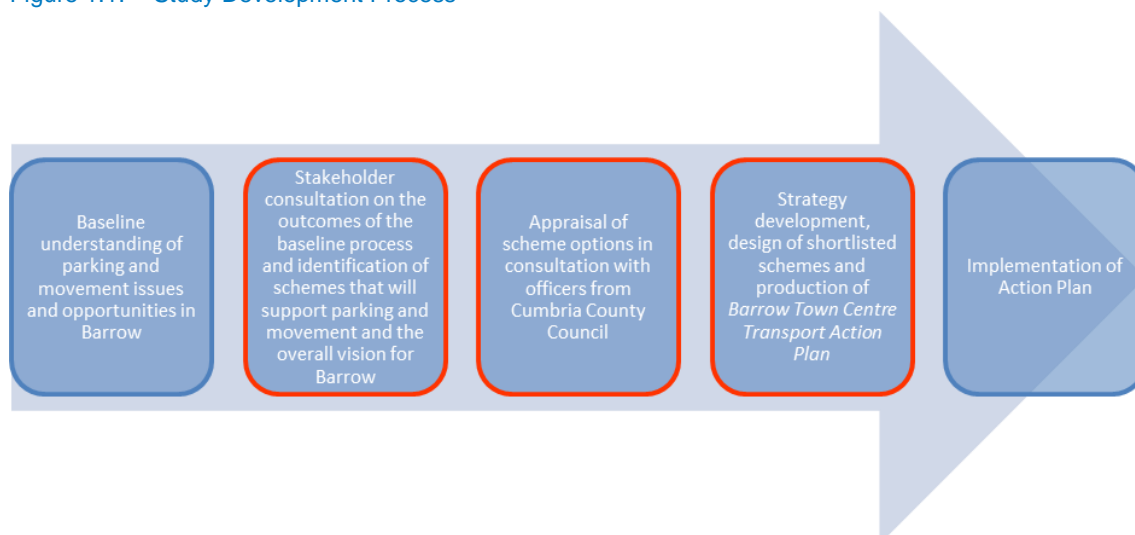
Mott MacDonald was appointed by Cumbria County Council and Barrow Borough Council in December 2015 to undertake a Parking and Movement Study for Barrow-in-Furness town centre. The underlying aim for the study is to identify how all traffic moves around the town centre and to develop a holistic and coordinated series of transport and parking improvements that will bring benefits to all town centre user groups including businesses, visitors and residents alike.

This report constitutes the final report for the study and presents a number of feasible, realistic and deliverable schemes to address the transport issues and opportunities for the town identified in the baseline stage of the process. These schemes can be implemented over the short, medium or longer term. At all stages of the development of the study, the needs of the different user groups have been considered in terms of:

- Vehicle movement and accessibility;
- Pedestrian movement and accessibility;
- On and off-street parking supply and demand; and
- Sustainable transport provision (including public transport, walking and cycling).

The views of key local stakeholders, interested parties and officers have shaped the development of the overall *Barrow Town Centre Transport Action Plan*, as presented at the end of this report. Identified transport improvement schemes were subject to an early assessment process to test their viability, and from here, schemes have been developed, designed and tested as appropriate. This report highlights budget estimates for the proposed transport improvements and identifies locations where road safety, pedestrian and cyclist facilities, parking provisions and public transport in Barrow town centre can be improved.

Figure 1.1: Study Development Process





This Parking and Movement Study has been developed for Barrow following the step by step process demonstrated in the graphic above. This report provides a summary of the findings from the first stage and then focuses on presenting the methodology and development of the final study, represented by the middle three stages of the study development diagram.

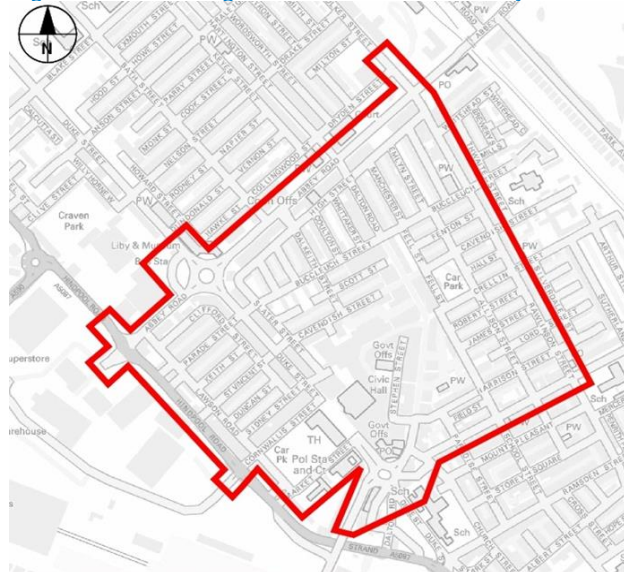
At this stage it is also important to note that there is currently no budget available to deliver the schemes presented within this report. The first stage needed to develop the schemes will therefore be to attempt to secure funding for further business case development. The most likely source of funding for the development of the schemes will be through the Cumbria Local Enterprise Partnership.

## 1.2 Vision for Barrow-in-Furness

Improvements to parking and movement provisions in Barrow-in-Furness will play a key role in optimising and refocusing the town as a centre of economic activity at local, regional and national level. The Parking and Movement study will inform and work alongside the Central Barrow Masterplan (*to be produced*) and the Green Infrastructure Study (*2015 - Draft*) in order to maintain and develop Barrow as the principal shopping destination of the Furness Peninsula.

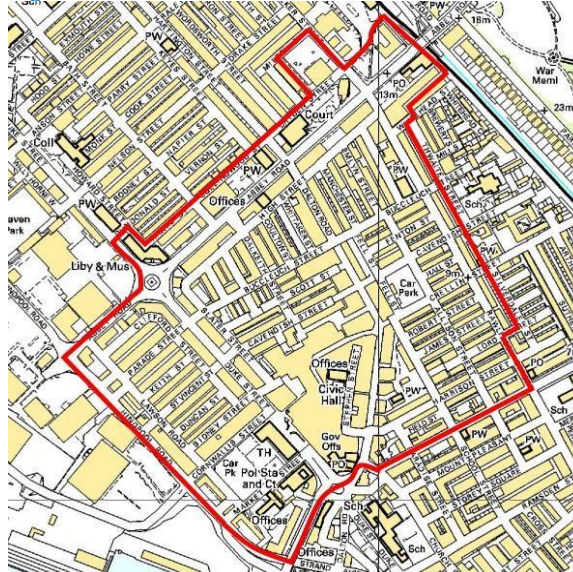
In April 2016, businesses within Barrow town centre voted 'yes' to the creation of a Business Improvement District (BID) in the town, reflecting the ongoing work within the town to fulfil its economic aspirations. As shown in **Figure 1.2** and **Figure 1.3**, the Barrow Parking and Movement Study Area and Business Improvement District area have a broadly similar extent and both will be intrinsic to securing economic growth within Barrow. Under the arrangements of the private sector driven BID initiative, businesses will pay a small levy based upon their rateable value, with the aim of raising £800,000 over the next five years to finance improvements within the town centre. Initial proposals from the BID include developing evening and night life within Barrow, weekly late night shopping, car parking promotions and increasing the patronage of public transport services. A number of the schemes proposed within the BID and this Parking and Movement Study are similar in nature and therefore it is hoped that the study will support the BID's objectives.

Figure 1.2: Parking and Movement Core Study Area



Source: Cumbria County Council

Figure 1.3: Barrow BID Area



Source: Barrow BID

### 1.3 Baseline Report

The first step in the development of the study was to produce the Baseline Report, published in March 2016. This report provided a high level review of the context of Barrow including an assessment of existing road, rail, bus and cycling connections as well as key development proposals. Relevant Borough and County Council policies were also considered, as these will shape future land use and development in the local area as well as impacting upon wider support for transport improvement proposals. Early engagement with council officers, site visit observations and a review of key data including on and off-street car parking usage as well as accident data, enabled the project team to develop a series of key issues for parking and movement in Barrow. These issues and opportunities are displayed below and were used to inform the transport improvement scheme options as outlined in Chapter 3 of this report.

#### Summary of Key Issues:

- Lack of signage from Barrow Rail Station to the town centre; existing wayfinding signs are inconsistent and in some cases have been defaced.
- Barrow town centre can appear 'hidden' to visitors to the town as a result of the high concentration of residential properties in the town centre.
- Unsuitable routes between car parks and the core retail area for town centre users with mobility difficulties.
- Pedestrians and cyclists crossing dangerously at key points in the town centre, notably between buses on Cornwallis Street and across Hindpool Road between the retail parks.

- Individual town centre streets have a number of different parking restrictions along their length, potentially causing confusion amongst tourists and visitors to the town.
- Extensive vandalism and poor surface quality in the Portland Walk car park, discouraging use; lack of pedestrian lifts within the Portland Walk multi-storey reduces the viability of the car park for town centre users with mobility impairments.
- Inadequate lighting of car parks during hours of darkness.
- Reduced evening and weekend service availability on the principal town centre bus routes.
- Significant number of vehicle accidents within the last 3 years within the town centre at key junctions on Abbey Road.

#### Summary of Key Opportunities:

- New and updated town centre signage to promote walking and cycling amongst residents and visitors to the town.
- Branding and signage of Abbey Road as the visitor/tourist route into Barrow town centre and a review of the Abbey Road corridor to determine if road layout changes and new infrastructure could help to increase road safety.
- Upgrade of cycle routes and cycle parking in Barrow to further encourage cycling as a mode of travel in the town.
- Provision of new crossing points within the town centre to increase pedestrian and cyclist safety.
- Maximising on-street parking provisions in streets with a high concentration of commercial properties and a new on-street parking strategy to provide a more uniform system of parking restrictions and charging periods.
- Introduction of monitored CCTV cameras within the Portland Walk car park to give a greater sense of security to car park users and prevent further vandalism.
- Ensuring that all car parks are well signposted on key approach routes into the town centre.
- Review of the existing system of one-way streets in the town centre in order to maximise town centre traffic circulation and flow.
- New town centre 'bus corridor' to drop off and pick up passengers closer to the town centre, possibly running along Cavendish Street and/or Buccleuch Street.
- Areas of heavy congestion should be assessed in relation to the existing network of one-way streets within the town centre to determine if changes to the one-way network could have a positive impact on congestion in Barrow.

## 1.4 Final Report Outputs

The output of this *Transport Improvement Plan* report will be a phased action plan to enable the successful implementation of the preferred schemes. Schemes will be placed into a number of packages based upon their interrelationships and to enable issues and opportunities to be dealt with in a holistic manner. Packages should then be progressed through further feasibility, design and consultation to gauge wider support and to enable funding to be sought and progress made.

### 1.4.1 Scope of Report

This report presents the following information:

- **Chapter 2 - Methodology of Scheme Selection** - Summarises the process used to identify and assess the merits of proposed schemes.
- **Chapter 3 - Scheme Appraisal** - Details the results of the scheme assessment process and presents the schemes that are being recommended for the final action plan.
- **Chapter 4 - Preferred Schemes, Phasing and Costing** - Presents the shortlisted schemes in a proforma manner, detailing the benefits, cost and next steps recommended to further progress the schemes. Benchmark examples are also highlighted to demonstrate the nature of proposed changes.
- **Chapter 5 - Barrow Town Centre Transport Action Plan** - Outlines the schemes that we recommend as priorities for the town centre within a 'Phase One' package and highlights funding opportunities that Barrow Borough Council and Cumbria County Council can take advantage of, to enable progress to be made on the findings of the Parking and Movement Study and create change on the ground.

## 2 Methodology of Scheme Selection

### 2.1 Scheme Identification and Consultation Process

Following the completion of the baseline stage of the study, schemes to address the issues and opportunities highlighted in the baseline report were identified. This scheme identification was the result of an extensive consultation process with council officers and local stakeholders. Meetings and workshops were held with the following consultees:

- Car Parks and Admin Services team at Barrow Borough Council - 26/01/2016
- Barrow and District Disability Association - 27/01/2016
- Barrow Highways Advisory Sub-Group (HASG) - 10/02/2016
- Stagecoach (as major bus service provider in Barrow) - 29/02/16
- Barrow FSB (Federation of Small Businesses) Working Group - 29/02/2016

A further workshop was held within the immediate project team during which parking and movement ideas and initiatives were refined and options which would be unrealistic, unsuitable or unachievable were removed from the long list.

### 2.2 Scheme Groupings

Schemes were initially grouped within one of a number of themes; these themes largely corresponded to the themes from the Baseline Report under which parking and movement issues and opportunities were discussed and were as follows:

- Wayfinding & Legibility;
- Pedestrian & Cyclist Facilities;
- On-Street Car Parking;
- Off-Street Car Parking;
- Bus & Taxi Services;
- Road Safety;
- Traffic Conditions;
- Servicing; and
- Tourism.

The schemes were then further grouped according to the timescales by which each proposed intervention could be expected to be delivered. Timescales for scheme development have been designed to fit into the Barrow Borough Local Plan Period which covers the 15 year period up to 2031:

- Short Term: 0-5 years (2016-2021)
- Medium Term: 5-10 years (2022-2026)
- Long Term: 10-15 years (2027-2031)
- Beyond Local Plan: (Post 2031)

## **2.3 Assessment Criteria**

The appraisal of the scheme options was based upon a series of qualitative criteria. The aim of this assessment was to understand the anticipated benefits of each scheme as well as the cost, urgency, policy fit and potential disbenefits and objections for the schemes. Each of the themes is discussed in more detail below.

### **2.3.1 Benefits**

This theme assessed the benefits that each scheme could be expected to deliver. As the proposed schemes covered a large range of themes and were in a very early stage of development, this category took the form of an initial qualitative assessment.

### **2.3.2 Disbenefits**

The 'disbenefits' theme considered any potential disbenefits that the scheme options could be expected to create. These disbenefits included both financial and non-financial disbenefits, though not all schemes were expected to produce any negative outcomes and therefore some schemes could be classified as having no disbenefits.

### **2.3.3 Policy Fit**

This theme assessed the extent to which each of the proposed schemes aligned with the Borough and County Council policies referenced within Chapter 4 of the Baseline Report. Schemes were ranked as having a 'high', 'medium' or 'low' fit with the policies within key policy documents including the Barrow Local Plan (2016/17), Green Infrastructure Strategy (2015), Retail and Town Centre Uses Study (2013) and the 3rd Local Transport Plan for Cumbria (2011).

### **2.3.4 Cost**

Similar to the assessment against policy fit, the cost for each of the schemes was assigned a ranking of 'high', 'medium' or 'low'. This assessment of cost considered all capital and revenue elements of the schemes and therefore represented an estimation of construction as well as running costs.

### **2.3.5 Urgency**

A further assessment was made of scheme urgency, again using the 'high', 'medium' and 'low' criteria. Input from stakeholders had a significant bearing on the urgency assigned to the scheme proposals and schemes that emerged from multiple stakeholder workshops and meetings tended to score more favourably against the criteria.

### **2.3.6 Potential Objections/Interdependencies**

The final assessment criteria considered any potential objections that would be raised if the scheme was to be progressed further as well as any interdependencies with other schemes proposed within the study. As an example, the scheme to develop new bus stops along Cavendish Street was dependent upon buses being rerouted to use this road.

## 3 Scheme Appraisal

### 3.1 Scheme Long List

After the completion of the scheme identification process and the removal of options considered to be unrealistic, unsuitable or unachievable, a total of 60 scheme options formed the scheme long list. The schemes within this long list were subsequently appraised against the criteria laid out within Chapter 2. The full results of this appraisal process are included as **Appendix A** at the end of this report.

### 3.2 Assessment Process

Once the scheme appraisal process had taken place, a workshop was held with officers from Cumbria County Council to formalise the assessment results. Officers provided input as to who the lead authority would be if the scheme was to be progressed forward and using the results, a decision was reached on whether to progress and further develop each of the schemes. The results of the final scheme selection process are shown in **Table 3.1**, along with the brief rationale behind the decision.

Table 3.1: Scheme Long List and Assessment Results

| Ref.  | Scheme  | Location  | Lead Authority           | Take Forward? | Rationale  |
|---|---|---|--------------------------|---------------|--|
| <b>Wayfinding &amp; Legibility (Short Term)</b>         |   |   |                          |               |  |
| 1   | Pedestrian wayfinding signage                               | Town centre wide  | Cumbria CC               | Yes           | Relatively low cost, promotes and supports walking in the town centre  |
| 2   | Town centre interpretive boards                             | Town centre wide  | Barrow BC                | Yes           | Promotes the town's key assets and facilities, making the town more attractive to visitors                               |
| 3   | Coordinated vehicle direction signage                       | Key town centre approach routes including the A590/Abbey Road | Cumbria CC               | Yes           | Relatively low cost, short term scheme that supports increased visitor trips to the town centre, raising spending levels |
| <b>Pedestrian &amp; Cyclist Facilities (Short Term)</b> |   |   |                          |               |  |
| 4   | Improved walking routes to edge of town retail parks        | Town centre - Hindpool Retail Parks                           | Cumbria CC/<br>Barrow BC | Yes           | Scheme previously identified by the Barrow BID Steering Group as being important to the town                             |
| 4.5   | Town centre cycle storage facilities                        | Town centre wide  | Cumbria CC               | Yes           | Promotes and supports travel by bicycle to and from Barrow town centre   |
| 5   | Improved lighting through Portland Walk                     | Portland Walk MSCP  | Barrow BC                | Yes           | Beneficial to town centre shopping environment   |
| 6   | Installation of dropped crossings on Michaelson Road bridge | Michaelson Road   | Cumbria CC               | Yes           | Supports town centre access for all user groups  |
| 7   | Dropped kerbs in town centre                                | Town centre wide  | Cumbria CC               | Yes           | Supports sustainable movement within the town centre for all users; relatively low cost;                                 |



| Ref.                                      | Scheme  | Location         | Lead Authority | Take Forward? | Rationale  |
|---|---|------------------|----------------|---------------|--|
|   |   |                  |                |               | could be delivered in the short term   |
| 8   | Tactile paving in town centre                               | Town centre wide | Cumbria CC     | Yes           | Supports pedestrian movement amongst the visually impaired; relatively low cost; could be delivered in the short term  |
| <b>On-Street Car Parking (Short Term)</b> |   |                  |                |               |  |
| 9   | Maximisation of on-street parking on key commercial streets | Town centre wide | Cumbria CC     | Yes           | Relatively low cost scheme that can be implemented in the short term to support visitor parking that directly supports town centre trade                                 |
| 10  | Refurbished town centre traffic regulation orders           | Town centre wide | Cumbria CC     | No            | Recognised as an ongoing issue for Cumbria County Council to deal with; Parking Services team are working on a number of new lines and signs within the town             |
| 11  | Rationalisation of on-street loading bays                   | Town centre wide | Cumbria CC     | Yes           | Relatively low cost, short term scheme that addresses existing delivery and servicing issues and generates additional revenue from parking                               |
| 12  | On-street parking enforcement                               | Town centre wide | Cumbria CC     | No            | Being dealt with on an ongoing basis by Cumbria County Council   |
| 13  | Click and collect parking                                   | Town centre wide | Cumbria CC     | No            | Click & Collect parking is in opposition with the 10 minute parking restrictions in the town centre that are unpopular; issue should be addressed by businesses directly |
| 14  | Residents On-Street Parking Strategy                        | Town centre wide | Cumbria CC     | Yes           | Relatively low cost scheme that can be implemented in the short term to support resident parking   |
| 15  | Visitor On-Street Parking Strategy                          | Town centre wide | Cumbria CC     | Yes           | Relatively low cost scheme that can be implemented in the short term to support visitor parking  |
| <b>Off-Street Parking (Short Term)</b>    |   |                  |                |               |  |
| 16  | Oldham Street improved disabled parking                     | Oldham Street    | Barrow BC      | Yes           | Supports town centre access for all user groups  |
| 17  | Refurbishment of car park lighting                          | Town centre wide | Barrow BC      | Yes           | Increases car park security and promotes use of town centre car parks, helping to generate further revenue   |
| 18  | CCTV coverage of town centre car parks                      | Town centre wide | Barrow BC      | Yes           | Increases car park security and promotes use of town centre car parks, helping to generate further revenue   |
| 19  | Electric car charging points                                | Town centre wide | Cumbria CC     | No            | Provision of new electric car charging points in Barrow and Ulverston are already being investigated by Cumbria County Council   |
| 20  | Differential car park charging                              | Town centre wide | Barrow BC      | Yes           | Relatively low cost, short term scheme that maximises revenue from parking and improves traffic flow   |
| 21  | Increased number of car park charging                       | Town centre wide | Barrow BC      | Yes           | Relatively low cost, short term scheme that will maximise car parking revenue  |

| Ref.  | Scheme   | Location  | Lead Authority | Take Forward? | Rationale   |
|---|--|---|----------------|---------------|---|
|   | periods  |   |                |               |   |
| 22  | Charging for all car park users                                      | Town centre wide                                  | Barrow BC      | No            | Risky and contentious scheme; increased revenue from car parking could be achieved through alternative schemes. Similar scheme in South Lakeland has encountered some issues                                |
| <b>Bus &amp; Taxi Services (Short Term)</b> |  |   |                |               |   |
| 23  | Bus stop timetable information                                       | Town centre wide                                  | Cumbria CC     | Yes           | Promotes sustainable travel within Barrow   |
| 24  | Cavendish Street bus stops   | Cavendish Street                                  | Cumbria CC     | Yes           | Supports Scheme 25 to introduce a new town centre bus corridor  |
| 25  | Cavendish Street bus route   | Rawlinson Street - Cavendish Street - Duke Street | Cumbria CC     | Yes           | Will provide a more desirable town centre bus service, promoting shopping within the town   |
| 26  | Duke Street/Cornwallis Street bus stop and public realm improvements | Duke Street - Cornwallis Street                   | Cumbria CC     | Yes           | Improves the attractiveness of bus travel and the environment of the area as a whole; Cornwallis Street junction identified as being a key safety concern within the town (fatal accident in December 2014) |
| 27  | Bus stop access kerbs  | Town centre wide                                  | Cumbria CC     | Yes           | Increases accessibility of bus travel for all user groups   |
| 28  | Bus stop infrastructure  | Town centre wide                                  | Cumbria CC     | Yes           | Promotes sustainable travel within Barrow   |
| <b>Road Safety (Short Term)</b>             |  |   |                |               |   |
| 30  | Hindpool Road crossing point   | Hindpool Road/Hindpool Retail Park                | Cumbria CC     | Yes           | Location of new crossing point is on a well-used route between BAE Systems and the town centre  |
| <b>Servicing (Short Term)</b>               |  |   |                |               |   |
| 32  | Restricted town centre servicing periods                             | Town centre wide                                  | Cumbria CC     | No            | Not practical as a result of the uncertainty surrounding HGV arrival times  |
| <b>Tourism (Short Term)</b>                 |  |   |                |               |   |
| 33  | Sign Abbey Road as tourist route from A590                           | A590 - Abbey Road junction                        | Cumbria CC     | Yes           | Will help to create a better first impression of the town to visitors and tourists and takes vehicles past Furness Abbey, a key tourist attraction for the town   |
| 34  | Pedestrian wayfinding signage at Barrow Rail Station                 | Barrow-in-Furness Rail Station                    | Cumbria CC     | Yes           | Supports navigation within Barrow town centre for visitors to the town who have travelled by train  |
| 35  | Coach drop-off / pick-up facility in the town centre                 | To be identified                                  | Cumbria CC     | No            | Designated facility not seen as necessary for coach trade in the town   |
| 36  | Improved tourist information offer                                   | The Forum   | Cumbria CC     | Yes           | Will increase the attractiveness of the town to visitors and tourists   |

| Ref.   | Scheme   | Location                                   | Lead Authority         | Take Forward? | Rationale   |
|--|--|--|------------------------|---------------|---|
| <b>Wayfinding &amp; Legibility (Medium Term)</b>         |  |  |                        |               |   |
| 37   | Improved cycle network   | Town centre wide                           | Cumbria CC             | Yes           | Encourages travel by bicycle within the town, supports visitors to the town who have come to use the National Cycle Network                             |
| 38   | Town centre circulation  | Town centre wide                           | Cumbria CC             | Yes           | Supports journey time within Barrow and offers a chance to reconfigure the road network to make it more cyclist friendly                                |
| <b>Pedestrian &amp; Cyclist Facilities (Medium Term)</b> |  |  |                        |               |   |
| 31   | Duke Street public realm improvements  | Duke Street                                | Cumbria CC             | Yes           | Supports sustainable movement within the town centre; relatively low cost   |
| 39   | Contra flow cycle lanes on one-way streets   | Town centre wide                           | Cumbria CC             | Yes           | Supports sustainable movement within the town centre; relatively low cost   |
| 40   | Town centre footway refurbishment on key routes                                    | Town centre wide                           | Cumbria CC             | No            | Capital budget allocated for refurbishment of footways on an ongoing basis  |
| 41   | Street furniture rationalisation   | Town centre wide                           | Cumbria CC             | Yes           | Will support ongoing work to assess areas of unnecessary guard railing within the town  |
| 42   | Promote walk route between proposed BAE car park off Hindpool Road and town centre | Hindpool Road                              | Cumbria CC             | No            | Considered that BAE Systems should take the lead on linking their new car park into existing and emerging wayfinding schemes                            |
| 44   | Refurbish public lavatories, Hall Street car park                                  | Hall Street car park                       | Barrow BC              | Yes           | The Hall Street car park is the busiest car park within the town and this scheme will support Scheme 50 to further improve the desirability of the site |
| 45   | Improved pedestrian and cycle links between town centre and BAE / Docks            | BAE Systems buildings - Barrow town centre | Cumbria CC             | No            | Seen as desirable but difficult to achieve by Cumbria County Council within the context of this study   |
| 46   | Upgraded footway surfacing though open market area                                 | Portland Walk - Stephen Street             | Cumbria CC             | No            | Ongoing maintenance issue rather than a scheme requiring further feasibility work and a business case   |
| 46.5   | Creation of a new pedestrian space between Portland Walk and Duke Street           | Portland Walk                              | Cumbria CC / Barrow BC | Yes           | Improved pedestrian environment encouraging extended dwell time within the town centre and improved revenue generation                                  |
| <b>On-Street Car Parking (Medium Term)</b>               |  |  |                        |               |   |

| Ref.   | Scheme   | Location                          | Lead Authority         | Take Forward? | Rationale  |
|--|--|-----------------------------------|------------------------|---------------|--|
| 47   | Borough council to take back enforcement of on-street waiting restrictions | Town centre wide                  | Cumbria CC             | No            | Not an aspiration for the Council  |
| <b>Off-Street Car Parking (Medium Term)</b>  |  |                                   |                        |               |  |
| 48   | Town centre gateway car park   | Northern edge of town centre      | Cumbria CC / Barrow BC | Yes           | Aspirational but doesn't require significant further work within this study  |
| 49   | Pay on foot at Portland Walk MSCP  | Portland Walk MSCP                | Barrow BC              | Yes           | Encourages further use of the Portland Walk MSCP; as identified within the car park usage statistics, Portland Walk is currently poorly used   |
| 50   | Decking of Hall Street car park  | Hall Street car park              | Cumbria CC / Barrow BC | Yes           | Supports further parking and revenue from the town's best used car park; further work should also examine the potential to distribute town centre parking more evenly                            |
| <b>Bus &amp; Taxi Services (Medium Term)</b> |  |                                   |                        |               |  |
| 51   | Additional facilities at Ramsden Square bus station                        | Abbey Road - Duke Street junction | Cumbria CC             | Yes           | Need for better bus station has been identified by the County Council and potential sites for a new/upgraded terminus are currently being examined   |
| 52   | Town Hall bus only link between Cornwallis Street and Market Street        | Town Hall                         | Cumbria CC             | Yes           | Supports travel by bus within Barrow, helping to encourage greater use and reduce travel by private car  |
| <b>Traffic Conditions (Medium Term)</b>      |  |                                   |                        |               |  |
| 53   | Hindpool Retail Park access  | Hindpool Retail Park              | Cumbria CC             | Yes           | The improvements package will help to address a number of issues including retail park access and egress as well as pedestrian safety  |
| <b>Tourism (Medium Term)</b>                 |  |                                   |                        |               |  |
| 54   | Promotion of Barrow to coach operators / tour guides                       | National                          | Barrow BC              | Yes           | Supports the town's economy and should be further explored but is not a concern to be addressed by the highways team   |
| 55   | Promotion of Barrow in other towns in Cumbria and further afield           | Cumbria wide                      | Barrow BC              | Yes           | As in the case of scheme 54, this scheme will support the economy of the town but is not a highways scheme as such and will be better dealt with by another department of Barrow Borough Council |
| 56   | Coach parking and driver facilities close to town centre                   | To be identified                  | Cumbria CC             | No            | Town centre coach parking will be investigated as part of a new town centre Transport Interchange, as covered by Scheme 60   |
| 57   | Town centre  | John Whinnerah                    | Cumbria                | No            | Scheme requires modification - possibly being  |

| Ref.   | Scheme  | Location           | Lead Authority         | Take Forward? | Rationale  |
|--|---|--------------------|------------------------|---------------|--|
|  | gateway feature at the John Whinnerah roundabout          | roundabout         | CC                     |               | less location specific; gateway feature on Park Road i.e. 'Welcome to Barrow' could be provided as an alternative within the scope of scheme 3                           |
| <b>Pedestrian &amp; Cyclist Facilities (Long Term)</b> |   |                    |                        |               |  |
| 58   | Green Space Infrastructure                                | Town centre wide   | Cumbria CC             | Yes           | Will help to soften and beautify the town, making it more attractive for both residents and visitors   |
| <b>Off-Street Car Parking (Long Term)</b>              |   |                    |                        |               |  |
| 59   | Refurbishment and improved security of Portland Walk MSCP | Portland Walk MSCP | Barrow BC              | Yes           | Scheme doesn't require extensive development within this study but has been identified as a long term priority for town centre regeneration                              |
| <b>Bus &amp; Taxi Services (Beyond Local Plan)</b>     |   |                    |                        |               |  |
| 60   | Town Centre Transport Interchange                         | To be identified   | Cumbria CC / Barrow BC | Yes           | Scheme meets a number of objectives for the county and borough councils including improving the attractiveness of public transport and encouraging coach trade in Barrow |

### 3.3 Scheme Short List

As can be seen from the results of **Table 3.1**, the scheme selection process led to a total of 46 schemes being taken forward to form the short list of schemes. These schemes were then subject to further development, design and costing as described within the following sections of this report.

## 4 Shortlisted Schemes and Costing

### 4.1 Scheme Proformas

This chapter presents the 46 shortlisted schemes in a series of proformas, detailing how the schemes have been developed, providing a clear indication of expected scheme benefits as well as the next steps needed to enable the schemes to be implemented. Indicative scheme costing and phasing details have also been provided and benchmark examples of schemes and infrastructure from other areas have been cited to demonstrate that the proposed transport improvements will help to alleviate current issues. Where appropriate, an indicative design has also been provided for the scheme.

To enable the schemes to be effectively designed and costed, some schemes have been collated and presented together. As an example, the 'Cavendish Street bus stops' and 'Cavendish Street bus route' proposals have been presented within one proforma and one design as the two schemes are interdependent in the provision of a new town centre bus route. However, each scheme or package of two schemes has been assessed on a standalone basis and therefore further development will need to take account of other schemes within the strategy. For example, design of the new Cavendish Street bus route and stops will need to take account of proposals within the town's On-Street Parking Strategy as space for on-street parking on Cavendish Street will be reduced if more buses are using the road and bus stops are located on the route. The order of the scheme proformas relates to the scheme order within **Table 3.1**.

At this stage it is important to stress that all costing figures are high level and exclude any potential costs incurred from land acquisition and connection to utility services. These costings are likely to change as more detailed scheme designs are developed.

Also, it is highlighted that an amount of risk and design development has been allowed for, and for the majority of the schemes, the following rates have been used on the total Construction Cost estimate:

- Design Development / Fees: 16%
- Risk: 21%
- Inflation: 10%

On the Proformas, these amounts have been summarised as 'Fees and Risk'.

**SCHEME 1: PEDESTRIAN WAYFINDING SIGNAGE** **THEME: Wayfinding & Legibility**

**DESCRIPTION** **BENEFITS**

Improved directional signage and routes for pedestrians and cyclists within the town centre. Some directional signage is provided in the pedestrianised area of Dalton Road however the attractions listed need updating and walking times and distances could be given.

As identified within the *Barrow Local Plan: Preferred Options Consultation Draft (June 2015)* and the *Barrow Urban Design Framework (2005)*, pedestrian routes to key attractions and amenities including car parks should be easily identifiable for visitors to the town. New and revised signage will make town centre navigation clearer for visitors. Signs to specific attractions including The Dock Museum will help to boost visitor numbers, whilst increasing the permeability between the town centre and the Port Area. The scheme is relatively low cost and will support walking and cycling provisions in the town as opposed to travel by other modes.



**BENCHMARKING**



Pedestrian wayfinding in Liverpool City Centre provides an indication of walking times to popular destinations and key attractions including museums and art galleries. The signs also make use of coloured symbols including blue car parking icons, increasing the ease with which members of the public can interpret the displayed information.

**COSTING** **NEXT STEPS**

- Construction: £18,450
- Fees and Risk: £8,672
- Project Estimate: **£27,122**

The cost estimates for this scheme would allow for 15 new pedestrian and cycle direction signs to be provided.

Suitable locations for new signs must be identified and are likely to include areas in the vicinity of public transport interchanges and car parks as these are key entry points to the town for visitors. A full audit of the town centre will be needed to determine sites for where signs could be erected and to calculate walking times and distances between key attractions and amenities. A plan can then be created to show the locations of the new signs for further consultation with key stakeholders.

**PHASING**

**Short Term**

**SCHEME 2:  
TOWN CENTRE INTERPRETIVE BOARDS**

**THEME:  
Wayfinding & Legibility**

**DESCRIPTION**

Installation of interpretive and wayfinding boards at key locations in the town centre.



**BENEFITS**

As shown in the adjacent image, some town plan boards are currently provided in the town centre however these are unsuitable as they are too high off the ground to be read by all users, particularly children and wheelchair users. New boards should be provided to indicate walking routes and times to key attractions and improve wayfinding for visitors to the town. The boards will help to further encourage navigation of the town on foot rather than by vehicle.

**BENCHMARKING**



The Gold Route in Sheffield connects a number of public spaces and streets between Sheffield Rail Station and Devonshire Green. The public spaces include Hallam Square which features a number of seating areas as well as water features. Interpretive boards are provided along the length of the Gold Route, as shown to the



right. These boards provide orientated maps for pedestrians as well as walking routes and estimated times to key amenities within the town centre. Contextual information is also provided for key streets and buildings, promoting the city's history to both visitors and local people.

**COSTING**

- Construction: £36,900
- Fees and Risk: £17,343
- Project Estimate: **£54,243**

This cost estimate accounts for the provision of 6 new interpretive boards.

**NEXT STEPS**

As in the case of the 'Pedestrian wayfinding signage' scheme, suitable locations for new signs must be identified. This should include areas close to Barrow Rail Station as well as town centre car parks as these are key entry points to the town for visitors. Barrow Borough Council should liaise with the BID Group with regard to both scheme design and funding as improved wayfinding will offer significant opportunities for town centre businesses.

**PHASING**

**Short Term**



**SCHEME 3:**  
**COORDINATED VEHICLE DIRECTION SIGNAGE**      **THEME:**  
**Wayfinding & Legibility**

**DESCRIPTION**

Provision of consistent directional signage to key destinations including car parks and visitor attractions on town centre approach routes, including the A590/Abbey Road.



**BENEFITS**

Improved wayfinding to town centre car parks and attractions will support increased visitor trips to the town centre, raising spending levels within the town. Improved signage will also improve road safety, particularly amongst visitors to the town who may be unfamiliar with the local network. An enhanced signage system could also be used to help reduce town centre congestion by directing vehicles towards routes with higher capacity.

As shown in the image to the left, directions are currently provided to car parks from key town centre approach routes including Abbey Road, however these car parks would be far more identifiable with the addition of the blue 'P' parking symbol.

**BENCHMARKING**

The directional signage on Duke Street, between Nelson Street and Anson Street, to town centre car parks provides a good example of how other town centre car park signs might look.

This sign indicates both long and short stay car parking options in the town centre as well as making use of the blue 'P' parking symbol to increase the speed and ease at which drivers are able to understand that the sign provides car parking information.



**COSTING**

- Construction: £27,675
- Fees and Risk: £13,007
- Project Estimate: **£40,682**

This cost estimate accounts for the provision of 5 directional map-type signs and 10 directional chevron-type signs.

**NEXT STEPS**

A full audit of vehicle direction signs in Barrow town centre is first needed to identify existing signage provisions. This will enable Cumbria County Council to identify locations where signage is substandard and should be improved. Development of this scheme should also tie into other proposed schemes including the scheme to sign Abbey Road as the tourist route to the town from the A590.

**PHASING**

**Short Term**

**SCHEME 4**  
**IMPROVED WALKING ROUTES TO EDGE OF TOWN RETAIL PARKS**

**THEME:**  
**Pedestrian & Cyclist Facilities**

**DESCRIPTION**



This scheme proposes the creation of a new urban pocket park between Hindpool Retail Park and Duke Street in addition to public realm and pedestrian crossing upgrades on Duke Street.

**BENEFITS**

As shown within **Figure 1** that follows this proforma, it is proposed that a new path will run through the pocket park, formalising access from Barrow town centre towards the Hindpool Retail Parks. A new pelican crossing point on Duke Street will improve safety for pedestrians walking between the retail parks and town centre, and the public realm upgrades on Duke Street will increase the quality of the town centre environment along a key access route into the town. By improving the linkage between the retail parks and town centre, the scheme will bring economic benefits to both retail park and town centre businesses.

**BENCHMARKING**

The Emlyn Street Car Park Project was delivered within the scope of the £4.13m *Barrow Town Centre Public Realm Scheme*. At Emlyn Street, the scheme involved the demolition of old industrial and commercial buildings and the construction of a new landscaped garden and car park. Coronation Gardens, adjacent to Emlyn Hughes House, provides a further example of how the new pocket park might look; both the Emlyn Street and Coronation Gardens represent a significantly improved environment in comparison to the existing informal cut through between Hindpool Retail Park and Duke Street.



**COSTING**

- Construction: £157,563
- Fees and Risk: £74,055
- Project Estimate: **£231,618**

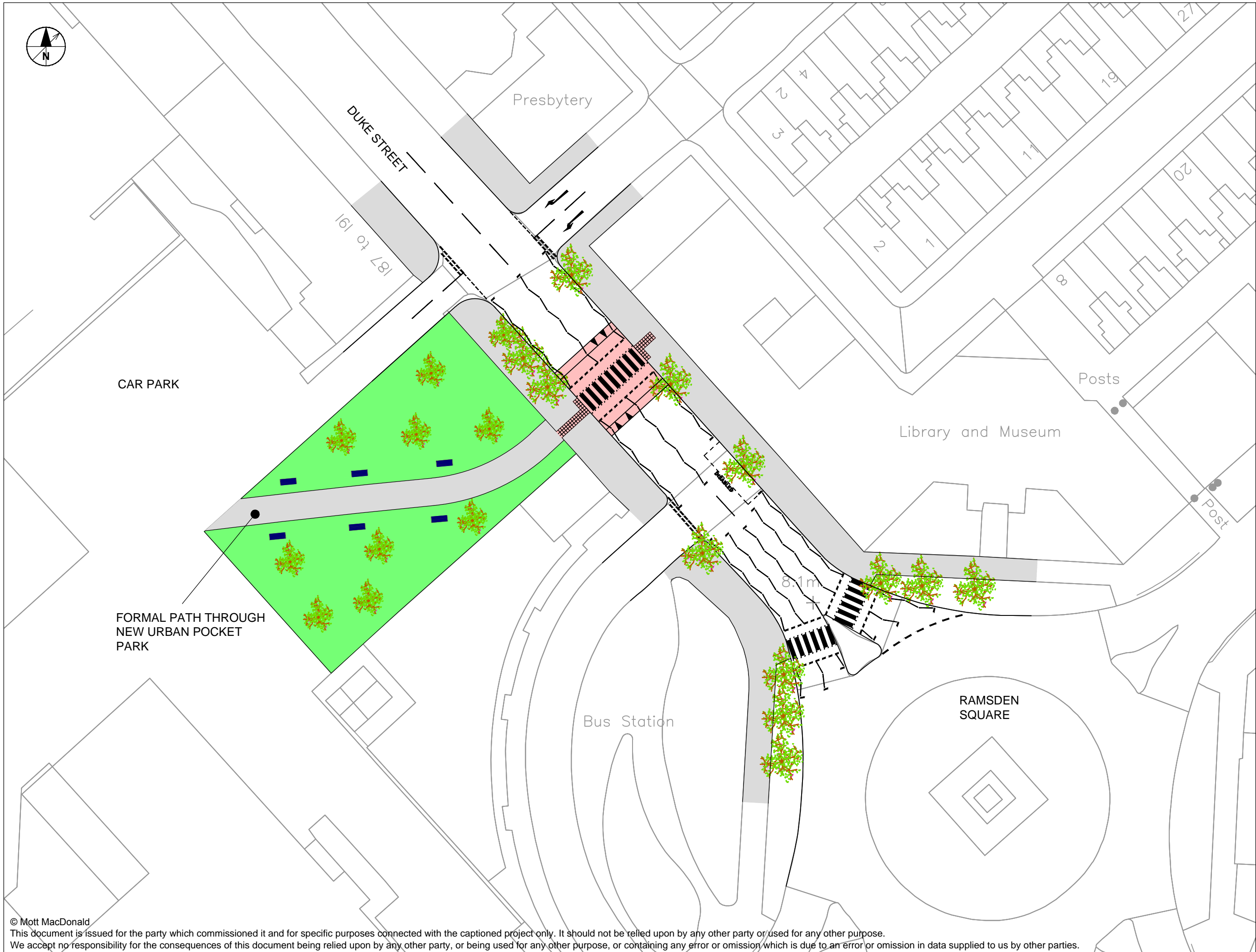
This estimate accounts for landscaping, lighting, footway, a new pelican crossing and street furniture costs.

**NEXT STEPS**

The area of land identified for the pocket park is currently owned by a third party and therefore negotiation will be needed for the Borough Council to purchase the land. A scheme to improve pedestrian routes between the town centre and retail parks was previously identified by the Barrow BID Steering Group as being important to the town and therefore development of the scheme should take place in conversation with the BID Group.

**PHASING**

**Short Term**



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**FIGURE 1, IMPROVED WALKING ROUTES TO EDGE OF TOWN RETAIL PARKS**

**SCHEME 4.5**  
**TOWN CENTRE CYCLE STORAGE FACILITIES**

**THEME:**  
**Pedestrian & Cyclist Facilities**

**DESCRIPTION**



It is proposed that new cycle storage facilities are provided in the town centre in order to provide more secure and more desirable parking for

bicycles in comparison to existing parking provisions in the Dalton Road area.

**BENEFITS**

Improved town centre cycling parking will further promote cycling within the town for both leisure and business purposes. As noted within the Baseline Report, the proportion of journeys made on foot or by bicycle in Barrow far exceeds the national average and enhanced cycle storage will support the current high demand. The scheme also supports policies within both the *Barrow Local Plan: Preferred Options Consultation Draft (June 2015)* and the *National Planning Policy Framework (2012)* to ensure that people have access to high quality and secure cycle parking facilities.

**BENCHMARKING**

The cost estimate below accounts for the provision of 8 cycle stores, each able to hold two bicycles. It is envisaged that the new stores would be of similar design to those shown in the adjacent images. These lockers are constructed from heavy-duty steel and so are well suited to being positioned outside in the town centre. Potential sites for town centre cycle storage are shown in **Figure 2** that follows this proforma.



**COSTING**

- Construction: £5,904
- Fees and Risk: £2,775
- Project Estimate: **£8,679**

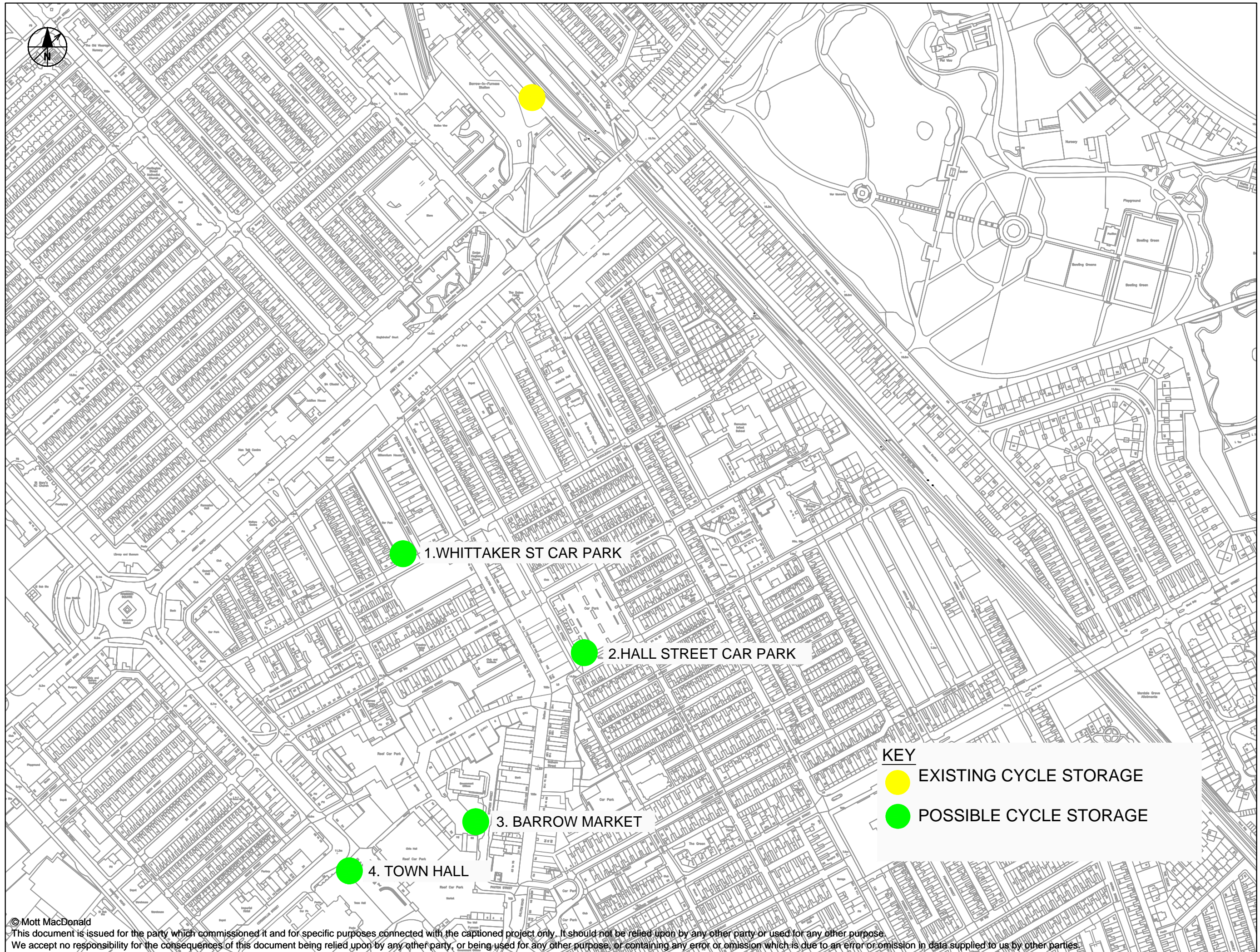
Accounts for the provision of 8 cycle stores.

**NEXT STEPS**

Cumbria County Council should initially focus on improving town centre cycle storage facilities before extending this focus to other areas of the town. Council guidelines require all new car parks to provide secure cycle parking facilities and therefore the Council should work with developers to ensure that these facilities will be fit for purpose.

**PHASING**

**Short Term**

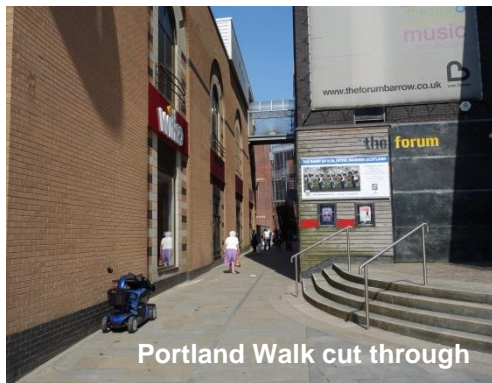


**SCHEME 5  
 IMPROVED LIGHTING THROUGH PORTLAND WALK**

**THEME:**  
 Pedestrian & Cyclist Facilities

**DESCRIPTION**

New and upgraded lighting in the pedestrian walkway between Portland Walk and Duke Street.



**BENEFITS**

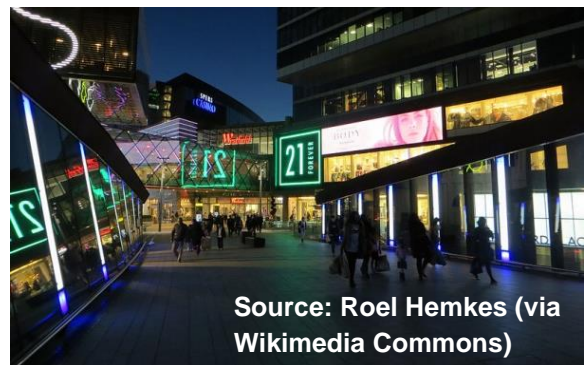
The walkway is a well-used route and provides direct access between the shopping area of Portland Walk and the Town Hall, Forum and town centre bus stops on Duke Street.

Lighting is currently provided in the corridor during hours of darkness however this lighting should be improved to enhance the attractiveness of the route and increase pedestrian safety.

The lighting improvements will be beneficial to the town centre shopping environment as a whole, making Barrow more attractive to investors and businesses.

**BENCHMARKING**

Westfield Stratford City shopping centre, opened in 2011, benefits from a number of floor-to-ceiling lights on key walk routes to the shopping centre. The adjacent image shows the principal route for pedestrians between the shopping centre and Stratford Station, providing both an attractive walking route as well as increasing the sense of safety amongst shoppers. A similar provision of floor-to-ceiling lights on walkway towards Portland Walk would provide a significant upgrade to the town centre environment as well as perceptions of safety.



**COSTING**

- Construction: £12,300
- Fees and Risk: £5,781
- Project Estimate: **£18,081**

**NEXT STEPS**

Further benchmarking of lighting provisions in other areas is needed to identify how new lighting in the area might look. The scheme could be delivered as part of a package of town centre improvements alongside new tactile paving and dropped kerbs.

**PHASING**

**Short Term**

**SCHEME 6**  
**INSTALLATION OF DROPPED CROSSINGS ON MICHAELSON ROAD BRIDGE**

**THEME:**  
**Pedestrian & Cyclist Facilities**

**DESCRIPTION** **BENEFITS**



This scheme proposes installing a new dropped crossing on Michaelson Road at the junction with Hindpool Road slip road, as shown above. An indicative design for the scheme is shown overleaf in **Figure 3**.

This scheme proposal was identified as a priority for the town by members of the Barrow and District Disability Association. It was highlighted that the current lack of a dropped crossing at the junction acts as a barrier to movement for town centre users with mobility impairments and that a number of mobility scooters have been damaged when attempting to use the crossing.

It is proposed that the new crossing will incorporate tactile paving, increasing the suitability of the crossing for pedestrians with visual impairments. As recognised within the *Barrow Urban Design Framework (2005)*, town centre access and permeability for all users is a priority for the borough council. This scheme will help to improve access to the town on a key corridor from Barrow Island.

**BENCHMARKING**



Existing dropped crossings in Barrow town centre show how the new dropped crossing on Michaelson Road bridge might look. The crossing on Allison Street in the adjacent image has dropped kerbs on either side of the road as well as tactile paving.

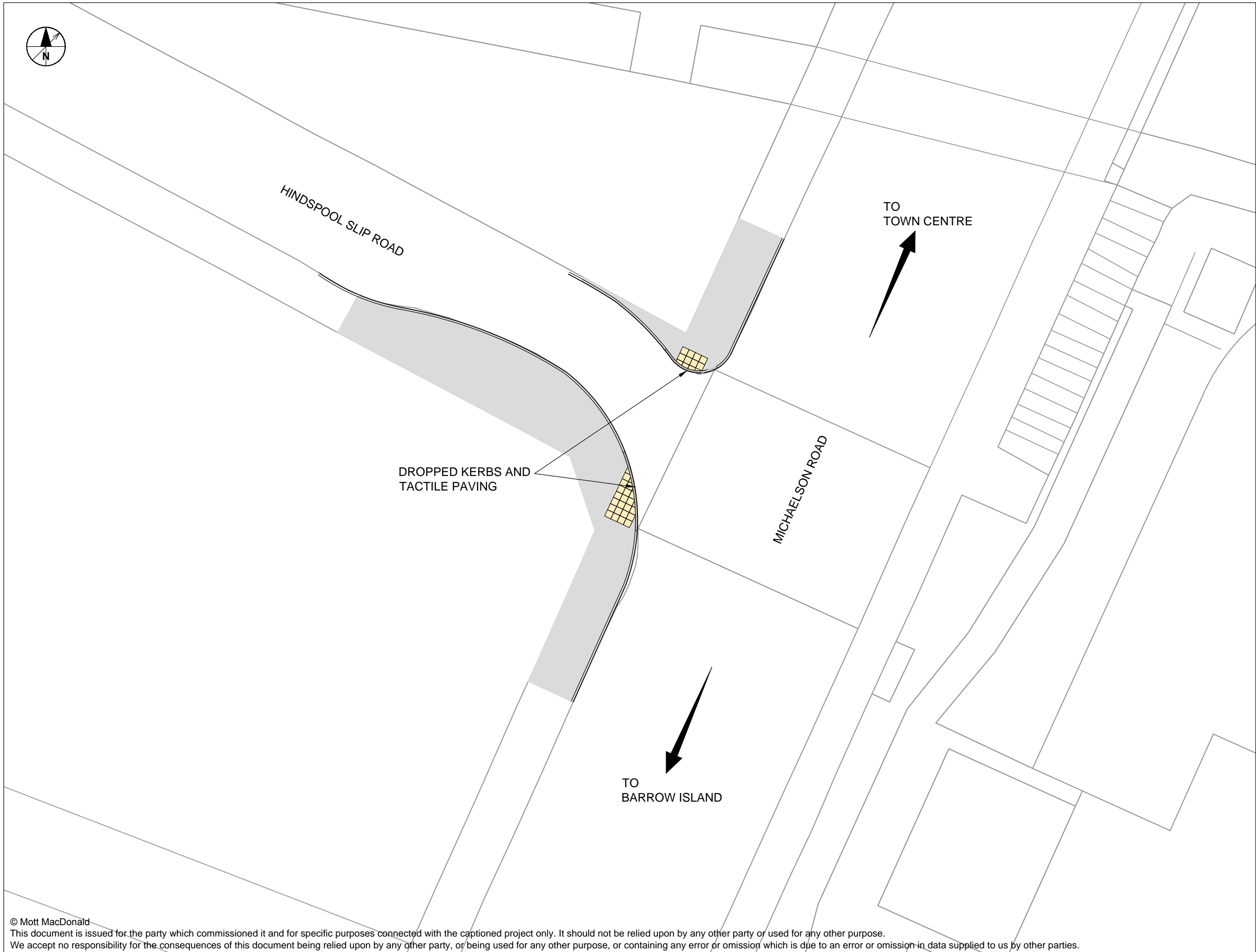
**COSTING** **NEXT STEPS**

- Construction: £3,690
- Fees and Risk: £1,734
- Project Estimate: **£5,424**

As noted by Council officers, the Hindpool Road slip road is privately owned and therefore discussion with the owners of the road will be needed before proposals for the new crossing can be developed.

**PHASING**

**Short Term**



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**SCHEMES 7 & 8**

**DROPPED KERBS IN TOWN CENTRE & TACTILE PAVING IN TOWN CENTRE**

**THEME:**

**Pedestrian & Cyclist Facilities**

**DESCRIPTION**

These two schemes propose the installation of dropped kerbs on all pedestrian routes within the town centre alongside new tactile paving at crossing points.



As an example, the junction of School Street with Crellin Street, shown above, lacks both dropped kerbs as well as tactile paving to enable the safe crossing of all town centre users. Key town centre walking routes which should be a priority for investment are shown in **Figure 4**.

**BENEFITS**

The provision of new dropped kerbs and tactile paving will help to create a more inclusive town centre with enhanced opportunities for pedestrian movement. Users of wheelchairs as well as those with pushchairs will also benefit from improved accessibility within the town.

As highlighted within the Baseline Report, data from the Office for National Statistics reveals that 13% of all residents in Barrow-in-Furness are 'limited a lot' in their day-to-day activities, a far higher proportion than the national average of 8.3%. This emphasises the need for a town centre environment that is suitable for a high proportion of local residents with mobility impairments.

**BENCHMARKING**

Witton Road in Northwich was subject to a number of public realm improvements in 2012 as part of a wider town centre regeneration programme. Alongside improvements to the road surface of Witton Road, new dropped crossings and tactile paving were introduced in key locations including the junction of Witton Street and Meadow Street, as shown in the adjacent image.



**COSTING**

- Construction: £36,900
- Fees and Risk: £17,343
- Project Estimate: **£54,243**

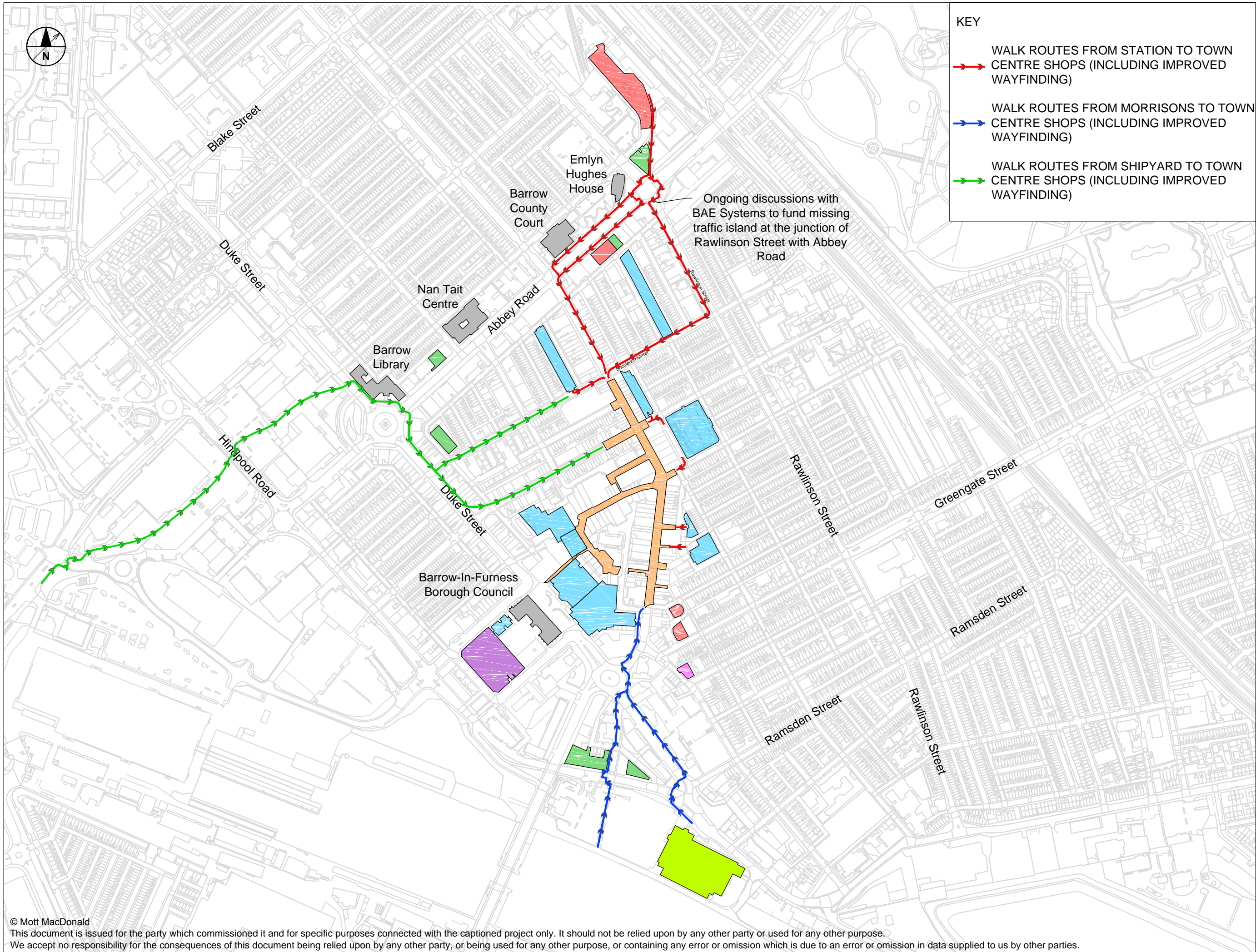
This cost estimate accounts for the provision of new dropped kerbs and tactile paving in 20 areas of the town centre.

**NEXT STEPS**

In the meeting with Barrow and District Disability Association, it was noted that an exercise to determine where dropped kerbs should be located in Barrow has taken place within the last few years in partnership with the County Council. If possible this information should be retrieved and updated as a first step in the development of the scheme.

**PHASING**

**Short Term**




**FIGURE 4, TOWN CENTRE ACCESSIBLE PEDESTRIAN ROUTES**

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|   |  |  |
|---|--|--|
| <b>SCHEME 9</b><br><b>MAXIMISATION OF ON-STREET PARKING ON KEY COMMERCIAL STREETS</b> |  | <b>THEME:</b><br><b>On-Street Car Parking</b>  |
| <b>DESCRIPTION</b>  |  <p>This scheme proposes maximising car parking spaces on key commercial streets in the town centre including Cavendish Street.</p> | <b>BENEFITS</b><br>Enhanced customer parking provision outside of town centre businesses will be beneficial to the town's economy. The reconfiguration and creation of new parking spaces can be progressed on an ongoing basis in the town through revised traffic orders. The scheme should tie into the work of the new on-street parking strategy. |
| <b>COSTING</b>  | <ul style="list-style-type: none"> <li>Construction: £34,440</li> <li>Fees and Risk: £16,187</li> <li>Project Estimate: <b>£50,627</b></li> </ul>  | <b>NEXT STEPS</b><br>Initially, streets with a high concentration of commercial properties will need to be identified and these should be the focus for space reconfiguration.   |
| <b>PHASING</b>  |  |  |

**Short Term**

|  |  |   |
|--|--|---|
| <b>SCHEME 11</b><br><b>RATIONALISATION OF ON-STREET LOADING BAYS</b> |  | <b>THEME:</b><br><b>On-Street Car Parking</b>   |
| <b>DESCRIPTION</b>   |  <p>Within this scheme, it is proposed that on-street loading bays are redesignated through TROs and servicing zone restrictions are better enforced.</p> | <b>BENEFITS</b><br>In multiple site visits it was observed that cars are currently parking in on-street loading bays in the town centre. If restrictions are better enforced and poorly used bays are removed, cars will need to park in designated parking areas, removing traffic from town centre streets. This will also help to generate additional car parking revenue. |
| <b>COSTING</b>   | <ul style="list-style-type: none"> <li>Construction: £17,220</li> <li>Fees and Risk: £8,093</li> <li>Project Estimate: <b>£25,313</b></li> </ul>   | <b>NEXT STEPS</b><br>It is recommended that a full audit of town centre on-street loading bays is undertaken to identify current occupation rates.  |
| <b>PHASING</b>   |  |   |

**Short Term**

**SCHEMES 14 & 15**

**RESIDENTS & VISITOR ON-STREET PARKING STRATEGY**

**THEME:**

**On-Street Car Parking**

**DESCRIPTION**

A new on-street parking strategy is proposed in Barrow town centre for the benefit of both residents and visitors. Primarily, it is proposed that the number of parking restriction periods in the town centre is reduced and



Crellin Street parking bays

that areas of resident only parking are introduced.

**BENEFITS**

Uniform waiting restrictions on town centre streets will improve the ease with which visitors understand restrictions in the town. As shown in the **Figure 5** scheme design that follows this proforma, it is proposed that all commercial and residential/commercial parking areas have a '1 hour no return within 2 hours' restriction. Currently, a number of '10 minutes no return within 1 hour' restrictions are in place outside of town centre businesses however the increase to 1 hour parking periods will provide an economic benefit to the town by giving customers more time to visit businesses. The introduction of Residents Parking Zones (RPZs) will also increase the ease at which residents are able to find a parking space closer to their home.

**BENCHMARKING**



Source: Google Maps (2009)



Source: Google Maps (2015)

At Palmyra Square North in Warrington, on-street parking restrictions have been recently revised to maximise disabled parking provisions close to the town centre as well as to improve traffic flow by shifting the majority of available bays to one side of

the road. Additional bays have also been marked out to clarify available parking areas.

**COSTING**

- Construction: £143,067
- Fees and Risk: £67,242
- Project Estimate: **£210,309**

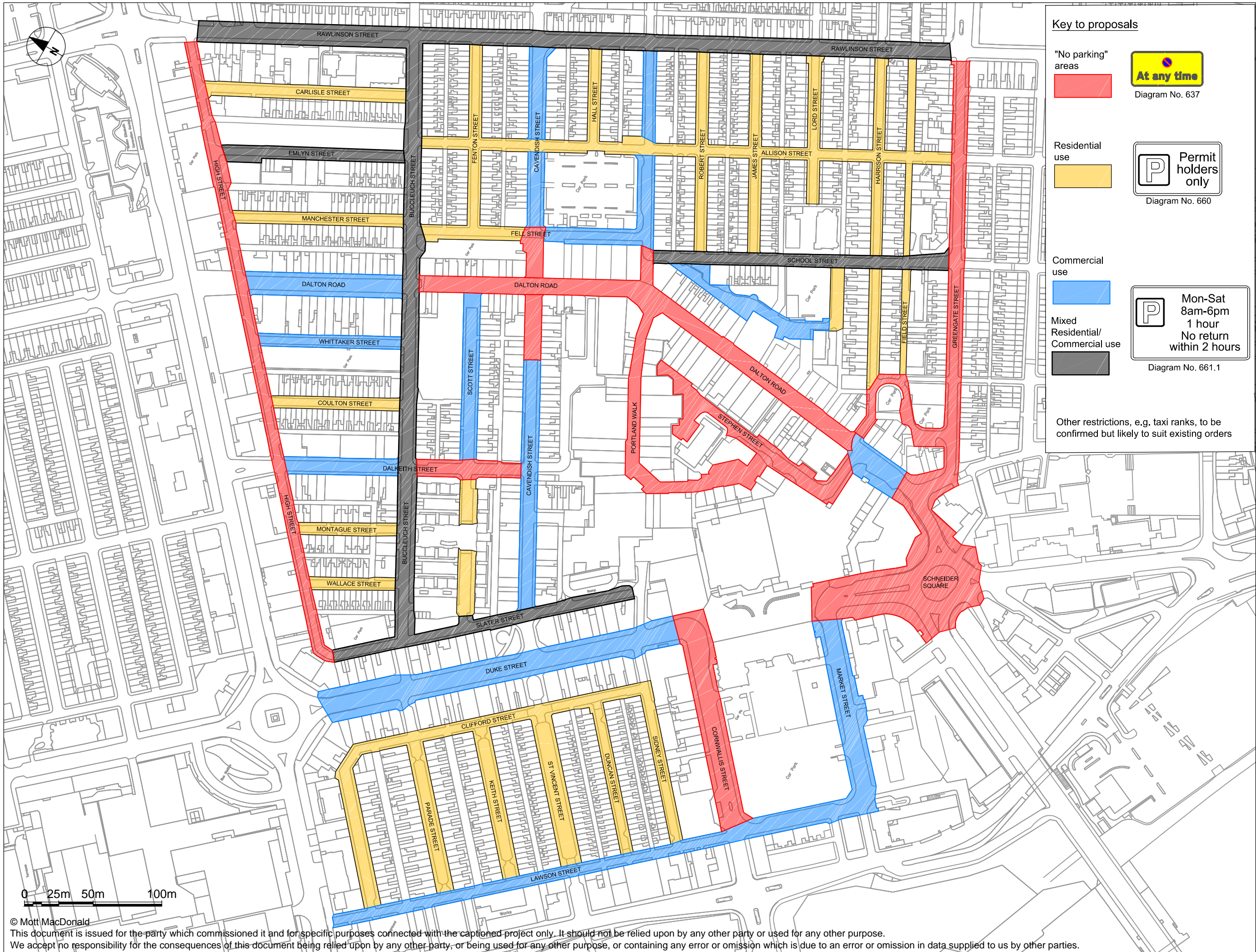
Funding will initially be required for public consultation and scheme design This cost estimate accounts for the provision of new gateway and waiting restriction signage as well as revised road markings.

**NEXT STEPS**

Previous proposals to introduce on-street parking changes in Barrow have attracted widespread interest from the public. It is recommended that a Working Group is set up to help further define and develop the new parking strategy. This will help to ensure representation from members of the public as the strategy is developed. The use of controlled parking zoning could also be investigated at consultation stage.

**PHASING**

**Short Term**



**FIGURE 5 - BARROW TOWN CENTRE - PROPOSED PARKING RESTRICTIONS**

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**SCHEME 16  
 OLDHAM STRET DISABLED PARKING**

**THEME:  
 Off-Street Car Parking**

**DESCRIPTION**

This scheme proposes increasing the number of disabled parking spaces in Oldham Street car park and providing improved pedestrian routes between the car park and the pedestrianised area of Dalton Road, as shown in **Figure 6** that follows this proforma.



Existing disabled bays at Oldham Street

**BENEFITS**

The scheme will improve access to the town centre for blue badge holders and maximise disabled parking provisions in an area of the town centre where high demand for disabled parking exists.

The car park is located adjacent to the Barrow and District Disability Association as well as Shop Mobility, a business selling mobility aids and vehicles. In previous site visits, a high proportion of the existing disabled spaces were taken and new spaces will help to cater for this demand. The scheme will also improve the ease at which town centre users with mobility impairments can access the town's retail core, to the benefit of both the car park users and town centre businesses.

**BENCHMARKING**

A number of examples from around the country can be highlighted to show strong disabled parking provisions. The adjacent image shows a typical stretch of disabled parking in a supermarket car park, with large hatched areas between spaces to allow ample space for wheelchair and blue badge holders to move between cars.



**COSTING**

- Construction: £105,657
- Fees and Risk: £49,659
- Project Estimate: **£155,316**

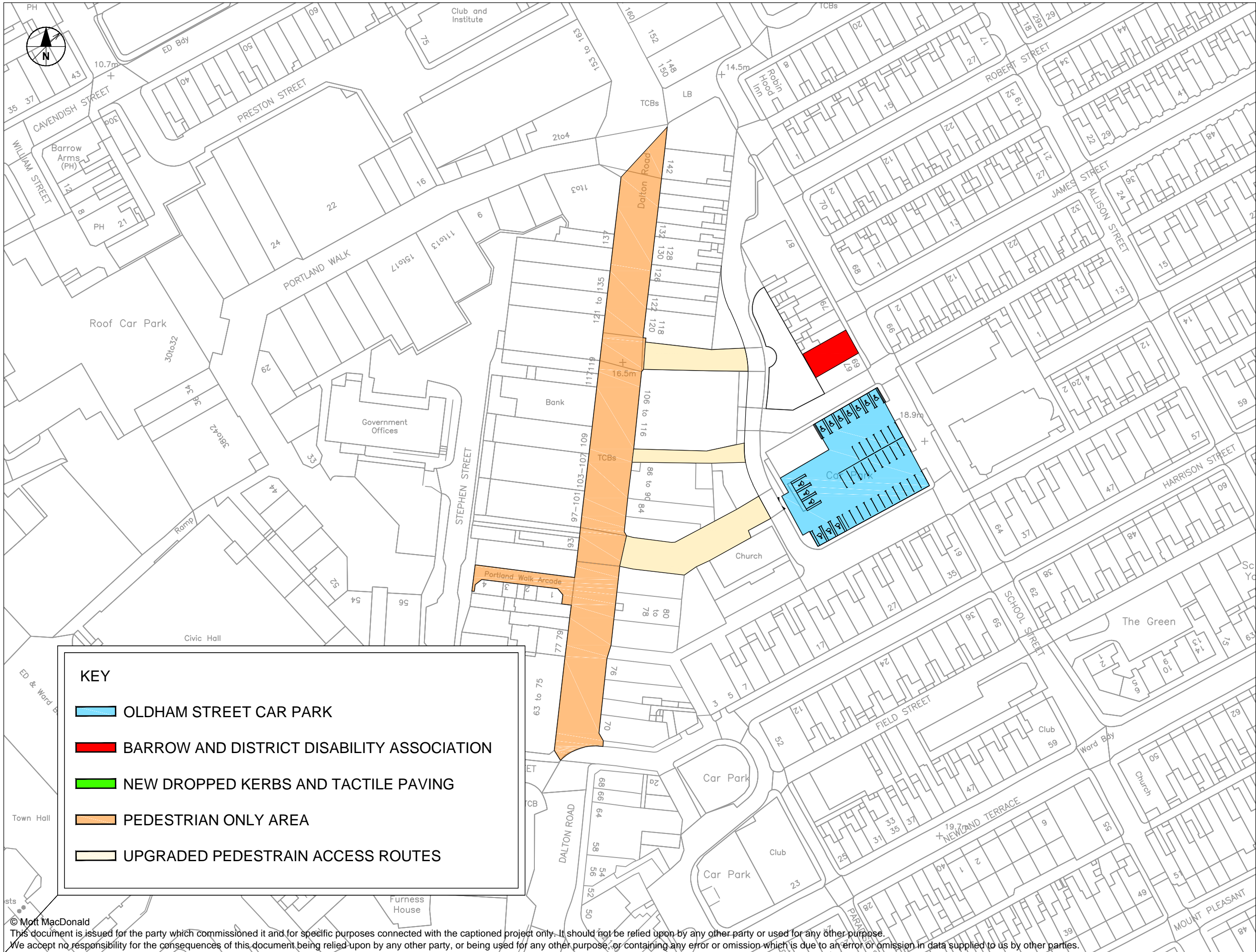
This cost estimate accounts for upgrades to the existing carriageway, new street lighting as well as new footways.

**NEXT STEPS**






Further design work will be needed to determine how the upgraded pedestrian access routes between the car park and Dalton Road will look. This may tie into schemes 7 and 8 and the provision of new dropped kerbs and tactile paving in the town centre.

**PHASING**

**Short Term**



**KEY**

-  OLDHAM STREET CAR PARK
-  BARROW AND DISTRICT DISABILITY ASSOCIATION
-  NEW DROPPED KERBS AND TACTILE PAVING
-  PEDESTRIAN ONLY AREA
-  UPGRADED PEDESTRIAN ACCESS ROUTES

**SCHEMES 17 & 18**  
**REFURBISHMENT OF CAR PARK LIGHTING & CCTV COVERAGE OF CAR PARKS**

**THEME:**  
**Off-Street Car Parking**

**DESCRIPTION** **BENEFITS**



Hall Street car park

Installation of monitored CCTV on all town centre car parks and refurbishment of car park lighting to ensure that all car parks

The installation of new lighting and CCTV provisions in town centre car parks will improve both car park desirability and security levels. It is also hoped that the schemes will discourage antisocial behaviour within car parks.

are covered by working lighting. An audit of the town in the baseline stage of the study revealed that a number of street light bulbs in town centre car parks need replacing.

**BENCHMARKING**

The Market car park on Princess Street, Chester is a good example of an MSCP that is well covered by lighting as well as CCTV, as shown in the adjacent images.



**COSTING** **NEXT STEPS**

- Construction: £92,250 (Lighting), £153,750 (CCTV)
- Fees and Risk: £43,358 (Lighting), £72,263 (CCTV)
- Project Estimate: **£135,608 (Lighting), £226,013 (CCTV)**

These costs account for the installation of CCTV and maintenance for 5 years as well as 30 new street lighting columns (excluding Portland Walk MSCP)

A full audit of town centre car parks is first needed to identify all locations where new car park lighting and CCTV are required. It is recommended that car parks closest to the town's retail core are initially targeted for CCTV and lighting upgrades.

**PHASING**

**Short Term**



**SCHEMES 20 & 21**  
**DIFFERENTIAL CAR PARK CHARGING & INCREASED NUMBER OF CHARGING PERIODS**

**THEME:**  
**Off-Street Car Parking**

**DESCRIPTION**



These schemes propose making an assessment of all town centre car parks and improving the designation of short and long stay car parks and making changes to car

**BENEFITS**

Differential car park charging and an increased number of charging periods will help to maximise revenue from town centre car parks, allowing further improvements to be made to car park infrastructure including lighting and CCTV provisions. The scheme is relatively low cost and can be delivered in the short term.

park charging periods to reflect these changes.

**BENCHMARKING**

As can be seen in the adjacent image of charging information in the Royal Liverpool Hospital car park, the charging details are written in a large and clear font with the most important information in a larger font size than the surrounding text. Once new charging regimes have been decided, the charging information plates on Barrow town centre ticket machines should follow this example to ensure that charging information is clear for all car park users.



**COSTING**

- Construction: £6,150
- Fees and Risk: £2,891
- Project Estimate: **£9,041**

This accounts for costs to update car park charging and update payment machines

**NEXT STEPS**

Further work is needed to determine the overall strategy for the car park charging. The Council may wish to designate car parks closest to the town centre as short stay car parks and introduce new longer stay provisions in car parks which are further from Dalton Road the retail core.

**PHASING**

**Short Term**

**SCHEME 23  
 BUS STOP TIMETABLE INFORMATION**

**THEME:  
 Bus & Taxi Services**

**DESCRIPTION**

This scheme will review all bus stops in and around the town centre to determine which stops require improvement to provide up-to-date information on current bus service routing and timetabling. This information will be provided on bus stop flag graphics and through new maps and timetables.

**BENEFITS**

Provision of clear, concise and consistent information on local bus services to help promote public transport to residents and visitors to Barrow.



**BENCHMARKING**

Strong evidence from travel planning around the country has demonstrated that easily understood public transport timetabling can help encourage its use. The following graphics from Trueform give an indication of how the timetable and service information might be displayed.



**COSTING**

- Construction: £9,225
- Fees and Risk: £4,336
- Project Estimate: **£13,561**

This cost estimate allows for the provision of 15 new bus stop flags and timetables at town centre stops.

**NEXT STEPS**

Undertake an infrastructure audit of all bus stops in the town centre.

**PHASING**

**Short Term**

**SCHEMES 24 & 25**

**CAVENDISH STREET BUS STOPS AND ROUTE**

**THEME:**

**Bus & Taxi Services**

**DESCRIPTION**

This is an initiative to increase public transport penetration of the town centre. Currently, routes and stops are on the margins which mean that people have relatively long walks between stops and their destination. In this scheme, buses would be allowed to travel between Rawlinson Street and Duke Street one-way with a primary stop close to the pedestrianised area of Dalton Road.

Current thinking is that this would be a boarding stop so that walk distance with shopping bags would be minimised. The primary town centre alighting would continue to be outside the town hall. A concept is provided overleaf in **Figure 7**.

**BENEFITS**

Providing a significant improvement in public transport penetration of the town centre, and reduction in walk distance for bus passengers.



**BENCHMARKING**

Many towns and cities have found that the attractiveness of using public transport as a means of access can be significantly degraded if stops and stations are moved away from the centre of the town. Keeping stops close to the core is popular with public transport users, particularly for boarding stops when people can often be encumbered with heavy shopping. A good example is Chester, where the Frodsham Street and Foregate Street bus stops are the most popular boarding stops in the city.



**COSTING**

- Construction: £280,754
- Fees and Risk: £131,954
- Project Estimate: **£412,708**

This cost estimate allows for upgrading the pedestrianised section of Dalton Road to be suitable for bus routing, a quality bus stop at Dalton Road, a bus stop to either side on Cavendish Street and a change to a traffic order.

**NEXT STEPS**

Undertake a preliminary design of the Cavendish Street bus routes. Gain information on construction specification of Duke Street pedestrianised area. Engage further with Stagecoach on bus routing options and frequency of service.

**PHASING**

**Short Term**



FIGURE 7 - CAVENDISH STREET BUS ROUTE

**SCHEME 26**

**DUKE STREET/CORNWALLIS STREET BUS STOP IMPROVEMENTS**

**THEME:**

**Bus & Taxi Services**

**DESCRIPTION**

The bus stop outside the Town Hall at the junction of Duke Street and Cornwallis Street is the most popular within the town centre. Being convenient to Portland Walk, it gives the shortest walk distance to the retail core. However, the stop is at the apex of a bend in the highway, there is no controlled crossing facility on a key pedestrian desire line, and the stop itself is very exposed to climatic conditions. This scheme will reconfigure the stop positions, provide a new high quality shelter and other environmental protection measure, and give a new crossing of Cornwallis Street.

A concept is provided overleaf in **Figure 8**.

**BENEFITS**

Providing a significant improvement to a key public transport stop and road safety.



**BENCHMARKING**

Foregate Street in Chester is subject to strong wind gusts in the prevailing south westerly winds and all bus stops have been provided with side panels to help provide protection to waiting passengers.



**COSTING**

- Construction: £152,048
- Fees and Risk: £71,462
- Project Estimate: **£223,510**

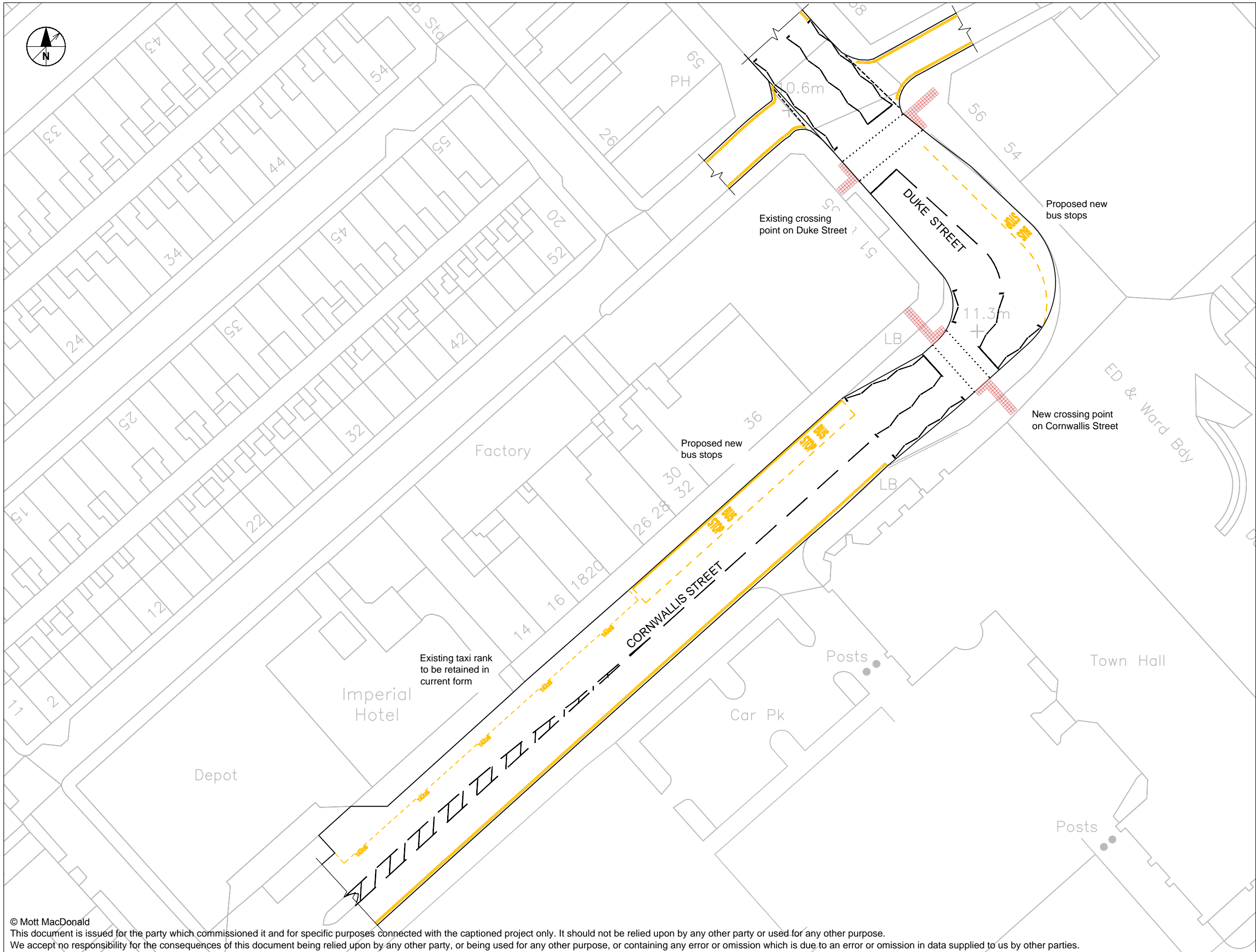
This cost estimate allows for carriageway resurfacing, upgrade of footways, a new controlled crossing, a high quality bus shelter and climatic protection measures.

**NEXT STEPS**

Prepare preliminary design of the scheme and refine cost estimate.

**PHASING**

**Short Term**



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**FIGURE 8 - CORNWALLIS STREET PEDESTRIAN CROSSING**

**SCHEMES 27 & 28**  
**BUS STOP INFRASTRUCTURE AND ACCESS**  
**KERBS**

**THEME:**  
**Bus & Taxi Services**

**DESCRIPTION** **BENEFITS**

This scheme would ensure that consistent infrastructure and information is provided at all bus stops in and around the town centre. This would include, shelters (where possible), bins, flags, timetables and access kerbs. The scheme has been identified as a priority for the town by both the Borough and County Council and could tie into the creation of new quality bus routes whereby consistent infrastructure is provided at all stops on the quality route.

Providing a good improvement to the waiting areas and boarding points for bus passengers.



**BENCHMARKING**



As part of the implementation of Liverpool's city centre movement strategy, all stops were audited and up-graded where appropriate. This has given a consistent standard of stop infrastructure throughout the core of the centre.

**COSTING** **NEXT STEPS**

- Construction: £110,700
- Fees and Risk: £52,029
- Project Estimate: **£162,729**

This cost estimate allows for the upgrade of 15 bus stops in and around the town centre.

Undertake an infrastructure audit of all town centre bus stops. Further negotiation will also be required with Stagecoach, the major bus service provider in the town.

**PHASING**

**Short Term**

**SCHEMES 30 & 53**  
**HINDPOOL ROAD CROSSING POINT**

**THEME:**  
 Road Safety

**DESCRIPTION** **BENEFITS**

Hindpool Road is one of the main local distributor roads in the town and during the day time is consistently busy. Hindpool Road also gives direct access to two of the largest retail parks adjacent to the town centre, Hindpool Retail Park and Cornerhouse Retail Park. Further, Hindpool Road is also one of the main roads which need to be crossed by employees of the ship yards who live in the residential areas surrounding the town centre. This scheme is intended to provide a controlled crossing facility of Hindpool Road on a key desire line, and also improve the safety of vehicles turning in and out of the Hindpool Retail Park. A concept is provided overleaf in **Figure 9**.

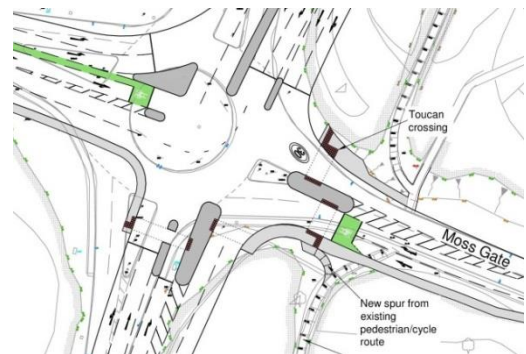
Providing a significant road safety improvement for pedestrians crossing and for turning vehicles.



Hindpool Road

**BENCHMARKING**

Numerous examples around the country where junction improvements have been implemented to help improve road safety, and manage turning movements.



**COSTING** **NEXT STEPS**

- Construction: £267,337
- Fees and Risk: £125,649
- Project Estimate: **£392,986**

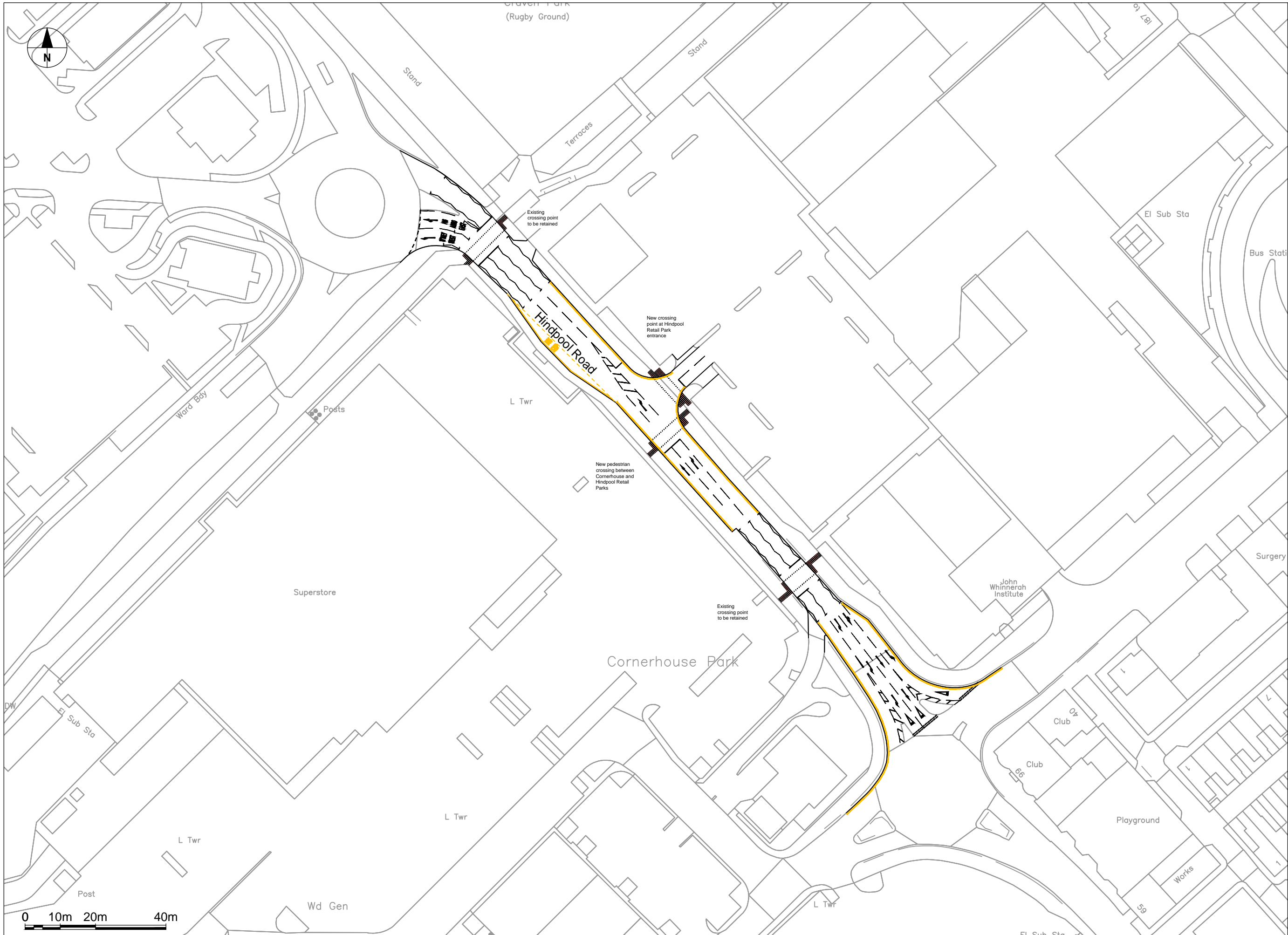
This cost estimate allows for the implementation of traffic signals with controlled pedestrian crossings at the Hindpool Retail Park access. Plus, footway improvements and carriageway resurfacing.

Traffic modelling of Hindpool Road is required to understand the traffic impact implications of the proposal. Progress can then be made on the preliminary design of the junction arrangement

**PHASING**

**Short Term**





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**SCHEME 33**  
**SIGN ABBEY ROAD AS TOURIST ROUTE FROM A590**

**THEME:**  
 Tourism

**DESCRIPTION**



**Source: Google Maps (2014)**

Existing signage at the junction of the A590 and Park Road primarily directs traffic for Barrow to continue on the A590. It is proposed that traffic for both Barrow and Furness Abbey is signed via Park Road and Abbey Road, as shown in the images on the following page.

**BENEFITS**

The revised signage will direct visitors on a more pleasant route towards the town as Park Road and Abbey Road are lined with a number of green spaces and historic buildings, including Barrow Park and the Nan Tait Centre. The route also takes vehicles to Ramsden Square, helping to create a better first impression of the town for visitors in comparison to if they travelled on the A590 past a number of commercial units and warehouses.



**BENCHMARKING**

A signposted 14-mile 'coastal route' currently exists between Barrow-in-Furness and Ulverston. This route takes vehicles along the A5087 and past a number of areas of interest including Roa Island. A new route towards Barrow via Park Road and Abbey Road could also be themed as a tourist, historic or similar route.



**COSTING**

- Construction: £7,380
- Fees and Risk: £3,469
- Project Estimate: **£10,849**

This cost estimate accounts for the provision of 8 new directional chevron-type signs.

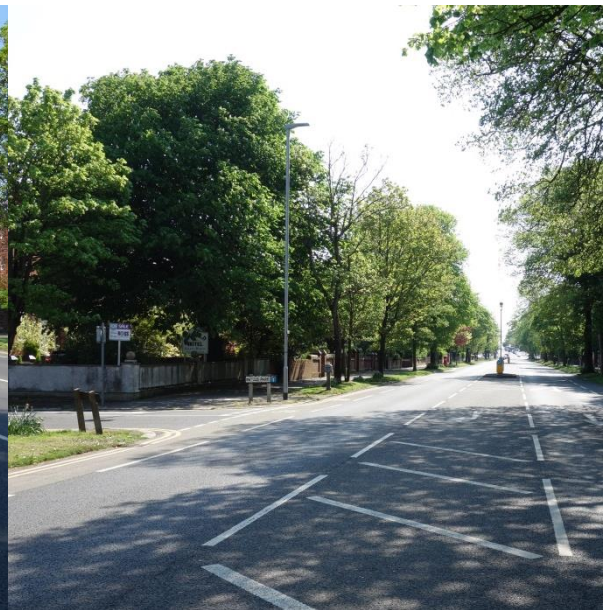
**NEXT STEPS**

Undertake analysis of trip rates and network capacity to ensure that Park Road and Abbey Road have adequate spare capacity to cope with anticipated extra demand on the route.

**PHASING**


**Short Term**

Abbey Road environment



**SCHEME 34**  
**PEDESTRIAN WAYFINDING AT BARROW RAIL STATION**

**THEME:**  
**Tourism**

| DESCRIPTION  | BENEFITS  |
|--|---|
| <p>This scheme proposes introducing new pedestrian wayfinding at Barrow Rail Station towards the town centre and other places of interest.</p> <p>As a result of the high concentration of residential properties within the town centre, Dalton Road and the town’s retail core can appear hidden to first time visitors to Barrow.</p> <p>New wayfinding will therefore assist visitors in their onward travel and create a better first impression of the town.</p> | <p>As shown in the adjacent image, existing wayfinding at Barrow Rail Station is limited to a small display board at the entrance to the station. New signs both within the station complex and at the junction of Abbey Road and Holker Street will allow rail visitors to the town to more easily navigate their way from the station.</p>  |

**BENCHMARKING**



As demonstrated within the proforma for scheme 1, pedestrian wayfinding in Liverpool City Centre provides an indication of walking times to popular destinations and key attractions.

New wayfinding at Barrow Rail Station should make use of coloured icons to increase the ease with which visitors can differentiate the information displayed.

| COSTING   | NEXT STEPS   |
|---|--|
| <ul style="list-style-type: none"> <li>■ Construction: £8,610</li> <li>■ Fees and Risk: £4,047</li> <li>■ Project Estimate: <b>£12,657</b></li> </ul> <p>This cost estimate accounts for the provision of 8 new pedestrian/cyclist direction signs.</p> | <p>This scheme could be progressed alongside scheme 1 to ensure that new wayfinding signs in the town have a consistent design. Locations for the new signs as well as the destinations that the signs point towards must be identified.</p> |

**PHASING**

**Short Term**

**SCHEME 36**  
**IMPROVED TOURIST INFORMATION OFFER**

**THEME:**  
**Tourism**

**DESCRIPTION**

**BENEFITS**



As there is no designated Tourist Information office in Barrow, tourist information is provided within The Forum on Duke Street. This facility would benefit from being more regularly updated. Tourist information should also be provided online to promote the town and enable visitors to better plan

their itinerary before visiting Barrow.

Updated tourist information both online and in The Forum will help to stimulate an increased tourist trade for the town and encourage both visitors and locals to visit attractions in the town. Tourist information also provides local people and visitors with useful information including public transport timetables and it is essential that this information is up-to-date.

An enhanced online tourist information resource for Barrow will offer commercial opportunities for the town as hotels and other industries may wish to advertise their business on the site. By giving Barrow a greater online presence, the website will also help to promote investment in the town and the wider area, a key objective of the *Cumbria Strategic Economic Plan 2014-24 (2014)*.

**BENCHMARKING**



Tourist information offices across the country are often the first port of call for visitors to a town and therefore play a key role in the first impression that visitors have of the area.

**COSTING**

- Construction: £15,000
- Fees and Risk: £5,550
- Project Estimate: **£20,550**

This sum accounts for updating tourist information leaflets and providing an online tourist information resource.

**NEXT STEPS**

A full audit of the existing tourist information facility in The Forum is first needed to identify the quality of information that is currently provided and any gaps in this information. Local businesses and public transport operators should also be contacted to ensure that they have provided fully up-to-date information.

**PHASING**

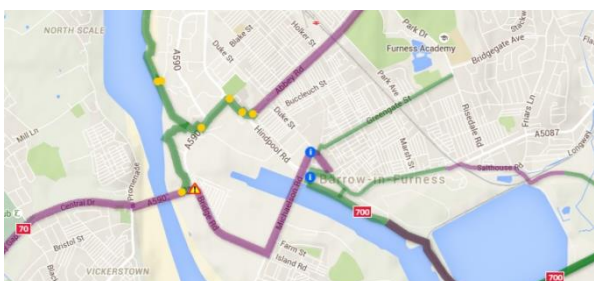
**Short Term**

**SCHEME 37**  
**IMPROVED CYCLE NETWORK**

**THEME:**  
**Wayfinding & Legibility**

**DESCRIPTION**

This scheme proposes a number of improvements to Barrow's cycle network including new directional signage and cycle parking facilities.



**BENEFITS**

Barrow benefits from a number of on and off-road cycling connections and National Cycle Network (NCN) routes 70, 72 and 700 all pass through the town and surrounding area. Improved signage to the NCN, particularly to Route 70 (coast-to-coast route linking Barrow to Sunderland) will support cyclists who travel to the town to use the network as well as further encouraging local travel by bicycle.

**BENCHMARKING**



Directional signage both to and on London's Cycle Superhighway network offers a benchmark for how new cycle signage in Barrow might look. As seen in the image on the left, directions to Cycle Superhighway 3 are made clear through the use of coloured signs. The image to the right shows wayfinding on the route and gives an indication of estimated cycle times to local destinations.

**COSTING**

- Construction: £59,286
- Fees and Risk: £27,684
- Project Estimate: **£87,150**

This cost estimate accounts for the provision of 2 toucan crossings, 20 new cycle direction signs and 4 new cycle parking areas.

**NEXT STEPS**

Identification of suitable sites for new crossings, direction signs and cycle parking areas. These sites are likely to include locations close to Barrow Rail Station as a number of cyclists alight here before joining the NCN.

**PHASING**

**Medium Term**

**SCHEME 38  
 TOWN CENTRE CIRCULATION**

**THEME:  
 Wayfinding & Legibility**

**DESCRIPTION**

Within this scheme it is proposed that Buccleuch Street is converted to a two-way street. A concept design is shown overleaf in Figure 10.



**BENEFITS**

At present, Buccleuch Street has one-way configurations in both directions and as seen in the adjacent image, at the junction with Dalkeith Street, one-way streets from both directions meet each other. If converted to a two-way street along its entire length, navigation of the town centre by car will be easier for both local people and visitors to the town and journey times will be reduced. There will also be an opportunity to provide a new cycle lane as discussed in Scheme 39.

**BENCHMARKING**



The adjacent images show South Brook Street in Louisville, Kentucky both before and after the one-way street was converted to a two-way street in 2011.

Since the conversion, researchers from the Center for Sustainable Urban Neighbourhoods at the University of Louisville have found that the conversion of both South and North Brook Street to two way streets has resulted in a 36% and 60% decline in traffic collisions in the three years following the change. Property values, pedestrian traffic and business revenue have also increased following the conversion to a two-way street. Cycle lanes have also been provided along much of the length of South Brook Street since its conversion.

(Source: Washington Post, 2015)

**COSTING**

- Construction: £133,990
- Fees and Risk: £62,975
- Project Estimate: **£196,965**

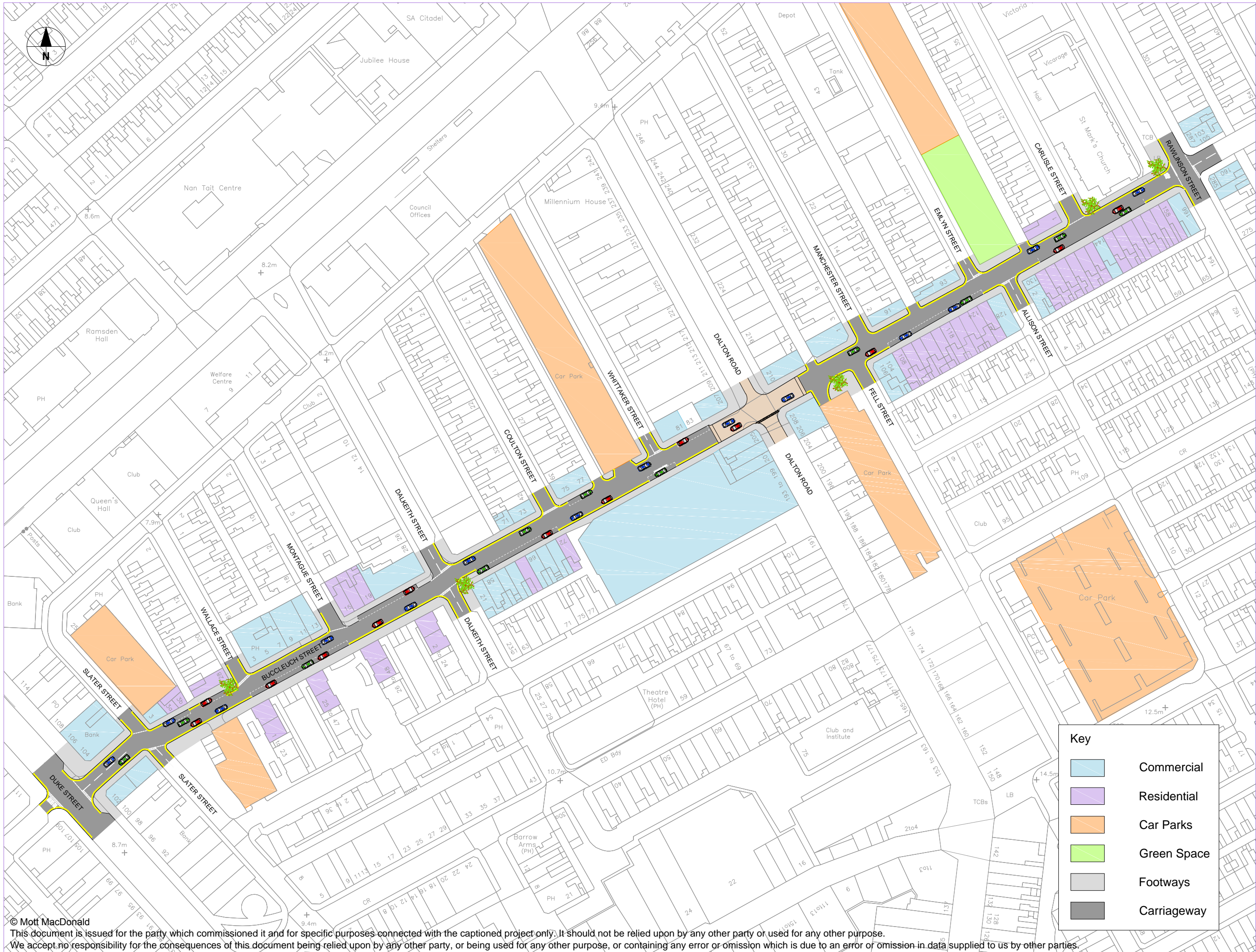
This cost reflects the estimated cost needed to convert Buccleuch Street to a two-way street.

**NEXT STEPS**

As seen in the image that follows this proforma, an indicative design has been drawn up for the conversion of Buccleuch Street to a two-way street. The scheme should now be progressed through further feasibility and scoping work.

**PHASING**

**Medium Term**



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**FIGURE 10 - BUCCLEUCH STREET TWO WAY TRAFFIC**





**SCHEME 31  
 DUKE STREET PUBLIC REALM  
 IMPROVEMENTS**

**THEME:  
 Pedestrian & Cyclist Facilities**

**DESCRIPTION**

Duke Street, between Abbey Road and Cornwallis Street, is a very attractive road with many historic buildings and is part of the town centre conservation area. It is fronted by a diverse mix of retail, commercial and entertainment uses.

The public realm of the street is of a good standard, but the carriageway is very wide (around 10.5 metres), which offers the opportunity to reallocate some of this space to pedestrians and other footway uses.

With Duke Street being one of the main gateways to the town centre, there is much opportunity for the public realm of the street to be a showcase.

A concept is provided overleaf in **Figure 11**.

**BENEFITS**

Providing a high quality gateway to the town centre, and the opportunity for more active frontages along Duke Street.



Duke Street

**BENCHMARKING**



Many examples throughout the UK can be highlighted to demonstrate where key town and city centre streets have been transformed through sympathetic and appropriate public realm improvements.

The example opposite is Castle Street in Liverpool which used to be traffic dominated, but has now been developed into a much more pedestrian friendly space with many active frontages onto the street.

**COSTING**

- Construction: £424,532
- Fees and Risk: £199,530
- Project Estimate: **£624,062**

This cost estimate allows for carriageway narrowing, carriageway resurfacing, new high quality footway and new street furniture.

**NEXT STEPS**

Develop concept design options for the public realm improvements, possibly through a design competition open to Landscape Architects.

**PHASING**

**Medium Term**




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**FIGURE 11 - DUKE STREET WIDTH REDUCTION/PUBLIC REALM**

**SCHEME 39**  
**CONTRAFLOW CYCLE LANES ON ONE-WAY STREETS**

**THEME:**  
**Pedestrian & Cyclist Facilities**

| DESCRIPTION   | BENEFITS  |
|---|---|
| <p>Within the town centre there are several streets which are one-way but could benefit from being two-way to cyclists to help reduce travel distance.</p> <p>This scheme would offer the opportunity of introducing contraflow cycle lanes on two key town centre access routes, Buccleuch Street and School Street.</p> | <p>The scheme will provide shorter travel distances for cyclists, further encouraging modal shift towards travel by bicycle.</p>  <p style="text-align: right;">Buccleuch Street</p> |

**BENCHMARKING**



In 2011 the Department for Transport permitted the 'Except cycles' plate to be used in conjunction with the 'No entry' road sign. This allows cyclists to travel contraflow on a one-way street without the need for any other traffic management – such as cycle lanes. Therefore, implementation costs are very low however this is only suitable for low speed roads.

**COSTING**

**NEXT STEPS**

- Construction: £10,270
- Fees and Risk: £4,827
- Project Estimate: **£15,097**

Discuss with local cycle groups and other regular cyclists.

This cost estimate allows for new traffic signs and an amendment to the traffic orders.

**PHASING**

**Medium Term**

**SCHEME 41  
 STREET FURNITURE RATIONALISATION**

**THEME:  
 Pedestrian & Cyclist Facilities**

**DESCRIPTION**

Over time, town centres can become cluttered with redundant street furniture and this can detract from the ambience of the area. This could include out-of-date signs, poles and bollards that are not in use and excessive lengths of guard railing.

This scheme would undertake a detailed audit of the town centre to determine which street furniture could be removed.

**BENEFITS**



Tidying up the town centre will create more space for pedestrians, and make it safer for visually impaired town centre users.

**BENCHMARKING**

Various Government initiatives have recommended that local authorities audit their built up areas to de-clutter streets and towns of redundant and unnecessary street furniture to make them easier to navigate for pedestrians and drivers.



**COSTING**

- Construction: £20,910
- Fees and Risk: £9,828
- Project Estimate: **£30,738**

This cost estimate allows for the removal of redundant signs, bollards and guard railing and making good the affected footways.

**NEXT STEPS**

Undertake street furniture audit of the town centre.

**PHASING**

**Medium Term**

**SCHEME 44**  
**REFURBISH PUBLIC LAVATORIES, HALL STREET CAR PARK**

**THEME:**  
**Pedestrian & Cyclist Facilities**

**DESCRIPTION**

The main public lavatory for the town centre is located in the Hall Street car park. To improve resident and visitor amenity, this scheme would refurbish the internal areas of the facility, and tidy up the areas surrounding the building.

**BENEFITS**

Improved facility for visitors to the town centre.



**BENCHMARKING**

Public lavatories are important town centre facilities, which leave a lasting impression on visitors.



**COSTING**

- Construction: £66,420
- Fees and Risk: £31,217
- Project Estimate: **£97,637**

This cost estimate allows for the refurbishment of internals of the building and adjacent area.

**NEXT STEPS**

Undertake building condition survey of existing public lavatory.

**PHASING**

**Medium Term**

**SCHEME 46.5**

**Portland Walk Pedestrian Space**

**THEME:**

**Pedestrian & Cyclist Facilities**

**DESCRIPTION**



This project would upgrade the open market to become a high quality pedestrian space including new green space, high quality public realm and new street furniture. The project would extend across Stephen Street, and link through to the pedestrianised street of Dalton Road via a property that has already been demolished.

**BENEFITS**

The provision of a high quality sheltered pedestrian link between the Town Hall and Dalton Road will deliver excellent connections between the main retail core, the covered market and key employment centres. The scheme will therefore help to support town centre businesses, encourage dwell time within the town and be an important feature for local residents and visitors to the town. The upgraded pedestrian area will be a flexible space that can meet the changing needs of town centre user groups; as an example the area will retain the capability for use by outdoor market sellers however this will be a less formalised space without permanent market stalls.

**BENCHMARKING**



Kings Cross Station



Source: Camden New Journal

There are numerous examples from around the UK where urban spaces have been transformed with sensitive public realm and landscaping improvements. In many instances the works have had a positive influence on town centre income and visitor numbers.

As depicted in the adjacent images, the new square at Kings

Cross Station was completed in 2013 and includes upgraded landscaping, paving and seating areas. A food market is held in the square every Wednesday, Thursday and Friday, demonstrating the flexibility of the new space.

**COSTING**

- Construction: £320,573
- Fees and Risk: £150,669
- Project Estimate: **£471,243**

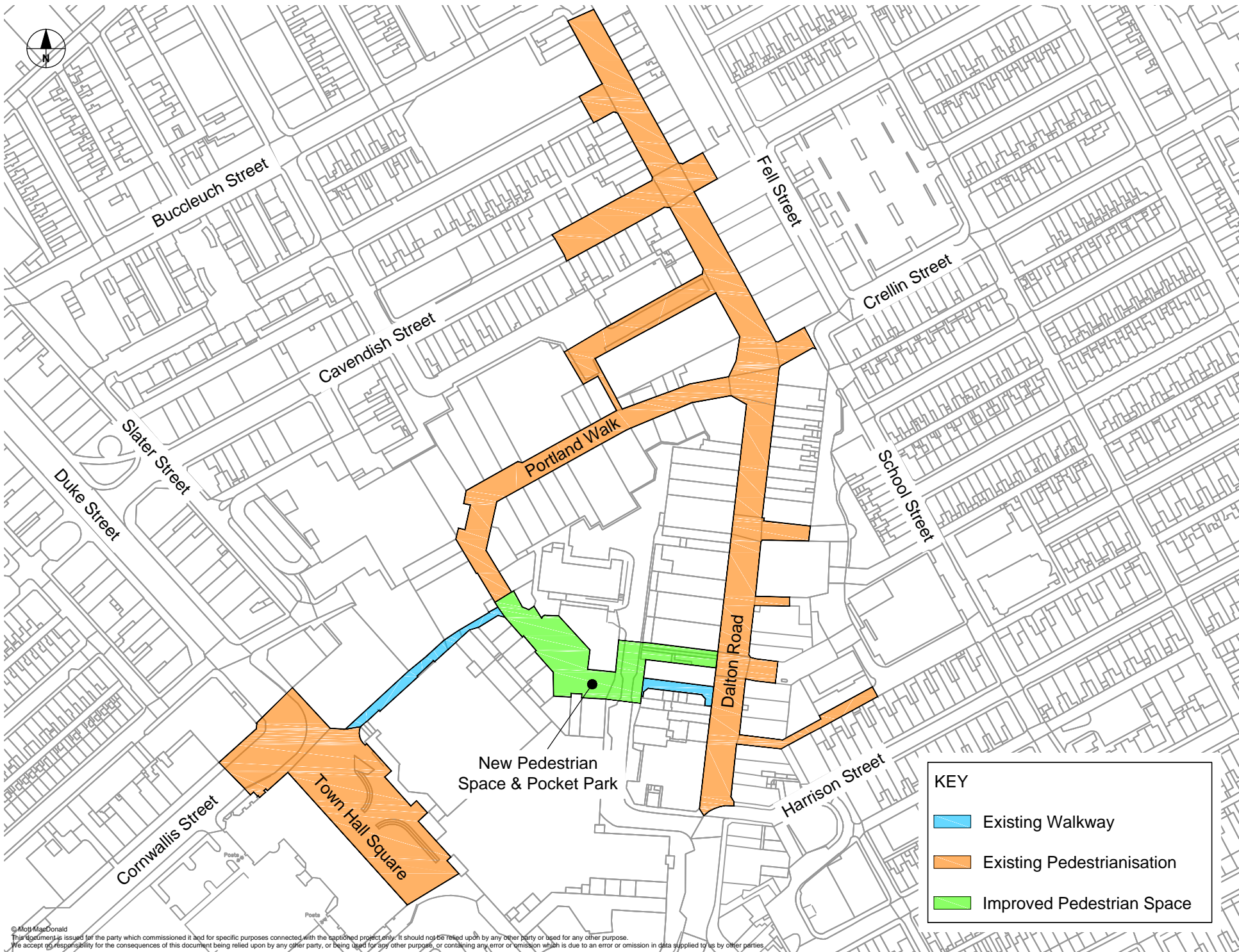
This cost accounts for new high quality paving, landscaping, lighting and street furniture.




**NEXT STEPS**

Develop design options for the space, possibly via a design competition with landscape architects.

**PHASING**

**Medium Term**



| KEY   |                            |
|---|----------------------------|
|  | Existing Walkway           |
|  | Existing Pedestrianisation |
|  | Improved Pedestrian Space  |

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**FIGURE 12 - PROPOSED PORTLAND WALK PEDESTRIAN SPACE**

**SCHEME 48**  
**TOWN CENTRE GATEWAY CAR PARK**

**THEME:**  
**Off-Street Car Parking**

**DESCRIPTION**

The most popular car parks in Barrow town centre are the surface car parks which are accessed predominantly from the north. This scheme would provide a purpose built surface public car park which is readily accessible from Abbey Road and close to the retail core. This will reduce the number of cars having to circulate through the narrow town centre streets – making the roads quieter and safer for people to walk through.

**BENEFITS**

Improved town centre vehicle circulation and ease of access for pedestrians.



**BENCHMARKING**

Gateway car parks in town centres have been shown to be effective methods of capturing vehicle visitor trips before they enter the more sensitive core streets. The Sainsbury's car park at Common Garden Square in Penrith provides 3 hours free parking for town centre users and is strategically positioned within the local highway network to allow strong access from both the north and south via the A6. From the car park, a short walk takes users into the town centre and the use of this car park helps to reduce the total number of vehicles penetrating the centre of the town, creating a more pedestrian friendly environment.



Source: Local Data Company

**COSTING**

- Construction: £405,900
- Fees and Risk: £190,773
- Project Estimate: **£596,673**

This cost estimate allows for provision of a 150 space surface car park.

**NEXT STEPS**

Property assessment of suitable sites in the town centre to help determine the feasibility of this initiative.

**PHASING**

**Medium Term**



|  |                               |
|--|-------------------------------|
| <b>SCHEME 49</b>                         | <b>THEME:</b>                 |
| <b>PAY ON FOOT AT PORTLAND WALK MSCP</b> | <b>Off-Street Car Parking</b> |
| <b>DESCRIPTION</b>                       | <b>BENEFITS</b>               |

Currently in Barrow, all public car parks in the town centre are controlled by pay-and-display machines. This requires a visitor to estimate how long they will need to stay before leaving their car. If they need to stay longer, they must return to their car and purchase another ticket to avoid a parking fine. A popular alternative is pay on foot, where a ticket is issued when the car enters the car park, and the driver pays when they return. This scheme would introduce a pay on foot system at the Portland Walk MSCP.

Introducing a popular car park payment system in an underused car park in the town centre.



**BENCHMARKING**



In Liverpool city centre the last major car park which does not have a pay on foot system is the Mount Pleasant car park. Recent data also shows that this is the least utilised city centre car park. The car park operators (the city council) have now significantly cut their parking charges to encourage usage however it is anticipated that pay on foot will be introduced soon to both improve its popularity and also improve sense of security.

|                |                   |
|----------------|-------------------|
| <b>COSTING</b> | <b>NEXT STEPS</b> |
|----------------|-------------------|

- Construction: £56,580
  - Fees and Risk: £26,592
  - Project Estimate: **£83,172**
- This cost estimate allows for the installation of access barriers and loops, CCTV covering ingress and egress and four pay on foot machines.

Pay on foot has previously been investigated by the Borough Council however was not progressed further due to anticipated ongoing costs related to their use. Further analysis of the costs and benefits associated with pay on foot will therefore be required before the scheme is further progressed and design of a pay on foot system can take place.

**PHASING**

**Medium Term**

**SCHEME 50**  
**DECKING OF HALL STREET CAR PARK**

**THEME:**  
**Off-Street Car Parking**

**DESCRIPTION**

Based upon a review of ticket sales data, it is evident that the Hall Street car park is the most popular town centre car park on both weekdays and weekends. The footprint of the car park is roughly rectangular which would lend itself to implementing a light weight partial or full deck which would approximately double the capacity of the car park. This could allow other town centre car parks to be closed and redeveloped for other uses.

**BENEFITS**

Improving the capacity of a popular town centre car park without the need for any land acquisition.



**BENCHMARKING**

Decking is becoming a more popular as an option to increase car park capacities. It has been successfully used at universities, supermarkets, airports and rail stations. The adjacent example is of Penrith Station car park which underwent a £2.5 million improvement to create a new single-deck car park and an additional 30 spaces. The new car park opened in April 2011 and included new CCTV provisions and lighting to ensure that the car park is safe and secure for all users.



Penrith Station car park

**COSTING**

- Construction: £977,850
  - Fees and Risk: £459,589
  - Project Estimate: **£1,437,439**
- This cost estimate allows for the installation of a deck to the Hall Street car park, including lighting, access barriers, security cameras and payment machines.

**NEXT STEPS**

Undertake a car parking demand assessment and financial assessment.

**PHASING**

**Medium Term**

**SCHEME 51  
 ADDITIONAL FACILITIES AT RAMSDEN  
 SQUARE BUS STATION**

**THEME:  
 Bus & Taxi Services**

**DESCRIPTION**

Discussions with the bus operators Stagecoach indicated that Ramsden Square bus station used to be one of the most popular boarding and alighting stops in the town, but over recent years its patronage has dropped significantly.

This scheme would introduce additional passenger waiting areas and weather protection provisions to help improve the attractiveness of using the area for bus boarding and alighting.

**BENEFITS**

The need for a new or upgraded bus station has been identified by the County Council as a priority for the town and this scheme will provide an upgraded facility and further promote travel by bus in Barrow.



**BENCHMARKING**



Chatham Waterfront bus station opened in 2011 and replaced the Pentagon bus station, a covered bus terminus located adjacent to the town's principal shopping centre.

The new bus station has similar characteristics to the Ramsden Square station as both are situated on a curved road adjacent to the main carriageway and are located within a tree lined environment. The Chatham Waterfront station provides a high quality environment for bus passengers with long bus shelters and a number of seating areas.

**COSTING**

- Construction: £23,000
- Fees and Risk: £10,810
- Project Estimate: **£33,810**

This cost estimate allows for the installation of new street furniture, plus an upgrade to the landscaping scheme.

**NEXT STEPS**

Prepare a preliminary design of the improvement measure.

**PHASING**

**Medium Term**

**SCHEME 52**  
**TOWN HALL BUS ONLY LINK BETWEEN**  
**CORNWALLIS STREET AND MARKET STREET**

**THEME:**  
 Bus & Taxi Services

**DESCRIPTION**

This scheme proposes reopening the pedestrianised area of Duke Street outside the Town Hall and creating a new shared space area with bus stop facilities to allow buses to travel on the reinstated carriageway.



Duke Street

**BENEFITS**

The new bus link will reduce bus journey times for a number of services in the town centre by shortening route lengths. The existing bus routes and proposed new route as well as the associated public realm improvements are shown overleaf in **Figure 12**. It is envisaged that the scheme will increase the desirability of travel to the town centre by bus and therefore reduce travel by private car. The scheme will also help make better use of a currently underutilised space in the town.

**BENCHMARKING**

In October 2015, work was completed on a new bus only link and town centre bus stop at Stanley Street in Tyldesley, Greater Manchester. This change took place alongside a number of other town centre improvements including new trees, paving and benches at Market Square. The new bus link has created more direct bus routes, cutting delays and congestion. Access to the bus only section of Stanley Street is controlled by an automatic bollard.



Source: TfGM

**COSTING**

- Construction: £242,630
- Fees and Risk: £114,036
- Project Estimate: **£356,666**

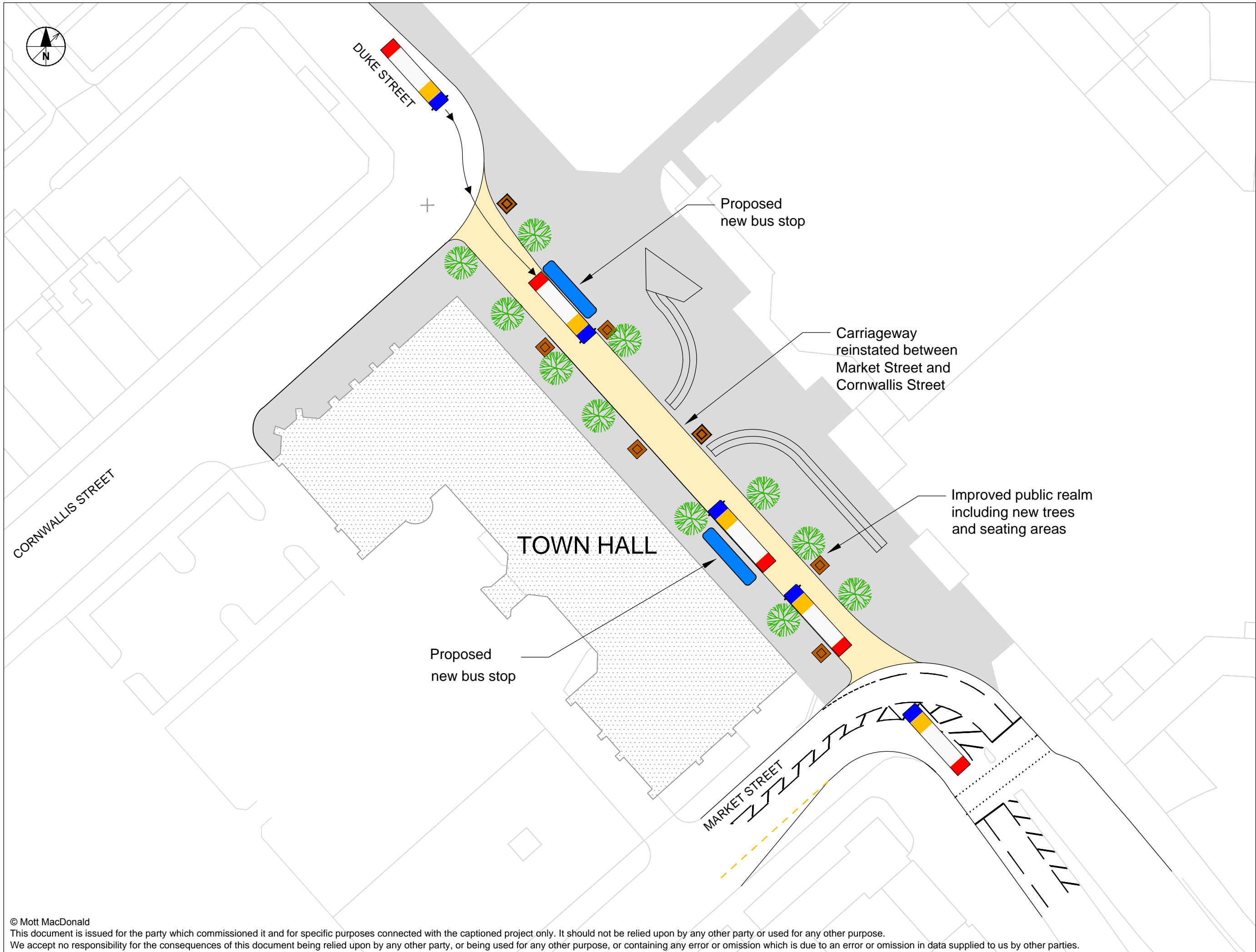
This cost estimate accounts for the provision of the new surfacing suitable for buses, trees and footways, street furniture, new bus stops and directional signage.

**NEXT STEPS**

Examine opportunities to work with Stagecoach as the primary local bus operator to ensure that the scheme meets their needs at all stages of scheme development.

**PHASING**

**Medium Term**



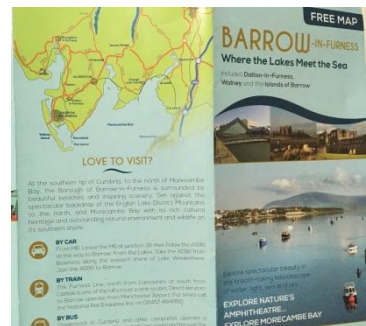
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**SCHEMES 54 & 55**  
**PROMOTION OF BARROW TO COACH OPERATORS/TOUR GUIDES & IN OTHER TOWNS IN CUMBRIA AND FURTHER AFIELD**

**THEME:**  
**Tourism**

**DESCRIPTION** **BENEFITS**

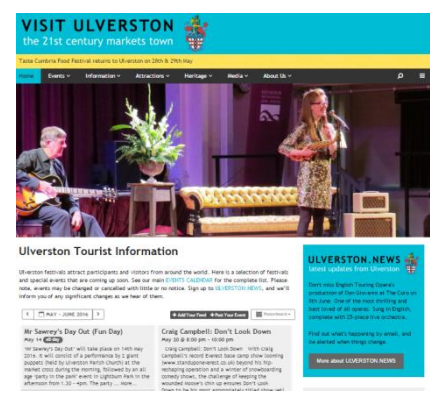
These schemes propose better promoting Barrow to coach operators to encourage them to bring coaches to the town, in addition to better promoting the town to potential visitors through a new dedicated tourist information website. The scheme would also deliver improved tourist information leaflets.



The implementation of both schemes will be beneficial to visitor numbers and the local economy. In this digital age, a tourist information website is vital in attracting new visitors to the town and will better enable Barrow to compete with both local and national tourism destinations.

**BENCHMARKING**

The *Visit Ulverston* website developed by Visit Britain provides a range of up-to-date information for visitors to the town, with a particular emphasis on upcoming events in the area. The website offers a range of downloadable maps as well as providing key information on accommodation, eating out and attractions.



**COSTING** **NEXT STEPS**

- Construction: £15,000
- Fees and Risk: £5,500
- Project Estimate: **£20,550**

This cost estimate applies to Scheme 55 only and the provision of new marketing leaflets, poster and website.

It is anticipated that promotion of Barrow to both coach operators/tour guides and in other towns in Cumbria/ further afield will be progressed by other teams within Barrow Borough Council rather than through the Highways team

**PHASING**

**Medium Term**

|   |   |
|---|---|
| <b>SCHEME 58<br/>GREEN SPACE INFRASTRUCTURE</b> | <b>THEME:<br/>Pedestrian &amp; Cyclist Facilities</b> |
|---|---|

|                    |                 |
|--------------------|-----------------|
| <b>DESCRIPTION</b> | <b>BENEFITS</b> |
|--------------------|-----------------|

It is proposed that a series of green spaces/pocket parks are created in the town centre, including at Duke Street as identified in scheme 4. At this stage, three further locations have been identified as potential new green spaces, Holker Street, Lord Street and Fisher Street. These four identified locations cover an area of 6,250m<sup>2</sup> and are mapped in **Figure 13** that follows this proforma.

The new green spaces will help to increase the attractiveness of the town centre to visitors and investors as well as improving wellbeing opportunities for town centre residents.



**BENCHMARKING**

In its manifesto for the 2015 General Election, the government confirmed its commitment to a new pocket park programme and the creation of “small areas of inviting public space where people can enjoy relief from the hustle and bustle of city streets”. £1.5 million was allocated to the programme for 2015-16 and communities were invited to submit applications for the creation of new pocket parks of less than 0.4 hectares. Thus far, 87 community groups have received funding from the Department for Communities and Local Government to create their parks and it is envisaged that the new green spaces will help to improve community integration and social action, especially where communities are involved in the upkeep and development decisions of the park.



**COSTING**

- Construction: £384,375
- Fees and Risk: £180,656
- Project Estimate: **£565,031**

This cost accounts for the provision of new green spaces at the locations listed above.

**NEXT STEPS**

Further scoping and feasibility work is required for each of the four locations to determine their suitability for development as new green spaces.

**PHASING**

**Long Term**

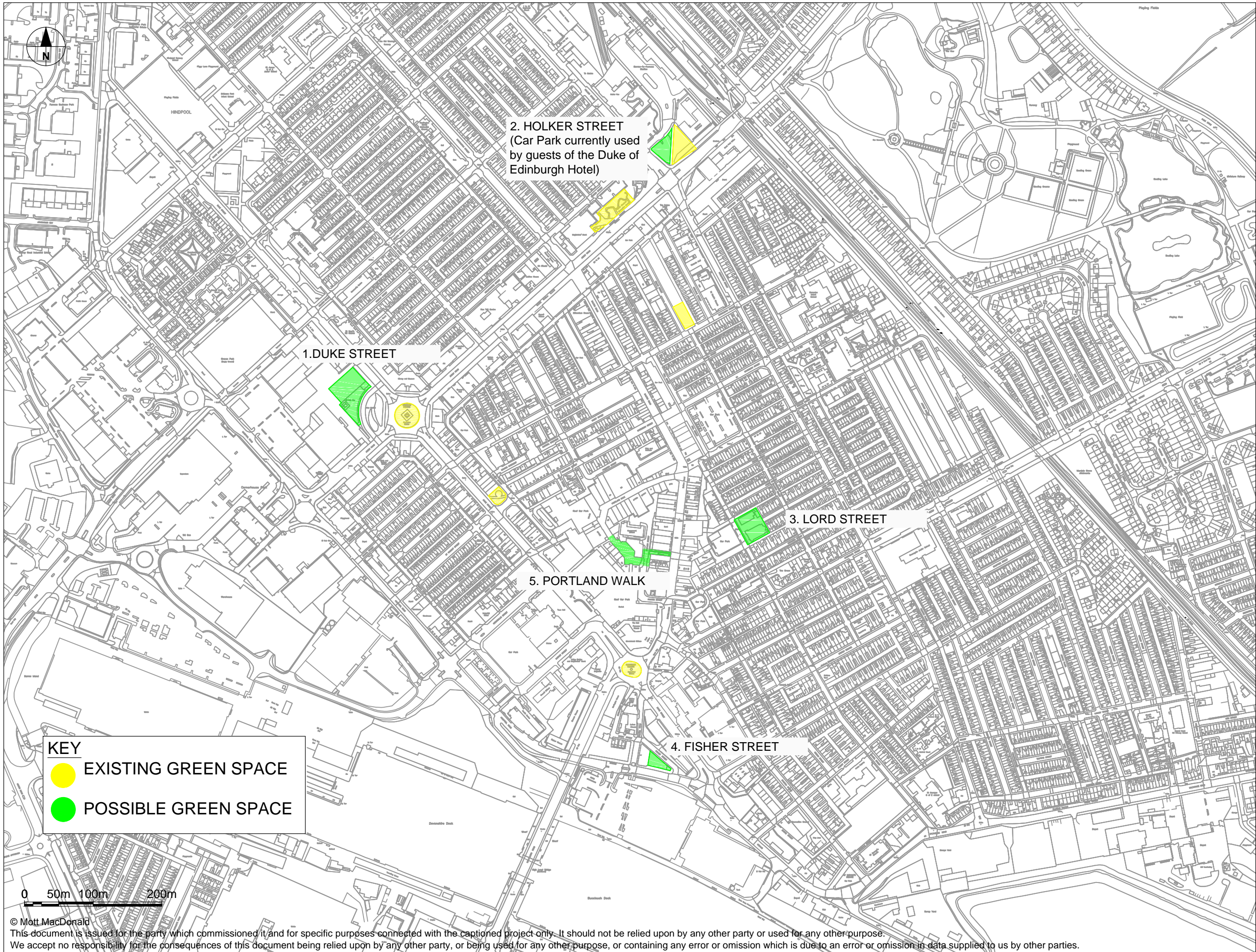


FIGURE 14 - PROPOSED NEW GREEN SPACE



**SCHEME 59**  
**REFURBISHMENT AND IMPROVED SECURITY OF PORTLAND WALK MSCP**

**THEME:**  
**Pedestrian & Cyclist Facilities**

**DESCRIPTION**

A package of improvements are proposed at the Portland Walk MSCP including the installation of CCTV cameras, new lifts, improved lighting, resurfacing and the cleaning of existing graffiti as shown in the adjacent image.



**BENEFITS**

New lighting and CCTV provisions in Portland Walk will improve car park desirability and security. It is also hoped that the scheme will discourage antisocial behaviour. Graffiti and vandalism in Portland Walk were identified within the baseline stage of the study and are recognised as a key town centre issue by Barrow Borough Council. Analysis of off-street car parking usage in the Baseline Report also highlighted that space turnover in the Portland Walk MSCP is currently very low and improvements to this car park will help to ensure that it is better used.

**BENCHMARKING**



Source: Bournemouth Echo

A £1.4million improvement scheme at the Dolphin Shopping Centre car park in Poole was completed in October 2015 including the provision of new LED lighting to provide more lighting across the car park while reducing energy consumption. The car park has also been resurfaced and stairwells leading to and from the main deck have been refurbished.

**COSTING**

Costing has not been provided for this scheme as it is identified as a long term aim that does not require further work within the scope of this study. However, cost savings for the new CCTV can be made if the system is connected into the existing CCTV system that covers Barrow Market Hall.

**NEXT STEPS**

This scheme will be progressed further in the long term.

**PHASING**

Long Term

**SCHEME 60**  
**TOWN CENTRE TRANSPORT INTERCHANGE**

**THEME:**  
**Bus & Taxi Services**

**DESCRIPTION**

The development of a new Transport Interchange in the town centre is a long term aim for both the borough and county council. It is envisaged that this Interchange will act as the central bus, taxi and coach terminus for Barrow and therefore significant work will be required to determine sites for an Interchange that are highly accessible by all modes of travel, including by bicycle and on foot. An Interchange will play a significant role in the first impression of the town for visitors and will likely need to provide a number of services including tourist information and food & drink facilities.

**BENEFITS**

A new Transport Interchange will help to improve multi-modal journey times and make it easier for all users to travel by a combination of modes as part of a longer journey. The provision of designated coach parking and facilities for both drivers and passengers including toilets and a café will also help to drive coach trade in the town and complement Schemes 54/55 to better promote Barrow to both coach operators and in other towns. The new Interchange will offer secure cycle parking facilities, helping to further encourage travel by sustainable modes in the town.

**BENCHMARKING**



Source: TfGM

Transport for Greater Manchester (TfGM) is currently delivering a new £48 million bus and rail interchange in Bolton, including a new Cycle Hub. This interchange will replace an existing interchange and offer improved waiting areas, passenger facilities, information and security. The new passenger facilities include a retail outlet, café and modern public toilets including changing facilities. The Interchange is scheduled for completion in late 2016 and will support wider town centre regeneration plans in Bolton.

**COSTING**

- Project Estimate: **£5,000,000**

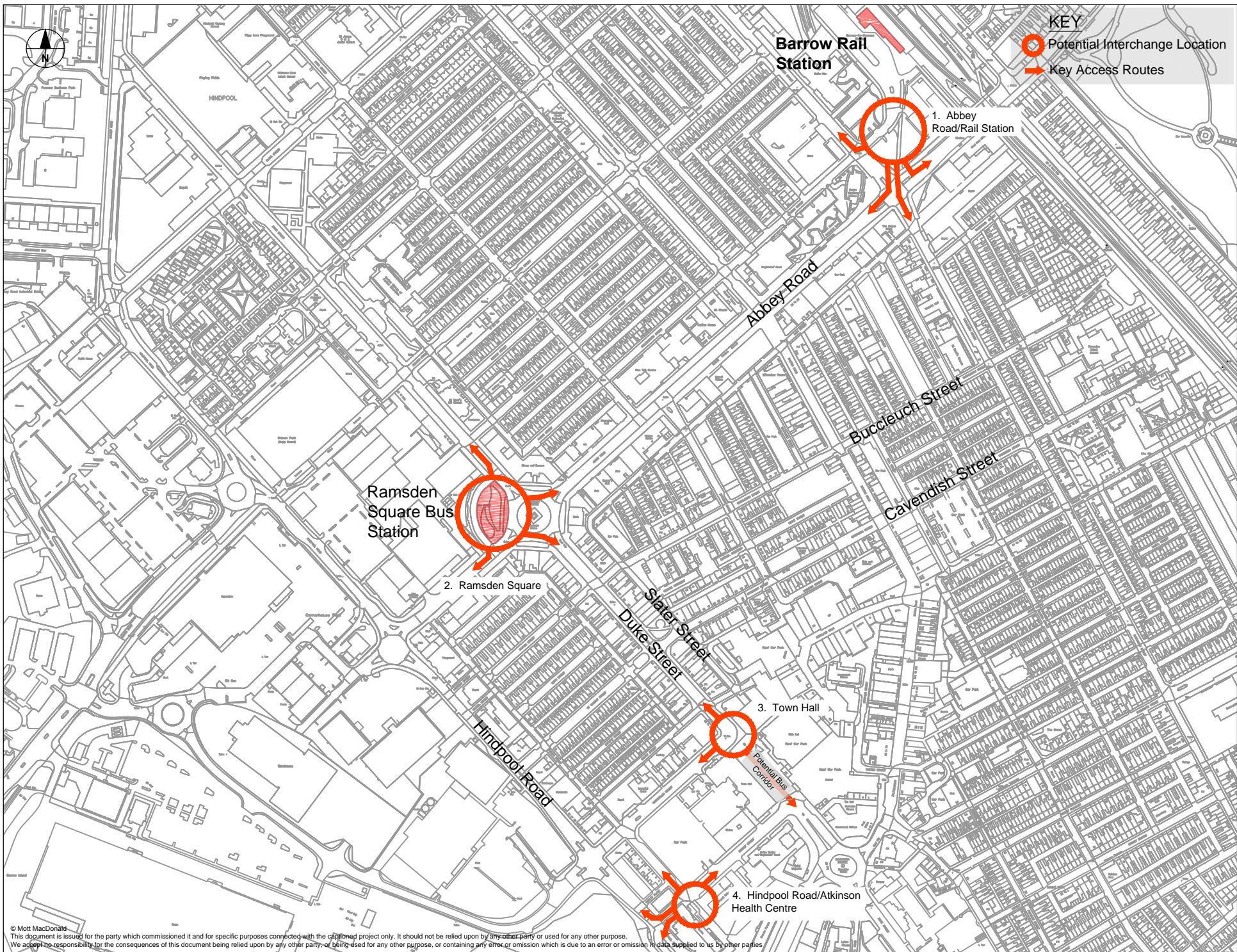
This cost accounts for a four stand bus interchange with covered waiting area, ticket office and drivers facilities. Based on a rate of £1,900 per square metre.

**NEXT STEPS**

Initially, suitable sites will need to be determined where a Transport Interchange for Barrow can be developed. Potential sites include the Atkinson Health Centre/Ambulance Station on Hindpool Road which will soon be replaced by the new surgery on the site of the former Alfred Barrow School. The figure on the following page indicates a number of potential sites for an Interchange as well as their relative accessibility.

**PHASING**

**Beyond Local Plan**



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**FIGURE 15 - BARROW TRANSPORT INTERCHANGE (POSSIBLE LOCATIONS)**

# 5 Barrow Town Centre Transport Action Plan

## 5.1 Phase One Action Plan

The shortlisted schemes presented within Chapter 4 can be packaged together in a number of ways including by theme, timescale and priority. Based on our work to date and the consultation undertaken, we would recommend that the following schemes should be considered as investment priorities for the town centre. We believe this package will deliver a significant improvement to parking and movement and can be delivered in the short term (2016-2021). The package has an estimated total cost of £1.9 million.

Table 5.1: Phase One Package

| Reference/s               | Scheme/s   | Project Cost      |
|---------------------------|--|-------------------|
| 4                         | Improved walking routes to edge of town retail parks   | £231,618          |
| 5                         | Improved lighting through Portland Walk  | £18,081           |
| 6                         | Install dropped crossings on all road crossings on Michaelson Road bridge of Devonshire Dock | £5,424            |
| 7                         | Dropped Kerbs on key pedestrian routes   | £36,162           |
| 8                         | Tactile paving on key pedestrian routes  | £18,081           |
| 14 & 15                   | Residents and Visitors On-Street Parking Strategy  | £210,309          |
| 17                        | Refurbishment of car park lighting   | £135,608          |
| 18                        | CCTV coverage of town centre car parks   | £226,013          |
| 24 & 25                   | Cavendish Street bus stop and bus route  | £412,708          |
| 26                        | Duke Street/Cornwallis Street bus stop improvements  | £223,510          |
| 27/28                     | Bus Stop Infrastructure and Access Kerbs   | £162,729          |
| 33                        | Sign Abbey Road as tourist route from A590   | £10,849           |
| 34                        | Pedestrian wayfinding signage at Barrow Rail Station   | £12,657           |
| 38                        | Town centre circulation  | £196,965          |
| <b>Total Package Cost</b> |  | <b>£1,900,713</b> |

## 5.2 Funding Opportunities

A review of available funding sources for the implementation of schemes within the Parking and Movement Study has been undertaken, including both short and long term funding opportunities. Alongside local and sub-regional funding streams, there is also an opportunity for Cumbria County Council and Barrow Borough Council to obtain funds from national funding streams such as the recent national allocation of £475m to major schemes. Working in conjunction with private developers and the planning system offers a further opportunity to raise funding for infrastructure that would be beneficial to both the Council and developers. This can include Community Infrastructure Levy and Section 106 and 278 funding as well as other non-Government funding through working with charity groups including Sustrans. It will be critical to get schemes developed to both attract interest and ensure a strong position for requesting funding from public sources.

## 5.2.1 Local Transport Funding

### Cumbria Local Transport Plan

The 2011-26 LTP for Cumbria outlines key proposals for highways and transport in the coming years. It identifies Barrow as a focus for development in Cumbria and the north west region as a whole and emphasises that the priority for the Furness area is to ensure that transport supports economic growth and social regeneration as well as public health.

#### Highways Maintenance Funding Allocations

The National Infrastructure Plan 2014 states that the government is to provide £5.8 billion to local authorities in England until 2020/21. Of this figure, £4.7bn will be allocated according to a needs-based formula. The funding covers major resurfacing as well as maintenance or replacement of bridges, footways, cycleways and other assets; it is not ring-fenced and can be spent according to local needs and priorities. The funding is paid out as supported borrowing as part of the local transport funding process. The remaining £1.1 billion will be allocated between large one-off maintenance and renewal projects (£575 million) and as an incentive for good asset management and efficiencies (£580 million). These funds will be allocated through a competitive process.

#### Integrated Transport Block Capital Grant

The Integrated Transport Block (ITB) provides funding support for capital improvement schemes costing less than £5 million. As in the case of the Highways Maintenance funding, the funding is not ring fenced and combines both capital grants and supported borrowing. The funding allocated to each local authority is calculated according to a number of elements including road safety, public transport provisions, congestion, pollution and population size.

## 5.2.2 Sub-Regional Funding

### Cumbria Local Enterprise Partnership (LEP) & Local Growth Fund

The Cumbria LEP works with Government to set out investment priorities for transport infrastructure at the regional and local level. LEPs play a key role in facilitating the devolution of transport decision making to local areas and are expected by Government to support sustainable economic growth in their engagement with local authorities and through funding bids. At present, the LEP is overseeing the delivery of a number of major projects including the 'West of M6 Strategic Connectivity Study' looking at connectivity on a number of strategic routes west of the M6 including the A590, and the 'Barrow Waterfront Enterprise Zone to stimulate advanced manufacturing and employment growth on Barrow waterfront.

In order to negotiate its Growth Deal with Government, the LEP submitted its 'Four Pronged Attack' Strategic Economic Plan to Government in March 2014, focusing on advanced manufacturing growth, nuclear and energy excellence, a vibrant rural and visitor economy and the strategic connectivity of the M6

corridor. In July 2014, details of the first wave of funding to be received by each LEP from the Local Growth Fund were announced for the period 2015 - 2021. These deals were expanded in January 2015, with LEPs awarded a further £1 billion in total between 2016 and 2021. The Local Growth Fund is allocated through a competitive process as well as through formula and the extent to which major schemes meet a number of set requirements. For the period to 2021, the Cumbria LEP has secured £26.8m from the Local Growth Fund to support its economic priorities and by the end of the period, the Deal will have delivered at least 2,000 jobs and over 62,000sqm of new or refurbished commercial floorspace in addition to new housing growth.

### **EU Structural and Investment Funds**

LEPs also have responsibility for delivering part of the EU Structural and Investment Funds for 2014-2020. This combines two existing structural funds, the European Regional Development Fund (ERDF) and the European Social Fund (ESF). While the LEPs are responsible for designing and delivering strategies on how best to use the funding, the responsibility for administering funds is through central government in order to ensure compliance with EU rules. Of the €6.9bn funding to be received by England, the Cumbria LEP is to be allocated a total of €91.0m.

The ERDF and ESF Operational Programmes for 2014-20 have a number of Priority Axes and objectives, including promoting sustainable transport for urban and rural areas and removing bottlenecks in key network infrastructures. The ESF in particular will also finance integrated support, particularly access to transport services and ensuring that the transport costs of apprentices and trainees are supported.

### **5.2.3 Government Funding**

#### **Challenge Funding**

In recent years, a number of competitive funding programmes have been used to enhance sustainable travel including the Cycle City Ambition Programme (available to 8 cities up until 2017/18) and the Local Sustainable Transport Fund. Cumbria County Council and Barrow Borough Council are now able to take advantage of a number of competitive funding rounds to fund emerging transport schemes, notably the Cycling and Walking Investment Strategy and Access Fund, as detailed below.

#### **Cycling and Walking Investment Strategy**

The First Cycling and Walking Investment Strategy (CWIS), to be published in the summer of 2016, will set out a long-term vision for walking and cycling in England to 2040. The vision for this strategy is for walking and cycling to become the norm for short journeys or as part of longer journeys, and will be progressed through a series of 5-year strategies and funding allocations. The strategy seeks to ensure that streets and public places support walking and cycling, and that children and young adults are encouraged to walk to school and take advantage of cycle training programmes such as Bikeability. The Department for Transport has also commissioned a study into A National Walking and Cycling Infrastructure Plan, the results of which will be published by summer 2016 in order to be able to inform the new Investment Strategy and to support local bodies to develop their own cycling and walking investment plans.

## Access Fund

2016/17 represents a transition year for local sustainable travel as a result of the ending of the Local Sustainable Transport Fund and the switch to a new £580 million Department for Travel Access Fund. Of this, £20 million is to be allocated through competitive funding to local councils between April 2016 and March 2017 to support sustainable and accessible travel projects as part of the Sustainable Travel Transition Year Revenue Competition.

The Access Fund is due to launch in the summer of 2016 to support further sustainable and accessible travel projects, to start in 2017/18. The funding 'will favour schemes that focus on cycling and walking' as well and support authorities who wish to improve access to jobs, skills, training and education by sustainable measures.

## Coastal Communities Funding (CCF)

Since 2012, the Government has invested in over £120 million in more than 200 projects in seaside areas through the Coastal Communities Fund (CCF). The programme was extended in May 2016 to provide a further £90 million funding over the next 4 years with the target of increasing employment, promoting sustainable economic growth and revitalising coastal areas. Grants of up to £4 million each are available to individual businesses as well as local councils. As an example, Hastings Borough Council was awarded £500,000 to improve visitor attractions and amenities including improved signage, information walks and trails as well as bikes to hire. More locally, the Furness Enterprise Partnership was awarded a grant of £900,000 in August 2012 to support local companies and businesses, encourage new start-ups and deliver training to people not in work in order to develop new skills.

### 5.2.4 Non-Government Funding

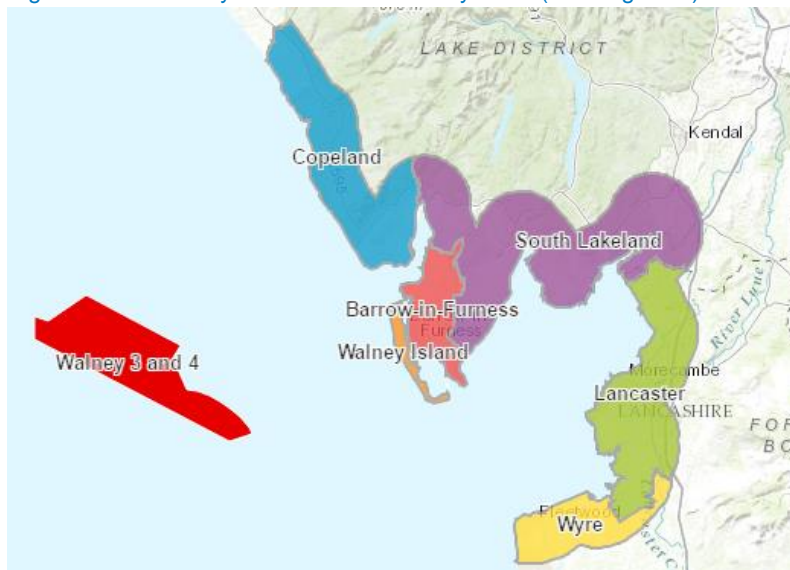
In recent years, the use of non-Government funding for local and major transport schemes has become increasingly important as the DfT has sought to reduce its spending. This section details a number of funding arrangements and agreements that both Barrow Borough Council and Cumbria County Council could take advantage of to finance packages of the Parking and Movement Study. Where new developments require enhancements to the local transport network and other infrastructure, planning obligations will be sought by local authorities to fund the necessary works:

#### **Community Benefit Fund**

The Community Benefit Fund is used to support community and environmental projects in coastal areas which host major wind energy projects. DONG Energy committed to constructing an extension to the Walney offshore wind farm in October 2015 and have subsequently committed to a Fund worth approximately £600,000 per year for each of the 25 years that the Walney Extension will be operating. £100,000 of the available fund per year will be ring-fenced for a skills fund, however the remaining £500,000 will be available to communities within the funding area shown in **Figure 5.1**, including Barrow. The fund is managed by Grantscape and applications can be made for individual grants of between £500 and £75,000. For each year that the fund is open, two application rounds are available. The next two

closing dates are on 27<sup>th</sup> July 2016 and 11<sup>th</sup> January 2017 and decisions on successful grants will be announced approximately 3 months after each closing date.

Figure 5.1: Walney Extension Community Fund (Funding Area)



Source: Dong Energy

### **Community Infrastructure Levy (CIL)**

Larger scale infrastructure which is identified as being required through the Council's Infrastructure Delivery Plan can be funded through the Community Infrastructure Levy. The levy is paid by land owners and developers to the relevant local council, with charges based on the size and type of new development. Money raised can then be spent in line with council priorities and needs.

### **Section 106 and 278 Funding**

Section 106 and 278 agreements negotiated with developers allow funds to be raised to mitigate the potentially negative impacts of the new developments. Typically, section 106 and 278 agreements include requirements to make contributions to new infrastructure in the vicinity of the development. In some cases, sums of money from a number of arrangements can be put towards larger mitigation measures. Therefore, section 106 and 278 agreements provide an opportunity for to use funds raised to build up a pot of money to deliver identified and prioritised schemes.

### **Tax Increment Financing (TIF)**

In the 2010 Local Growth: Realising Every Place's Potential White Paper, Government confirmed its commitment to introducing tax increment financing schemes. These permit local authorities to borrow money for infrastructure and other capital projects based upon expected tax receipts that result from the



infrastructure. If Cumbria County Council is to pursue TIF as a potential funding source for schemes within this study, a number of key considerations will need to be taken into account. Most significantly, there needs to be a degree of certainty that development will occur once borrowing has taken place in order to ensure that the new infrastructure has discernible benefit. If no development takes place, there will be no increase in tax revenues and the council will end up in debt.

### **Private Business/Employers**

Beyond section 106 and 278 contributions, developers and private investors can also contribute to the delivery of the strategy through schemes that enhance the individual development as well as providing an upgrade to the general setting of Barrow.

### **Charities and Voluntary Groups**

Within the promotion, funding and delivery of schemes, both the borough and county council could take advantage of the interest and expertise that charities and voluntary groups have in relation to transport. Sustrans, a charity concerned with promoting everyday travel by foot, bike and public transport, could help to promote a number of schemes within the Parking and Movement Study including improvements to town centre walking routes and the development of contra flow cycle lanes as outlined in scheme 39. In 2014/15, Sustrans delivered £41.6m of projects and have worked on the design and construction of cycling facilities in a number of locations including Bristol, Edinburgh and Newcastle.

# Appendices

|                                      |    |
|--------------------------------------|----|
| Appendix A. Scheme Appraisal Results | 76 |
|--------------------------------------|----|

# Appendix A. Scheme Appraisal Results

| Ref.  | Scheme  | Location   | Description   | Issues & Opportunities Addressed | Benefits  | Disbenefits  | Policy Fit | Cost   | Urgency | Timescale       | Potential Objections/Interdependencies  | Lead Authority         |
|---|---|--|---|----------------------------------|---|--|------------|--------|---------|-----------------|---|------------------------|
| <b>Wayfinding &amp; Legibility (Short Term)</b>         |   |  |   |                                  |   |  |            |        |         |                 |   |                        |
| 1   | Pedestrian wayfinding signage                               | Town centre wide   | Improved walking routes for pedestrians within the town centre; better signage to give an indication of time to walk to key attractions   | Wayfinding & Legibility          | Clearer town centre navigation for visitors to the town   | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 2   | Town centre interpretive boards                             | Town centre wide   | Install interpretive and wayfinding boards at key locations around the town centre  | Wayfinding & Legibility          | Improved wayfinding for visitors to the town and promotion of key attractions   | None   | High       | Low    | Medium  | Short (0-5 Yrs) | None known  | Barrow Borough Council |
| 3   | Coordinated vehicle direction signage                       | Key town centre approach routes including the A590/Abbey Road                                  | Provision of consistent direction signage to key destinations including car parks and visitor attractions   | Wayfinding & Legibility          | Enhanced town centre income generation; reduced congestion; increased road safety   | Through traffic moves to alternative routes to its current routes, reducing the level of passing trade at some retail destinations               | High       | Low    | Low     | Short (0-5 Yrs) | Possible objection from retailers within Hindpool Retail Parks as a result of reduced through traffic   | Cumbria County Council |
| <b>Pedestrian &amp; Cyclist Facilities (Short Term)</b> |   |  |   |                                  |   |  |            |        |         |                 |   |                        |
| 4   | Improved walking routes to edge of town retail parks        | Town centre - Hindpool Retail Parks  | Signage and other features to better connect the edge of town retail park with the town centre - including road crossing facilities   | Pedestrian & Cyclist Facilities  | Improved linkage between the retail areas   | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 4.5   | Town centre cycle storage facilities                        | Town centre wide   | New town centre cycle storage facilities that provide secure and attractive locations to park bicycles  | Pedestrian & Cyclist Facilities  | Improved attractiveness of cycling within Barrow and encourages town centre users to travel by bicycle as opposed to car, bus or other modes  | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 5   | Improved lighting through Portland Walk                     | Portland Walk MSCP   | New lights  | Pedestrian & Cyclist Facilities  | Improved security and attractiveness of this important pedestrian cut-through   | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Barrow Borough Council |
| 6   | Installation of dropped crossings on Michaelson Road bridge | Michaelson Road  | New dropped crossing  | Pedestrian & Cyclist Facilities  | Removal of significant barriers to movement for mobility impaired   | None   | High       | Low    | High    | Short (0-5 Yrs) | Will require discussion with the owners of the private road that bisects the crossing point on the town side of the bridge  | Cumbria County Council |
| 7   | Dropped kerbs in town centre                                | Town centre wide   | Removal of barriers to pedestrian movement by installing dropped kerbs on all pedestrian routes   | Pedestrian & Cyclist Facilities  | Improved accessibility for the mobility impaired including users of wheelchairs and mobility scooters, as well as people with pushchairs  | None   | High       | Low    | Low     | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 8   | Tactile paving in town centre                               | Town centre wide   | Improved identification of safe walking routes for the visually impaired  | Pedestrian & Cyclist Facilities  | Creation of a more inclusive town centre with enhanced opportunities for pedestrian movement  | None   | High       | Low    | Low     | Short (0-5 Yrs) | None known  | Cumbria County Council |
| <b>On-Street Car Parking (Short Term)</b>               |   |  |   |                                  |   |  |            |        |         |                 |   |                        |
| 9   | Maximisation of on-street parking on key commercial streets | Town centre wide (Specific areas and no. of spaces created to be addressed later in the study) | Identification of streets with a high concentration of commercial properties and maximisation of on-street parking  | On-Street Car Parking            | Enhanced customer parking provision outside retail outlets will be beneficial to the economy of the town  | Potential reduction in on-street space for other uses e.g. deliveries and servicing  | High       | Low    | High    | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 10  | Refurbished town centre traffic regulation orders           | Town centre wide   | A number of TROs within the town centre are faded and no longer visible or missing; in need of renewal  | On-Street Car Parking            | Clearer understanding of parking restrictions for residents and visitors  | None   | Medium     | Low    | High    | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 11  | Rationalisation of on-street loading bays                   | Town centre wide   | Designate and enforce on-street servicing zone restrictions   | On-Street Car Parking            | Addressing existing issue of cars being parked in loading zones; cars will need to use designated on- and off-street parking facilities which will generate additional revenue; will help to make better use of the town centre | Potential reduction in on-street space for other uses e.g. visitor parking   | Medium     | Low    | Medium  | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 12  | On-street parking enforcement                               | Town centre wide   | Better enforcement of on-street waiting restrictions  | On-Street Car Parking            | Reduce persistent poor and illegal parking within the town  | Traffic orders would need to be enforceable  | Medium     | Low    | Medium  | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 13  | Click and collect parking                                   | Town centre wide   | Provision of readily accessible short stay parking bays convenient to department store and market   | On-Street Car Parking            | Supporting retail within the town centre  | Enforcement of spaces  | Medium     | Low    | Medium  | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 14  | Residents On-Street Parking Strategy                        | Town centre wide   | Implementation of consistent waiting restrictions on town centre streets; current town centre parking system has been described as trying to help all users but in fact benefits none | On-Street Car Parking            | Uniform on-street parking restrictions would make parking within the town easier for residents  | Potential implications for other on-street parking users on some streets where there is a reduction in parking facilities for non-permit holders | Medium     | Low    | Low     | Short (0-5 Yrs) | None known  | Cumbria County Council |
| 15  | Visitor On-Street Parking Strategy                          | Town centre wide   | Reduction in the number of on-street parking zones on predominantly residential streets that non-permit holders can park in   | On-Street Car Parking            | Encourage visitors to park in off-street car parks to reduce congestion on town centre streets and generate further income for the town   | Potentially negative implications for revenue collection from town centre parking  | Medium     | Low    | Low     | Short (0-5 Yrs) | Possible conflict between Cumbria CC/Barrow BC in terms of who generates revenue from town centre parking   | Cumbria County Council |
| <b>Off-Street Parking (Short Term)</b>                  |   |  |   |                                  |   |  |            |        |         |                 |   |                        |
| 16  | Oldham Street improved disabled parking                     | Oldham Street  | Additional disabled parking spaces and improved walk route to town centre   | Off-Street Car Parking           | Improved access to town centre for blue badge holders   | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Barrow Borough Council |
| 17  | Refurbishment of car park lighting                          | Town centre wide   | Ensuring that all car parks within the town centre are covered by working lighting  | Off-Street Car Parking           | Improved car park security and desirability   | None   | High       | Low    | High    | Short (0-5 Yrs) | None known  | Barrow Borough Council |
| 18  | CCTV coverage of town centre car parks                      | Town centre wide   | Installation of monitored CCTV cameras on all town centre car parks   | Off-Street Car Parking           | Discourage antisocial behaviour; increased car park desirability; town centre income generation   | Would require monitoring control centre.   | Medium     | Medium | High    | Short (0-5 Yrs) | None known  | Barrow Borough Council |
| 19  | Electric car charging points                                | Town centre wide   | Installation of electric car charging points in the town centre   | Off-Street Car Parking           | Encourage travel by electric car within Barrow; provide means by which electric car users can do their shopping in Barrow   | Low usage if use of electric cars in Barrow limited  | High       | Low    | Medium  | Short (0-5 Yrs) | Previous discussions within the Council to install charging points on Market Street were a non-starter as a result of the high cost to the Council of having them | Cumbria County Council |

|  |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
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| 20   | Differential car park charging   | Town centre wide                                  | Assessment of town centre car parks with improved designation of short and long stay car parks   | Off-Street Car Parking          | Maximisation of revenue from town centre car parks; increased town centre traffic flow   | None   | Medium | Low    | Medium | Short (0-5 Yrs)   | None known  | Barrow Borough Council |
| 21   | Increased number of car park charging periods                                      | Town centre wide                                  | Increase in the number of charging periods to generate additional revenue  | Off-Street Car Parking          | Maximisation of revenue from town centre car parks   | Potentially contentious scheme that may detract town centre users                          | Low    | Low    | Medium | Short (0-5 Yrs)   | Potential objections from retail outlets who may suffer reduced trade | Barrow Borough Council |
| 22   | Charging for all car park users  | Town centre wide                                  | Introduction of off-street car parking charges for all users including Blue Badge holders  | Off-Street Car Parking          | Maximisation of revenue from town centre car parks   | Negative implications for Blue Badge holders; possible objections                          | Low    | Low    | Medium | Short (0-5 Yrs)   | Blue Badge holders  | Barrow Borough Council |
| <b>Bus &amp; Taxi Services (Short Term)</b>              |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 23   | Bus stop timetable information   | Town centre wide                                  | Provide up to date bus route mapping and timetables at stops through the town  | Bus & Taxi Services             | Promoting travel by public transport   | None   | High   | Low    | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 24   | Cavendish Street bus stops   | Cavendish Street                                  | New bus stops on Cavendish Street as part of the new Cavendish Street bus route  | Bus & Taxi Services             | Allow shoppers and visitors to embark and disembark bus services closer to the town centre and shops within Barrow   | None   | High   | Low    | High   | Short (0-5 Yrs)   | Dependent on Scheme 25 going ahead                                    | Cumbria County Council |
| 25   | Cavendish Street bus route   | Rawlinson Street - Cavendish Street - Duke Street | New town centre bus only route via Rawlinson Street, Cavendish Street and Duke Street  | Bus & Taxi Services             | Allow bus services to better serve the centre of town  | Buses would need to cross pedestrianised area of Dalton Road                               | High   | Medium | High   | Short (0-5 Yrs)   | Residents on the three routes of the new 'bus corridor'               | Cumbria County Council |
| 26   | Duke Street/Cornwallis Street bus stop and public realm improvements               | Duke Street - Cornwallis Street                   | New bus stops providing real time information outside the Town Hall; environmental and public realm improvements including a new pedestrian crossing                                       | Bus & Taxi Services             | Increased desirability of bus travel within the town; increased customer experience and increased pedestrian safety for bus passengers walking between the bus stops and the town centre | None   | High   | Medium | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 27   | Bus stop access kerbs  | Town centre wide                                  | Install bus access kerbs at stops through the town   | Bus & Taxi Services             | Easier access into and out of buses to the benefit of mobility impaired and elderly  | None   | High   | Low    | Medium | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 28   | Bus stop infrastructure  | Town centre wide                                  | Provide consistent infrastructure at bus stops through the town - shelter, bin, lighting   | Bus & Taxi Services             | Promoting travel by public transport   | None   | High   | Low    | Medium | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| <b>Road Safety (Short Term)</b>                          |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 30   | Hindpool Road crossing point   | Hindpool Road/Hindpool Retail Park                | New crossing point on Hindpool Road between Tesco Extra and the Hindpool Retail Park   | Road Safety                     | Clearer and safer pedestrian and cyclist route between the BAE Systems buildings and the town centre   | Potential increase in delays to traffic on Hindpool Road                                   | High   | Medium | Low    | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| <b>Servicing (Short Term)</b>                            |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 32   | Restricted town centre servicing periods   | Town centre wide                                  | Restrict servicing access in town centre to before 10:30 and after 16:30   | Servicing                       | Less HGV's on town centre street during core retail hours  | Difficult to guarantee delivery vehicles arrival time due to position of Barrow in Cumbria | Low    | Low    | Low    | Short (0-5 Yrs)   | Traders and business owners   | Cumbria County Council |
| <b>Tourism (Short Term)</b>                              |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 33   | Sign Abbey Road as tourist route from A590   | A590 - Abbey Road junction                        | Install tourist signage to direct visitors to access the town centre from the A590 via Abbey Road  | Tourism                         | More attractive access route for visitors to the town  | Increased traffic on Abbey Road - possibly also HGV's                                      | High   | Low    | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 34   | Pedestrian wayfinding signage at Barrow Rail Station                               | Barrow-in-Furness rail station                    | Town centre map and wayfinding signage to help tourists and visitors navigation  | Tourism                         | Better informed tourists and visitors and their first impression of the town   | None   | High   | Low    | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 35   | Coach drop-off / pick-up facility in the town centre                               | To be identified                                  | Provision of a good quality coach drop-off / pick-up facility in the town centre   | Tourism                         | Attract coaches to travel to Barrow  | None   | High   | Low    | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| 36   | Improved tourist information offer   | The Forum   | Re-open the tourist information facility in the Forum, and stock with up-to-date information; potential use of child-friendly interactive boards with information on key local attractions | Tourism                         | Promotion of tourism within the town   | Cost to keep information up-to-date  | Medium | Low    | High   | Short (0-5 Yrs)   | None known  | Cumbria County Council |
| <b>Wayfinding &amp; Legibility (Medium Term)</b>         |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 37   | Improved cycle network   | Town centre wide                                  | Joined up and consistent cycle facilities around the town. Improved signage to start of NCN.   | Wayfinding & Legibility         | Promotion of cycling within the town   | None   | High   | Low    | Medium | Medium (5-10 Yrs) | None known  | Cumbria County Council |
| 38   | Town centre circulation  | Town centre wide                                  | Reconfigure town centre traffic circulation so that it works with the town in its current form   | Wayfinding & Legibility         | Improved access and circulation of the town centre streets   | None   | High   | Medium | Medium | Medium (5-10 Yrs) | Local residents   | Cumbria County Council |
| <b>Pedestrian &amp; Cyclist Facilities (Medium Term)</b> |  |   |  |                                 |  |  |        |        |        |                   |   |                        |
| 31   | Duke Street public realm improvements  | Duke Street                                       | Public realm improvements on Duke Street between Ramsden Square and Sidney Street  | Pedestrian & Cyclist Facilities | Improved pedestrian flows and walking routes to and from the town centre and reduction; improved attractiveness of the town centre   | Reduction in availability of on-street parking on Duke Street                              | High   | Low    | Medium | Medium (5-10 Yrs) | None known  | Cumbria County Council |
| 39   | Contra flow cycle lanes on one-way streets   | Town centre wide                                  | Amend traffic orders to allow contra flow cycling on one-way streets in the town.  | Pedestrian & Cyclist Facilities | Improved accessibility to town centre for cyclists   | None   | High   | Low    | Medium | Medium (5-10 Yrs) | None known  | Cumbria County Council |
| 40   | Town centre footway refurbishment on key routes                                    | Town centre wide                                  | Upgrade of footways along key streets in the town  | Pedestrian & Cyclist Facilities | Improving the attraction of the town centre to residents and visitors  | None   | High   | Medium | Medium | Medium (5-10 Yrs) | None known  | Cumbria County Council |
| 41   | Street furniture rationalisation   | Town centre wide                                  | De-clutter town centre streets of redundant unnecessary street furniture - signs, guard railing, posts, bollards   | Pedestrian & Cyclist Facilities | Increasing attractiveness of town centre and removing barriers to movement   | None   | Medium | Low    | Medium | Medium (5-10 Yrs) | None known  | Cumbria County Council |
| 42   | Promote walk route between proposed BAE car park off Hindpool Road and town centre | Hindpool Road                                     | Signage, footway and road crossing improvements to promote access to the town centre by BAE employees  | Pedestrian & Cyclist Facilities | Better awareness of the town centre with the potential for improved income generation  | None   | Medium | Low    | Medium | Medium (5-10 Yrs) | Scheme 4  | Cumbria County Council |
| 44   | Refurbish public lavatories, Hall Street car park                                  | Hall Street car park                              | Up-grade public toilet facilities  | Pedestrian & Cyclist Facilities | Increasing attractiveness of town centre and amenities for residents and visitors  | None   | Medium | Medium | Medium | Medium (5-10 Yrs) | Scheme 50   | Barrow Borough Council |

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|--|--|--|--|---------------------------------|--|--|--------|--------|--------|-----------------------------|---|--|
| 45   | Improved pedestrian and cycle links between town centre and BAE / Docks    | BAE Systems buildings - Barrow Town Centre | Signage and other features to better connect BAE / Docks with the town centre - including road crossing facilities   | Pedestrian & Cyclist Facilities | Improved ease of accessing the town centre from the manufactory  | Need to ensure security of BAE facility  | Medium | Medium | Medium | Medium (5-10 Yrs)           | BAE security  | Cumbria County Council                         |
| 46   | Upgraded footway surfacing though open market area                         | Portland Walk - Stephen Street             | Resurface through open market area to remove trip hazards and improve attractiveness of area   | Pedestrian & Cyclist Facilities | Increasing attractiveness of town centre and amenities for residents and visitors  | Surface prone to damage if over run by vehicles on regular basis   | Low    | Medium | Medium | Medium (5-10 Yrs)           | None known  | Cumbria County Council                         |
| 46.5   | Creation of a new pedestrian space between Portland Walk and Duke Street   | Portland Walk                              | Upgraded pedestrian space between the Town Hall and Dalton Road, extending across the area of the open market and Stephen Street                           | Pedestrian & Cyclist Facilities | Improved connectivity between the main retail core, the covered market and key employment centres, helping to support town centre businesses | Demolition of the outdoor market stalls  | Medium | Medium | Medium | Medium (5-10 Yrs)           | Possible objection from existing open market sellers however the new space will cater for outdoor market stalls | Cumbria County Council/ Barrow Borough Council |
| <b>On-Street Car Parking (Medium Term)</b>             |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 47   | Borough council to take back enforcement of on-street waiting restrictions | Town centre wide                           | The Borough Council take ownership of waiting restrictions through the town from County Council  | On-Street Car Parking           | Consistent enforcement of waiting restrictions through the town. Maintenance of TRO's  | Cost to Borough  | Low    | Medium | Low    | Medium (5-10 Yrs)           | County Council  | Cumbria County Council                         |
| <b>Off-Street Car Parking (Medium Term)</b>            |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 48   | Town centre gateway car park   | Northern edge of town centre               | Create a new car park on the northern side of the town centre easily accessible from Abbey Road  | Off-Street Car Parking          | Reduced circulation of town centre streets and improved parking facilities for residents   | May require land acquisition   | High   | High   | Medium | Medium (5-10 Yrs)           | Local residents   | Cumbria County Council/ Barrow Borough Council |
| 49   | Pay on foot at Portland Walk MSCP  | Portland Walk MSCP                         | Install Pay on Foot car parking charging system  | Off-Street Car Parking          | More flexibility in length of parking stay and more popular with users   | None, but would require security of car park to be improved.   | Medium | Medium | Low    | Medium (5-10 Yrs)           | None known  | Barrow Borough Council                         |
| 50   | Decking of Hall Street car park  | Hall Street car park                       | Package of improvements to the Hall Street car park including a new storey and additional car park lighting  | Off-Street Car Parking          | Encourage visitors and contractors to leave their cars in the car park overnight; additional source of income for the town                   | Encouraging additional vehicles to access constrained town centre streets  | Low    | High   | Low    | Medium (5-10 Yrs)           | Local residents   | Cumbria County Council/ Barrow Borough Council |
| <b>Bus &amp; Taxi Services (Medium Term)</b>           |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 51   | Additional facilities at Ramsden Square bus station                        | Abbey Road - Duke Street junction          | Introduce additional facilities to help improve usage of the Ramsden Square bus station - shelters, information, weather protection                        | Bus & Taxi Services             | Promoting travel by public transport   | None   | Medium | Medium | Medium | Medium (5-10 Yrs)           | None known  | Cumbria County Council                         |
| 52   | Town Hall bus only link between Cornwallis Street and Market Street        | Town Hall                                  | Creation of shared space and new bus stop facilities in front of town hall to allow buses to travel along the alignment of Duke Street                     | Bus & Taxi Services             | Reduced bus journey times, better stop facilities, increased desirability to travel to town by bus   | May require public realm to be upgraded to be suitable for bus use   | Medium | Medium | Medium | Medium (5-10 Yrs)           | Local residents   | Cumbria County Council                         |
| <b>Traffic Conditions (Medium Term)</b>                |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 53   | Hindpool Retail Park access  | Hindpool Retail Park                       | Signalisation of Hindpool Retail Park access, including pedestrian crossing facilities. Rationalisation of other crossings of Hindpool Road                | Traffic Conditions              | Road safety and congestion relief  | Possibly may need to remove another controlled crossing of Hindpool Road   | Medium | Medium | Medium | Medium (5-10 Yrs)           | None known  | Cumbria County Council                         |
| <b>Tourism (Medium Term)</b>                           |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 54   | Promotion of Barrow to coach operators / tour guides                       | National                                   | Negotiation with tour operators to get Barrow onto coach tour routes   | Tourism                         | Increased numbers of visitors and tourists to the town   | None   | High   | Low    | Medium | Medium (5-10 Yrs)           | None known  | Barrow Borough Council                         |
| 55   | Promotion of Barrow in other towns in Cumbria and further afield           | Cumbria wide                               | Provision of up-to-date leaflets promoting Barrow in other towns in Cumbria. Ensure websites are promoting Barrow.   | Tourism                         | Increased numbers of visitors and tourists to the town   | None   | High   | Low    | Medium | Medium (5-10 Yrs)           | None known  | Barrow Borough Council                         |
| 56   | Coach parking and driver facilities close to town centre                   | To be identified                           | Provision of coach parking and drivers facilities close to town centre   | Tourism                         | Attract coaches to travel to Barrow  | May result in loss of off-street parking   | Medium | Low    | Medium | Medium (5-10 Yrs)           | Scheme 60   | Cumbria County Council                         |
| 57   | Town centre gateway feature at the John Whinnerah roundabout               | John Whinnerah roundabout                  | Signage and other features to better promote the town centre and its facilities to passing traffic   | Tourism                         | Increased trade and visitors in the town centre  | Cost of installation and maintenance   | Low    | Medium | Low    | Medium (5-10 Yrs)           | None known  | Cumbria County Council                         |
| <b>Pedestrian &amp; Cyclist Facilities (Long Term)</b> |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 58   | Green Space Infrastructure   | Town centre wide                           | New green spaces / pocket parks around the town centre   | Pedestrian & Cyclist Facilities | Increasing attractiveness of town centre and amenities for residents and visitors  | May require clearance of residential streets to create space.  | Medium | High   | Low    | Long (10+ Yrs)              | Local residents   | Cumbria County Council                         |
| <b>Off-Street Car Parking (Long Term)</b>              |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 59   | Refurbishment and improved security of Portland Walk MSCP                  | Portland Walk MSCP                         | Package of improvements to the car park including the installation of CCTV cameras, new lifts, improved lighting, resurfacing and the cleaning of graffiti | Off-Street Car Parking          | Improve the perceived safety of the Portland Walk MSCP; encourage greater use of the car park; reduction in anti-social behaviour            | None. Provide a quality car park convenient to main access roads. Could allow other car parks to be redeveloped. | Medium | High   | Low    | Long (10+ Yrs)              | None known  | Barrow Borough Council                         |
| <b>Bus &amp; Taxi Services (Beyond Local Plan)</b>     |  |  |  |                                 |  |  |        |        |        |                             |   |  |
| 60   | Town Centre Transport Interchange  | To be identified                           | Development of a new multi-modal Transport Interchange for Barrow with provisions for buses, coaches and taxis   | Bus & Taxi Services             | Improved multi-modal journey times and increased public transport patronage; encourage increased coach tourism in Barrow                     | May require land acquisition   | Medium | High   | Medium | Beyond Local Plan (15+ Yrs) | None known  | Cumbria County Council/ Barrow Borough Council |