



**A595 Grizebeck transport
improvement**

**Consultation feedback
report**

February 2019

Report details

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2	Final draft	25 January 2019	Final draft
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Executive summary

- i. Cumbria County Council is undertaking scheme development on proposals to improve the A595 to the south of Grizebeck.
- ii. Government have acknowledged the strategic importance of the A595 and it is included in the Department for Transport's newly identified Major Road Network. The Secretary of State for Transport has also identified improvements to the A595 at Grizebeck as one of the first schemes to be developed further on the Major Road Network.
- iii. As part of the development of scheme options, Cumbria County Council held a Public Consultation for the A595 Grizebeck Improvement between 19 October and 16 November 2018. This report details the feedback related to the consultation.
- iv. The consultation sought opinions on two road options: the red route (widening of the existing road and a bypass of Grizebeck), and the blue route (a full bypass to the east of the farm). The focus of the consultation was to gather responses through a feedback form, although responses by other methods also been considered. The results of the feedback, in terms of statistical analyses and feedback themes, are summarised in this document.
- v. The consultation concluded that the public exhibited a preference for the blue route.
- vi. The results of the consultation will feed through to inform the selection of a preferred route.

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1 Introduction

1.1 Introduction

1.1.1 Cumbria County Council is undertaking the Grizebeck Transport Improvements study to develop improvements to the A595 to the south of Grizebeck. The objectives of the improvements are to address the journey time, reliability, safety and severance issues arising as a result of poor road width and alignment on the A595 between Chapels and the A5092 junction at Grizebeck.

1.1.2 A consultation exercise was undertaken to hear the views of stakeholders on factors influencing the A595 Grizebeck transport improvement. The views will be used to inform the selection of a preferred option and feed into the business case needed to secure funding, specifically:

- Applicable strategic policies, legal requirements, regulations, standards and best practice;
- Political opinion representative of the views of local constituents;
- Specific needs and/or aspirations of community interest groups;
- Financial and legal interests, for instance property ownership and rights of access; and
- Opinions of the public with a general interest, particularly those with 'local knowledge' in direct experience or historical understanding of the existing route.

1.1.3 A public consultation is required so Cumbria County Council can select and develop a preferred option for the A595 Grizebeck transport improvement to a design level stage which:

- Can be reasonably foreseen at this stage in the design development process to conform to all applicable strategic policies, regulation and standards;
- Has broad political backing and acceptance;
- Takes account of the requirements/desires of stakeholders with a vested interest in the scheme; and
- Take account of all reasonable foreseeable constraints that may influence the acceptability of the design in later stages of the project.

1.1.4 Two routes were selected for consultation: the red route, and the blue route. These are shown on Figure 1.1 overleaf.

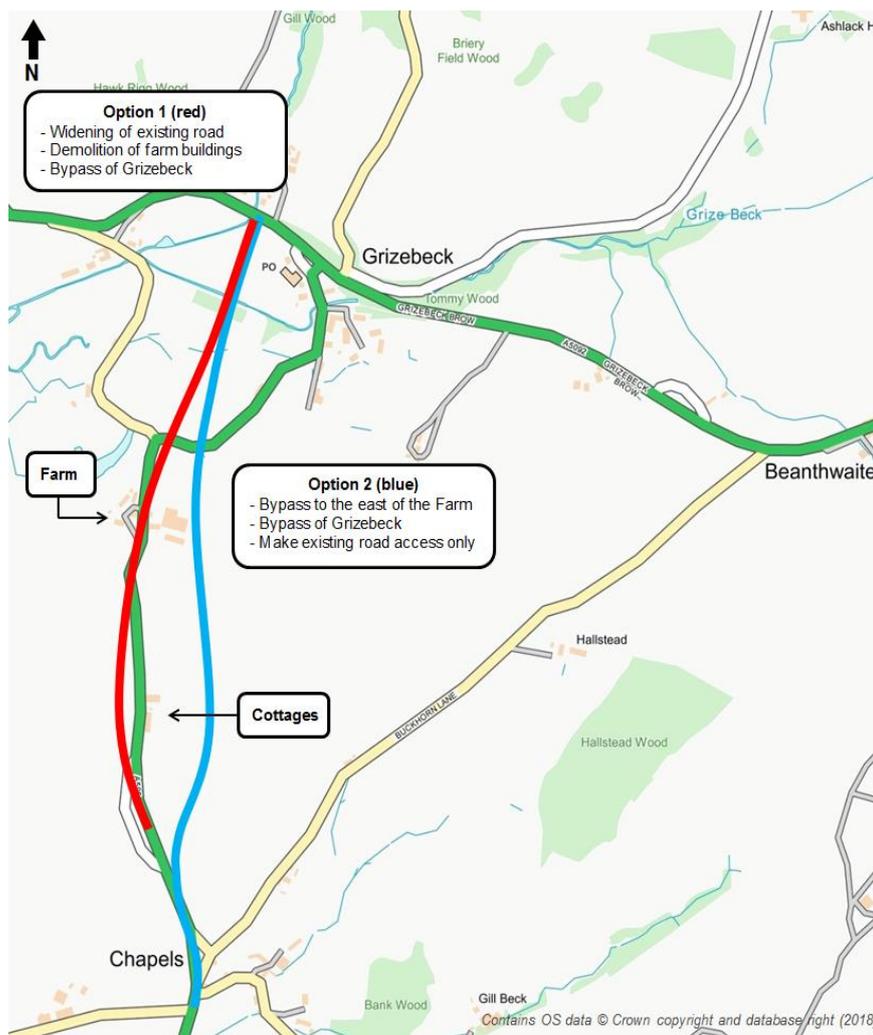


Figure 1.1: Routes for Consultation

- 1.1.5 The red route is mainly an online widening option, while the blue route provides a new link to the east of Dove Ford farm and the cottages at Dove Bank. Both options provide a new link past the village, meeting the A595 at a new junction to the west of the existing junction.
- 1.1.6 This report outlines the consultation process undertaken, and summarises the feedback related to the consultation.

2 Consultation process

2.1 Introduction

- 2.1.1 A Communications Plan was prepared to outline the proposed communications and consultation approach for the project.
- 2.1.2 The Communications Plan for the project identified three main groups of stakeholders (Project Group/Decision Makers, Internal Stakeholders and External Stakeholders). All of these groups were invited to engage with the Consultation.
- 2.1.3 The Project Group/Decision Makers and Internal Stakeholders are made up of the A595 Grizebeck Project Review group, which includes various internal council teams; the Grizebeck Project Board and the council's departmental management team, and cabinet members; it also includes local councillors and various highways and local committee working groups.
- 2.1.4 External stakeholders are made up of MPs for the area, local district authorities, the Cumbria Local Enterprise Partnership, and Transport for the North; it also includes statutory stakeholders such as Environment Agency, Highways England, Natural England and Historic England; finally, it includes local Parish Councils, other interest groups, landowners and businesses.

2.2 Timeline

- 2.2.1 A summary of the main consultation events are as follows:
- July 2018
 - Workshop on preferred interventions with council members
 - September 2018
 - Meetings with council members on upcoming consultation
 - Newsletter produced and shared with stakeholders in local area, including parish councils and local businesses
 - October 2018
 - Letters to affected landowners, businesses and other key stakeholders
 - Meetings with key landowners
 - Press release and media briefing
 - Consultation materials published
 - **Start of Consultation Period** (19 October)
 - Consultation Event at Grizebeck Community Hall (19 October)
 - November 2018
 - Consultation Event at Grizebeck Community Hall (7 November)
 - **End of Consultation** (16 November)

2.3 Promotion

- 2.3.1 A newsletter was produced which provided an introduction to the study work, along with details of the scheme options. The newsletter was made available to Grizebeck community.
- 2.3.2 Flyers advertising the events were made available in the local post office, shop, the pub, school, village hall, parish and community website and local social media pages.
- 2.3.3 Two social media posts were issued advertising the consultation event. Information was also included in the Cumbria County Council weekly newsletter, which is sent to over 5,000 people and the event was also advertised on the council's website at cumbria.gov.uk/a595grizebeck for the duration of the consultation period.
- 2.3.4 Road signage was produced and placed to the north and south of Grizebeck village on the A595, advertising the consultation event dates, as shown in Figure 2.1.
- 2.3.5 Letters were sent directly to local MPs, statutory agencies, parish councils and affected landowners. Individual meetings were held with a selection of key landowners, and these stakeholders were also invited to bespoke sessions prior to the public drop-in events.



Figure 2.1: Road signage promoting the consultation

2.4 The consultation

- 2.4.1 The public consultation ran from 19 October to 16 November 2019.
- 2.4.2 A consultation document was created to provide information about the two routes, alongside a series of complementary consultation display materials including large plans to assist the public with interpretation of the project option. Materials were displayed at public consultation events and made available on the project website. The consultation document is provided in Appendix A.
- 2.4.3 The primary method of consultation was through a feedback form. The feedback form was part of the Consultation document. Respondents could submit the hard copy via freepost, or use the online version on the project website. Consultees were requested to complete the feedback form to ensure their feedback was considered in a consultant manner.

2.4.4 Opportunities to clarify information about the consultation were provided both through email, phone, and at the public drop-in events.

2.5 Public consultation drop-in events

2.5.1 Public consultation drop-in events were held at Grizebeck Community Hall on 19 October and 7 November 2018. The events were staffed by both Cumbria County Council and the technical consultants AECOM to help attendees by providing further information and answer questions.



Figure 2.2: Public consultation drop-in event

2.5.2 The primary method for attendees to provide feedback to the public consultation was via a feedback form. The feedback form was available on the project website, and hard copies with a freepost return address were made available at the drop-in events and at other locations in the area. In addition to the feedback form, to capture the direct feedback received during the events, the technical staff attending the events provided notes of the issues and themes discussed during the events.

2.5.3 In addition to this feedback, meetings were also held with key landowners, and letters and emails to the project team were received. Calls were also made to the council's Highways Hotline seeking further information.

2.5.4 These themes have been summarised on the following pages. These summaries do not capture all comments made verbally during the events or received via letter/email/telephone; they are included to give a general representation of the comments raised during the events and should not be taken to be exhaustive.

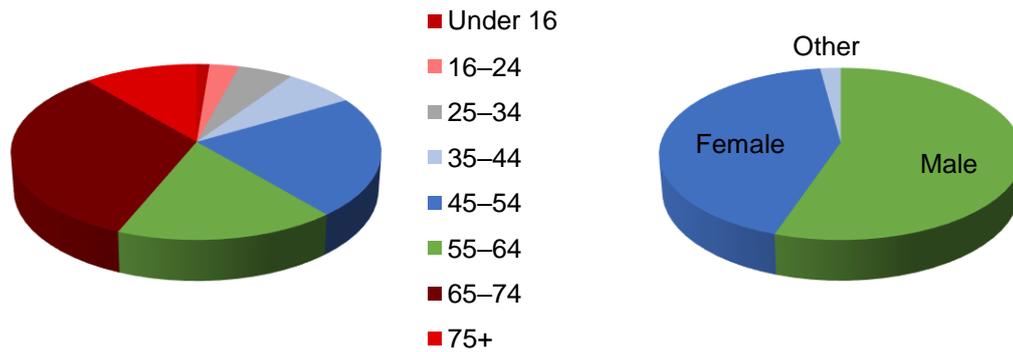


Figure 3.2: Age range and gender

3.2.2 Figure 3.3 identifies the type of respondents. Nearly three fifths of respondents identified themselves as a local resident, while one in four people identified as a commuter to or through the area.



Figure 3.3: Respondent type

3.2.3 The location of respondents to the consultation from the feedback from are shown in Figure 3.4. Locations are illustrative within the postcode areas and do not align to actual properties.

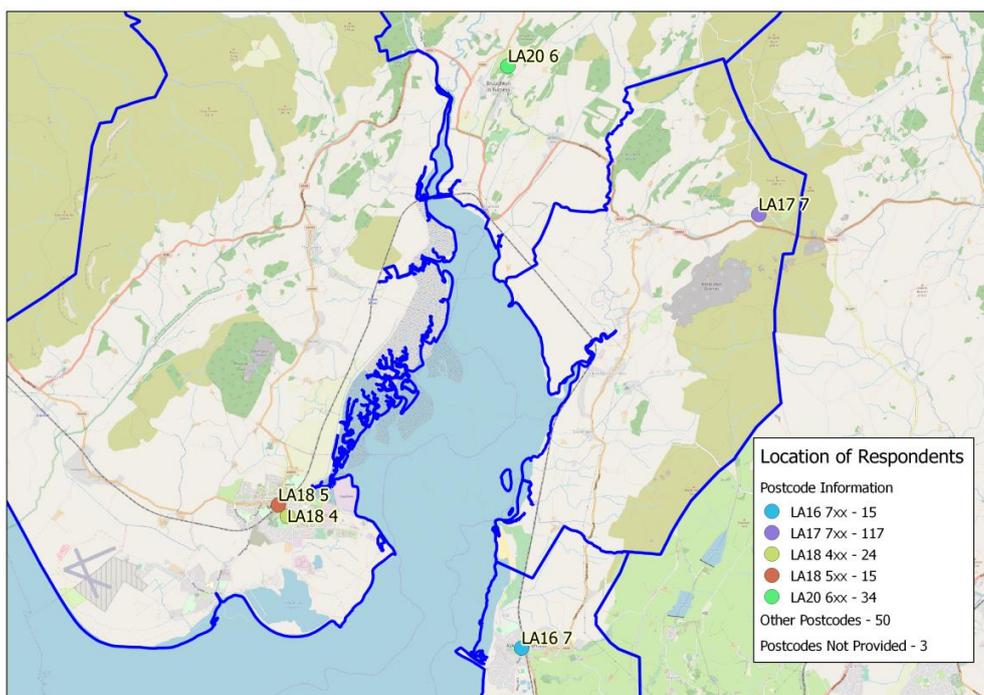


Figure 3.4: Consultation respondents from feedback form

3.2.4 Figure 3.4 shows that the majority of consultation respondents live in the postcode area containing Grizebeck and surrounding settlements such as Kirkby-in-Furness. The majority of respondents are shown to live in this area or the wider south-west Cumbria, including Millom, Broughton-in-Furness and Askam-in-Furness.

3.3 Scheme priorities

3.3.1 When asked to choose their top three priorities from the list of options, most people highlighted the need for the scheme to ensure road safety, ease traffic congestion and improve journey times on the A595. The full list of responses are shown in Table 3.1.

Table 3.1: Scheme priorities

Priority	Total Selections	% of total respondents
Ensuring road safety	212	82%
Easing traffic congestion	194	75%
Improving journey time on the A595	95	37%
Protecting land and farming activities	50	19%
Ensuring thriving local businesses	37	14%
Reducing air pollution and carbon emissions from traffic and construction vehicles	39	15%
Other (please specify)	30	12%
Reducing noise from traffic and construction vehicles	25	10%
Access to properties	23	9%
Total Responses	705	

3.3.2 The ‘other’ response was analysed, but this did not result in any new themes emerging; most of the comments were expansions or clarifications on themes already presented, and primarily concerned safety, traffic impacts and farming.

3.4 Overall route preference

3.4.1 The preference for each route is shown in Table 3.2 below. The results show that nearly four times as many people support the blue route compared to those that oppose it. Conversely, more than four times as many people oppose the red route compared to those that support it.

Table 3.2: Route support

	Support	Neutral	Oppose
Red route	37	64	156
Blue route	169	35	45

3.4.2 When given a choice between the two route options, more than eight times as many respondents strongly prefer the blue route compared to the red route, and 75 per cent of people prefer the blue route overall. The route preference results are shown in Figure 3.5 and Table 3.3.

Table 3.3: Route preference

Preference	Number
Prefer red route	18
Slightly prefer red route	3
Neutral	42
Slightly prefer blue route	32
Prefer blue route	153

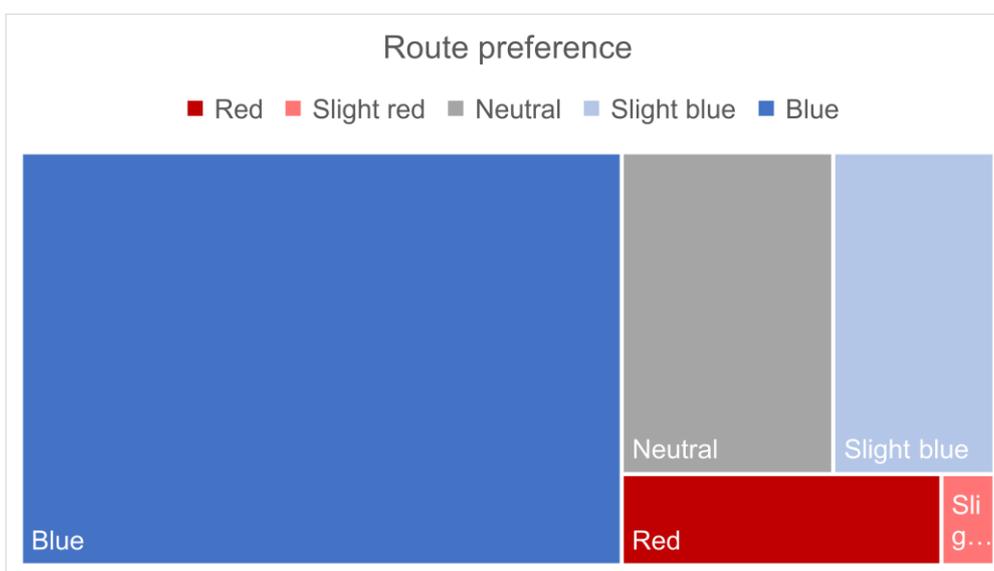


Figure 3.5: Route preference

3.5 Route preference by respondent

- 3.5.1 The route preference results have also been analysed by respondent type. Statistics are not provided in this section where the number of respondents is low to prevent the identification of specific respondents.
- 3.5.2 The following statutory authorities were engaged through the consultation process: the Environment Agency, Natural England, Historic England, Highways England, Cumbria County Council planning department, and South Lakeland District Council. Members of Parliament were also engaged.
- 3.5.3 The statutory authorities raised a number of specific comments and issues regarding the impact of each routes, and also provided information on the engagement required if and when the scheme development progressed. However, in general the authorities displayed no preference between the route options.
- 3.5.4 The following interest organisations were engaged through the consultation process: local parish councils, the A595 Action Group, landowners and significant businesses in the area.
- 3.5.5 The interest organisations in general provided cautious and caveated support for improvement, and stressed the need for further consultation. No specific support was provided for either route, although the comments provided more negative comments relating to the red route.
- 3.5.6 The public response was also analysed by the types identified in Figure 3.3. Broadly, option support was consistent across different respondent types, although there were key differences. Local residents displayed more opposition to the red route than the overall figures (71 per cent and 61 per cent respectively), and commuters showed less opposition (44 per cent); similarly, commuters displayed more support for the blue route compared to overall (86 per cent and 68 per cent), while local residents showed slightly less support (61 per cent). Commuters also showed a higher preference for the blue route over to the red route (90 per cent) when compared to residents (70 per cent).
- 3.5.7 Finally, the response was also analysed by whether the response was online or by hard copy; again, the results were broadly consistent but with some differences. Online responses tended to show a slightly higher level of opposition to the red route (67 per cent opposed online, compared to 59 per cent by hard copy). Similarly, support for the blue route was higher by hard copy (70 per cent support by hard copy, compared to 57 per cent online). The hard copy responses also showed a slightly higher preference for the blue route over to the red route (76 per cent) when compared to online responses (70 per cent).

3.6 Thematic summary

- 3.6.1 In addition to the questions with a restrictive response, individual freeform written comments were made as part of the feedback form. These comments have been individually reviewed by a member of the project team.
- 3.6.2 Due to the wide ranging nature of these comments, it was necessary to process the comments to draw out individual themes which could then be grouped.
- 3.6.3 Comment themes were created by reviewing each individual comment in turn, and creating a new theme when a comment could not be easily assigned to an existing theme. Where a comment covered multiple topics, the comment was split into each relevant theme.
- 3.6.4 The themes were then assessed as either being positive or negative, and the tone of these themes is summarised in Table 3.4.

Table 3.4: Theme tone

Question	Positive	Negative
Q5: Please tell us what you like about [the red route]?	95	70
Q6: Please tell us what you do not like about [the red route]?	7	435
Total	102	505
Q8: Please tell us what you like about [the blue route]?	340	27
Q9: Please tell us what you do not like about [the blue route]?	38	256
Total	378	283
Q11: Further comments on preferred option	8	260
Q16: Additional comments	10	196
Total	18	456

- 3.6.5 The two specific questions for each route invite positive and negative comments by asking ‘what you like’ and ‘what you do not like’ for each option. However, it can be seen both in the number of themes, and the number of ‘inverse’ themes – such as those that respond in the negative to a positive question – that the general results of the thematic analysis reflect the opposition to the red route, and the support for the blue route, albeit with caveats regarding the content of the themes.

3.7 Comment themes

- 3.7.1 Based on the comments received, 27 themes were created. These were further grouped into seven broad categories to simplify reporting, and are summarised on the following pages. A list of the themes contained within each category, and the total number of comments assigned to each, is shown overleaf.

Safety

- Speed: speed limits; volume of traffic; pedestrian and vulnerable road users, accessibility and crossing provision; measures to slow vehicle speeds
- New junctions: layout and type
- Emergency Services: impacts on travel between west Cumbria and Furness General Hospital

Route

- Cycle and Footpaths: request for inclusion of cyclepaths and footpaths
- Layout: changes to option including movement of junctions, passing places, lighting
- Existing routes: closure of ratruns (primarily the Mousetrap) and other local routes

Disruption

- Construction: impact on local road users during construction phase; impact of construction on residents

Environmental

- Ecological: protection of wildlife
- Flooding: flood risk area; drainage and surface water flooding

Properties

- Farm: impact on operations and farm buildings; demolition of buildings
- Services: impact on services such as gas, drainage and sewerage
- Traffic impact: noise, air quality, visual impacts of option
- Access: Access to properties

General

- Maps: maps provided during consultation
- Weather: winter conditions at Grizebeck
- Timescales: scheme programme
- Effectiveness: perceived effectiveness of scheme
- Consultation: lack of options provided; more detail for discounted options; further information
- Future updates: residents to be kept informed

Other Options

- Purple Route: preference for alternative route to west of Grizebeck
- Buckhorn Lane: preference for alternative route to east of Grizebeck
- Duddon Bridge: bridge across estuary to Millom
- Wider road network: other pinchpoints on wider route to northwest and south of Grizebeck

3.7.2 A summary of the key themes in response to each question is shown below, with the percentage of times the theme is mentioned out of the total themes.

Q5: Please tell us what you like about [the red route]

- Do not like the route (42 per cent)
- Uses less land / has a lower environmental impact (29 per cent)
- Removes pinch point (19 per cent)

Q6: Please tell us what you do not like about [the red route]

- Impact on the farm (32 per cent)
- Construction impacts, including operation of existing road (21 per cent)
- Negative impacts on residential properties (14 per cent)

3.7.3 The comments received for question five highlighted the opposition to the red route, with 42 per cent of themes being negative. The comments received for question six show the main opposition to the red route relates to farm and other property impacts, and how the construction of the option would impact on existing traffic.

Q8: Please tell us what you like about [the blue route]

- Lower farm / agricultural impacts (22 per cent)
- Offline construction (21 per cent)
- Positive impacts on residential properties (16 per cent)

Q9: Please tell us what you do not like about [the blue route]

- Safety impacts (23 per cent)
- Negative impacts on residential properties (16 per cent)
- Impacts on farm and land access (13 per cent)
- Like the route (13 per cent)

3.7.4 The comments received for question eight show that the offline construction of the blue route is viewed as a positive, alongside lower agricultural impacts. The comments received for question nine show that the safety impacts of the scheme are pertinent, and that issues still remain with the impact of the option on the farm and other residential properties.

Q11: [P]rovide any further comments, in particular any specific issues or opportunities you would like to see addressed, or any concerns you may have...

- Consider other route options, changes to design, other issues (33 per cent)
- Accessibility and severance (23 per cent)
- Safety impacts (20 per cent)

3.7.5 The responses to question 11 highlight the wide-ranging issues that concern respondents; these include different route options, changes to the design, and other areas of the highway network that require improvement. Within this broad theme, 14 per cent raised specific alternative options; seven per cent for a Buckhorn Lane option and seven per cent for a new route to the west. However, five per cent of responses also highlighted that Buckhorn Lane should not be considered as a potential option.

3.7.6 The responses also raised issues relating to severance and accessibility issues in the village, including the impact of traffic through the village, and safety.

Q16: Is there any additional information that you think would be helpful?

- Consider other route options, changes to design, other issues (57 per cent)
- Lack of information provided (18 per cent)
- Accessibility and severance (18 per cent)

3.7.7 The responses to question 16 are generally similar to question 11. For the main theme of other options or issues, 15 per cent of respondents suggested a specific alternative (nine per cent for Buckhorn Lane and six per cent for a new route to the west). The remaining responses referred to specific design considerations or other areas or issues that require improvement, with the most prominent being 11 per cent of responses referring to vehicle speeds.

3.7.8 18 per cent of responses thought that further information was required, although in part this reflects the early stage of scheme development.

3.7.9 Each comment has also been assessed as to whether it had a potential impact on the next stage of the scheme development. A summary of these design impacts have been recorded and will be considered as the scheme is developed further in the future.

3.8 Clarity of process

- 3.8.1 The majority of people (71 per cent) thought that enough information was provided, and that were able to express their opinion.
- 3.8.2 Of those who thought that not enough information was provided, the majority of these related to information about discarded or newly proposed routes, additional information on the proposed junction and the current issues around speed in the local area.

4 Conclusions

4.1 Summary of consultation

- 4.1.1 Overall, the results of the public consultation show a preference for the blue route.
- 4.1.2 The responses from statutory authorities raised a number of specific comments and issues, but did not show a preference for either route. The responses from other organisations and key groups showed cautious support for an improvement, but did not in general provide specific support for either route, and displayed slight opposition to the red route.
- 4.1.3 The results from the general public showed opposition to the red route. Positive comments recognised that the route removes constraints and uses less land, but the key themes were the impact of the option on farming, nearby properties and impacts of construction.
- 4.1.4 The results showed support for the blue route. Key supportive comments reflected that the offline construction was beneficial, it has lower impacts on the farm, and positive impacts for some properties in the area. The key concerns for this route included safety, negative impacts on nearby properties, and access and impacts on land.
- 4.1.5 Other information that was received concerned the need to consider other issues in south and west Cumbria, to look at other route options, and to consider design changes for the proposed options. Other key concerns regarded safety, accessibility for pedestrians and cyclists, and construction impacts.

4.2 Next steps

- 4.2.1 The comments that included suggestions for improvements for the preferred route have been recorded. These will be considered and incorporated where practical and possible in the future scheme development.
- 4.2.2 The results of the consultation will be published to provide all stakeholders with the outcomes of the consultation.
- 4.2.3 The public preference expressed for the blue route will be used to inform the preferred route selection process. The selection process will consider feedback from statutory authorities, interest organisations, and the general public separately, alongside other technical work. The decision framework for determining the preferred route and the results of the application of this methodology will be detailed in the preferred route report.
- 4.2.4 Following a decision on a preferred route option, the preferred scheme will undergo further design, with the aim of submitting a planning application for the project.
- 4.2.5 Further public consultation will be undertaken on the outline proposal if funding is secured in the future in advance of any planning application.

Appendix A: Consultation document

**A595
Grizebeck
Improvement**

**Public
Consultation**



How to respond to the consultation

The consultation is open until 16 November 2018. Information about the potential improvement is included in this document.

You can respond to the consultation in a number of different ways:

- Respond on line at cumbria.gov.uk/a595grizebeck
- Complete and return the paper questionnaire at the end of the document to **FREEPOST CUMBRIA COUNTY COUNCIL**
- Attend a public consultation event

A series of drop-in consultation events will provide an opportunity to review the proposals and speak with members of the team who can provide further detail.

The drop in events will be held in Grizebeck Village Hall

- Friday 19 October between 12noon and 6pm
- Wednesday 7 November between 3pm and 7pm

For more information or to comment, visit www.cumbria.gov.uk/a595grizebeck
Email: a595grizebeck@cumbria.gov.uk

What's the issue?

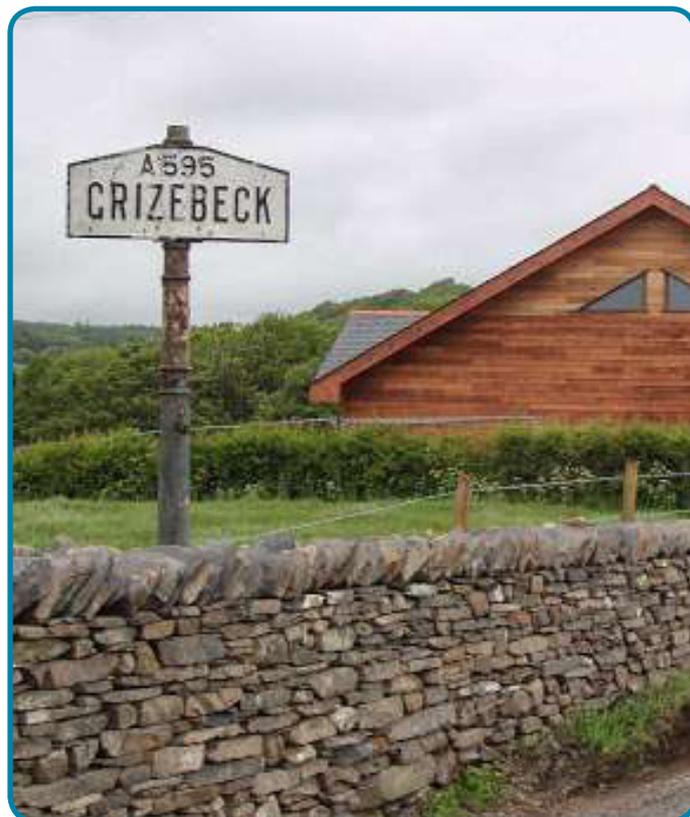
The A595 is a primary route in Cumbria between Carlisle in the north and Dalton-in-Furness in the south, and it forms the key link between Barrow-in-Furness and West Cumbria. Study work undertaken by Cumbria County Council and the Cumbria Local Enterprise Partnership concluded that making sure the main transport links in Cumbria are fit for purpose is key to supporting economic growth.

One area identified through this study work as needing improvement is the A595 south of Grizebeck. This section of road is undulating and meandering with narrow road widths, and the average speed of traffic is lower than that expected of a main road. This includes a section where the road passes through a farm yard.

In addition to this, the A595 is used as the diversion route when the A590 is closed between Dalton-in-Furness and Greenodd. When the route is used as the diversion route, the narrow road width causes significant congestion.

We support improvements to the A595 at Grizebeck due to the benefits it would bring to journey times, safety, resilience and the wider economy. We have lobbied Government to ensure they recognise the strategic importance of the road. Government have acknowledged this and have included the A595 at Grizebeck as one of the first five improvement schemes to be developed further on the newly identified Major Road Network. We are now working with Government to understand their requirements and the work we need to do to secure the funding. This will include the production of a business case for the scheme.

Your feedback from this consultation will inform the type of improvement that is developed and will feed in to the business case needed to secure funding. Further public consultation on more detailed proposals would happen in the future as the scheme is developed further.



What are we trying to do?

This study aims to develop an improvement scheme which addresses the journey time, reliability, safety and severance issues arising as a result of the poor road width and alignment on the A595 between Chapels and the A5092 junction at Grizebeck.

The objectives of the scheme are to:

- Support economic growth in Cumbria by improving journey times on the A595;
- Improve the A595 to make it suitable for freight traffic accessing existing and proposed major developments;
- Improve resilience and journey time reliability, particularly when the road is used as a diversion route;
- Improve road safety by reducing the number and seriousness of incidents;
- Minimise adverse impacts on the environment and reduce carbon emissions; and
- Reduce the impact of the A595 on severance in Grizebeck.



What have we done so far?

We have reviewed existing data, including:

- Accident records over the last five years
- Topographical surface models
- Journey to work data for major employers in the area
- Local development plans
- Data on planned schemes and developments in the area
- Traffic data
- Previous study work (including the West of M6 Strategic Connectivity Study)
- Existing and historical environmental data including flood zone data
- Existing geotechnical information

Some of the key constraints are the flood zones and ground conditions. Further details on these are shown on the accompanying maps.

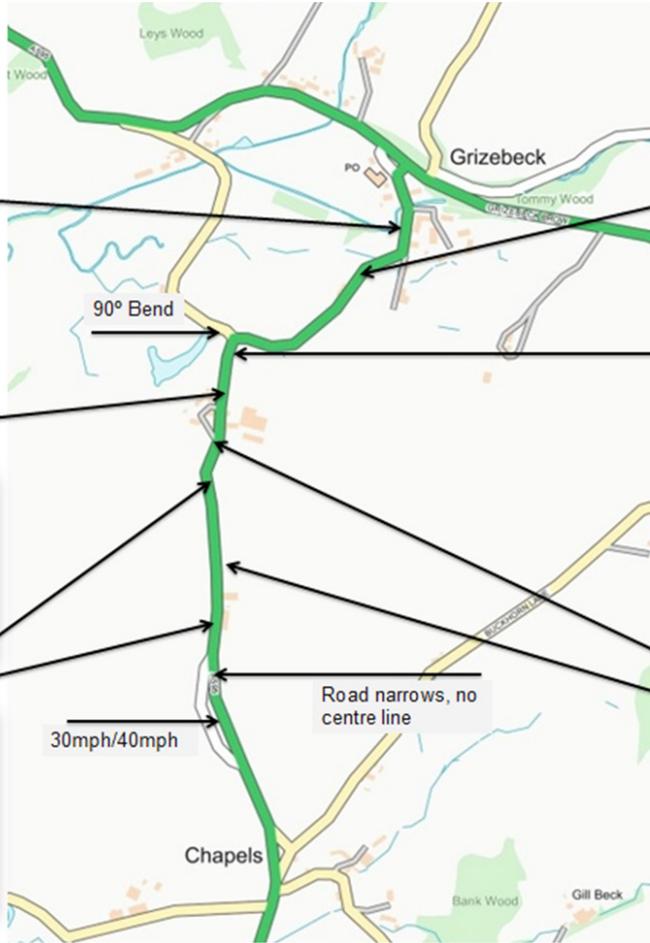
Using this data a number of possible schemes have been developed to address the problems on this section of road.



Grizebeck Map and Area Issues



Narrow and tight bend through village



Narrowing past Community Centre



Building pinch point



Limited visibility



Passing point and retaining wall



Farm yard entrances



Existing properties to east of road

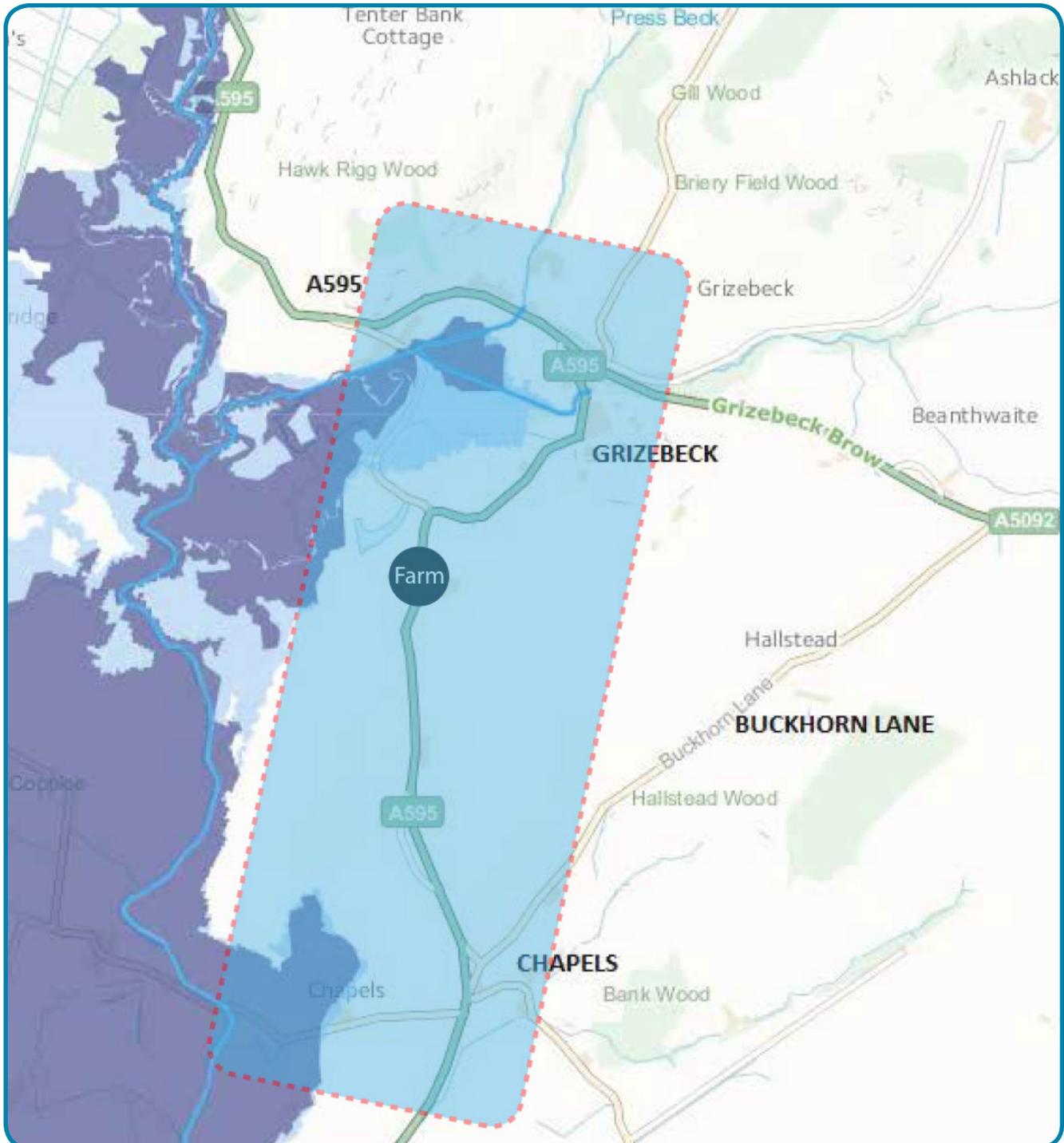


Narrowing



What are the constraints?

Flood zones

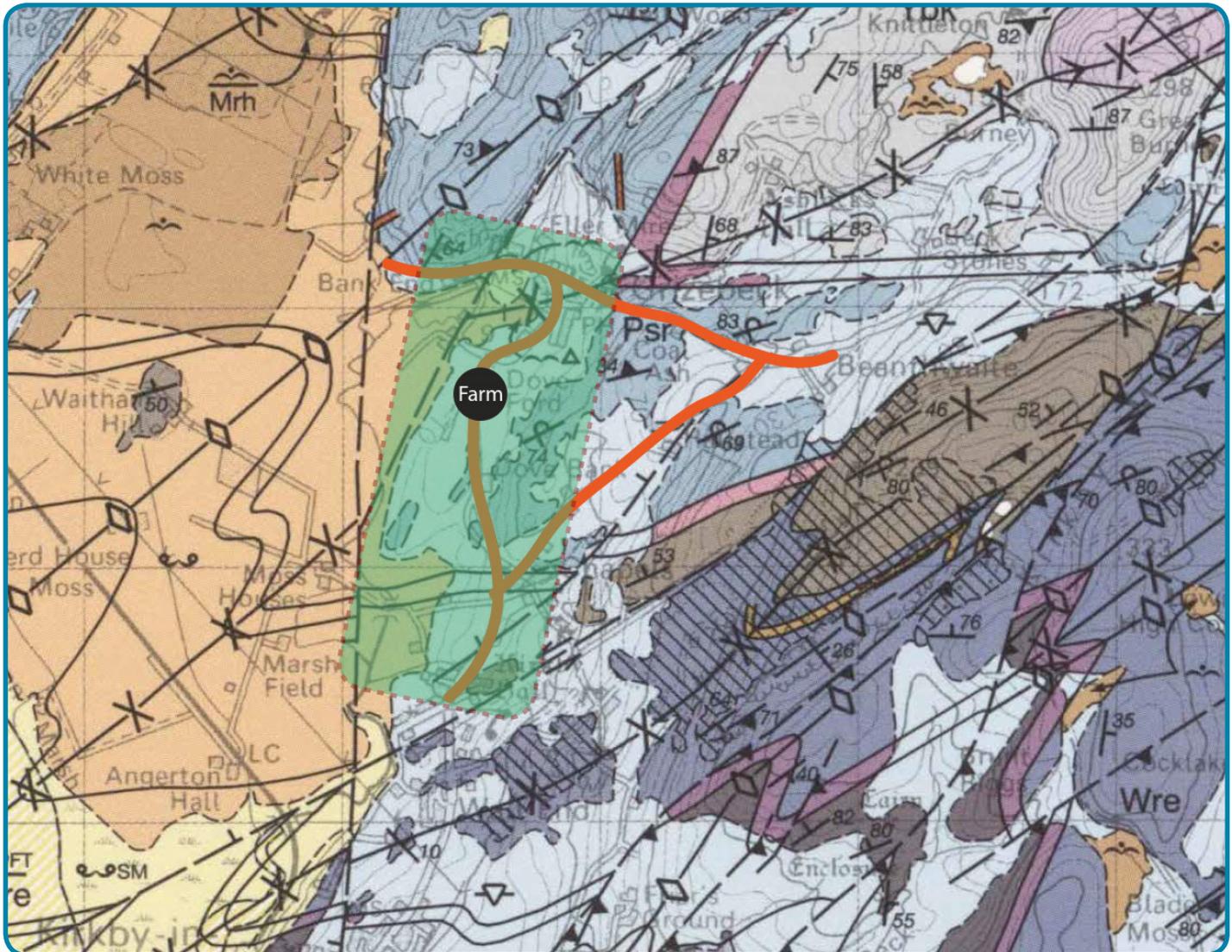


The area to the west of the existing A595 is subject to coastal flooding and the Environment Agency assesses the likelihood of flooding accordingly:

- **Very low risk** (unshaded) means that each year this area has a chance of flooding of less than 0.1 per cent.
- **Low risk** (light blue) means that each year this area has a chance of flooding of between 0.1 per cent and 1 per cent.
- **Medium and high risk** (dark blue) means that each year this area has a chance of flooding of greater than 1 per cent.

While these percentages look small they do mean flooding may occur and the road and structures need to be designed accordingly.

Ground conditions



This plan shows the existing geological conditions for the route. The following ground types are found in the study area for this scheme:

Light Blue: glacial till, a common ground type and suitable for building on.

Mid Blue: exposed rock, this is good to build on and provides a suitable foundation, but is hard and expensive to cut through. This can be seen on the land to the west of the existing A595, south of the village.

Orange: marine deposits typical of the coastal flood plain.

Yellow: alluvium, a very soft and compressible soil ground type. There is a small area of this to the west of the village.

The ground conditions of the area need to be considered accordingly in the design.

What have we considered?

Using the available data and observations of existing conditions we developed a number of possible schemes to address the problems on this section of road.

We carried out a sifting exercise to identify the strengths and weaknesses of each possible option, and narrow down those options to the two options with the best potential for meeting the scheme objectives. Some of the options which were considered but rejected were:

Traffic Lights

The simplest method of control to reduce conflicts is traffic lights. The longest feasible length for lights is around 120 metres which would still require road widening, and the lights would create delays even when traffic flows are lower outside of the peak periods.

Bypassing the farm to the west

The land to the west of the existing A595 is lower and encroaches on the flood zone, as well as the associated poor soil and ground conditions. The engineering requirements of building a bypass here would increase the cost significantly.

Bypassing the A595 south of Grizebeck

Bypassing the section of road from Chapels to the farm would provide some benefit but would still leave conflict points by the Community Hall and through the village.

Upgrading Buckhorn Lane

Upgrading this existing lane would avoid constraints around the flood zone, and there is more space for a larger junction with the A5092. However, this route would be considerably longer for the predominant west-south traffic movement and would not improve journey times.

What are the options?

Option 1. Widening with a bypass of Grizebeck (red line on map)

This option would follow the existing alignment of the A595 as closely as possible from Chapels to the farm. It would then divert from the existing road and bypass the village of Grizebeck. This option would impact on the farm buildings and would create a new junction with the A595 to the west of the existing junction.

This route has the advantage of staying close to the original alignment and taking the shortest route. The new junction on the A595 would improve access from the west and east. The existing roads would provide access for local users.

Option 2. Full bypass to the east of the farm (blue line on map)

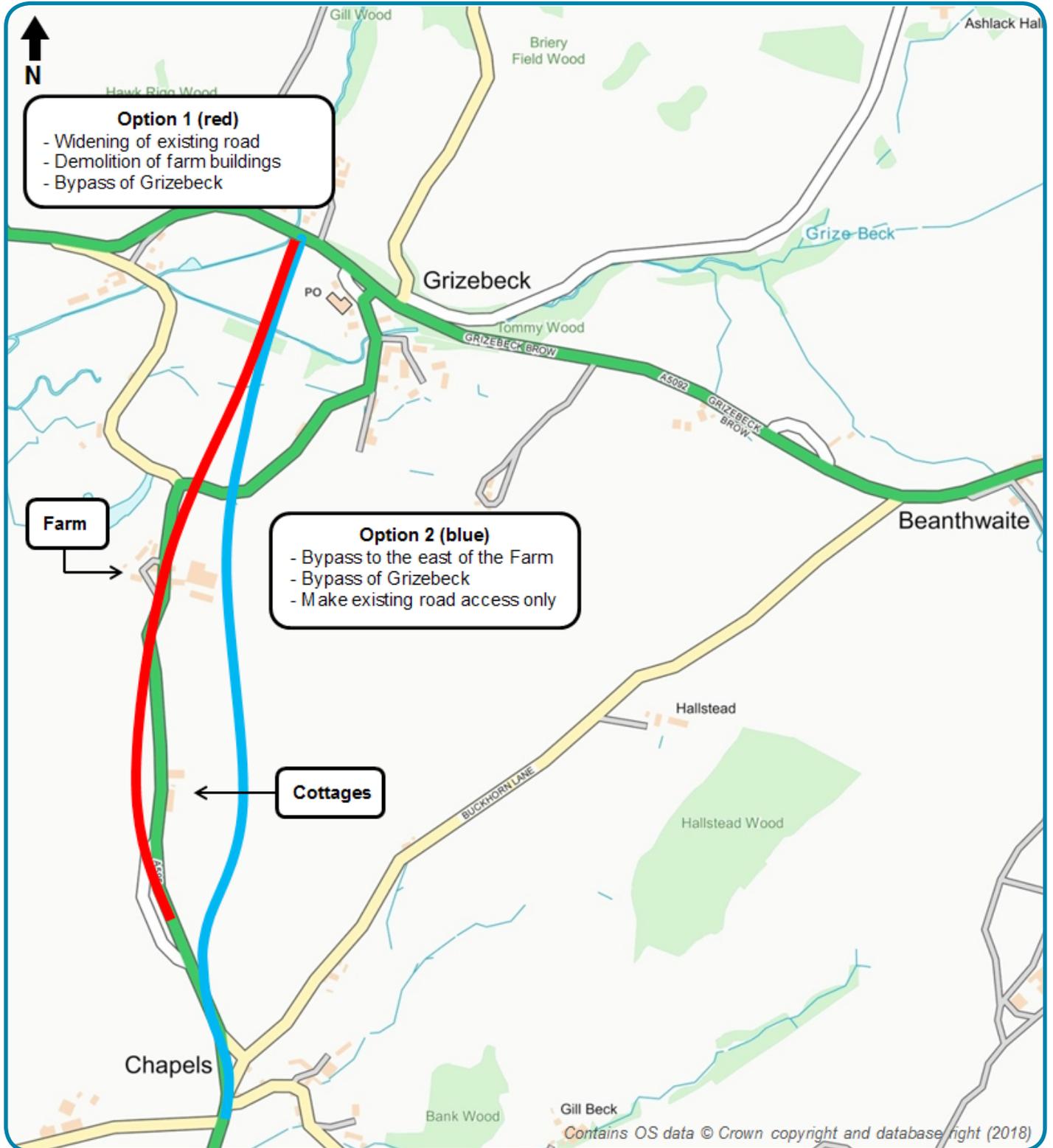
This option would leave the existing road to the north of Chapels, bypassing the existing narrow sections of road to the east of the cottages and the farm. The route would then cross the existing road south of the village of Grizebeck and continue to the west of the village to meet the A595. The bypass of the village and the new junction would be a similar arrangement to that proposed for the first option.

This route would be easier to construct as it is away from the existing road although the line it would take is restricted by the lay of the land in this area. The existing A595 would become a road for local users.



Route Options

The two route options are shown on the following map:



Feedback Form

If possible, please respond online at cumbria.gov.uk/a595grizebeck

If you do not have internet access, please complete the following questionnaire and return to **FREEPOST CUMBRIA COUNTY COUNCIL before 16 November 2018.**

Thank you for your interest in this consultation.

Please provide the following information to help us understand why you are interested in this consultation. This will be used to help in the analysis of the information we receive.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004. Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

What is your postcode?

Which of the following best describes the reason for your interest in this consultation?

(Tick one only)

- | | |
|---|---|
| <input type="checkbox"/> Local resident | <input type="checkbox"/> A commuter through the area |
| <input type="checkbox"/> Employed in Grizebeck | <input type="checkbox"/> A visitor to the area |
| <input type="checkbox"/> A local business owner | <input type="checkbox"/> Not local but interested in the scheme |
| <input type="checkbox"/> Other (please specify) | |

With regard to the potential improvement to the A595 in the vicinity of Grizebeck, which issues are the most import to you? (Select up to three)

- Ensuring road safety
- Easing traffic congestion
- Improving journey time on the A595
- Protecting land and farming activities
- Ensuring thriving local businesses
- Access to properties
- Reducing air pollution and carbon emissions from traffic and construction vehicles
- Reducing noise from traffic and construction vehicles
- Other (please specify)

Your views on Option 1 (widening of existing road and a bypass of Grizebeck)

- Support
- Neither support nor oppose
- Oppose

Please tell us what you like about Option 1?

Please tell us what you do not like about Option 1?

Your views on Option 2 (full bypass to the east of the farm)

- Support
- Neither support nor oppose
- Oppose

Please tell us what you like about Option 2?

Please tell us what you do not like about Option 2?

Your preferred option

- Prefer Option 1 (widening of existing road and a bypass of Grizebeck)
- Slightly prefer Option 1 (widening of existing road and a bypass of Grizebeck)
- Prefer Option 2 (full bypass to the east of the farm)
- Slightly prefer Option 2 (full bypass to the east of the farm)
- No preference

Use the space below to provide any further comments, in particular any specific issues or opportunities you would like to see addressed, or any concerns you may have and how we should take them into account.

About you

This information will allow us to analyse how different groups of people feel about the proposals.

To which gender do you identify?

- Female Transgender Male Transgender Female
 Male Gender Variant/Non-Conforming Prefer not to Answer
 Not listed (specify if you wish)

Do you consider yourself to be disabled?

- Yes No

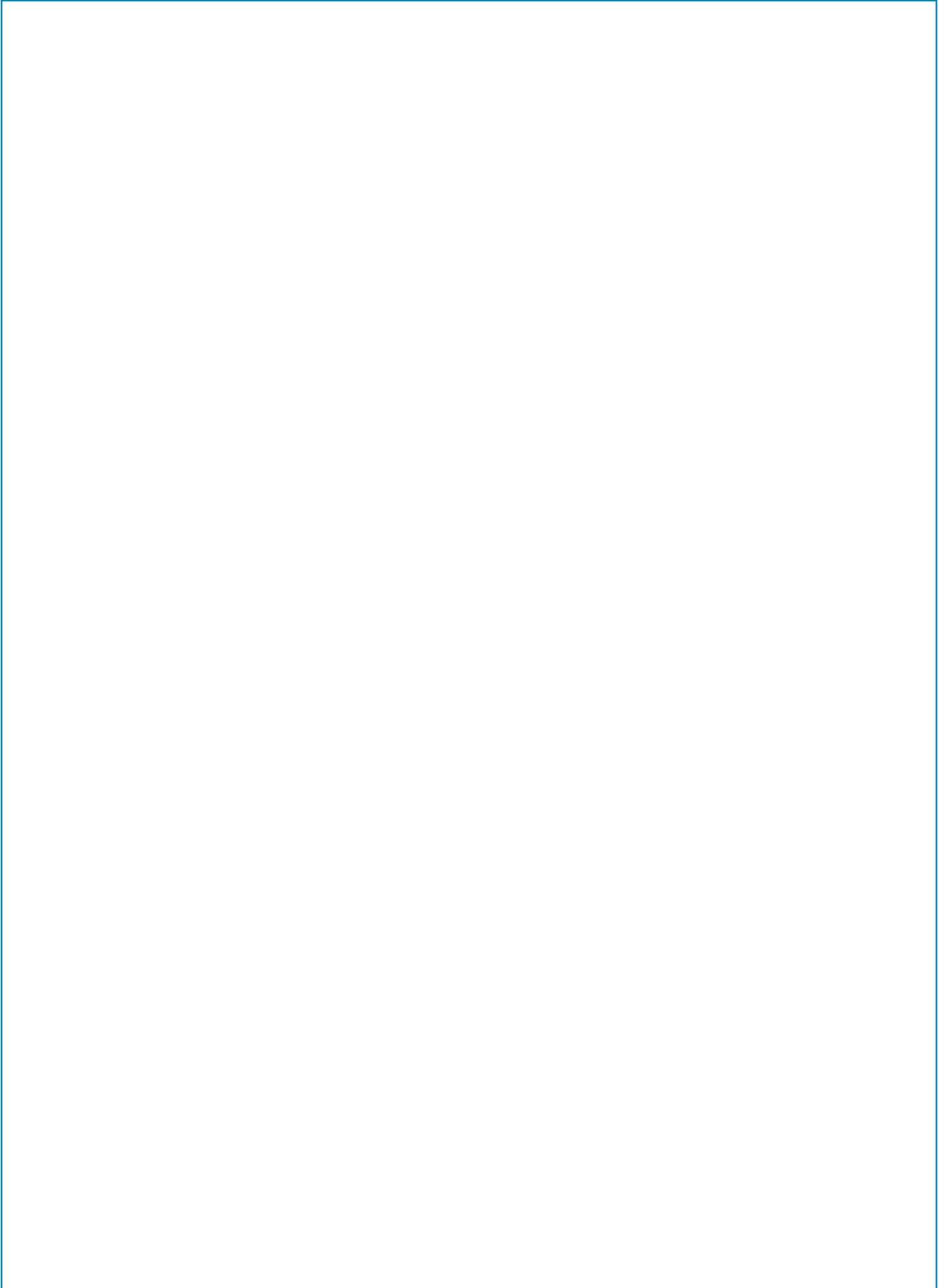
What age are you?

- Under 16 45-54
 16-24 55-64
 25-34 65-74
 35-44 75+

Did we provide enough information for you to respond to the consultation?

- Yes No Partially

Is there any additional information that you think would be helpful?



Did the questionnaire allow you to express your opinions fully?

Yes No Partially

Do you have any further comments on the consultation process (not the proposals themselves?)

Thank you for your response to this consultation

If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone **0300 3032992**.

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে **0300 3032992** নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息，
请致电 **0300 3032992**

**Jeigu norétumète gauti šią informaciją savo kalba,
skambinkite telefonu 0300 3032992**

**W celu uzyskania informacji w Państwa języku proszę
zatelefonować pod numer 0300 3032992**

**Se quiser aceder a esta informação na sua língua,
telefone para o 0300 3032992**

**Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen
0300 3032992 numaralı telefonu arayınız**

Appendix B: Feedback form responses

A tabulated summary results of selected questionnaire responses are included on the following pages. Questions with freeform answers have been excluded. Some categories have been aggregated where there were a low number of responses.

B1: Location

Question 1: What is your postcode? [A summary of postcode sectors with 10 or more respondents]

Postcode	Total Responses
LA16 7xx	15
LA17 7xx	117
LA18 4xx	24
LA18 5xx	15
LA20 6xx	34
Other	50
Unknown	3
Total Responses	258

B2: Reason for interest

Question 2: Which of the following best describes the reason for your interest in this consultation? [Select only one]

Response	Total Selections	% Selections
Local Resident	150	58.1%
Commuter	62	24.0%
Other	35	13.6%
Local Business Owner	11	4.3%
Total Responses	258	100%
Skipped	0	

B3: Important issues

Question 3: With regard to the potential improvement to the A595 in the vicinity of Grizebeck, which issues are the most important to you? [Select up to three]

Priority	Total selections	% Selections
Ensuring road safety	212	82.2%
Easing traffic congestion	194	75.2%
Improving journey time on the A595	95	36.8%
Protecting land and farming activities	50	19.4%
Ensuring thriving local businesses	37	14.3%
Reducing air pollution and carbon emissions from traffic and construction vehicles	39	15.1%
Other (please specify)	30	11.6%
Reducing noise from traffic and construction vehicles	25	9.7%
Access to properties	23	8.9%
Total Responses	705	

B4: Red route

Question 4: Your views on Option 1 [red route] (widening of existing road and a bypass of Grizebeck)

Response	Total selections	% Selections
Support	37	14.4%
Neither support not oppose	64	24.9%
Oppose	156	60.7%
Total Responses	257	100%
Skipped	1	

B5: Blue route

Question 7: Your views on Option 2 [blue route] (full bypass to the east of the farm)

Response	Total selections	% Selections
Support	169	67.9%
Neither support not oppose	35	14.1%
Oppose	45	18.1%
Total Responses	249	100%
Skipped	9	

B6: Route preference

Question 10: Your preferred option?

Response	Total selections	% Selections
Prefer Option 1 (widening of existing road and a bypass of Grizebeck)	18	7.3%
Slightly prefer Option 1 (widening and a bypass of Grizebeck)	3	1.2%
Prefer Option 2 (full bypass to the east of the farm)	153	61.7%
Slightly prefer Option 2 (full bypass to the east of the farm)	32	12.9%
No preference	42	16.9%
Total Responses	248	100%
Skipped	10	

B7: Gender

Question 12: To which gender do you identify?

Response	Total selections	% Selections
Female	103	42.0%
Male	133	54.3%
Other / prefer not to answer	9	3.6%
Total Responses	245	100%
Skipped	13	

B8: Disability

Question 13: Do you consider yourself to be disabled?

Response	Total selections	% Selections
Yes	17	7.0%
No	227	93.0%
Total Responses	244	100%
Skipped	14	

B9: Age range

Question 14: What age are you?

Response	Total selections	% Selections
Under 24	10	4.1%
25-34	13	5.4%
35-44	17	7.0%
45-54	54	22.3%
55-64	42	17.4%
65-74	79	32.6%
75+	27	11.2%
Total Responses	242	100%
Skipped	16	

B10: Available information

Question 15: Did we provide enough information for you to respond to the consultation?

Response	Total selections	% Selections
Yes	171	71.3%
No	18	7.5%
Partially	51	21.2%
Total Responses	240	100%
Skipped	18	