



**A595 Bothel
Strategic Improvement
Consultation Feedback
Report**

September 2021

Report details

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Executive Summary

- i. Cumbria County Council is undertaking a scheme development on proposals to make improvements to the A595 through and close to Bothel. They consist of a series of works along a 5km section of the road from Threapland Junction to Cock Bridge including the realignment of parts of the road.
- ii. Building on previous public consultations, and prior to the planned submission of a planning application, Cumbria County Council held a Public Consultation for the A595 Bothel Strategic Improvement between 13th April and 24th May 2021. This report details the feedback related to this consultation.
- iii. The consultation sought opinions on the different elements of the A595 Bothel Strategic Improvement consisting of those parts described as 'key' elements such as the proposed realignment and 'other' elements, for example, improved layby provision. The statistical results of the feedback responses to these and any other matters the public wished to raise have been analysed and are presented and commented on in this document.
- iv. Overall, the results of the public consultation show a high degree of satisfaction with the proposals when the scheme is viewed as a whole.
- v. In terms of the individual elements detailed in the consultation the results also showed a consistently high level of satisfaction with all elements of the scheme and where comparisons with earlier consultations could be made, an increased approval rating in all cases.
- vi. A large number of suggested improvements and comments about the scheme were also submitted. These have been analysed with the other results of the consultation and will inform the further detailed development of the scheme.
- vii. Following some design challenges which have led to a delay in the programme, it is anticipated that a planning application will be submitted for the scheme as a whole in the early part of 2022.
- viii. Subject to planning approval and funding, the construction work on the first phase of the scheme, the Greyhound Inn/Torpenhow Junction Improvement, could start in the Summer of 2022.

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1 Introduction

1.1 Background

- 1.1.1 This report provides the background to, and summarises the results of, the public consultation exercise undertaken during April and May 2021, on the proposed A595 Bothel Strategic Improvement, consisting of a series of works along a 5km section of the road from Threapland Junction to Cock Bridge. The proposed works are being developed by Cumbria County Council (CCC).
- 1.1.2 The A595 is an essential strategic route for Cumbria, providing access to and from West Cumbria (including the Port of Workington, Moorside and Sellafield), Barrow-in-Furness, the A689, M6 and the A69 beyond. The A595 therefore has an important function in supporting the economic growth of Cumbria. The A595 is the most direct link between Carlisle in the north and key service centres of Cockermouth, Whitehaven, and Workington to the west.
- 1.1.3 It is widely recognised that the A595 corridors current capability for serving as both a strategic route and a vital local connector is not being met and that it is unable to satisfy either requirement satisfactorily. The impact of this, on a daily basis, includes congestion, unreliable journey times, poor road safety and inadequate resilience to extreme weather.
- 1.1.4 This section of A595 from Threapland Junction to Cock Bridge is constrained by a highly variable geometry, including steep changes in gradient, poor alignment and visibility, and lack of overtaking opportunities. Agricultural vehicles are commonplace on the road as the route is surrounded by farming communities and the presence of these vehicles can lead to tailbacks, increased journey times and road safety concerns such as overtaking manoeuvres at inappropriate locations.
- 1.1.5 Based on the initial designs of what the scheme might look like, further technical appraisal and an earlier public consultation exercise, an application was made in August 2019 to the Department for Transport's (DfT) Major Road Fund for the A595 Bothel Strategic Improvement (Threapland Junction to Cock Bridge) scheme. The length of road subject of the application is shown in Figure 1 below and the key components of the proposed scheme are shown in Figure 2 in Section 1.2.

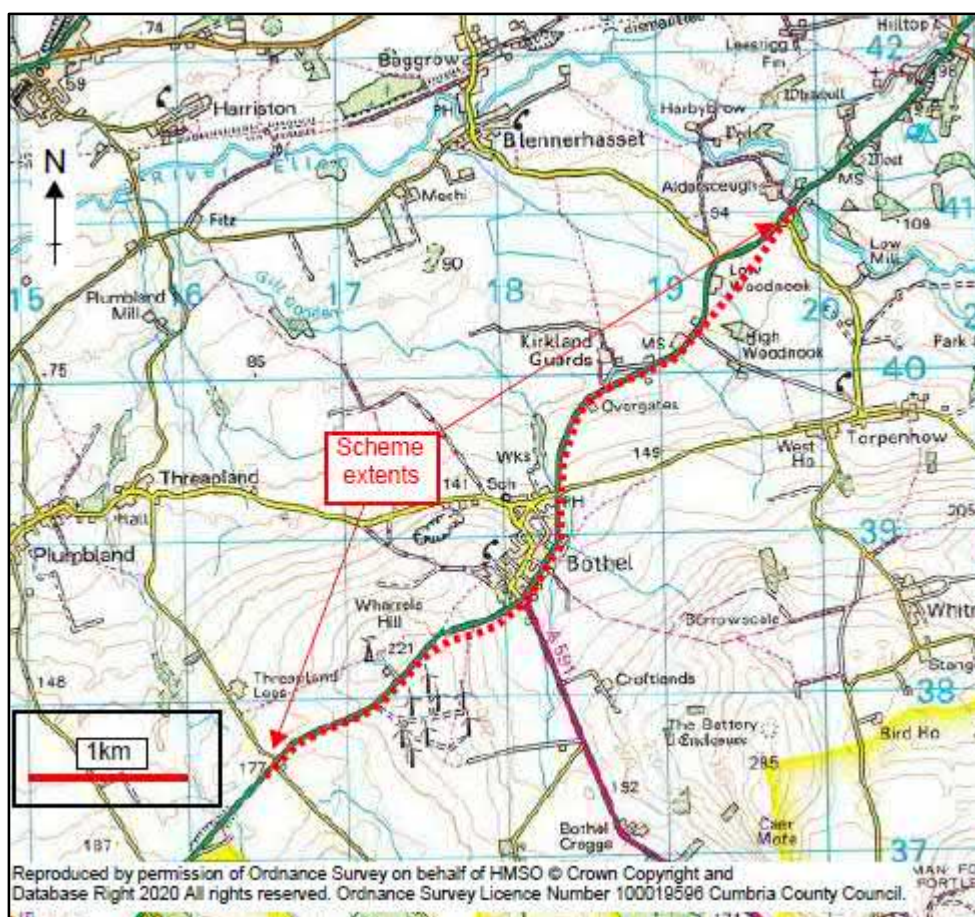


Figure 1: A595 Bothel Strategic Improvement (*Threapland Junction to Cock Bridge*)

- 1.1.6 The application to the DfT requested funding to undertake further scheme development to get the A595 Bothel Strategic Improvement ready for the submission of a planning application and undertake the statutory processes. A decision on this application is still awaited at the time of writing and therefore no resources have yet been made available by the DfT to progress the work.
- 1.1.7 However, in response to Covid-19, the Ministry of Communities, Housing and Local Government launched the 'Getting Building Fund'. This fund is being administered locally by the Cumbria Local Enterprise Partnership (CLEP). The CLEP agreed in December 2020 to provide £5m from this fund to undertake further design work, environmental assessments to allow the submission of a planning application, and to undertake the statutory processes to ensure that the scheme is 'shovel ready' pending funding (from DfT's Major Roads Fund) being agreed.
- 1.1.8 Following approval by the CLEP these resources have allowed the design work etc. for the improvements to progress to a level of detail sufficient to be able to submit a planning application. Prior to the submission of a planning application CCC conducted a public consultation exercise to gauge the level of support for the more detailed proposals and to identify where they can be improved. This report summarises the findings of this consultation exercise.

- 1.1.9 After taking into account the results of this latest consultation exercise and further ongoing development of the design it is anticipated that the planning application will be submitted during the early part of 2022. It is expected that a decision on the DfT funding application will be made before any planning application is submitted.
- 1.1.10 Three previous public consultations concerning works to this section of road were held in November/December 2018, June/July 2019, and January 2021. The first consultation considered a range of options for improvements between a longer section of the A595 between Mealsgate and Redmain. The results clarified the priorities for work along this section and highlighted other junctions, not included, which should also be considered for improvement.
- 1.1.11 Using the feedback from the 2018 consultation, the 2019 consultation was focussed on proposals along a shorter stretch of the A595 from Threapland Junction to Cock Bridge and an additional proposed improvement at the Greyhound Inn/Torpenhow Junction was also included for consideration.
- 1.1.12 The January 2021 consultation focussed only on the proposed improvements to the Greyhound Inn/Torpenhow Junction. Great importance has been placed on improvements to this junction by the public which prompted the early consideration and prioritisation of this element of the corridor improvements as a standalone component of the wider scheme. Part of the £5m CLEP has been allocated to fund the early reconstruction of the junction in advance of the wider scheme funding decision. Further details of the previous consultations are contained in Section 2.1.

1.2 Proposed A595 Bothel Strategic Improvement

- 1.2.1 The A595 Bothel Strategic Improvement, as proposed, is seeking to provide a more consistent standard of road design for 5km of the A595 between Threapland Junction and Cock Bridge. It can be divided into different parts; the 5 key elements of the scheme are as follows:
- 1) **Climbing lanes to the south west of Bothel in both directions**
These will provide overtaking opportunities for traffic behind slow-moving heavy vehicles to improve journey times and journey reliability, and improve safety by discouraging inappropriate overtaking at other sections of the highway;
 - 2) **A591 Keswick Junction Improvement**
This will remove the conflict between vehicles waiting to turn right and ahead traffic, improve road safety and reduce the impact of queuing traffic on the A595;
 - 3) **Greyhound Inn/Torpenhow Junction Improvement**
This will remove the conflict between vehicles waiting to turn right and ahead traffic, improve road safety and reduce the impact of queueing traffic on the A595;

4) **Realignment at Overgates**

This will improve forward visibility and smooth traffic flow by reducing the impact of vehicles braking; and

5) **Woodnook Realignment**

Designed to provide a new road between Kirkland Green Junction and Cock Bridge/Torpenhow Junction including an improved junction for Blennerhasset which will increase forward visibility and smooth traffic flow by reducing the impact of vehicles braking.

1.2.2 These key elements are shown in Figure 2 below which includes some computer-generated images of the proposed completed arrangements.

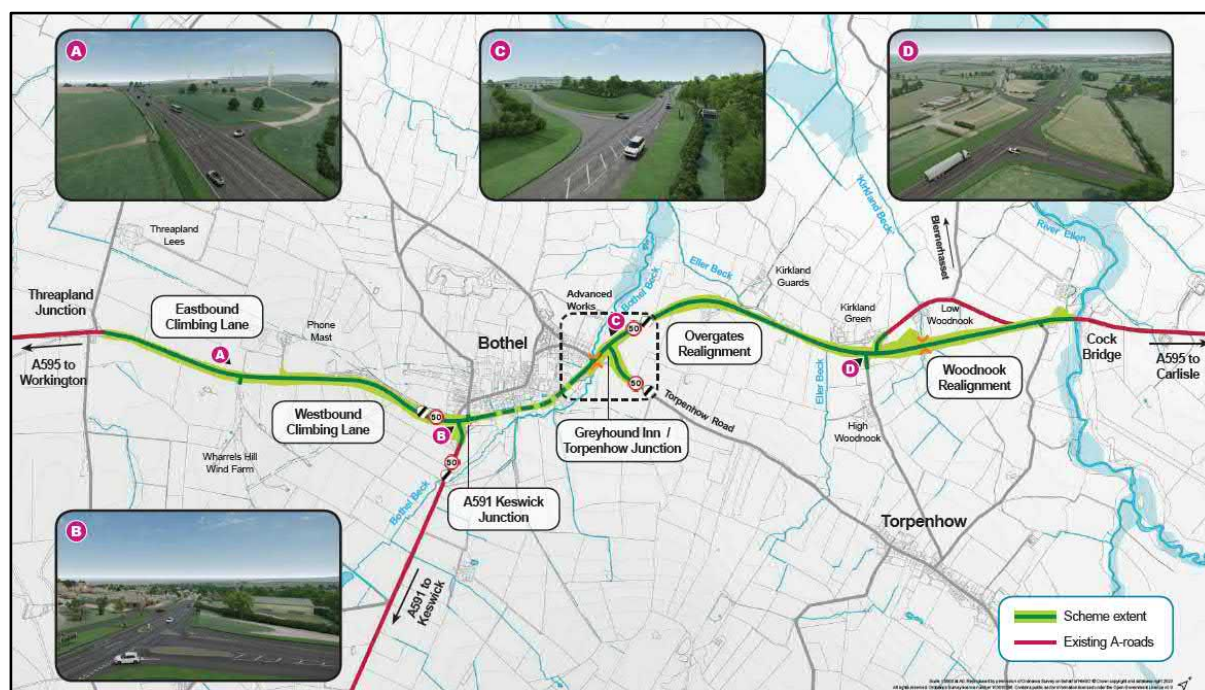


Figure 2: A595 Bothel Strategic Improvement – Key Elements

1.2.3 Other elements of the scheme incorporated into the above or forming part of the whole are as follows:

- 6) 50mph speed limit through the Bothel village section;
- 7) Improved layby provision at Wharrels Hill;
- 8) New layby provision at Overgates;
- 9) New highway drainage ponds; and
- 10) Links to footpaths and cycle paths and connections across the A595.

2 Consultation Process

2.1 Previous Consultations

2.1.1 The proposals for the A595 Bothel Strategic Improvement, as discussed above, have emerged from a longer and wider route improvement plan and consultation exercise. There have been three previous public consultations dealing either with the whole scheme or a key element of it. These are summarised below.

2.1.2 First Public Consultation- Whole Scheme

The first public consultation took place during November - December 2018 and considered a range of options for improvements between Mealsgate and Redmain. Approximately 180 people attended the 2 consultation events both held at Bothel Village Hall; 151 feedback forms were completed, and additional responses were received from parish councils and other organisations.

2.1.3 There was general support for the scheme and in particular the westbound and eastbound climbing lanes to the south west of Bothel and the reconfigured A591/A595 junction. The consultation also provided important feedback on some aspects of the design and raised key challenges regarding the basis of the proposed approach. Examples of the key issues raised are listed in the table below along with the response to them from the design team.

Issue	Response
Limited support for the 1 metre strips which were proposed either side of the A595 as it passes Bothel.	Reconsidered and the 1 metre strips either side of the carriageway were removed from the design.
Concerns about the closure of side roads.	Reconsidered and it is not proposed to close any side roads within Bothel.
A bypass option should be reconsidered.	This option was considered as one of a number of options to address the shortcomings of the A595 in this area. When assessed it offered poor value for money and therefore it would not have secured delivery funding.
The speed limit on the A595 as it passes Bothel should be reduced.	A 50mph speed limit on the A595 at Bothel, as well as the extension of the existing 30mph restrictions at both Broughton Moor and Seaton were subsequently approved.
Improvements are required at other junctions such as the Greyhound Inn junction	The County Council, in assessing the feedback from the consultation was able to more clearly identify the public priorities for improvements and undertake further consideration of these to include in a second public consultation exercise which, for example, would include the Greyhound Inn/Torpenhow Junction

Table 1: Issues and Responses arising from 2018 Public Consultation

2.1.4 Second Public Consultation- Whole Scheme

The revised scheme presented at the second public consultation in May - June 2019 considered the following improvement options along a shorter stretch of the A595 from Threapland Junction to Cock Bridge:

- 1) Climbing lanes to the south west of Bothel in both directions;
- 2) Reconfigured A595/A591 Junction;
- 3) Reconfigured Greyhound Inn/Torpenhow Junction;
- 4) Realignment at Overgates; and
- 5) Offline realignment between Kirkland Green Junction and Cock Bridge/Torpenhow Junction.

2.1.5 The consultation involved activity with a range of key stakeholders, media, and the general public, and included a half day drop-in event at Bothel Village Hall, attended by 82 people. Further feedback on scheme progress was received from the return of survey forms which totalled 88 responses. These forms were analysed and the consultation findings showed positive responses to all elements of the scheme particularly to the upgrade of the junctions.

2.1.6 The satisfaction levels are shown below. Some of the response to the forms did not provide comments on a specific scheme element, meaning that not every element had a 100% response rate.

Scheme Option	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Climbing lanes, south west of Bothel village.	18%	35%	10%	16%	21%
Upgraded A595/A591 junction.	21%	50%	5%	15%	9%
Upgraded A595/Greyhound Inn/Torpenhow Junction.	34%	51%	8%	6%	1%
A595 realignment at Overgates.	17%	44%	24%	10%	3%
Offline realignment between Kirkland Green and Cock Bridge.	26%	34%	15%	11%	13%

Table 2: Level of Satisfaction with Scheme Options from 2019 Public Consultation

2.1.7 The findings showed the highest score of all the options was the proposal to improve the Greyhound Inn/Torpenhow Junction. This finding supported priority being placed on this element of the overall scheme and the decision to bring it forward using CLEP funding in advance of the wider scheme.

2.1.8 The findings also supported the decision to progress the detailed design of the wider scheme also funded by CLEP.

2.1.9 Third Public Consultation - Greyhound Inn/Torpenhow Junction

As the works to this element of the scheme were proposed to be brought forward in the anticipated programme this consultation sought opinions on the different elements of the proposed Greyhound Inn/Torpenhow Junction improvements. This consultation was undertaken during January 2021 and its scope in terms of face-to-face public events was limited by Covid-19 restrictions. Instead, two online question and answer events were held to provide an opportunity for stakeholders and the general public to view the plans and to talk to members of the project team. This was supplemented by a mail drop of the consultation leaflet and questionnaire to all properties within 250m of the Scheme and elsewhere in the parish area plus a dedicated information webpage and email address hosted on the CCC website.

2.1.10 The results of the public consultation showed a high degree of satisfaction with the improvements overall. The table below shows the level of satisfaction with each element and the proposal as a whole from the 79 questionnaire responses received to the consultation (with the actual response numbers in brackets).

Scheme Element	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Right turn lanes into School Lane and Torpenhow	35% (31)	30% (27)	6% (5)	16% (14)	13% (12)
Realignment of road to Torpenhow	35% (27)	26% (20)	11% (9)	11% (9)	17% (13)
Removal of existing road to Torpenhow	24% (19)	17.5% (14)	12.5% (10)	16% (13)	30% (24)
Realignment of Bothel Beck	24% (18)	15% (11)	38% (28)	7% (5)	16% (12)
The overall junction improvement scheme	29% (23)	33% (26)	5% (4)	17% (14)	15% (12)

Table 3: Level of Satisfaction with Scheme Options from 2021 Public Consultation

2.1.11 In terms of the individual elements, there was feedback and additional comments suggesting a preference to retain the section of the Torpenhow road as a footpath/cycleway and for the design to incorporate additional provision for a pedestrian/cycle crossing of the A595. Both these suggestions have been incorporated into the further development of the scheme and the revisions to the design were presented as part of the consultation subject of this report.

- 2.1.12 In parallel to all the public consultation exercises described above, a large number of other stakeholders were engaged to determine their views and feed into the design process.
- 2.1.13 These stakeholders were both internal and external to CCC. Internal stakeholders included representative County Councillors from CCC Cabinet and the Local Committees of Allerdale, Carlisle and Copeland; plus, senior officers, the Project Delivery Group and CCC teams from highways to heritage.
- 2.1.14 External stakeholders include a wide range of interests from MPs/politicians for the area, district authorities (Allerdale Borough Council; Carlisle City Council and Copeland Borough Council), local Parish Councils, landowners, and individual businesses. Other key stakeholders include CLEP and other relevant interest groups (e.g. with business, environmental and transport interests), statutory stakeholders such as the Environment Agency, Highways England, Natural England and Historic England, statutory undertakers, and the emergency services.

2.2 A595 Bothel Strategic Improvement - Promotion

- 2.2.1 The latest public consultation exercise, the subject of this report, was launched by CCC on Tuesday 13th April and it ran until Monday 24th May 2021, a period of six weeks. It invited local residents, businesses, and users of the A595 to have their say on the design for the proposed improvements to the 5km stretch of A595 from Threapland Junction to Cock Bridge.
- 2.2.2 Due to Covid-19 restrictions CCC was unable to hold face-to-face public meetings. Face-to-face open public meetings and events are usually a key element of the design of highway consultations.
- 2.2.3 As with the previous Greyhound Inn/Torpenhow Junction consultation it was believed to be important to provide the public with the opportunity to speak to, and directly question, the design team.
- 2.2.4 To achieve this the option to hold virtual Question and Answer events via Microsoft Teams was chosen again. However, unlike the Greyhound Inn/Torpenhow Junction events each session would be preceded by a presentation of the whole scheme in order to help participants understand the full scope and detail of the scheme and also perhaps generate questions and further scrutiny.
- 2.2.5 Three events were held on the following dates. They were open to all and there was no necessity to book a place or register:
- Wednesday 28th April - 2:00pm to 3:30pm
 - Wednesday 5th May - 6:00pm to 7:30pm
 - Saturday 8th May - 1:00pm to 2:30pm

- 2.2.6 In addition to the public events an additional session was put on exclusively for landowners to attend and this was held on 20th April between 1:00pm to 2:30pm.
- 2.2.7 All these events were staffed by both CCC staff and technical design consultants to help attendees by providing further information and to answer questions.
- 2.2.8 Although the usual extent of face-to-face interaction with the public could not be achieved there were no restrictions on the other key elements that contributed to the overall consultation package.
- 2.2.9 The project had its own dedicated webpage on CCC's website (www.cumbria.gov.uk/a595bothel) where people could give their feedback. Feedback could be given directly via a link on the webpage to an online survey CCC had designed using the proprietary SurveyMonkey software. The website also contained the consultation document and feedback form, plus further details on the project and its development including computer generated images of key sections of the route and a series of video clips of the 3D computer generated model 'fly over'. In addition, there was also a link to a dedicated email address to which comments could be sent to if preferred or requests for a hard copy of the consultation document.
- 2.2.10 A copy of the consultation document is reproduced in Appendix A. This was designed to be more detailed than would be the case in circumstances where open public exhibitions could be held.
- 2.2.11 Printed copies of the document and feedback form were distributed directly to local residents. The information was sent to all residential and business addresses within a 250m radius of the route from Threapland Junction to Cock Bridge plus all affected landowners. They were all posted via the Royal Mail with the total number delivered by mail being 315. A further 100 paper copies were distributed by hand within and around Blennerhasset following a request from a resident of the village plus an additional two copies were posted out after requests made through the scheme mailbox. All feedback forms could be returned freepost to CCC.
- 2.2.12 A press release was issued by CCC on 13th April 2021 further publicising the start of the consultation and encouraging engagement through the various mechanisms available. A further press release was issued on 17th May 2021 reminding everyone that the consultation period was closing soon and encouraging engagement through the same mechanisms.
- 2.2.13 These releases were picked up by local news outlets, for example, they appeared on the 'News and Star' and 'Cumbria Crack' websites.
- 2.2.14 Notifications were also sent out, through CCC social media posts, about the consultation on both their Twitter, Facebook, and Instagram accounts. There were 16 posts submitted in total between 13th April and 23rd May 2021.

2.2.15 Prior to the start of the process stakeholders including businesses and parish councils were also encouraged to publicise the consultation through their own channels and particularly the ways to engage with it such as the virtual events and links to the questionnaire on the CCC website.

2.2.16 The consultation closed on Monday 24th May 2021.

2.2.17 The primary method that people chose to respond to the public consultation was via the online SurveyMonkey feedback form.

2.2.18 The themes and feedback from all communications have been summarised on the following pages. Please note that these summaries do not capture all comments made verbally during the events or received via letter/email/telephone; they are provided to give a general representation of the comments raised during the consultation period and should not be taken as exhaustive.

3 Public Consultation Feedback

3.1 Numbers Engaging with the Process

- 3.1.1 From the various mechanisms employed to engage with the public the following provides a summary of the numbers that responded in the different ways to the consultation.
- 3.1.2 The feedback questionnaire form generated the vast majority of the consultation responses. The online SurveyMonkey version, accessed via the dedicated webpage, generated a total of 76 replies. Completed hard copy or paper questionnaire replies returned numbered 18 in total. The comments received consisted of a standard set of closed questions and the replies to an open-ended question giving respondents more freedom to provide longer answers or raise additional points.
- 3.1.3 No replies or comments to the consultation were submitted using social media although there were a small number of 'likes' and 'shares' of the posts.
- 3.1.4 The virtual Question and Answer events provided additional opportunities for the public to raise issues. Notes were taken of the limited number of comments made at the events and the people making them. Following the receipt of the consultation feedback responses from the individuals who attended the events had submitted full feedback responses and the nature of the comments made at the events closely aligned with the responses to the 'open-ended' questions in their feedback form. The comments from the events have therefore been excluded from the analysis to avoid double counting.
- 3.1.5 A further 12 emails were sent directly to the dedicated email address accessed via the Council's project page on their website. Of these, 10 contained additional comments and have been included in the analysis as responses to the 'open ended' questions.
- 3.1.6 A total of 94 completed survey questionnaire responses were received from the above mechanisms with 81% being via the online SurveyMonkey version.

3.2 Location of Respondents

- 3.2.1 A partial or full postcode was collected from all the respondents who provided a response to the consultation via the survey form. Figure 3 below shows the general location of the responses. The locations are illustrative only and do not align to individual properties; for clarity and privacy postcode areas have, in some instances, been combined.
- 3.2.2 The results show the location from which the most responses were received was Bothel – providing 32% of the responses. The other locations showing higher numbers of respondents reflect the communities along the A595 for whom the road is an important link.

3.2.3 The 'other' category contains a single response from outside Cumbria. The location has not been individually identified for confidentiality reasons, however, their comments and responses, as with all the others, are fully considered in the analysis.

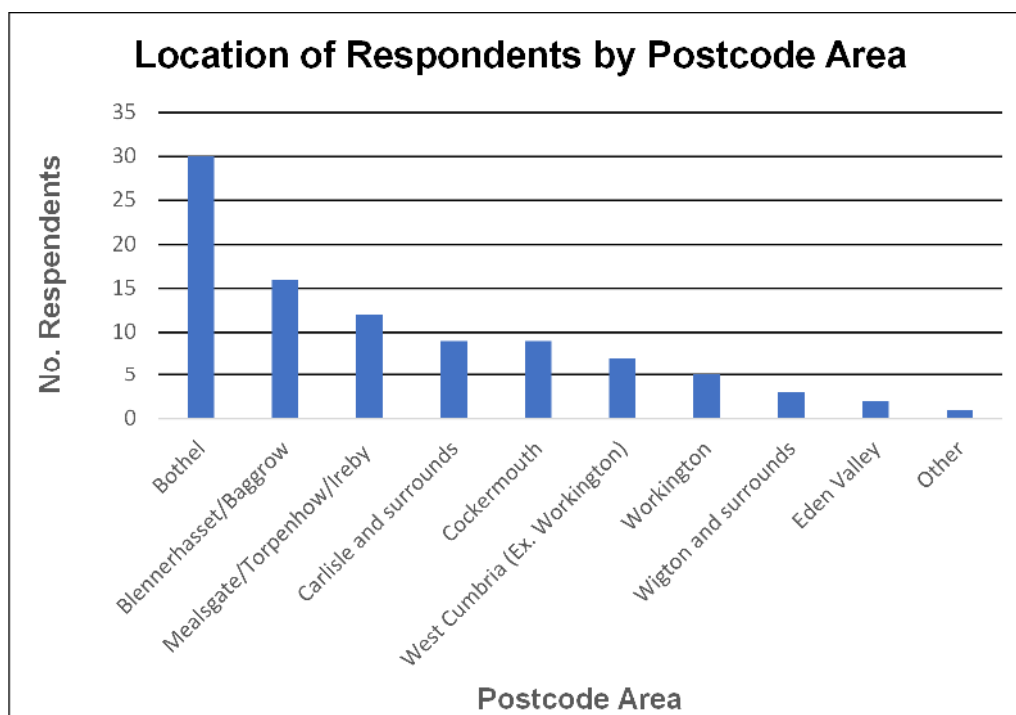


Figure 3: Location of Respondents by Postcode Area

3.3 Demographic split of respondents

3.3.1 Of those answering the question (86 out of 94) most of the respondents were male (62%) as opposed to female (38%).

3.3.2 **Error! Reference source not found.** below shows the age range distribution of the respondents that provided an answer to this question (85 out of 94).

3.3.3 Of the various age ranges the older age categories dominated the responses with 59% being received from those aged 55 or older. There were few responses from people aged 16-24, which only accounted for 2% of the figures. The under 16-year-old category was not used in any of the responses.

3.3.4 The local ward area of Wharrels, including Bothel and the surrounding area, has an estimated population breakdown of 45% of people aged over 55 and 9½% aged between 15-24 (Source: *Office for National Statistics, Population Estimates, 2019*). Therefore, the responses would appear to be skewed to some extent towards the older age ranges.

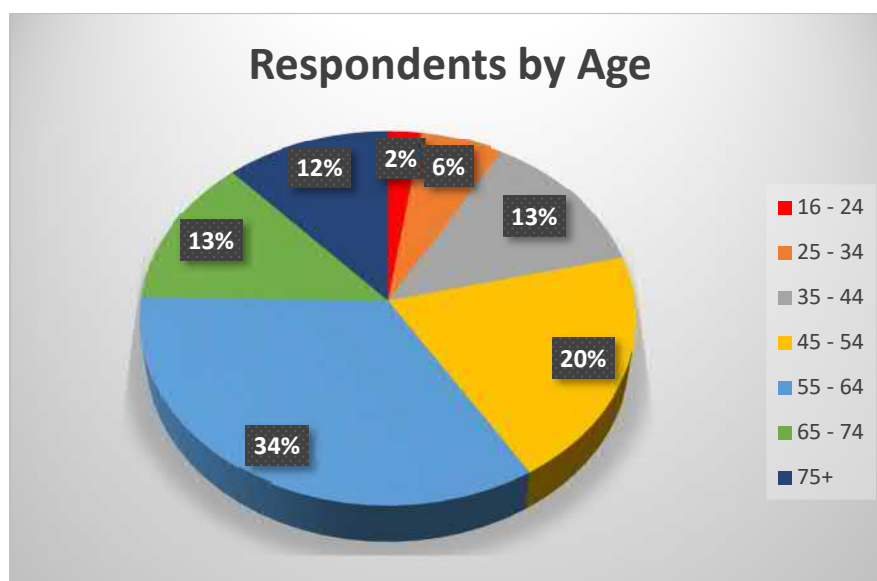


Figure 4: Respondents by Age Range

- 3.3.5 **Error! Reference source not found.** below identifies various categories of respondents from the consultation form question asking them to state their type of 'interest in the scheme'. The survey form offered respondents the choice of 4 'tick' boxes (resident, commuter, local road user, business owner) or could state in a free text box if they were either an 'affected landowner', 'stakeholder' or 'group'. The online version of the form only allowed people to choose one tick box and the ability to enter text in the text box. Therefore, someone could not choose to be both a local road user and business owner for example, i.e. they would have to choose which category described their main interest in the scheme.
- 3.3.6 However, filling in the paper version of the form did allow people to choose multiple 'interests' in the scheme. In the 18 paper responses received, 24 selections were made – a third more selections than would have occurred if only one could have been selected. There is no way to determine which of the selections were considered to be the primary interest of the respondents, although 17 of the 18 indicated that they were local residents. Therefore, all these responses have been included in the data used to analyse the answers.
- 3.3.7 Not unsurprisingly the largest categories of respondents came from local residents (51%) and local road users (29%). The 'Other' category contains 9 choices of which 2 were from local parish councils and 5 from affected landowners.

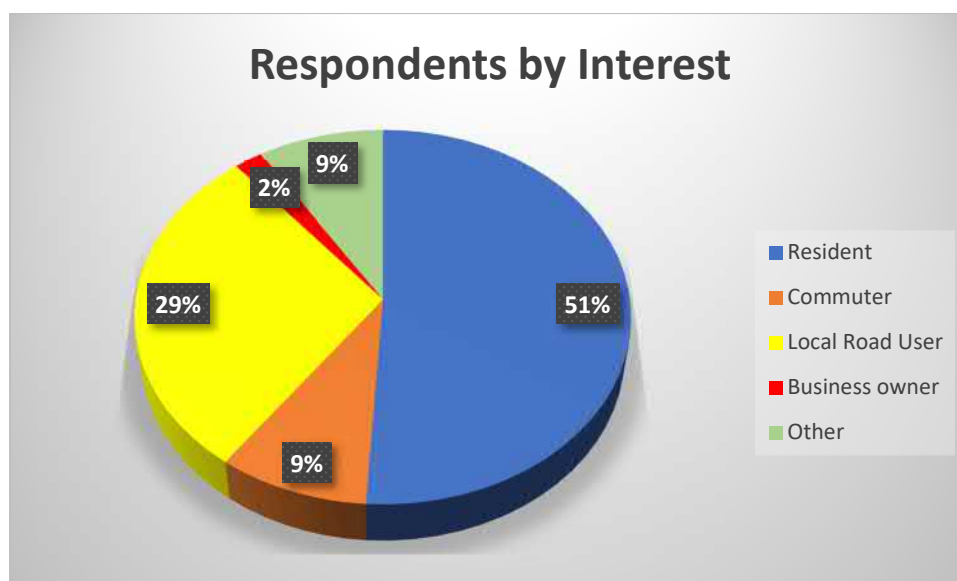


Figure 5: Respondent by Type of Interest

3.3.8 People were also asked whether they considered themselves to be disabled. Of the respondents to the survey answering this question (84), 5 people (6%) identified themselves as disabled.

3.4 Quality of Consultation

3.4.1 The consultation form asked two multiple choice questions seeking to assess the respondent's opinion of the quality and sufficiency of the form in successfully capturing their views and adequacy of the consultation process as a whole.

3.4.2 Figure 6 below shows the answers to the two multiple choice questions. The questions were:

- Did we provide enough information for you to properly respond?
- Did the questionnaire allow you to express your opinions fully?

3.4.3 This confirms that a high proportion of the respondents felt that the consultation process provided them with sufficient information to respond properly (73%) and that the form allowed them to express their opinions fully (64%). Almost a quarter of respondents answered each question stating that the consultation only partially provided enough information or allowed them to express their opinion fully through the process. Only a small percentage (4%) felt they had not been provided with enough information whilst those of the view that they had not been able to fully express their opinions was higher at 13%.

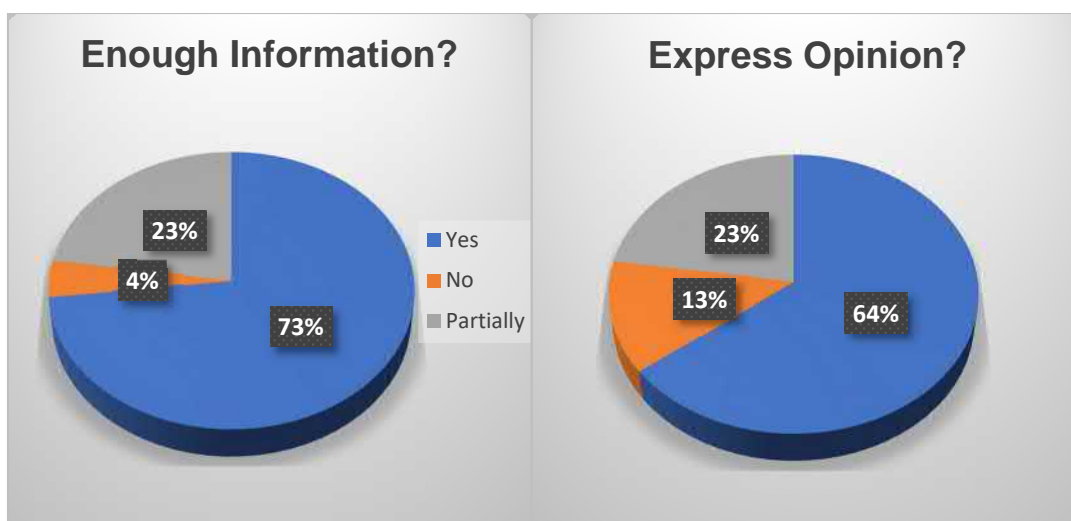


Figure 6: Consultation Quality Questions

3.5 Satisfaction with Proposals

3.5.1 As discussed, the vast majority of respondents to the consultation used either the SurveyMonkey or paper form to do so. The consultation questions contained a multiple-choice assessment matrix rated from 'very satisfied' to 'very dissatisfied' against each the following:

- The scheme as a whole;
- The five 'key' elements of the scheme; and
- The 'other' five elements of the scheme.

3.5.2 Each element, plus the scheme as a whole, was listed separately and people were asked to assign a satisfaction rating to each.

3.5.3 An additional 'free text' box was included in the form for any additional comments.

3.5.4 Figure 7 below summarises the level of overall satisfaction with the scheme from an analysis of the people who answered this question in the survey (93). The bars count the number of times the respondents have selected that opinion of the scheme overall.

3.5.5 Unless otherwise presented, please note where whole percentages are quoted in the text and tables in this and the following sections, these figures have been rounded to the nearest whole number.

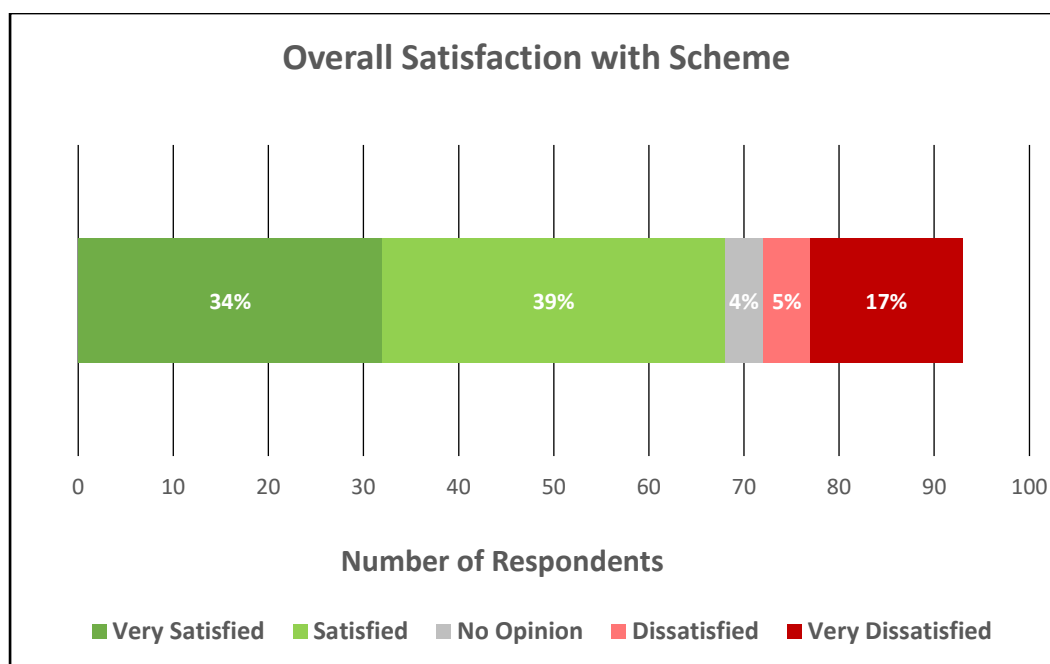


Figure 7: Level of Overall Scheme Satisfaction

- 3.5.6 The analysis shows that there is a high level of satisfaction with the scheme as a whole. When asked to assess the scheme in its entirety 73% of respondents were either 'very satisfied' or 'satisfied' with it. The distribution of those respondents who are 'very dissatisfied' with the scheme, in terms of their interest in the scheme, is very similar to the proportions shown in Figure 5 showing that the dissatisfaction was generally even across the different types of user (e.g. residents, local road user etc.).
- 3.5.7 The next figure below shows the analysis of the survey responses to the question asking about the level of satisfaction with what were described as the five 'key' elements of the scheme.

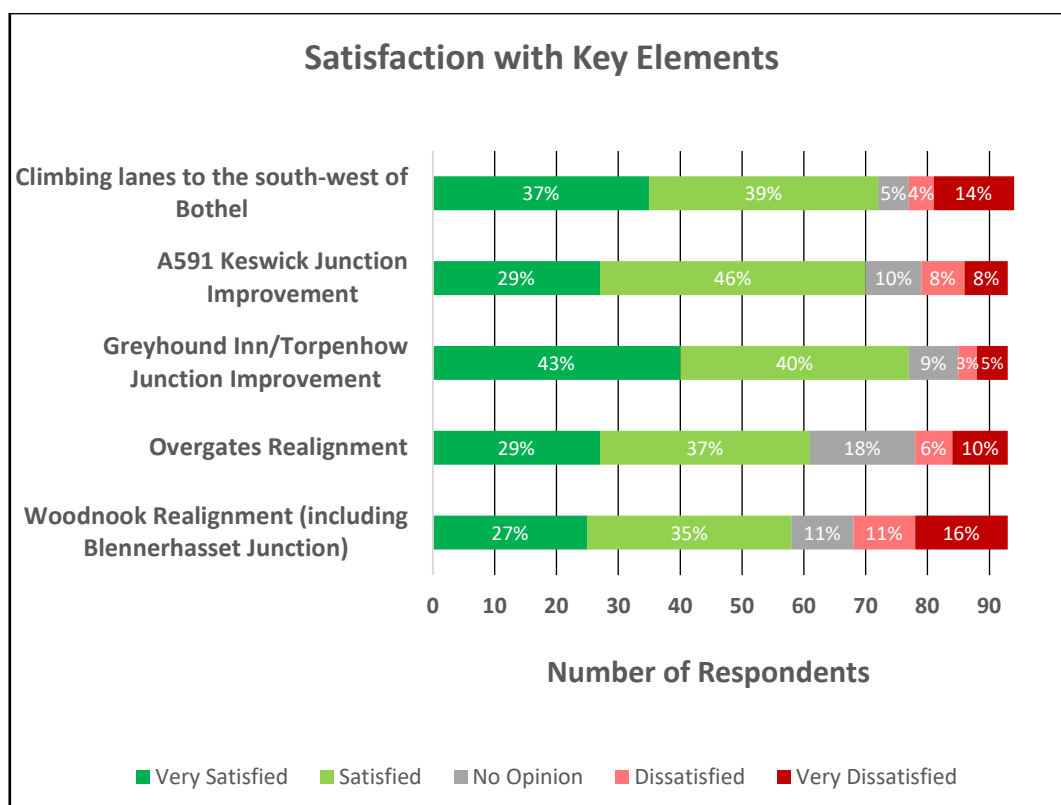


Figure 8 Level of Satisfaction with Key Elements

3.5.8 Figure 8 shows a difference in numbers against each of the elements which is due to not all respondents indicating an opinion against every element. All survey respondents (94) expressed an opinion regarding the first key element i.e. climbing lanes to the south-west of Bothel. With the other key elements, the totals were 93 responses to each.

3.5.9 Some of the key findings drawn from this analysis are listed below.

- The level of satisfaction with each of the key elements varies, although all of them received a minimum rating of 62% when taking into account those people that were either satisfied or very satisfied with the particular element. The variation between the highest rated proposal and the lowest was 15 percentage points.
- The Greyhound Inn/Torpenhow Junction Improvement received the highest satisfaction rating scoring 83%, either satisfied or very satisfied. This is consistent with previous consultations which have also highlighted this improvement as the most popular. The score also suggests that the changes made to the proposal following the consultation, specific to this element, have been well received. The overall satisfaction rating in the earlier exercise was 62% showing a marked increase in the satisfaction with this element.
- The next most popular elements were very close together in terms of those people being either satisfied or very satisfied with them. The climbing lanes south-west of Bothel and the A591 Keswick Junction Improvement achieved a 77% and 75% satisfaction rating respectively.

The main difference between the scores of the two elements was that a higher proportion of people were either 'very satisfied' or 'very dissatisfied' with the climbing lanes than the A591 Junction improvement. The changes in the satisfaction ratings since the 2019 consultation exercise show an increase in the proportion of support particularly for the climbing lanes. The earlier consultation showed satisfaction ratings of 53% and 71% respectively for the climbing lanes and A591 Junction.

- Although the least popular of the five key elements the Overgates Realignment and the Woodnook Realignment (including Blennerhasset Junction) achieved satisfaction ratings of 66% and 62% respectively. The proportional support for these elements had increased from 61% and 60% respectively since the 2019 consultation.
- The Woodnook Realignment (including Blennerhasset Junction) has the highest proportion of people being either dissatisfied or very dissatisfied (27%) with the proposal. The main reason for this result is the number of respondents (mainly residents) expressing discontent with the proposals related to the drainage at the Blennerhasset Junction. This is highlighted in the analysis of the additional comments below (see para. 3.7.21 – Drainage). The next highest level of dissatisfaction is the proposal for the climbing lanes at 18%.
- The Overgates Realignment had the highest proportion of people with 'no opinion' regarding the proposal at 18%, a proportion two percentage points more than those being either dissatisfied or very dissatisfied with it.

3.5.10 Figure 9 below shows the analysis of the survey answers to peoples' satisfaction with what were described as the 'other' elements of the scheme. All the survey respondents (94) expressed an opinion regarding the proposed new layby at Overgates and the drainage ponds. Opinions regarding the other elements were expressed in 93 responses to each (footpath etc. links, Wharrels Hill layby and 50mph speed limit).

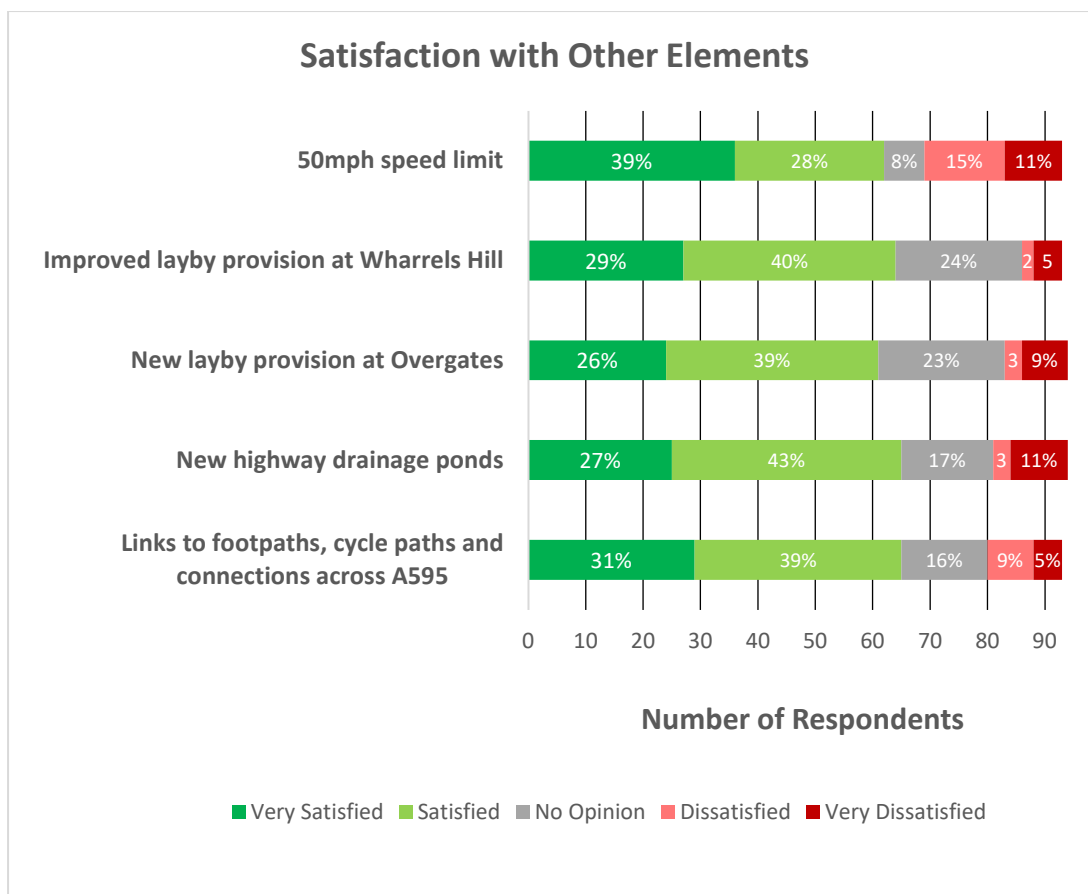


Figure 9: Level of Satisfaction with Other Elements

3.5.11 Some of the key findings drawn from this analysis are listed below.

- The level of satisfaction with each of the key elements varies, although all of them received a minimum rating of 65% when counting those people that were either satisfied or very satisfied with the individual element. The variation between the highest and lowest rated elements was 5 percentage points compared to the 15-point variation for the key elements.
- Generally the number of people expressing ‘no opinion’ about the ‘other’ elements was higher than those for the ‘key’ elements, perhaps reflecting that the proposals were less likely to have an impact on the drivers’ or residents’ experience albeit that they are important to the overall scheme. Within these figures, however, the 50mph speed limit was an issue that most people had an opinion on - one way or the other. Whilst having a satisfaction rating of 67% it also had a dissatisfaction rating (total of people dissatisfied or very dissatisfied) of 24% - much higher than any of the ‘other’ elements.
- The ‘Links to footpaths and cycle paths and connections across the A595’ received the highest rating (satisfied/very satisfied) scoring 70%.
- The new drainage ponds received a satisfaction rating of 69%.

- The improved layby at Wharrels Hill had a satisfaction score of 67%. A low proportion of respondents were dissatisfied about the proposal (8%), however, 24% expressed no opinion – the highest proportion of all these elements. As discussed above the 50mph limit proposal also scored a 67% satisfaction rating.
- The new layby at Overgates was the lowest scoring element with 65% of people being either satisfied or very satisfied with the proposal. This element also had 23% of people expressing no opinion about it.

3.5.12 Further tables detailing the actual number of respondents, from which the figures in this section are derived, are produced in Appendix B.

3.6 Additional Comments Summary

- 3.6.1 In addition to the questions with a restricted response, individual freeform written comments were made as part of the feedback form. Comments were also detailed in some of the emails received. All of these comments have been reviewed in order to identify additional themes, opinions and/or supporting information in relation to the proposals.
- 3.6.2 Due to the wide-ranging nature of these comments and to ensure that individuals could not be identified, it was necessary to process all the submissions in order, where possible, to group similar comments together.
- 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 In total, 89 separate responses containing additional comments were analysed, this accounted for 84% of all responses received in all formats. Some of the respondents did not make any additional comment over and above either agreeing or disagreeing with the scheme. These comments accounted for 27 of the 89 responses. There were 15 comments of general satisfaction with the scheme and 12 expressing dissatisfaction. None of these responses were analysed as the closed question analysis discussed previously provides a more accurate assessment of the overall view from the consultation.
- 3.6.5 Please note that given the range of multiple topics covered in a number of the responses the number of comments will not match the number of respondents.

3.7 Additional Comments Themes

- 3.7.1 Based on the comments received, 10 themes were identified. Within each of the themes, the aspect of the scheme mentioned was recorded along with whether the comment was related to the scheme overall or a specific part or indeed a wider issue.

- 3.7.2 In total, there were 132 separate comments or mentions that could be placed into an appropriate category. These excluded the basic general comments either supporting or not supporting the scheme where no additional issue was raised or further comment made. Comments were, however, included where they raised the issue of either value for money or a preference for alternative priorities to be funded.
- 3.7.3 The majority of the comments concerned either specific proposed changes to the scheme or references to issues that needed addressing in the view of the respondent. Rather than deal with these in a single theme these comments have been sub-divided into smaller similarly themed categories.
- 3.7.4 The themes are not listed in order of size (number of comments), but rather similar or related themes have been grouped consecutively. Furthermore, the list order should not be taken as implying a descending level of priority or importance in the themes. The categories could easily have been grouped in many different ways – the themes are provided as one way of more easily understanding the wide range of comments made.
- 3.7.5 Please note that all the combined percentage figures do not add up to 100% due to decimal place rounding.
- 3.7.6 Theme 1 – Junction Design
This category concerns comments made regarding all junctions along the 5km corridor whether they were proposed to be amended or not. This theme accounts for 15.2% of the analysed comments.
- 3.7.7 Within the theme the most frequent mentions were calls for additional ‘right turn’ lanes to be provided at two junctions where they were not currently proposed as part of the scheme. These were at the Threapland Junction at the western extent of the scheme and the turn towards Torpenhow close to Cock Bridge at the eastern end of the scheme.
- 3.7.8 There were also suggestions to realign the Torpenhow Junction at Cock Bridge to provide increased visibility for exiting traffic. Whilst an improvement at this junction has already been included in the scheme proposal it is acknowledged this hadn’t been made clear in the consultation document.
- 3.7.9 Changes were also suggested to the proposed junctions to be improved; these related to providing longer acceleration and deceleration lanes at both the Greyhound Inn/Torpenhow Junction and the A591 Junction. A single mention was made suggesting the provision of a roundabout at the A591 Junction and a call for the junction design to be able to cope with predicted increases in HGV traffic. There were also 2 mentions of proposed amendments to property accesses or lanes.
- 3.7.10 Theme 2 – Vehicle Speed Limits, Safety and Overtaking
Covering a number of issues, this theme accounts for 23.5% of all comments. The majority of the comments within this theme related to concerns about reducing the danger from speeding traffic and overtaking.

3.7.11 The additional use of road markings, signage and speed cameras/traffic calming measures were suggested most frequently with the purpose of reducing vehicle speeds and preventing overtaking at perceived dangerous points, including through the Bothel village section. Extending the length of the 50mph section through Bothel and reducing the limit to either 40mph or 30mph were also suggested.

3.7.12 Other safety features such as additional barriers were also suggested, as was an increase in the length of the climbing lanes south-west of Bothel.

3.7.13 Without suggesting design changes, comments were also made that the design would either increase speeding and/or that the speeding of vehicles would persist if the scheme was implemented. Conversely, there were also albeit fewer number of calls to retain the national speed limit throughout the entire scheme length.

3.7.14 Theme 3 – Farming Activities

This theme was also focussed on safety with specific aspects relating to the use of the A595 by slow moving farm vehicles, their need to negotiate junctions and that the design should take account of these issues and the need to traverse the road with livestock. The theme accounted for 8.3% of the mentions in the comments.

3.7.15 Included in the suggestions were additional laybys to allow slower agricultural vehicles to pull into and allow other traffic to pass.

3.7.16 Comments were also made concerning the reduction in farm productivity and the scheme design increasing the risk of livestock theft.

3.7.17 Theme 4 – Pedestrians and Cyclists

The need for additional provision for pedestrian and cyclists was mentioned in 12.9% of the comments. The comments were split equally between calls for the inclusion of a new cycle route along all or part of the scheme and requests for new and/or improved access for pedestrians. The majority of these comments came from local residents.

3.7.18 The concerns regarding pedestrian access were focussed on the links/routes to existing bus stops and included suggestions for new footways and crossing points.

3.7.19 Theme 5 – Public Transport

The issues identified in this theme relate to the location/provision of bus stops and their routing. The theme was mentioned in 2.3% of the comments.

3.7.20 Suggestions included the provision of additional bus stop laybys on the A595, the amendment of a bus stop location and a call for the operator to re-route their vehicles through the village of Bothel instead of just stopping on the A595.

3.7.21 Theme 6 – Drainage

This theme accounted for 15.2% of the mentions and focussed on two issues – drainage improvements and the need for the new drainage ponds.

3.7.22 The largest group of mentions concerned the issue of flooding at the junction of the A595 with High Road that leads to Blennerhasset. They similarly pointed out the long-standing issue and called for the scheme design to accommodate drainage changes to prevent it happening post completion. Other locations for drainage improvements were also identified.

3.7.23 A number of comments also questioned the need for some, or all of the new drainage ponds and suggested alternative methods of drainage.

3.7.24 Theme 7 – Environmental Impact

Most of the mentions in these set of comments concerned suggestions to mitigate the negative environmental effects of the scheme. The theme accounted for 9.1% of the mentions.

3.7.25 Suggestions included the use of a ‘quiet’ asphalt surface course to reduce noise disturbance, fencing to prevent headlights shining into homes, more tree planting and prevention of evening/night-time working during construction.

3.7.26 General comments were also made to ensure the construction complies to the highest environmental standards and takes account of archaeological interests plus the general adverse effect the scheme would have on wildlife.

3.7.27 Theme 8 – Bypass Option

This category contains the number of calls for the scheme to be redesigned as a full bypass for all or part of the route. These made up 3% of the mentions.

3.7.28 Theme 9 – Waste of Money

These comments were related to either the scheme offering poor value for money compared to the perceived benefits, being in of itself a waste of money or that alternatives were more worthwhile funding but without being specific about which ones.

3.7.29 This category accounted for 5.3% of all the mentions.

3.7.30 Theme 10 - Outside of Scheme Area

These comments related to proposed additional right turn lanes on the A595 to side roads which were outside the boundary of the scheme. The largest call was for right turn provision at the Sunderland turning just beyond the western boundary of the scheme. Other junctions mentioned as requiring right turn lanes were those serving Moota, Parsonby and Redmain further west.

3.7.31 This category accounted for 5.3% of all the mentions.

4 Conclusions

4.1 Summary of Consultation

- 4.1.1 This report represents the general findings of the fourth public consultation conducted by CCC into the proposed A595 improvements. Whilst each consultation has been a separate exercise, the findings from each have been used to refine the subsequent content and design details of the scheme.
- 4.1.2 It is clear that where comparable elements of the scheme have been consulted upon in earlier exercises – the satisfaction rating of those elements has increased in this consultation suggesting a positive response to design changes and development.
- 4.1.3 The overall results of this, the latest public consultation, show a high degree of satisfaction with the proposals when taken as a whole with almost three quarters of the people responding being in support of the proposal.
- 4.1.4 The results relating to the separate elements of the scheme reflect this level of overall satisfaction. Those elements described as ‘key’ were those that would have the greatest impact on the physical environment experienced by drivers and the local community, be they residents, landowners, business owners or other stakeholders. These elements all received a high satisfaction rating with a minimum of 62% of people being either satisfied or very satisfied with every individual element.
- 4.1.5 As found in previous consultations, the proposed changes to the Greyhound Inn/Torpenhow Junction were the most popular and received a very high (83%) satisfaction rating.
- 4.1.6 The climbing lanes south-west of Bothel and the A591 Keswick Junction Improvement were also supported by at least three quarters of respondents.
- 4.1.7 Whilst over twice as many people supported it than not, the Woodnook Realignment (including the Blennerhasset Junction) had the highest proportion (27%) of people being either dissatisfied or very dissatisfied with the proposal. This was also the scheme element that showed the smallest rise in its satisfaction rating when compared to previous consultation results. One reason for the rating is perhaps explained by the analysis of the additional comments, where a significant proportion of those seeking improvements to the drainage proposals within the scheme, specifically mentioned the Blennerhasset Junction as a point of concern due to its propensity to flood.
- 4.1.8 When the ‘other’ elements of the scheme consulted upon were considered, there was a minimum satisfaction rating of 65%. These elements consisted of proposals that were generally associated with the key elements or complemented the scheme as a whole. Opinions were generally less divided about these aspects with the exception of the proposed 50 mph speed limit through Bothel. This proposal produced a high proportion of polarised opinions. However, the results were clear with 2.5 times the number of respondents supporting the proposal than opposing it.

- 4.1.9 In a scheme of this size with a number of different elements and interests affected, it is perhaps not unsurprising that the additional comments made were numerous, wide-ranging, and diverse in opinion. It has therefore been difficult to pick out strong preferences for particular changes when weighed up against the proposals as they stand.
- 4.1.10 Many proposed changes were, however, suggested and one focus was on amendments to the design or additional provision of improved side road junctions.
- 4.1.11 Concerns regarding the existing and proposed drainage arrangements were also highlighted at various points especially at the Blennerhasset Junction as mentioned above.
- 4.1.12 Safety was a key consideration in many of the comments, be they related to the various changes to junction design or additional measures to control the speed of motor vehicles, particularly through Bothel village. Particular groups were also responding as being concerned to ensure their interests were fully taken account of, for example, pedestrians, cyclists, and the farming community that need to use or interact with the A595.
- 4.1.13 There were many other suggestions received and this summary should not be taken as overlooking these as they will all be fully considered in the next stage of the scheme development process.

4.2 Next steps

- 4.2.1 The consultation process is an important part of the scheme's development and the views expressed in aggregate, through the analysis of the consultation form returns and other replies, along with individual suggestions and comments have been recorded. These will all be considered and incorporated where practical and possible in the future scheme development and prior to any decisions regarding its future implementation, both in isolation and as part of the wider improvement proposals.
- 4.2.2 The results of the consultation will be published to provide all stakeholders with the outcomes of the consultation.
- 4.2.3 Subject to the further consideration and design development of the scheme the submission of a full planning application for the wider scheme will be submitted in early 2022. The planning application process will also have its own consultation exercise providing a further opportunity for interested and affected parties to comment on the proposals.
- 4.2.4 Subject to planning approval and funding the construction work on the first phase of the scheme, the Greyhound Inn/Torpenhow Junction Improvement could start in the Summer of 2022.

Appendix A: Consultation Document



Cumbria County Council



A595 Bothel Strategic Improvement Public Consultation

Tuesday 13 April to Monday 24 May 2021

Have Your Say

Public Consultation from Tuesday 13 April to Monday 24 May 2021

We want your feedback to make the scheme the best it can be.

For more details and links to join the consultation events please visit:
cumbria.gov.uk/a595bothel

Serving the people of Cumbria

cumbria.gov.uk



This consultation is to gather views on the A595 Bothel Strategic Improvement prior to submission of a planning application in Summer 2021. The scheme seeks to improve 5 kilometres of the A595 from Threapland Junction to Cock Bridge, near Bothel.

We want your feedback to make the scheme the best it can be.

You can respond to this consultation in a number of ways:

- Respond on-line at cumbria.gov.uk/a595bothel
- Complete and return the questionnaire at the end of this document to FREEPOST CUMBRIA COUNTY COUNCIL

Due to the restrictions imposed by COVID-19 it is not possible to hold face-to-face public meetings during this consultation.

Three 'Virtual Q and A' events will be held online at the following times:

Wednesday 28 April	2:00pm to 3:30pm
Wednesday 5 May	6:00pm to 7:30pm
Saturday 8 May	1:00pm to 2:30pm

For more details and links to join the events please visit:

cumbria.gov.uk/a595bothel

Why is the A595 Bothel Strategic Improvement needed?

The A595 is an important strategic road connecting west Cumbria and its key employment sites, to the A689, M6 and beyond. It is the most direct link between Carlisle in the north and the towns of Cockermouth, Whitehaven and Workington in the west.

However, the A595 is constrained by steep changes in gradient and a poor alignment. Forward views can be obstructed by hills and bends and there are a lack of overtaking facilities. Road safety and resilience to extreme weather could also be improved.

These factors have an impact on the reliability and resilience of journey times along the route which act as a barrier to Cumbria's growth and the movement of its people. Improving the reliability of the A595 is essential to widen travel to work opportunities and provide improved access to services such as education and health care. It will also help Cumbrian businesses to grow by improving their access to labour supply and markets.

In 2016, the West of M6 Study identified the improvements needed on Cumbria's key corridors: the A595, A66 and A590, to support the growth of the Cumbrian economy. It concluded that the A595 between Thursby and Cockermouth required improvement. Cumbria County Council has undertaken further scheme development to support the selection of options for this section of road. It was identified an improvement in the vicinity of Bothel would provide the best opportunity to attract funding and to deliver a significant improvement for the A595.

A595 Bothel Strategic Improvement: The story so far and your feedback

The need for improvement identified - September 2016

The West of M6 Study identified the improvements needed on Cumbria's key road corridors; the A595, A66 and A590, to support the growth of the Cumbrian economy. The study identified a number of schemes within the corridors and concluded that the A595 between Thursby and Cockermouth required improvement, in particular the area in the vicinity of Bothel.

Case for investment - January 2018

The case for investment for all schemes in the A595 and A66 Corridor was further strengthened by the preparation of a Strategic Outline Business Case. This prioritised the improvement in the vicinity of Bothel.

Consideration of improvement options - January to October 2018

In line with the Department for Transport's option assessment approach, further assessment was undertaken to consider a long list of options on the A595 between Mealsgate and Redmain. 16 options were assessed, and a preferred option identified.

Initial public consultation - November 2018

An initial public consultation presented the preferred option which was considered to provide the optimum benefits against cost and the most likely to secure funding. It included:

- Climbing lines to the southwest of Bothel
- A591 Keswick Junction Improvement
- Realignment to reduce bends at Overgates and a
- A new road alignment at Woodnook.

Further design work - January to May 2019

In response to the initial public consultation feedback, elements of the scheme were reconsidered.

Further public consultation - June 2019

Further public consultation was undertaken to show how feedback from the initial public consultation had helped to inform the design of the scheme. The updated information included:

- Removing the 1 metre strips of the carriageway on the A595 as it passes by Bothel
- Confirmation that no side roads in Bothel would be closed
- Preparation of a non-technical summary of the option appraisal including clarification that a bypass had been considered but was discounted as it offered low value for money
- A proposal for a 50mph speed limit on the A595 at Bothel was approved in November 2020 and will be implemented in Spring 2021
- The introduction of improvements at the Greyhound Inn/ Torpenhow Junction.

DfT funding application - August 2019

An Outline Business Case was submitted to the Department for Transport (DfT) Major Road Fund for funding to deliver the improvement. A funding decision is anticipated in Summer 2021.

£5m funding secured - December 2020

£5m was secured from the Cumbria Local Enterprise Partnership (CLEP) from the 'Getting Building Fund' to build the Greyhound Inn/ Torpenhow Junction Improvement ('the Advanced Works') and for the wider scheme for design, environmental assessment and planning application preparation.

Greyhound Inn/Torpenhow junction Improvement public consultation - January 2021

A public consultation was held to invite comment on the initial design for the Greyhound Inn/ Torpenhow Junction Improvement to help shape the design. The feedback was used to inform further design work and the scheme now includes a pedestrian refuge and footpath connections. A footpath link has also been added to the west of Bothel.

The A595 Bothel Strategic Improvement

The A595 Bothel Strategic Improvement will provide a more consistent standard of road design for 5 kilometres of the A595 and includes the following parts:

- **Climbing lanes to the south west of Bothel in both directions** to provide overtaking opportunities for traffic behind slow-moving heavy vehicles to improve journey times and journey reliability, and improve safety by discouraging inappropriate overtaking at other sections of the highway
- **A591 Keswick Junction Improvement** will remove the conflict between vehicles waiting to turn right and ahead traffic, improve road safety and reduce the impact of queuing traffic on the A595
- **Greyhound Inn/Torpenhow Junction Improvement** will remove the conflict between vehicles waiting to turn right and ahead traffic, improve road safety and reduce the impact of queuing traffic on the A595
- **Realignment at Overgates** will improve forward visibility and smooth traffic flow by reducing the impact of vehicles braking
- **Woodhook Realignment** to provide a new road between Kirkland Green Junction and Cock Bridge/ Torpenhow Junction including an improved junction for Blennerhasset which will improve forward visibility and smooth traffic flow by reducing the impact of vehicles braking

Overall, the improvement will reduce journey times between west Cumbria and Carlisle and will improve road safety on the A595. The new overtaking opportunities will improve journey quality by reducing driver stress and will also improve journey time reliability by providing opportunities to pass slow-moving heavy vehicles. The smoother traffic flow will also lead to a reduction in greenhouse gas emissions.



A595 Bothel Strategic Improvement Objectives

Note: Solid shaded items are primary objectives

Strategic Objectives

Strategic Context

Make a significant contribution to the improvement of the transport network in the north west region improving the A595 link between Carlisle, Cockermouth and the west coast

Infrastructure

Improve access to regional economic centres and growth sites

Flood Risk Management

Improve the resilience to the effects of climate change by attenuating flood water and the use of sustainable drainage

Economic Objectives

Economic Growth

Enable economic development and employment site improvement as a result of improved connectivity along the A595 west coast to Carlisle corridor

Education and Training

Improve access to education and training opportunities by creating better connectivity between employment sites, residential areas and education / training facilities

Rural and Natural Environment

Minimise impacts on the environment along the route corridor, seeking enhancements where practical

Active Travel

Maximise connectivity for cyclists and pedestrians, including links to existing provision and connectivity across the A595

Biodiversity

Minimise, where practical, the impacts on ecology and nature conservation and achieve a biodiversity net gain

Environmental Objectives

Journey Time

Reduce delays and improve journey time reliability for road users

Connectivity

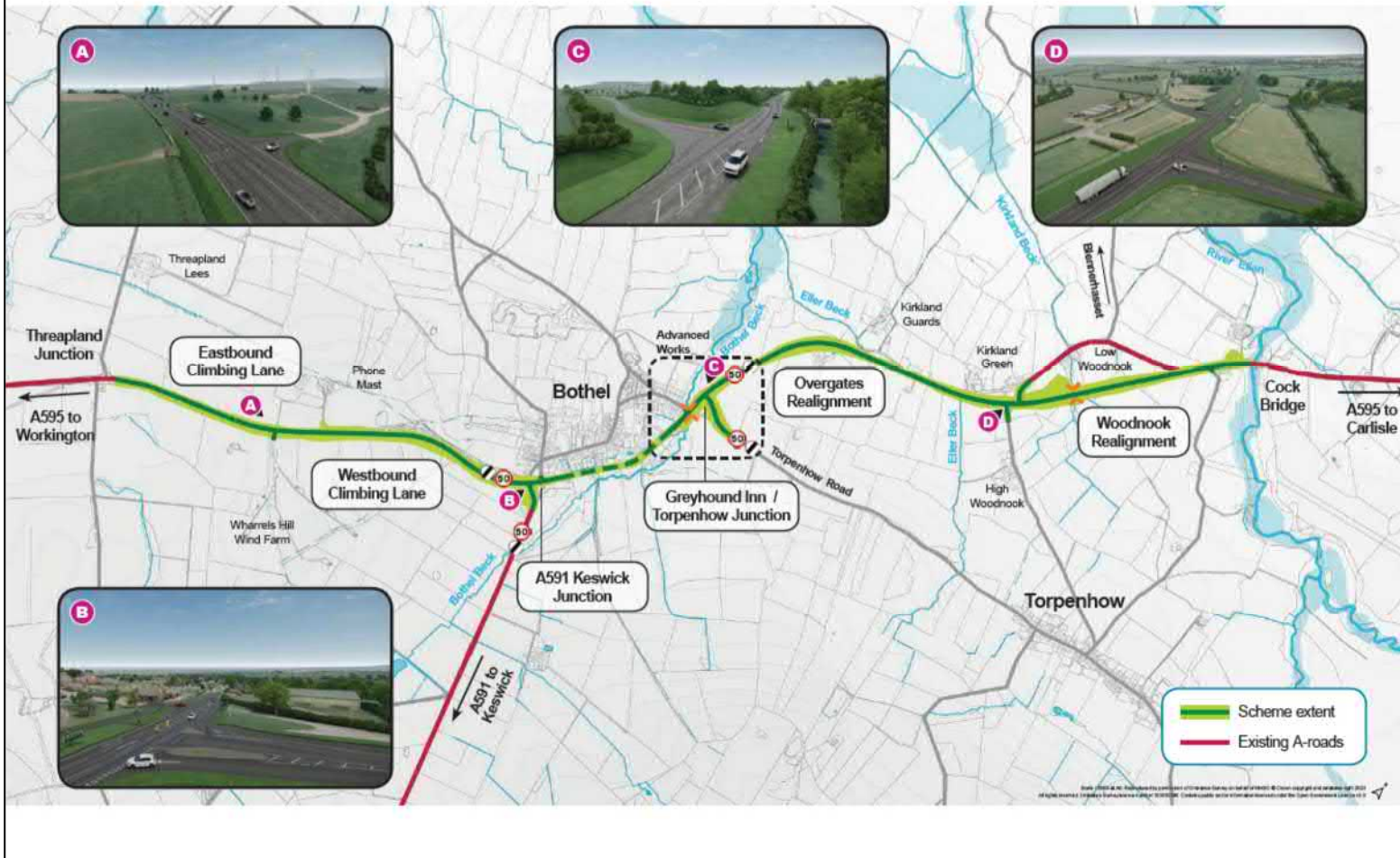
Improve links between major regional population, employment and service centres, including health and education

Road Safety

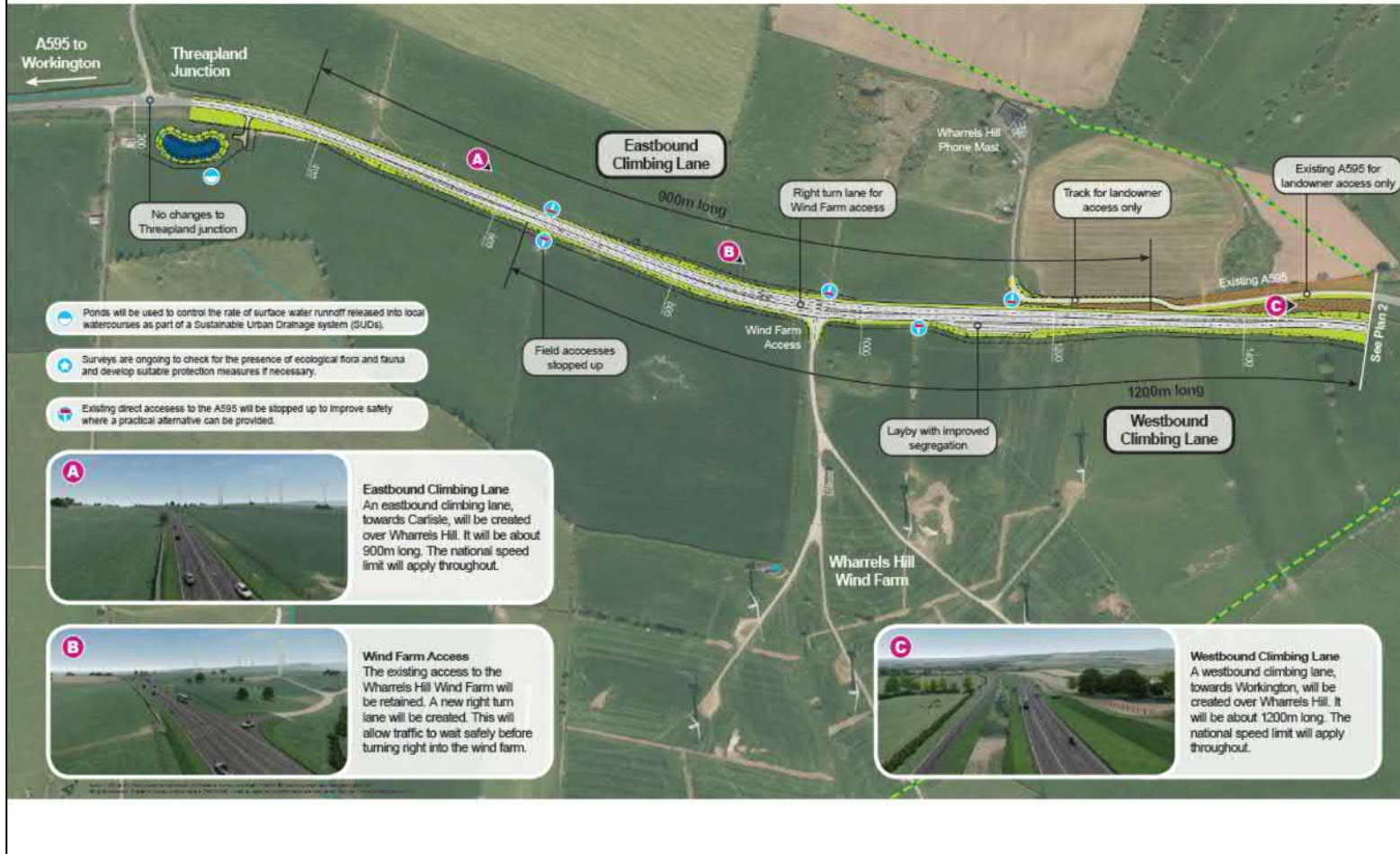
Improve road safety on the existing network for all road users

Transport Objectives

A595 Bothel Strategic Improvement: Overview Plan



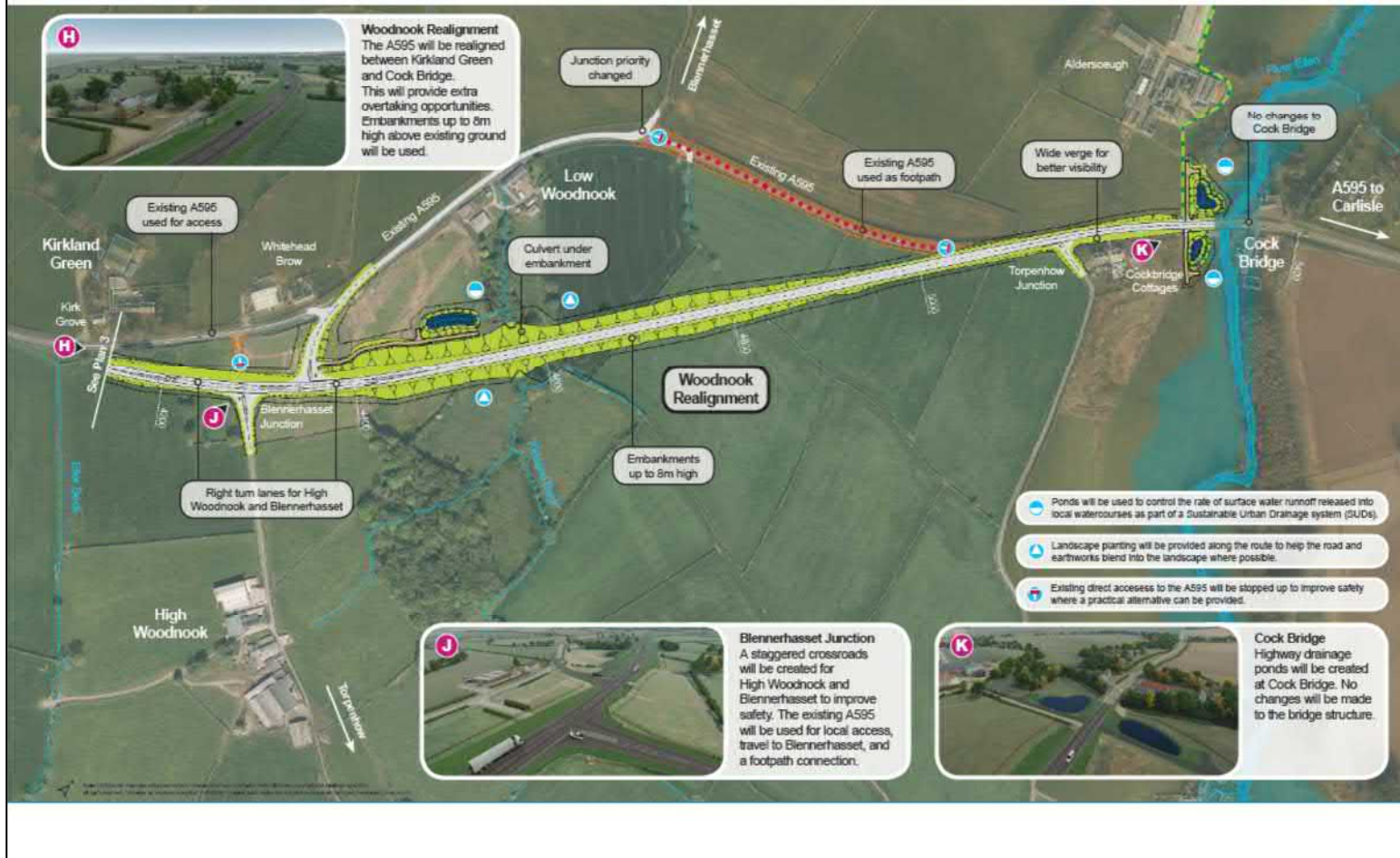
A595 Bothel Strategic Improvement: Plan 1



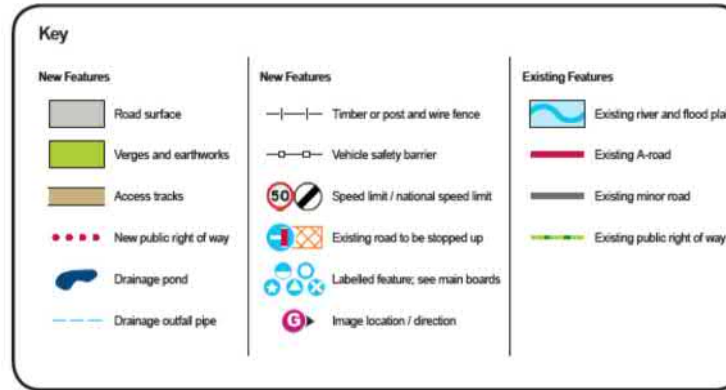
A595 Bothel Strategic Improvement: Plan 3



A595 Bothel Strategic Improvement: Plan 4

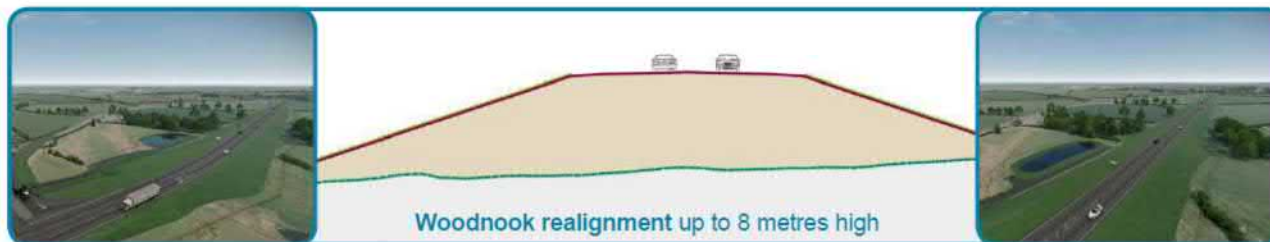
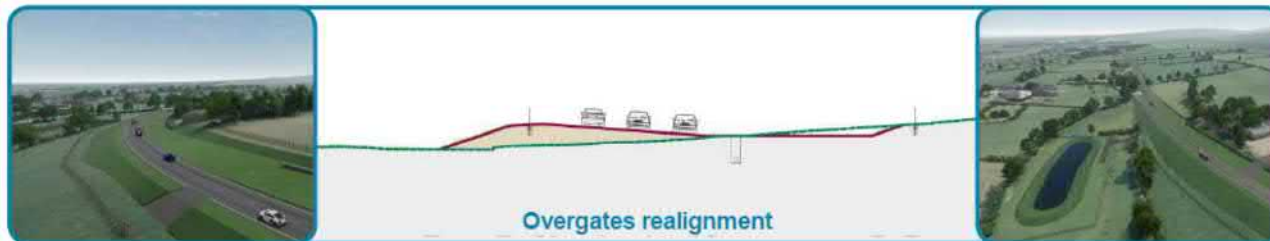
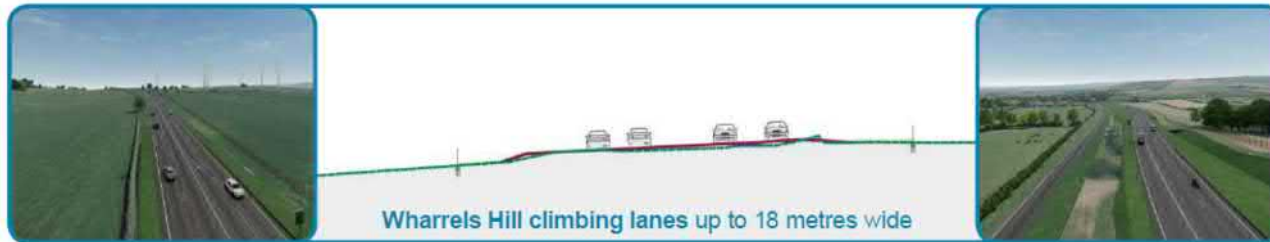


A595 Bothel Strategic Improvement: Junction Improvements Detail



How the road could look

Note: Proposed landscape planting is not shown on these images



Environment impacts and enhancements

Early indications

Impacts and enhancements

We are assessing the impacts and effects of the scheme based on desk studies and site surveys. Environmental impacts are based on national guidance and will be documented in an Environmental Statement accompanying the planning application.

Large or substantial impacts

Local farms: There will be some loss of farmland. We are talking to the farmers to reduce disruption during construction, and how best to manage the effects of the scheme on them.

Medium or moderate impacts

Landscape and visual quality: The scheme is likely to affect the quality of the landscape and views most during construction. Excavated ground and construction movements will cause damage to vegetation including grassland, hedgerows and trees.

The affected land will be reinstated with new native seed and planting mixes appropriate to the area. Where necessary, tree and shrub planting may also be used to help visually screen the road from sensitive locations.

Ecology and biodiversity: The scheme is expected to have an impact on a number of different species and habitats. Animals and habitats are being surveyed so we can minimise disturbance and create new habitats where practical.

Small or minimal impacts

Archaeology and heritage: We expect the scheme to have minimal impact on known heritage assets. Walkover and geophysical surveys are being undertaken to attempt to identify any unknown archaeology.

Water environment: The scheme will have minimal impact on flood risk locally and along Bothel Beck. Grass drainage channels and drainage ponds with plants will help keep the water clean.

Noise: The scheme is envisaged to have neutral effects on noise. Road traffic noise will be perceived at the same levels as the current road for the majority of properties in Bothel. We will minimise noise during construction by using methods of best practice.

Air quality: The scheme is likely to have neutral effects on air quality. The scheme is expected to remain within national air quality objectives. We will control pollution and dust levels during construction.

Soils and contaminated land: We will avoid the spread of contaminants, including those from historical landfill sites. We are also maximising reuse of soils to reduce impacts from construction traffic.

Enhancements and benefits

Outdoor access and recreation: We expect the scheme to have a positive impact. The scheme includes two crossing facilities for pedestrians and non-motorised users at the A591 Keswick Junction and The Greyhound Inn / Torpenhow Junction. Footpath links are also provided to retain connectivity with existing public rights of way.

Environment and net gain: We are also aiming to ensure a net gain in biodiversity across the scheme by ensuring there is an overall improvement in any habitats affected by the scheme.

What are the next steps?

- 13 April 2021** Consultation opens
- 24 May 2021** Consultation closes
- Summer 2021** Improvements made following consultation
- Summer 2021** Submit Planning Application

Subject to planning approval

Advanced Works - Greyhound Inn Junction

- Summer 2021** Negotiate for purchase of land
- Autumn 2021** Appoint contractor to build junction

Funding in place

- Winter 2021** Construction start
- Spring 2022** Construction complete
Junction open to traffic

Wider Scheme

- Winter 2021** Publish Compulsory Purchase and Side Roads Orders
- Summer 2022** Public Inquiry period, if needed

Subject to additional funding

- Autumn 2022** Approval for contractor to build road
- Spring 2023** Construction start
- Summer 2024** Construction complete
Road open to traffic

Spring 2021 to Summer 2022
 Ongoing design of the scheme,
 site surveys and assessments

Cumbria County Council

A595 Bothel Strategic Improvement Public Consultation



We want your feedback to make the scheme the best it can be.

If possible, please respond online at cumbria.gov.uk/a595bothel

If you do not have internet access, please complete the following questionnaire and return it to **FREEPOST CUMBRIA COUNTY COUNCIL** by **Monday 24 May 2021**.

1. Do you support the scheme that has been developed?

Strongly support	Support	No opinion	Against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. How satisfied are you with the five key elements of the scheme (as shown on the Overview Plan):

	Very satisfied	Satisfied	No opinion	Dissatisfied	Very dissatisfied
Climbing lanes to the south-west of Bothel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A591 Keswick Junction Improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greyhound Inn / Torpenhow Junction Improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overgates Realignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Woodnook Realignment (including Blennerhasset Junction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. How satisfied are you with the other elements of the scheme:

	Very satisfied	Satisfied	No opinion	Dissatisfied	Very dissatisfied
50mph speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved layby provision at Wharrels Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New layby provision at Overgates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New highway drainage ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Links to footpaths and cycle paths and connections across the A595	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Do you have any further comments on the scheme?

Cumbria County Council

A595 Bothel Strategic Improvement Public Consultation

About you

Please provide the following details to help us understand why you are interested in this consultation. This will help us see how different groups feel about the scheme.

What is your postcode?

What is your interest in the scheme?

Resident Commuter Local road user Business owner

Affected Landowner/Stakeholder/Group
(Please state which):

What age are you?

Under 16 16 to 24 25 to 34 35 to 44 45 to 54

55 to 64 65 to 74 Over 75 Prefer not to say

Are you disabled? Yes No Prefer not to say

To which gender do you identify?

Female Male Transgender female

Transgender male Gender variant/non-conforming

Prefer not to say 'Not listed' (remove or specify)

About this consultation

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.

Did we provide enough information for you to properly respond?

Yes No Partially

Did the questionnaire allow you to express your opinions fully?

Yes No Partially

Thank you for engaging in the consultation.

Your feedback is important to make the scheme the best it can be.

Your feedback will be reviewed and changes made to the scheme where possible before a planning application is submitted in Summer 2021.

If you require this document in another format (e.g. CD, audio cassette, Braille or large type) or in another language, please telephone 0300 303 2992

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে 0300 303 2992 নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息，请致电 0300 303 2992

Jeigu norėtumėte gauti šią informaciją savo kalba, skambinkite telefonu 0300 303 2992

W celu uzyskania informacji w Państwu języku proszę zatelefonować pod numer 0300 303 2992

Se quiser aceder a esta informação na sua língua, telefone para o 0300 303 2992

Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen 0300 303 2992 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.

Do you support the scheme that has been developed?

Strongly support	Support	No opinion	Against	Strongly against
32	36	4	5	16

How satisfied are you with the five key elements of the scheme (as shown in the Overview Plan)?

Scheme Element	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Climbing lanes to the south-west of Bothel	35	37	5	4	13
A591 Keswick Junction Improvement	27	43	9	7	6
Greyhound Inn/ Torpenhow Junction Improvement	40	37	8	3	5
Overgates Realignment	27	34	17	6	9
Woodhook Realignment (including Blennerhasset Junction)	25	33	9	10	15

How satisfied are you with the other elements of the scheme?

Scheme Element	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
50mph speed limit	36	26	7	14	10
Improved layby provision at Wharrels Hill	28	37	22	2	5
New layby provision at Overgates	24	37	22	3	8
New highway drainage ponds	25	40	17	3	10
Links to footpaths and cycle paths and connections across the A595	29	35	16	9	4

What is your Postcode?

Postcode Areas (Combined)	Number
Bothel	30
Blennerhasset/Baggrow	16
Mealsgate/Torpenhow/Ireby	12
Carlisle and surrounds	9
Cockermouth	9
West Cumbria (Excluding Workington)	7
Workington	5
Wigton and surrounds	3
Eden Valley	2
Other	1

What is your interest in the scheme?

Interest	Total Selections
Resident	51
Commuter	9
Local Road User	29
Business Owner	2
Other	9

What age are you?

Age	Total selections
Under 16	0
16 – 24	2
25 – 34	5
35 – 44	11
45 – 54	17
55 - 64	29
65 – 74	11
Over 75	10
Prefer not to say	7

Are you disabled?

Response	Total selections
Yes	5
No	79
Prefer not to say	9

To which gender do you identify?

Gender	Total selections
Female	34
Male	53
Transgender Female	0
Transgender Male	0
Gender variant/non-conforming	0
Prefer not to say	7
Not listed	0

Did we provide enough information for you to properly respond?

Response	Total selections
Yes	68
No	4
Partially	21

Did the questionnaire allow you to express your opinions fully?

Response	Total selections
Yes	60
No	12
Partially	21