

A595 Bothel

**Greyhound Inn/ Torpenhow
Junction Improvement**

**Consultation Feedback
Report**

June 2021

Report details

Project	A595 Bothel - Greyhound Inn/Torpenhow Junction Improvement
Report title	Consultation Feedback Report
Revision	3
Date	June 2021
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Revision history

Revision	Status	Date	Comments
0	Draft	3 rd March 2021	First draft
1	Draft	5 th May 2021	Second Draft
2	Draft	26 th May 2021	Updated draft
3	Final	16 June 2021	Final report

Executive Summary

- i. Cumbria County Council (CCC), is undertaking scheme development work on proposals to make improvements to the A595 Greyhound Inn/Torpenhow Junction as part of wider improvements - A595 Bothel Strategic Improvement – to improve 5km of the A595 from Cock bridge to Threapland Junction. In advance of the implementation of the wider improvements funding has been obtained to undertake advanced works to design and implement the Greyhound Inn/Torpenhow Junction Improvements.
- ii. Building on previous public consultations, CCC held a Public Consultation for the A595 Greyhound Inn/Torpenhow Junction Improvements between 13th – 27th January 2021. This consultation was a process undertaken in the midst of an ongoing Covid-19 pandemic and this report details the feedback received to the consultation.
- iii. The consultation sought opinions on the different elements of the A595 Greyhound Inn/ Torpenhow Junction Improvements . The results of the feedback, in terms of statistical analyses and feedback themes, are summarised in this document.
- iv. Overall, the results of the public consultation show a high degree of satisfaction with the proposals when taken as a whole.
- v. In terms of the individual elements there was feedback and additional comments suggesting a preference to retain the section of the existing Torpenhow road as a footpath/cycleway and for the design to incorporate additional provision for a pedestrian/cycle crossing on the A595.
- vi. The results of the consultation will inform the further development of the scheme.

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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 January 2021, on the proposed improvements to the A595 Greyhound Inn/Torpenhow Junction located on the A595 at Bothel. This proposal is one element of a scheme of wider improvements - the A595 Bothel Strategic Improvements (5km from Cock Bridge to Threapland Junction) 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 corridor's 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 The section of A595, between Redmain and Mealsgate, which includes the route past Bothel village, is constrained by a highly variable geometry, including steep changes in gradient, poor alignment and visibility, and lack of overtaking opportunities. Agricultural vehicles are common place 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 Two previous public consultations were held in November 2018 and June 2019, which included the stretch of road containing the junction. The first consultation considered a range of options for improvements between Mealsgate and Redmain. The results found that other junctions not included should also be considered for improvement.
- 1.1.6 The 2019 consultation covered proposals along a shorter stretch of the A595 from Cock Bridge to the Threapland Junction but included proposals for the Greyhound Inn/Torpenhow Junction. Of all the improvement aspects presented in the consultation, the Greyhound Inn/Torpenhow Junction was considered as the highest priority for the local community. The whole of the A595 Bothel Strategic Improvement (Cock Bridge to Threapland Junction) scheme is shown in Figure 1 below which sets the context for the proposed Greyhound Inn/Torpenhow Junction Improvements and the subject of this report.

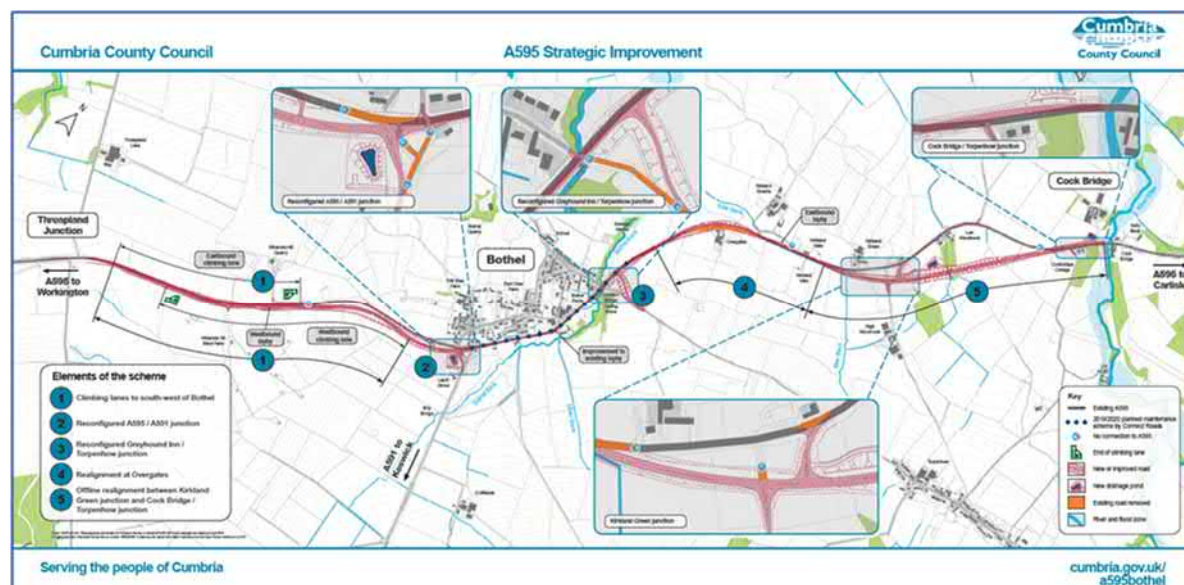


Figure 1: A595 Bothel Strategic Improvement (Cock Bridge to Threapland Junction)

- 1.1.7 Based on the initial designs of what the scheme might look like and further technical appraisal, an application was made in August 2019 to the Department for Transport's (DfT) National Roads Fund for the A595 Bothel Strategic Improvement (Cock Bridge to Threapland Junction) scheme.
- 1.1.8 The application to the Department for Transport (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 been made available by the DfT to progress the work.
- 1.1.9 However, in response to Covid-19, the Ministry of Communities, Housing and Local Government launched the 'Getting Building Fund'. This fund is being administered by the Cumbria Local Enterprise Partnership (CLEP). The CLEP have agreed 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 National Roads Fund) being agreed.
- 1.1.10 Great importance has been placed on improvements to the A595 Greyhound Inn/Torpenhow Junction by the public. This and the ability of this element of the scheme to be brought forward as a self-contained component in its own right, have prompted the early consideration and prioritisation of this element of the corridor improvements. Part of the £5m is therefore intended to fund the early reconstruction of the A595 Greyhound Inn/ Torpenhow Junction in advance of the wider scheme funding decision. It is anticipated this will lead to the construction work being completed and the new junction opened by early 2022.

1.2 Proposed Greyhound Inn/Torpenhow Junction Improvements

1.2.1 The proposed changes to the A595 Greyhound Inn/Torpenhow Junction as outlined in the consultation (January 2021), the subject of this report, will involve a change from the existing crossroads arrangement into a staggered priority junction with ghost islands. This will allow traffic to wait at the ghost islands before turning right into each of the minor roads and will also improve the flow of traffic as well as the general safety for all road users. This alteration to the A595 Greyhound Inn/Torpenhow Junction, as well as lowering the existing height of the Torpenhow Road and a section of the A595, will improve forward visibility from each of the side roads i.e. School Lane and the U2103 road towards Torpenhow.

1.2.2 The main elements of the changes are listed below:

- 1) Right turn lanes into School Lane and the U2103 road towards Torpenhow;
- 2) Realigning and lowering the U2103 road to Torpenhow;
- 3) Existing road to Torpenhow removed; and
- 4) Realigning Bothel Beck and extending the existing culvert.

1.2.3 Figure 2 below shows the proposed layout as presented in the consultation documentation.

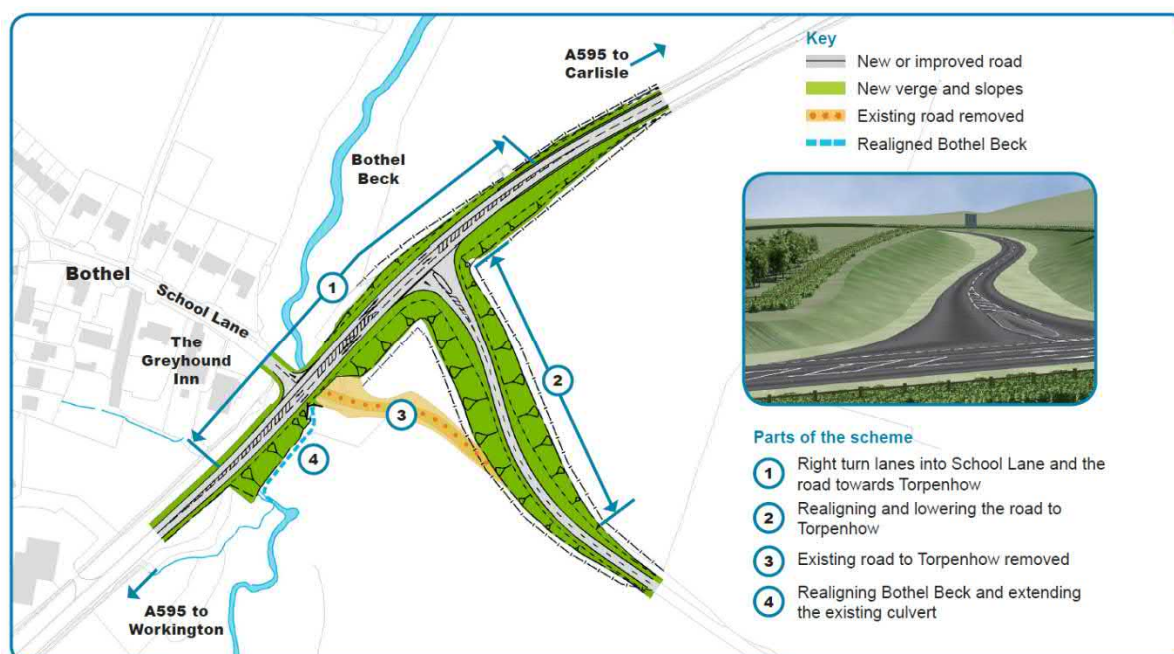


Figure 1: A595 Greyhound Inn/Torpenhow Junction Improvements

2 Consultation Process

2.1 Previous Consultations

- 2.1.1 The proposals for the Greyhound Inn/Torpenhow Junction improvements, as discussed above, have emerged from a longer and wider route improvement plan and consultation exercise.
- 2.1.2 The first public consultation held in 2018, followed consideration of a range of potential 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. Works to the Greyhound Inn/Torpenhow Junction were not included in the outline proposals presented during the consultation, however, feedback from the exercise clearly revealed that improvements to this junction were a high priority for the public. The County Council, in assessing the feedback from the consultation, included the junction in proposals set out in a subsequent, second, consultation.
- 2.1.3 The scheme presented at the second public consultation in June 2019 considered the following improvement options along a shorter stretch of the A595 from Cock Bridge to the Threapland Junction:
- 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.
- 2.1.4 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.
- 2.1.5 Of the 88 responses received to the consultation, 85% of respondents were either 'very satisfied' or 'satisfied' with the proposal to improve the Greyhound Inn/Torpenhow Junction – the highest score of all the options outlined above.
- 2.1.6 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.

2.2 A595 Bothel Greyhound Inn/ Torpenhow Junction Consultation (January 2021) – Stakeholder Engagement

- 2.2.1 In parallel to the public consultation planned for the Greyhound Inn/Torpenhow Junction improvements, a large number of other stakeholders were engaged to determine their views and feed into the design process. This continued the communications related activity that had been ongoing during the previous two consultation exercises.
- 2.2.2 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 ranging from highways to heritage.
- 2.2.3 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.

2.3 A595 Bothel Greyhound Inn/ Torpenhow Junction Consultation - Promotion

- 2.3.1 The latest public consultation exercise was launched by CCC on 13th January 2021, inviting local residents, businesses and users of the A595 to have their say on the design for the proposed improvements to the A595 Greyhound Inn/ Torpenhow Junction.
- 2.3.2 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.
- 2.3.3 It was believed to be important to provide the public with the opportunity to speak to, and directly question, the design team and therefore consideration was given to ways in which the face-to-face meetings could be replaced in a Covid-secure way. The option chosen was to hold two virtual Question and Answer events via Microsoft Teams. It was thought that the pandemic had encouraged people to communicate more through this type of media so a larger proportion would have been able to and be comfortable about using Teams.
- 2.3.4 These events were held on the following dates:
- Monday 18th January, between 2.30pm and 4pm, and
 - Wednesday 20th January, between 5.30pm and 7pm

- 2.3.5 These events were staffed by both CCC staff and the technical consultants to help attendees by providing further information and answer questions.
- 2.3.6 Although 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.
- 2.3.7 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 resources, principally the consultation leaflet and feedback form, plus further details on the project and its development. In addition to the feedback form, there was a link to a dedicated email address to which comments could be sent if preferred.
- 2.3.8 A copy of the consultation document is reproduced in Appendix A.
- 2.3.9 Printed copies of the leaflet 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 Cock Bridge to the Threapland Junction. They were all posted via the Royal Mail and the total number delivered was 335. All feedback forms could be returned freepost to CCC.
- 2.3.10 A press release was issued by CCC on 13th January 2021 publicising the start of the consultation and encouraging engagement through the various mechanisms available.
- 2.3.11 Notifications were also sent out, through CCC social media posts, about the consultation on both their Twitter and Facebook accounts. There were 9 posts submitted on each platform between 13th and 27th January 2021. The posts reached a total of 30,083 people on Facebook.
- 2.3.12 The consultation closed on Wednesday 27th January 2021.
- 2.3.13 The primary method that people chose to respond to the public consultation was via the online SurveyMonkey feedback form.
- 2.3.14 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 form generated the vast majority of the consultation responses. The online SurveyMonkey version, accessed via the dedicated webpage, generated a total of 71 replies. Completed hard copy replies returned numbered 8 in total. The comments received consisted of the standard set of closed questions and the replies to the open-ended questions giving respondents more freedom to provide longer answers.
- 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 Additionally, there were two responses sent to the dedicated email address accessed via the Council's project page on their website.
- 3.1.5 A total of 81 responses were received from the above mechanisms with 87% being via the online SurveyMonkey form.
- 3.1.6 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 their nature closely aligned with the responses to the 'open-ended' questions of the feedback form. Therefore, these comments have been included to supplement the analysis of these questions from the feedback form rather than recorded as separate responses, as no data was gathered on the location, nature of interest etc. of the event participants.

3.2 Location of Respondents

- 3.2.1 A total of 78 partial or full postcodes were collected from the 81 respondents who provided a response to the consultation. 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 Not unsurprisingly the results show the vast majority of respondents emanating from Bothel and its surrounds – providing 46% of the responses. The other locations showing higher number of respondents reflect the communities along the A595 for whom the road is an important link.
- 3.2.3 The 'other' category of respondents contain single responses from other parts of Cumbria outside the A595 corridor. They have not been individually identified but their comments and responses, as with all the others, are fully considered in the analysis of data.

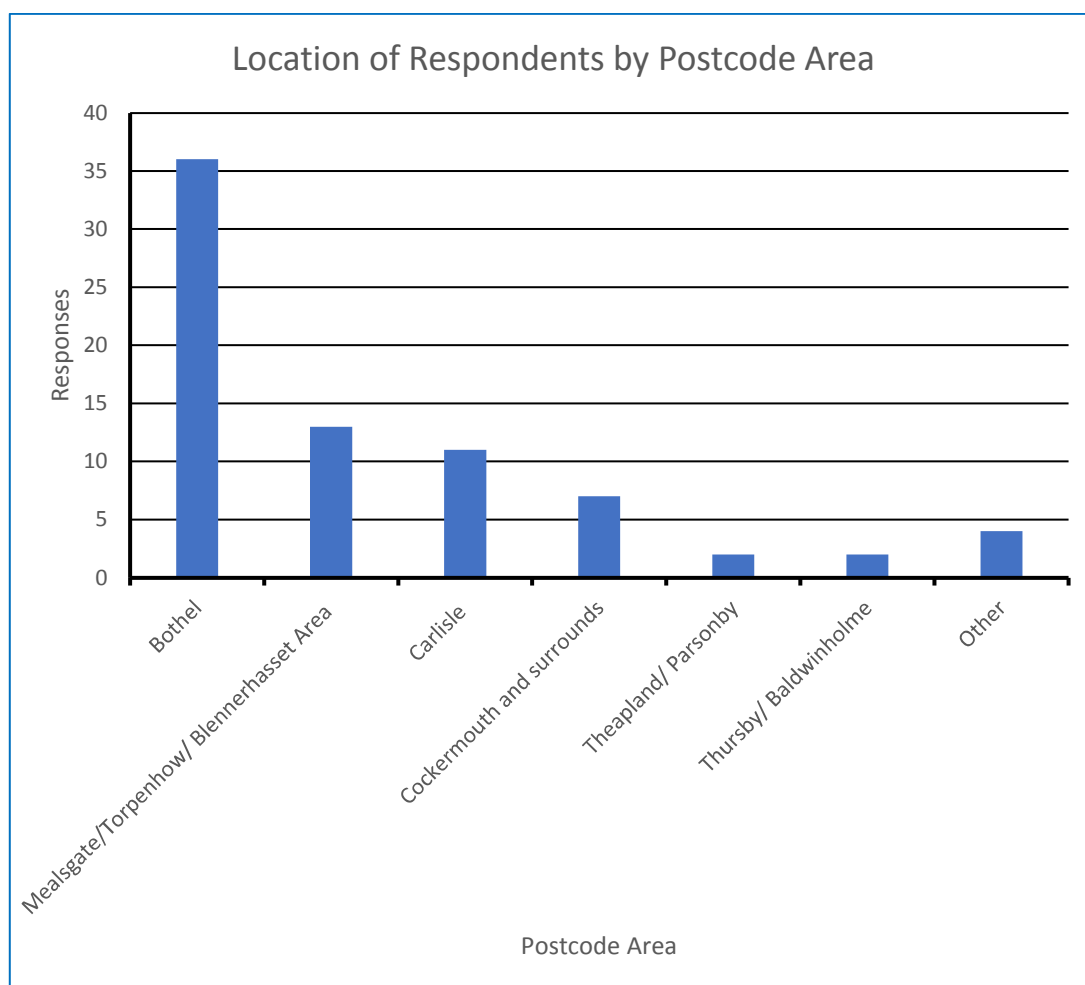


Figure 2: Location of Respondents by Postcode Area

3.3 Demographic split of respondents

3.3.1 **Error! Reference source not found.** below shows the age range distribution of the respondents that provided an answer to this question (78 out of the total of 81).

3.3.2 Of the various age ranges the older age categories dominated the responses with 61% being received from those aged 55 or older. There were few responses from people aged 16-24, which only accounted for 3% of the figures. The under 16-year-old category was not used in any of the responses.

3.3.3 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.

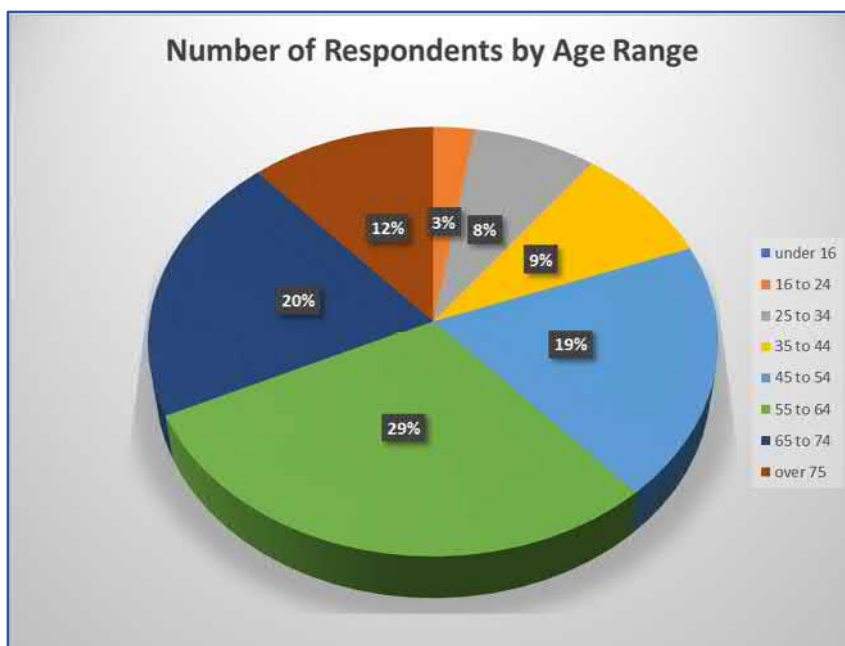


Figure 3: Respondents by Age Range

3.3.4 **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'. Not unsurprisingly the largest categories of respondents came from local residents (58%) and local road users (30%). No responses were received from respondents identifying themselves as a local business.

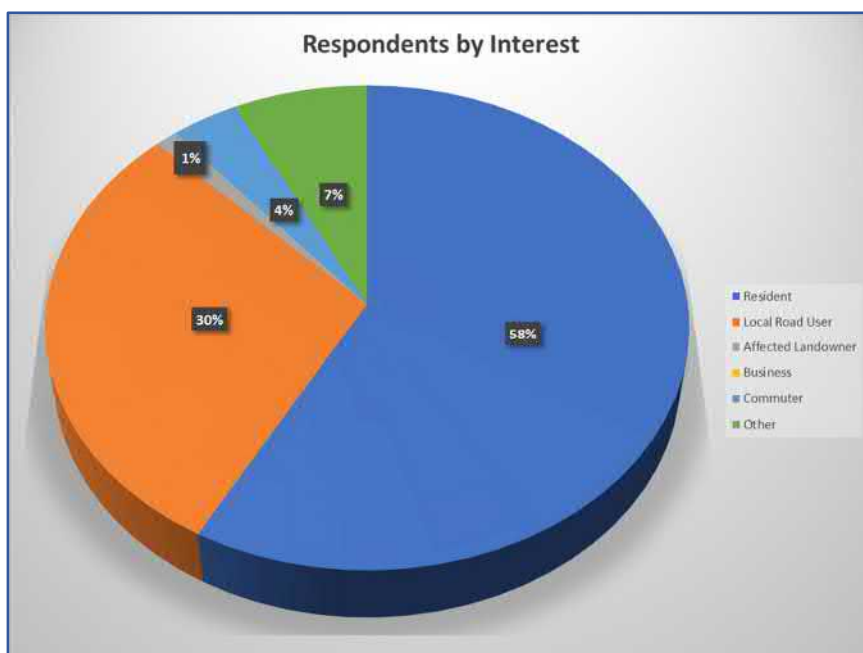


Figure 4: Respondent by Type of Interest

3.3.5 People were also asked whether they considered themselves to be disabled. A total of 76 respondents replied to this question, of which four (5.3%) identified themselves as disabled.

3.4 Quality of Consultation

- 3.4.1 The consultation form asked two multiple choice questions followed by a free text box 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. This confirms that more than two thirds of the respondents felt that the consultation process provided them with sufficient information to respond properly (70%) and that the form allowed them to express their opinions fully (68%).

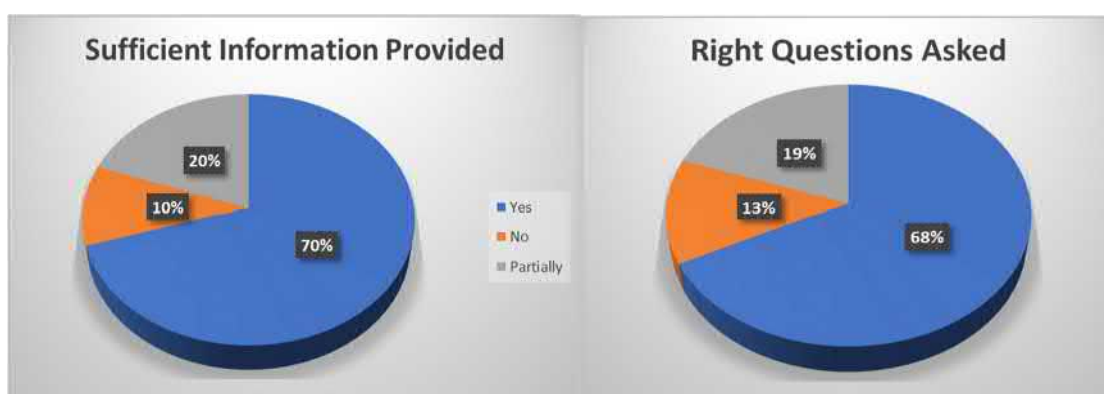


Figure 5: Consultation Quality Questions

- 3.4.3 A total of 19 respondents provided additional comments on the consultation process as 'free text' in the form. Of these, five stated they were happy with it and/or that it was well publicised whilst ten considered it was insufficient and/or had not been well publicised. A further three thought the concerns of the community were not being addressed and there was a single comment that the exercise had been too costly.

3.5 Satisfaction with Proposals

- 3.5.1 As discussed, the vast majority (96%) of respondents to the consultation used either the SurveyMonkey or paper form to do so. The consultation questions contained a multiple choice assessment matrix of each of the individual elements of the proposal and the scheme as a whole. Each element, plus the scheme as a whole, was listed separately and people were asked to assign a satisfaction rating to each. The ratings ranged from 'very satisfied' to 'very dissatisfied'.
- 3.5.2 An additional 'free text' box was included in the form for any additional comments.
- 3.5.3 It was not possible to determine the extent of satisfaction or dissatisfaction from the two responses received by email. Therefore, rather than potentially misrepresent the strength of the views these comments have only been included as part of the additional comments and themes analysis.
- 3.5.4 Figure 7 below summarises the level of satisfaction with the different elements and the scheme overall.

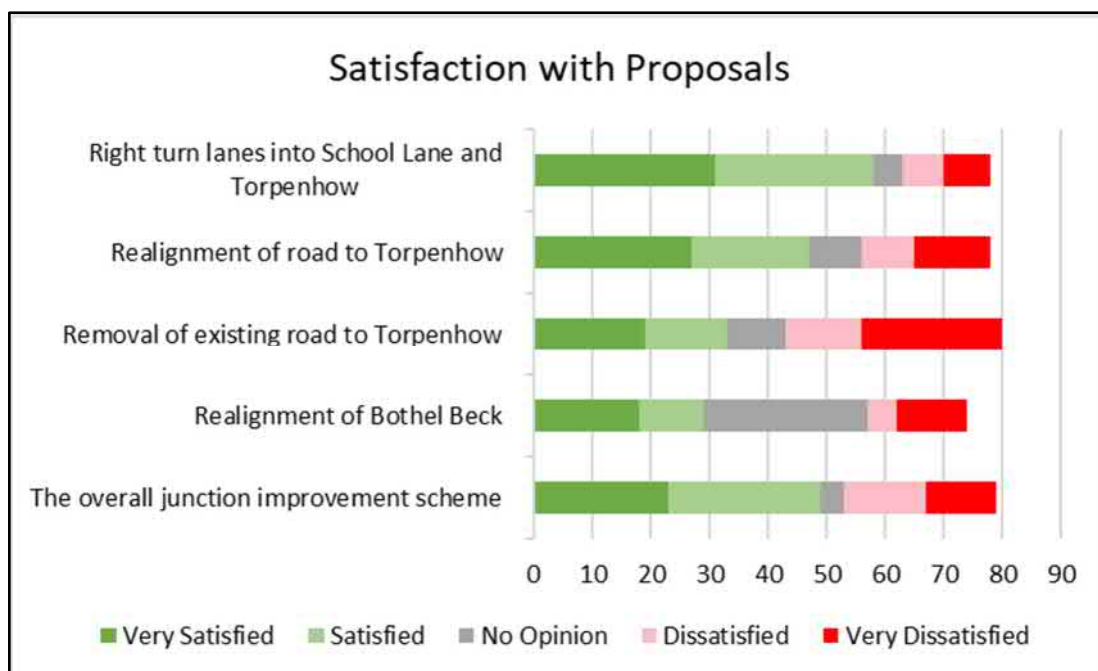


Figure 6: Level of Scheme Satisfaction

3.5.5 The bars against each element count the number of times the respondents have scored that element (or the scheme overall). The difference in numbers against each is due to not all respondents indicating an opinion against every element or indeed the scheme overall.

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

- There is a high level of satisfaction with the scheme as a whole. When asked to assess the scheme in its entirety 62% of respondents were either 'very satisfied' or 'satisfied' with it.
- The right turn lanes into School Lane and Torpenhow element received the largest amount of support out of all individual scheme elements. This amounted to 74% of respondents being either 'very satisfied' or 'satisfied' with it.
- The realignment of the U2103 road to Torpenhow also received a high degree of support with 60% of respondents being either 'very satisfied' or 'satisfied' with this element of the scheme.
- The element with the least level of support was the removal of the existing U2103 road to Torpenhow. The level of respondents either 'dissatisfied' or 'very dissatisfied', with the removal of this section of road totalled 46%, compared to 41% who were either 'very satisfied' or 'satisfied' with it. The themes identified from the additional comments and discussed below will suggest some of the reasons for this score.

- Opinions on the realignment of Bothel Beck were the least defined of all the elements of the scheme. Those expressing 'no opinion' about this element were the largest category, totalling 38% of respondents. Of those expressing a view either way, respondents stating they were 'very satisfied' or 'satisfied' (39%) outnumbered those that were either 'dissatisfied' or 'very dissatisfied' (23%).

3.5.7 Whilst there were limited responses from the key stakeholders received during the consultation period those that were, principally from parish councils and landowners, have been incorporated into this analysis. Consultation with stakeholders will continue as necessary to keep them informed of scheme progress, whilst refining the scheme design.

3.5.8 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 restrictive response, individual freeform written comments were made as part of the feedback form. Comments were also detailed in the two direct emails received and the comments raised in the Question and Answer events. 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, 70 replies or 86% of all respondents, contained additional comments. However, 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 Comment Themes

3.7.1 Based on the comments received, 6 themes were identified. Within each of the themes the aspect of the scheme mentioned was recorded and/or whether the comment was a general one or related to the scheme overall or indeed a wider issue.

- 3.7.2 The paragraphs below show the themes listed in descending order of the number of times they were mentioned by respondents. In total, there were 101 separate comments other than those generally supporting the scheme identified from the 70 replies. The category of respondent making the comment was also recorded where possible, primarily to determine whether there were issues mentioned more frequently by particular groups (e.g. residents or commuters).
- 3.7.3 Theme 1 – Pedestrians and Cyclists
This was by far the most common theme mentioned in the comments received, accounting for over half of the individual mentions (65%). The sub-categories within the theme related to specific elements of the scheme and wider issues of funding priorities.
- 3.7.4 Of the individual elements of the scheme the most comments related to the '*removal of the existing road to Torpenhow*'. This related to calls for the retention of this section of the road for use as a footpath and/or cycle path.
- 3.7.5 The second highest sub-category within this theme related to the perceived worsening of the situation for the safe crossing for pedestrians and/or cyclists of the A595 from the Bothel side to Torpenhow side, as a result of the repositioning of the road junction. Some respondents explained that the existing arrangement, of a direct crossing at the Greyhound Inn Junction, was perceived as safer than the proposed staggered junction arrangement, especially given the proposed removal of the 'old' section of the Torpenhow road.
- 3.7.6 Within this category the third most frequent comment was in relation to the need for a footpath/cycle path along the A595 from the Greyhound Inn corner to the crossover point opposite the new Torpenhow Junction.
- 3.7.7 Less specific comments were also made regarding the general lack of attention given to the provision for pedestrians and cyclists in the area.
- 3.7.8 In addition, there were further comments that the funding would be better used to support other walking/cycling initiatives and projects with a larger impact on carbon emissions.
- 3.7.9 Theme 2 - Safety
This theme (accounting for 10% of all mentions) excluding the specific mentions of pedestrians and cyclists discussed above.
- 3.7.10 The key aspect to emerge from the respondents was that the junction improvements will lead to the encouragement of increased speeds along this stretch of road, unless a reduced and/or enforced lower speed limit is introduced. There were also concerns regarding visibility generally from junctions and dips in the A595 that currently reduce visibility.

3.7.11 Theme 3 – Other Design Aspects

This theme contained a number of specific design suggestions with none being able to be grouped together as a sub-category. Items related, for example, to the need for a new bus stop and a vehicle deceleration lane. Combined, these comments accounted for approximately 9% of the total.

3.7.12 Theme 4 – Cost

This theme, mentioned in approximately 7% of comments, was exclusively related to either the scheme being a 'waste of money' or a statement that other priorities provided better value for money.

3.7.13 Theme 5 – Environment

The focus of this theme was on the impact of extending the Bothel Beck culverting on the environment which was specifically mentioned in approximately 5% of the comments.

3.7.14 Theme 6 – Disruption

Mentioned in approximately 2% of responses this category consisted of a need to prevent any disruption during the construction works.

3.7.15 A further comment expressed disappointment that the consultation had not been well publicised.

4 Conclusions

4.1 Summary of Consultation

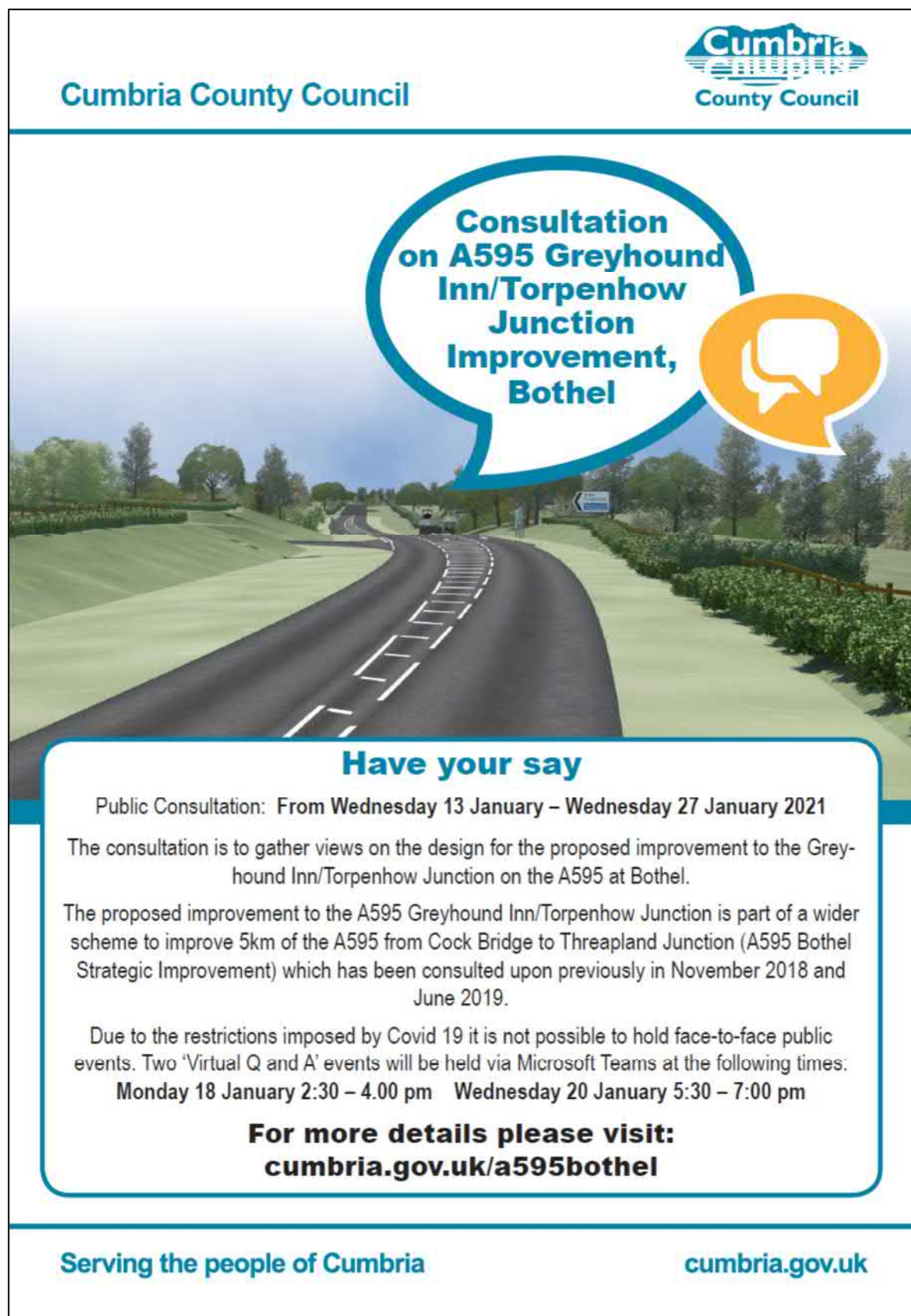
- 4.1.1 Overall, the results of the public consultation show a high degree of satisfaction with the proposals when taken as a whole.
- 4.1.2 The results relating to the separate elements of the scheme reflect this satisfaction in relation particularly to the proposed right turn lanes which received the highest rating, and the realignment of the U2103 road to Torpenhow.
- 4.1.3 Negative opinions on the removal of the existing U2103 road to Torpenhow outweighed the positive ones and this was reflected in the additional comments made by respondents where there was a strong call for this section to be retained as a footway/cycle path.
- 4.1.4 Amongst the additional comments section, the most notable theme to emerge, in addition to the retention of the stretch of road to Torpenhow, was the creation and/or provision of a 'safe' crossing arrangement of the A595 for pedestrians and cyclists.
- 4.1.5 There was a degree of uncertainty about the merits of the realignment of Bothel Beck with the 'no opinion' category resulting in the highest number of responses.
- 4.1.6 Amongst the other information received, a need was expressed to consider safety and other issues, to look at other route options, and to consider specific design changes.

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 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 on the Council's website to provide all stakeholders with the outcomes of the consultation.
- 4.2.3 Subject to the further consideration and design development of the scheme another consultation, covering the wider scheme improvements from Cock Bridge to Theapland Junction, is planned to be undertaken in the Spring of 2021. This exercise will precede the submission of a full planning application for the wider scheme including the Greyhound Inn/Torpenhow Junction Improvements. The application is anticipated to be submitted in the Summer of 2021.
- 4.2.4 Subject to planning approval and funding the construction work on the Greyhound Inn/Torpenhow Junction Improvement could start in the Winter of 2021.

APPENDICES

Appendix A: Consultation Document



Cumbria County Council



Consultation on A595 Greyhound Inn/Torpenhow Junction Improvement, Bothel

Have your say

Public Consultation: From Wednesday 13 January – Wednesday 27 January 2021

The consultation is to gather views on the design for the proposed improvement to the Greyhound Inn/Torpenhow Junction on the A595 at Bothel.

The proposed improvement to the A595 Greyhound Inn/Torpenhow Junction is part of a wider scheme to improve 5km of the A595 from Cock Bridge to Threapland Junction (A595 Bothel Strategic Improvement) which has been consulted upon previously in November 2018 and June 2019.

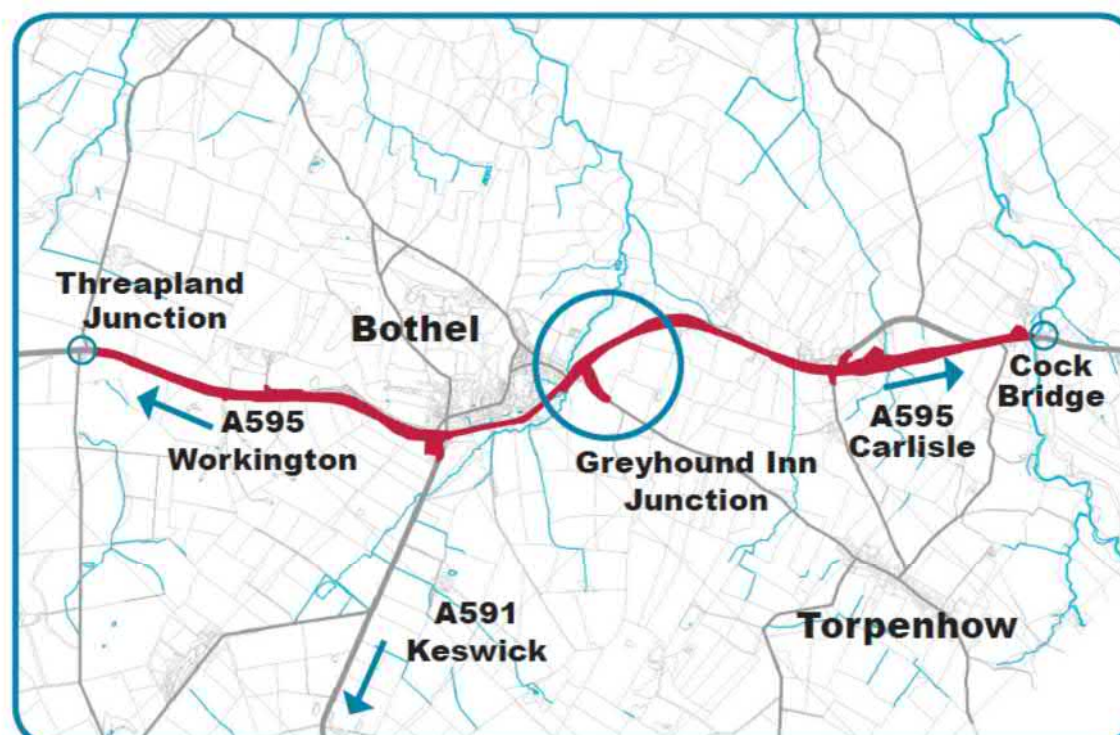
Due to the restrictions imposed by Covid 19 it is not possible to hold face-to-face public events. Two 'Virtual Q and A' events will be held via Microsoft Teams at the following times:
Monday 18 January 2:30 – 4.00 pm Wednesday 20 January 5:30 – 7:00 pm

**For more details please visit:
cumbria.gov.uk/a595bothel**

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Cumbria County Council

A595 Bothel Strategic Improvement



Progress

The A595 is a key strategic route connecting Carlisle and West Cumbria. In 2016 a study looked at the key A595 corridor and recommended that an improvement on the A595 between Thursby and Cockermouth was required. Cumbria County Council has undertaken further scheme development to support the selection of options for this section of road. Since 2018 Cumbria County Council has been focussed on the identification of a potential scheme in the vicinity of Bothel that would provide the best opportunity to attract funding and to deliver a significant improvement for the A595.

Two public consultations have been held in November 2018 and June 2019. The scheme presented at the June 2019 consultation included:

- Climbing lanes to the south west of Bothel in both directions
- Reconfigured A595/A591 Junction
- Reconfigured Greyhound Inn/Torpenhow Junction
- Realignment at Overgates
- Offline realignment between Kirkland Green Junction and Cock Bridge/Torpenhow Junction

Based on the initial designs of what the scheme might look like and further technical appraisal, an application was made in August 2019 to the Department for Transport's (DfT) Major Road Fund. A decision on this application is still awaited and therefore funding to construct the A595 Bothel Strategic Improvement is not yet agreed.

Consultation on A595 Greyhound Inn/Torpenhow Junction Improvement

A595 Greyhound Inn/Torpenhow Junction Improvement

The application to Department for Transport (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. Until funding from the DfT for the A595 Bothel Strategic Improvement is agreed this work could not start.

However, in response to Covid 19, the Ministry of Communities, Housing and Local Government launched the 'Getting Building Fund'. This fund is being administered by the Cumbria Local Enterprise Partnership (CLEP). The CLEP have agreed to provide £5m of the Getting Building Fund to be used to undertake further design work and environmental assessment to allow the submission of a planning application and to undertake the statutory processes ready to ensure that the scheme is 'shovel ready' should funding (from DfT's Major Roads Fund) be agreed.

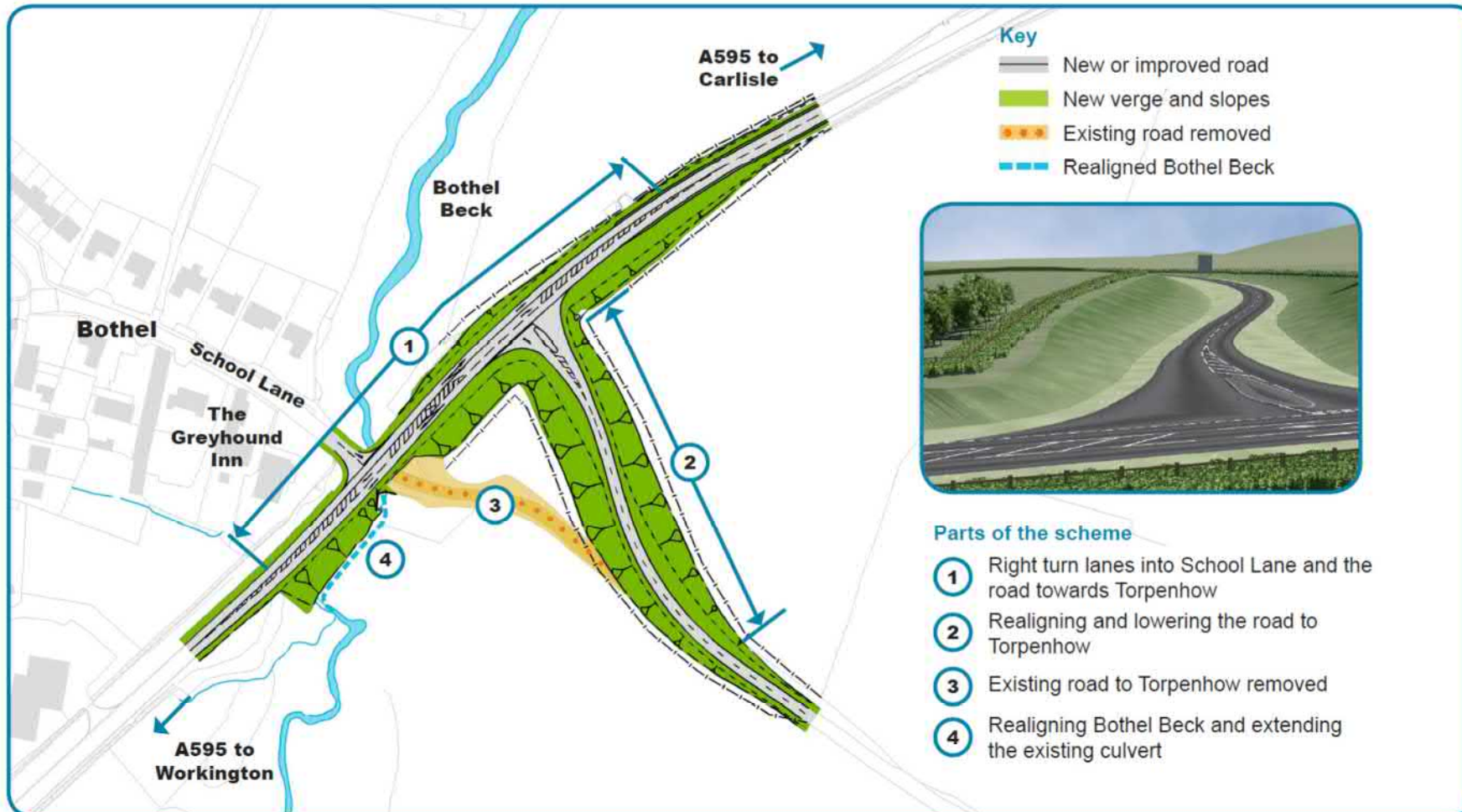
Importantly the £5m will enable the early reconstruction of the A595 Greyhound Inn/Torpenhow Junction. This junction was seen as a priority for the local community. Of the 88 responses received to the public consultation in June 2019, 85% of respondents were very satisfied/ satisfied with the proposal to improve this junction.

The feedback received from this public consultation will be used to help shape the details for the A595 Greyhound Inn/Torpenhow Junction. Subject to planning permission being granted, the reconstruction of the A595 Greyhound Inn/Torpenhow Junction could be completed and opened in early 2022.



Consultation on the A595 Greyhound Inn/Torpenhow Junction

The A595 Greyhound Inn/Torpenhow Junction will change from an existing crossroads into a staggered priority junction with ghost islands. This will allow traffic to wait at the ghost islands before turning right into the minor roads. This will improve the flow of traffic as well as the general safety for all road users. This alteration to the A595 Greyhound Inn/Torpenhow Junction as well as lowering the existing height of the Torpenhow Road and a section of the A595 will improve forward visibility from each of the side roads.



Have your say

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 **27 January 2021**.

How satisfied are you with the following

	Very Satisfied	Satisfied	No opinion	Disatisfied	Very Disatisfied
1. Right turn lanes into School Lane and Torpenhow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Realignment of road to Torpenhow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Removal of existing road to Torpenhow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Realignment of Bothel Beck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The overall junction improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments to make on the junction improvement?

Please note a separate public consultation exercise will take place in Spring 2021 on the A595 Bothel Strategic Improvement (Cock Bridge to Threapland Junction).

About you

Postcode

Interest in the scheme:

Resident Affected Landowner Commuter

Local Road User Business Other

Age

Under 16 16 to 24 25 to 34 35 to 44

45 to 54 55 to 64 65 to 74 Over 75

Are you disabled

Yes No Prefer not to say

About this consultation

Information provided in this consultation, including personal information, may be subject to publication or disclosure in accordance with access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 2018 and the Environmental Information Regulations Act 2004. Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations amongst 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

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

Thank you for your response to this consultation

**We need your feedback by
27 January 2021**
**Please visit us online to find out more:
cumbria.gov.uk/a595bothel**

Next Steps

Your feedback will be reviewed and changes made to the scheme where possible.

Further public consultation is planned in Spring 2021 for the A595 Bothel Strategic Improvement (Cock Bridge to Threapland Junction) before a planning application is submitted in Summer 2021.

Construction of the A595 Bothel Strategic Improvement is dependent on Cumbria County Council obtaining the necessary planning and statutory approvals and securing the funding from the Department for Transport.

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

করে 0300 303 2992 নম্বরে ট্যালফোন 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 Państwa 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.

How satisfied are you with the following?

Scheme Element		Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
1	Right turn lanes into School Lane and Torpenhow	31	27	5	14	12
2	Realignment of road to Torpenhow	27	20	9	9	13
3	Removal of existing road to Torpenhow	19	14	10	13	24
4	Realignment of Bothel Beck	18	11	28	5	12
5	The overall junction improvement scheme	23	26	4	14	12

Postcode

Postcode Areas (Combined)	Number
Bothel	36
Mealsgate/Torpenhow/ Blennerhasset Area	13
Carlisle	11
Cockermouth and surrounds	7
Theapland/ Parsonby	2
Thursby/ Baldwinholme	2
Other	4

Interest in the scheme

Response	Total Selections
Resident	47
Local Road User	24
Affected Landowner	1
Business	0
Commuter	3
Other	6

Age

Age	Total selections
Under 16	0
16 – 24	2
25 – 34	6
35 – 44	7
45 – 54	15
55 - 64	23
65 – 74	16
Over 75	9

Are you disabled?

Response	Total selections
Yes	4
No	72
Prefer not to say	2

Did we provide enough information for you to properly respond?

Response	Total selections
Yes	54
No	8
Partially	15

Did the questionnaire allow you to express your opinions fully?

Response	Total selections
Yes	52
No	10
Partially	15