



**A595 Grizebeck
Improvement**

**Consultation Feedback
Report**

September 2021

Report details

Project	A595 Grizebeck Improvement
Report title	Consultation Feedback Report
Revision	2
Date	September 2021
Prepared by	NG
Checked by	GM
Authorised by	JG

Revision history

Revision	Status	Date	Comments
1	Draft	24/09/2021	For Client Review
2	Final	30/11/2021	

Executive Summary

- i. Cumbria County Council is undertaking a scheme development on proposals to make improvements to the A595 at Grizebeck. They consist of a series of works along a 1.4km section of the road from Chapels to Grizebeck including the realignment of sections of the existing highway and proposed new road.
- ii. Building on a previous public consultation which selected the preferred routing and highlighted the key issues relating to the proposal, and prior to the planned submission of a planning application, Cumbria County Council held a Public Consultation for the A595 Grizebeck Improvement between 14th June and 11th July 2021. This report details the feedback related to this consultation.
- iii. The consultation sought opinions on the different elements of the A595 Grizebeck Improvement consisting of those parts described as 'key' elements such as a new major A595/A5092 junction and 'other' elements, for example, proposed speed limits. 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 general support for the proposals when the scheme is viewed as a whole. In percentage terms the split for and against the proposal was 55/45 in favour with no responses expressing a neutral or no opinion about it.
- v. In terms of the individual elements detailed in the consultation the results show a variable level of satisfaction between them. Four of the five 'key' elements of the scheme (Chapels Junction, Pen Hill Cutting, the New Bridge and the Mousetrap closure) scored positively, however, there were negative views received of the proposed new A595/A5092 junction.
- vi. Amongst the remaining 'other' elements included in the consultation three of the five scored positive satisfaction ratings; the speed limit and road safety arrangements, however, scored negatively with the highest level of dissatisfaction being with the speed limit proposals.
- vii. A number of suggested improvements and comments about the scheme were submitted. These have been analysed with the other results of the consultation and will inform the further detailed development of the scheme.
- viii. The next stage of the project is the submission of a planning application which, subject to planning approval and funding, could then allow the construction work on the scheme to start.

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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 June and July 2021, into the proposed A595 Grizebeck Improvement being developed by Cumbria County Council (CCC).
- 1.1.2 The proposal consists of a 1.4km single carriageway road between Chapels and Grizebeck on the A595 north of Barrow (see Figure 1 below). The route runs to the east of the existing A595, past properties at Dove Bank and Dove Ford Farm, before crossing under the existing A595 and then forming a new junction with the A595/A5092 to the west of the existing junction.



Figure 1: A595 Grizebeck Improvement Location

- 1.1.3 This current section of the A595 is undulating and meandering with narrow road widths. The average speed of traffic is lower than that expected of a main road and includes a section where the road passes through a farmyard.
- 1.1.4 The A595 is also used as the diversion route when the A590 is closed between Dalton-in-Furness and Greenodd. When this situation arises the narrow road width causes significant congestion.
- 1.1.5 Therefore, improving the highway network on this section of the A595 has been identified as critical to support the economic growth of West and South Cumbria and ensure the A595 can function adequately as a strategic diversion route for the A590.

1.1.6 The project's key objectives are to:

- Improve safety;
- Improve connectivity;
- Reduce delays; and
- Minimise environmental impact.

1.1.7 Following a previous public consultation exercise in 2018 which sought to determine the level of support, the preferred route alignment and the most important priorities/solutions that the scheme should deliver, a further technical appraisal allowed initial designs of what the scheme might look like in more detail to be developed.

1.1.8 In April 2019 an outline business case was submitted to the Department for Transport (DfT) for a scheme totalling £12.178. The scheme was subsequently accepted into the Major Road Network programme on 27th October 2020.

1.1.9 The DfT process requires the submission and approval of a full business case before any funding can be released. Therefore, in order to progress the scheme by developing the design for the planning application and pursuing the land purchase (until the DfT funding becomes available) an application was made to the Cumbria Local Enterprise Partnership (CLEP) requesting funding of £2.24m. This was approved in November 2020.

1.1.10 The next stage of securing the DfT resources is the approval of the whole amount with the submission and approval of a full business case. This approval is expected in mid-2023, with the full business case requiring that planning consent has been obtained.

1.1.11 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.

1.1.12 After taking into account the results of this latest consultation exercise and further ongoing development of the design, it is anticipated that the next stage of the project will be the submission of a planning application.

1.2 Proposed A595 Grizebeck Improvement

1.2.1 The A595 Grizebeck Improvement, as proposed when the public consultation exercise was conducted, is seeking to provide a more consistent standard of road design for the 1.4km stretch of the road between Chapels and Grizebeck.

1.2.2 The scheme as proposed can be divided into 5 key sections which each contain different elements. The various sections and elements are described below from south to north:

1) Chapels Junctions

The existing A595 will be closed north of Chapels. Access to Chapels will be retained using the existing roads which will now both be provided with a right-turn lane for access into the village from the new A595. The existing speed limit of 40mph will be retained and new shared use links will be provided from Chapels (with a non-signalised pedestrian crossing) to access the closed-off section of the former A595. A highway drainage pond will also be created.

2) Pen Hill Cutting and New Road

This feature, cut into the side of Pen Hill, will take the new A595 east of the properties at Dove Bank. The level of the new road at this location behind the properties, will be set in a false cutting in order to reduce the visual and noise impacts on Dove Bank. The speed limit will be returned to the national limit soon after entering the cutting. The new road continues due north when leaving the cutting crossing Grize Beck west of the village.

3) New Bridge

This new bridge will carry the old A595 over the new road and will be for local access only with no direct connection to the new A595. A new highway drainage pond will be created adjacent to it.

4) A595/A5092 Junction

This new junction will be created west of the existing Grizebeck junction. Features of the junction arrangement will include a right-turn lane added to the A5092 for A595 traffic to Barrow-in-Furness, widening of a section of the existing road to facilitate safer property access, a traffic island to restrict unsafe overtaking and the lengthening of Ellermire Bridge.

Direct access to Grizebeck village will be retained using the existing junction with a new non-signalised pedestrian crossing with refuge island of the A5092. A reduced 40mph speed limit is proposed along an existing stretch of the A595/A5092 either side of the new junction and on the A595 approach to the junction itself. A new highway drainage pond will also be created.

5) Bank End Junction Stopped Up

The existing A595 junction at Bank End otherwise known as the 'Mousetrap' will be closed permanently and become a dead end with a section of the existing road stopped-up.

1.2.3 These key elements are shown in Figure 2 below.

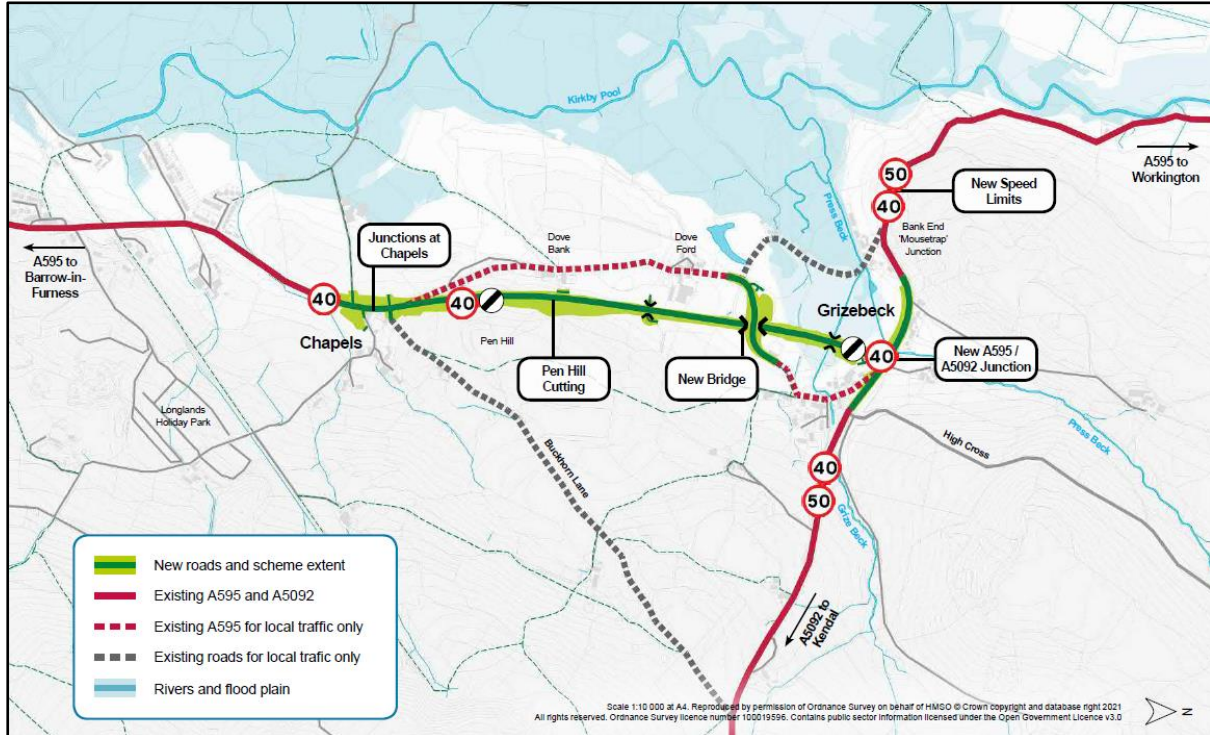


Figure 1: A595 Grizebeck Improvement – Key Elements

2 Consultation Process

2.1 Previous Consultations

2.1.1 The proposals for the A595 improvement, as discussed above, have emerged from a longer and wider route improvement plan and consultation exercise.

2.1.2 A public consultation on the scheme proposals was held from 19th October to 16th November 2018. A consultation document was produced, which summarised the existing issues and constraints in the area, the scheme development to date, and sought feedback on two options - the red route and the blue route.

2.1.3 The consultation included two drop-in events held at Grizebeck Community Hall on 19th October and 7th November 2018 which were attended by 312 people. A total of 258 feedback forms were received back from the whole public consultation exercise. These showed that the 'blue route' (the route alignment now presented) was the most popular and when compared to the red route was chosen by 75% of respondents.

2.1.4 Other key priorities identified from the public consultation included:

- The importance of ensuring road safety;
- The easing of traffic congestion along this route;
- Improving the journey time on the A595;
- Protecting the land and farming activities that currently take place in the community;
- Ensuring that the local businesses thrive;
- Reducing the air pollution and carbon emissions from traffic and construction vehicles;
- Reducing the noise from traffic and construction vehicles; and
- Having good access to properties around the scheme.

2.1.5 In parallel to the public consultation exercise described above, a large number of other stakeholders were engaged to determine their views and feed into the design process.

2.1.6 These stakeholders were both internal and external to CCC. Internal stakeholders included representative County Councillors from CCC Cabinet and the relevant Local Committees; plus, senior officers, the Project Delivery Group and CCC teams from highways to heritage.

2.1.7 External stakeholders engaged include a wide range of interests from MPs/local politicians for the area, district authorities, local Parish Councils, landowners, local groups and individual businesses. Other key stakeholders include CLEP and other relevant interest groups (e.g. with community, safety, business, environmental and transport interests), statutory stakeholders such as the Environment Agency, Highways England, Natural England, The Lake District National Park Authority and Historic England, statutory undertakers, and the emergency services.

2.2 A595 Grizebeck Improvement - Promotion

2.2.1 The public consultation exercise, the subject of this report, was launched by CCC on Monday 14th June and it ran until Sunday 11th July 2021, a period of four weeks. It invited everyone including local residents, businesses, landowners and users of the A595 to have their say on the design for the proposed improvements to the stretch of A595 from Chapels to Grizebeck.

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 and it was therefore considered important to provide the public with the opportunity to speak to, and directly question, the design team.

2.2.3 To achieve this, the option to hold virtual Question and Answer events via Microsoft Teams was chosen.

2.2.4 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 23rd June - 2:00pm to 3:30pm
- Wednesday 30th June - 6:00pm to 7:30pm
- Saturday 10th July - 1:00pm to 2:30pm

2.2.5 All these virtual events included a presentation on the scheme (part of which was a 3D flythrough video) followed by a question and answer session.

2.2.6 All these events were staffed by both CCC staff and technical design consultants to help attendees by providing further information and to answer questions.

2.2.7 Three further virtual consultation events were held for specific interest groups and the local parish Council:

- Wednesday 16th June - Kirkby Ireleth Parish Council
- Thursday 17th June - A595 Action Group
- Thursday 17th June - Grizebeck Road Safety Group

- 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/a595grizebeck) 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 'flythrough'. In addition, there was also a link to a dedicated email address to which comments could be sent to if preferred or requests made 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 plus all affected landowners. They were all posted via the Royal Mail and could be returned freepost to CCC.
- 2.2.12 A press release was issued by CCC on 14th June 2021 further publicising the start of the consultation and encouraging engagement through the various mechanisms available.
- 2.2.13 The release was 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. These were posted at the beginning, during and towards the end of the consultation period to encourage responses and engagement with the process.
- 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 provide links to the questionnaire on the CCC website.
- 2.2.16 The primary method that people chose to respond to the public consultation was via the online SurveyMonkey feedback form.

2.2.17 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 81 replies. Completed hard copy or paper questionnaire replies returned numbered 11 in total. The comments received were to a standard set of closed questions plus 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 consultation events provided additional opportunities for people and groups to raise issues and particularly to receive immediate and direct answers to their questions and queries. The three public events were attended by 23 people in total and notes were taken of the comments made.
- 3.1.5 The comments were compared to the issues raised in the feedback forms and other responses received. Mostly, the issues raised in the events were covered in the written responses or in the answers to the 'open-ended' questions in the feedback forms.
- 3.1.6 The notes from the virtual consultation events for the two interest groups and Kirkby Ireleth Parish Council, likewise raised mostly issues that were covered in the bulk of the questionnaire responses.
- 3.1.7 There were a small number of additional issues (3) which were raised between all the virtual consultation events which were not covered in the written responses.
- 3.1.8 The following has been applied in order to deal with the comments made at the virtual events in the fairest way. The comments made by the parish council in a subsequent email response have been incorporated into the analysis. The notes of the events attended by the two interest groups have been used to incorporate the issues they raised into the analysis. Similarly, the issues raised in the virtual public consultations have been added to the analysis.

- 3.1.9 This approach is inevitably going to lead to a degree of double counting particularly from the open public consultations as it is likely that attendees also restated their views through the survey process. However, it is considered this is preferable to potentially understating the level of responses or indeed not including some issues raised at all. Furthermore, as will be seen in sub-section 3.4, 47% of respondents using the questionnaire considered that the consultation did not, or only 'partially' allowed them to express their opinion fully through the process which provides further justification for this approach.
- 3.1.10 A total of 31 emails were sent directly to the dedicated email address accessed via the Council's project page on their website. Of these, 27 contained additional comments and have been included in the analysis in the same way as responses to the 'open ended' questions in the feedback form. The remainder were identified as exact duplicates (i.e. same contents from same person) or requests for information/meetings.
- 3.1.11 A total of 92 completed survey questionnaire responses were received from the above mechanisms with 88% being via the online SurveyMonkey version.
- 3.1.12 The following sub-sections (3.2 – 3.5) analyse the results of the SurveyMonkey responses apart from the open-ended free text question the results of which plus the other responses via different methods are examined in sub-sections 3.6 – 3.7.

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.
- 3.2.2 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.
- 3.2.3 The results show the location from which the most responses were received was Grizebeck and immediate area – providing 58% of the responses. The wide range of other locations demonstrates the importance of the road to local and wider communities for whom the road is an important link.

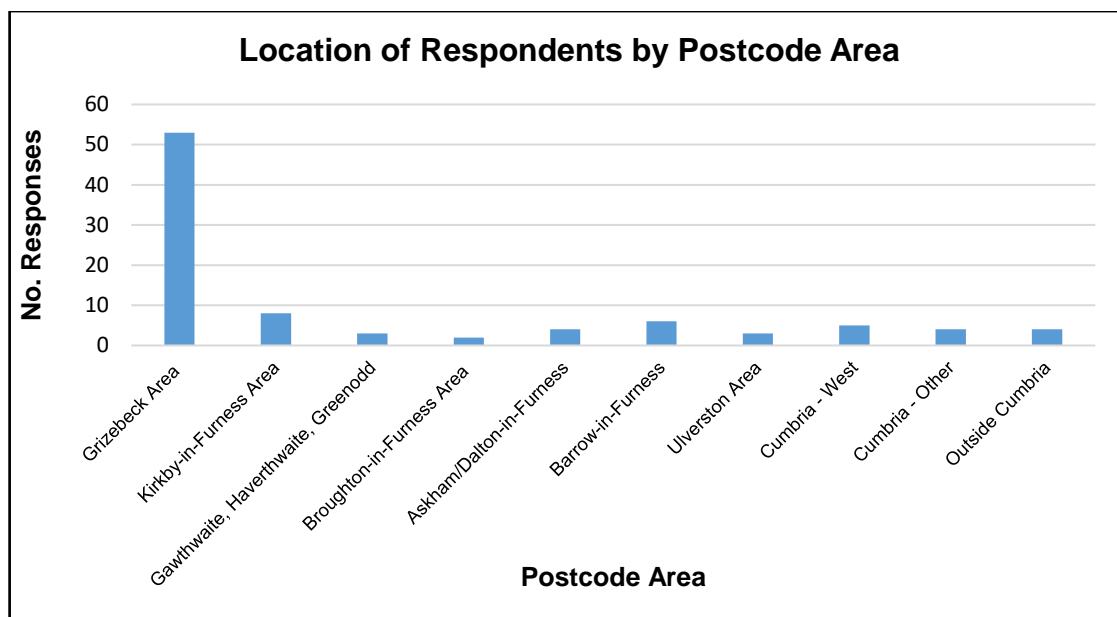


Figure 2: Location of Respondents by Postcode Area

3.3 Demographic split of respondents

- 3.3.1 All respondents answered the gender question although 5.4% of people replied by saying they preferred not to say which gender they identified as. Of those answering, the respondents were skewed towards males - 62%; of the remainder, 31.5% identified as female and 1% as transgender female.
- 3.3.2 The age question was also answered by all respondents although 2% stated that they preferred not to say. **Error! Reference source not found.** below shows the age range distribution.
- 3.3.3 Of the various age ranges stated, 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, only accounting for 3% of the figures. The under 16-year-old category was not used in any of the responses. Those aged between 25-54 accounted for 38% of respondents.
- 3.3.4 The local ward area of Broughton and Coniston, including Grizebeck and the surrounding area, has an estimated population breakdown of 51% of people aged over 55, 30% aged between 25-54 and 7.5% 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.

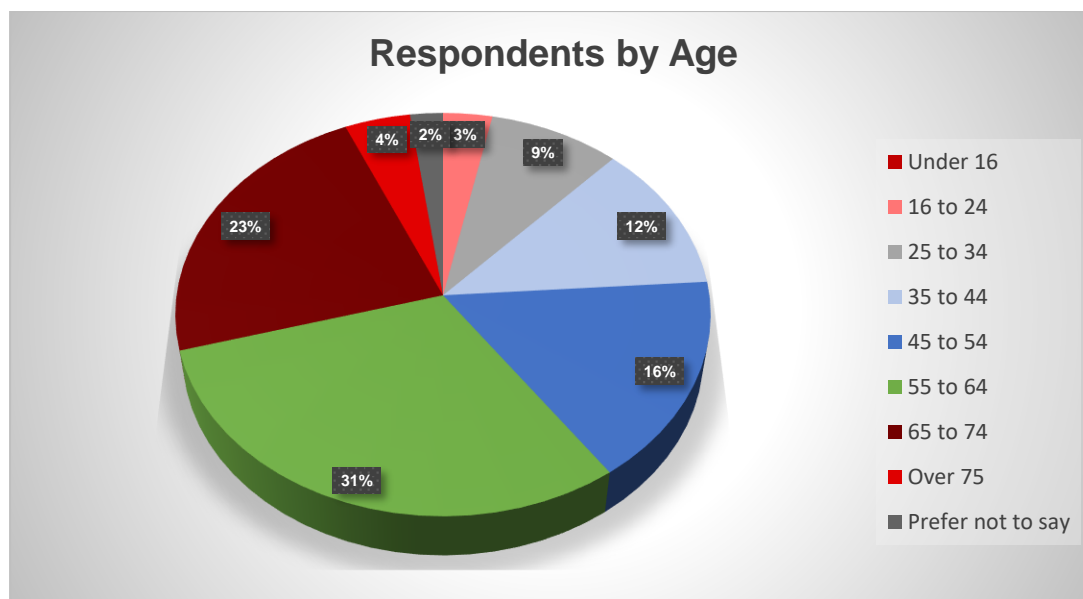


Figure 3: Respondents by Age Range

- 3.3.5 **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) and/or they could also state in a free text box if they were either an 'affected landowner', 'stakeholder' or 'group'.
- 3.3.6 All versions of the form allowed the respondent the ability to select multiple boxes and/or enter text in the text box. Therefore, this question reveals the scope of interests that respondents have in the scheme. However, what it does not show is the primary interest that they have although the number of selections in each category suggests where the weight of interest is between the options.
- 3.3.7 All respondents provided an answer to this question and the total number of valid selections made was 141 (from 92 responses). Not unsurprisingly the largest categories selected were 'resident' (43%) and local road users (34%). The third largest selection 'commuter' accounted for 13% of selections. All three of these categories were selected multiple times with others. Of those respondents only selecting a single category – 'resident' was selected most. This equated to 34% of all respondents identifying their interest only as a resident.
- 3.3.8 The 'Other' category contains 8 selections of which 3 were from local parish councils/stakeholders, 3 from affected landowners and 2 from 'visitors'.

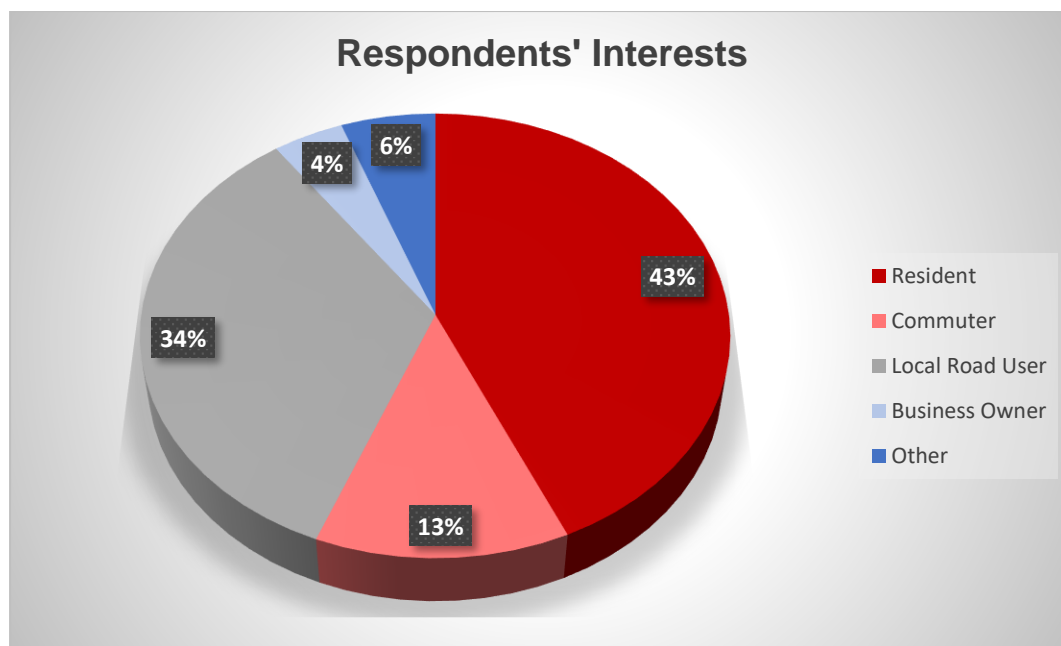


Figure 4: Respondent by Type of Interest

3.3.9 People were also asked whether they considered themselves to be disabled. Of the respondents to the survey answering this question (86), 3 people (3.5%) 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 All respondents answered this question and the answers to which confirmed that most of the respondents felt that the consultation process provided them with sufficient information to respond properly (62%) and that the form allowed them to express their opinions fully (53%).

3.4.4 Nearly half of respondents (47%) answered stating that the consultation did not, or only partially, allowed them to express their opinion fully through the process. This proportion is likely linked to the 38% of people who considered that the consultation did not, or only partially, provided enough information to respond.

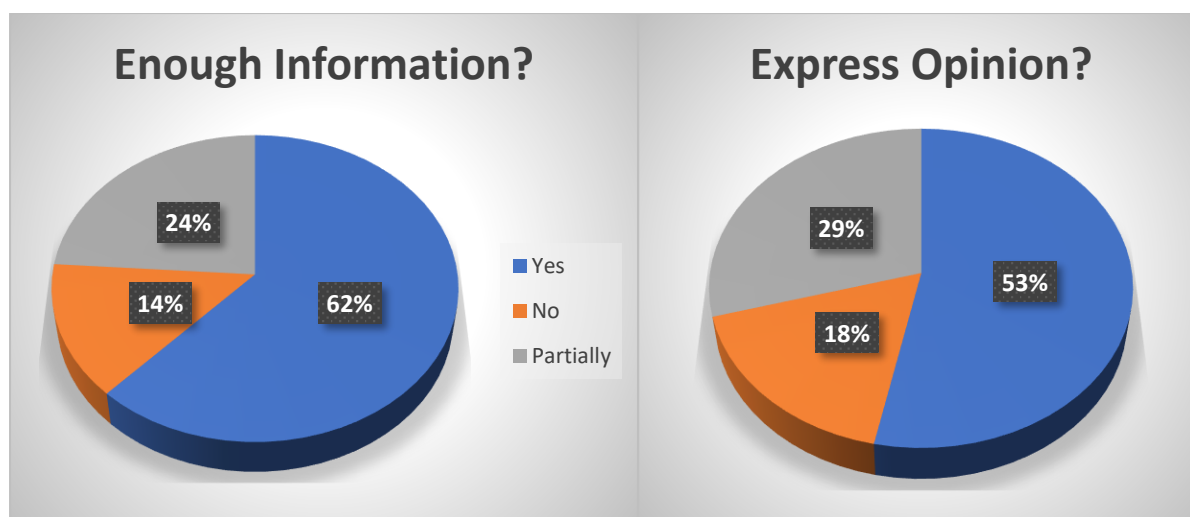


Figure 5: Consultation Quality Questions

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 'strongly support/very satisfied' to 'strongly against/very dissatisfied' for 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 (91). The bars count the number of times the respondents have selected that opinion of the scheme overall with the corresponding percentage figures also provided for comparison.

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.

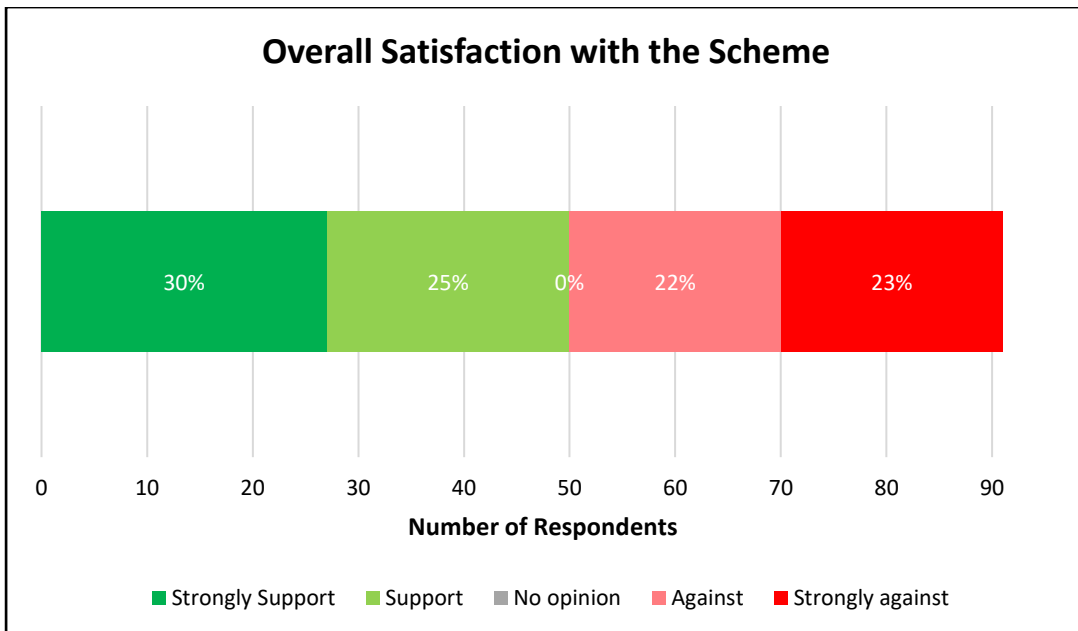


Figure 6: Level of Overall Scheme Satisfaction

3.5.6 The analysis shows the level of support for the scheme as a whole is 55% of all respondents when asked to assess the scheme in its entirety. The largest proportion of all responses (30%) strongly supported the scheme. Those against the scheme (45%) were almost equally split between those being ‘against’ and strongly against’ it. No respondents selected the ‘no opinion’ option.

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.

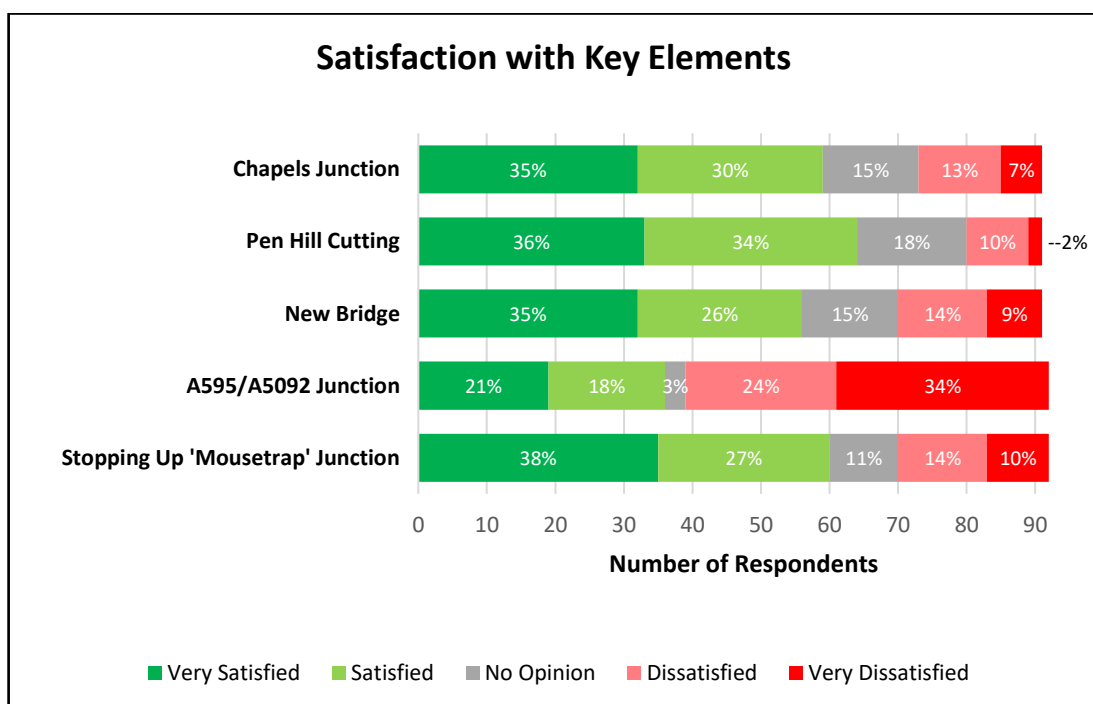


Figure 7 Level of Satisfaction with Key Elements

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 (92) expressed an opinion regarding the last two key elements i.e. A595/A5092 junction and the 'mousetrap' junction closure. With the other key elements, the totals were 91 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 considerably. The range of those respondents being either 'satisfied' or 'very satisfied' with the different elements varies from between 39% to 70% a variation of 31 percentage points.
- The range of those respondents being either 'dissatisfied' or 'very dissatisfied' with the different elements varies from between 58% and 12% a variation of 46 percentage points.
- All elements apart from the A595/A5092 junction recorded a number of respondents with 'no opinion' above 10%.
- The key element with the highest satisfaction rating was the Pen Hill Cutting which had 70% of people being either satisfied or very satisfied and the corresponding lowest dissatisfaction rating at 12% of all the elements. Those respondents with 'no opinion' of this feature was 18%, the highest of all the elements.
- The works around Chapels and the stopping up of the Mousetrap junction both had the same satisfaction rating (satisfied/very satisfied) of 65%. There were a slightly higher proportion of people dissatisfied or very dissatisfied with the mousetrap proposal (24%) than the Chapels junction (20%).
- The proposed new bridge scored a satisfaction rating of 61% with 23% either dissatisfied or very dissatisfied with it.
- The highest dissatisfaction rating was against the proposed new A595/A5092 junction works which totalled 58%. Those people supporting the proposal totalled 39% with very few (3%) having no opinion either way.

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.

3.5.11 All the survey respondents expressed an opinion regarding all these features.

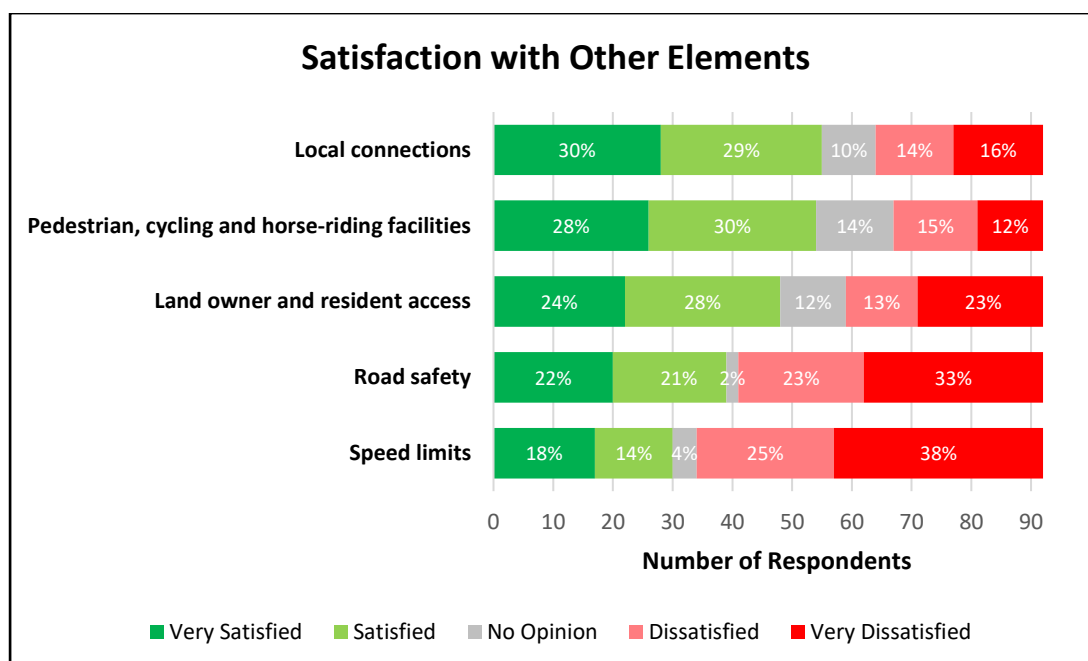


Figure 8: Level of Satisfaction with Other Elements

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

- The level of satisfaction/dissatisfaction with each of the ‘other’ elements varies, although by not as much as those for the key elements. Satisfaction ratings varied between 59% and 32% a spread of 27 percentage points, whilst dissatisfaction ratings ranged from 63% to 27% i.e. 36 percentage points.
- As with the key elements, where people were generally dissatisfied with part of the proposal, there were very few expressions of ‘no opinion’. The levels were between 2% - 4% on the elements that people were generally dissatisfied with, compared to between 10% to 14% on those they were generally satisfied with.
- The highest ‘rating’ of all the elements was against the speed limit proposals which had a dissatisfaction rating of 63% and corresponding lowest satisfaction rating of 32%. Only 4% of respondents did not hold an opinion about these proposals. This element also scored the highest within a single opinion category i.e. 38% of respondents were ‘very dissatisfied’ with the proposal suggesting a strong level of opinion regarding the topic.
- Positive satisfaction ratings were obtained by the ‘local connections’ and ‘pedestrian, cycling and horse-riding’ proposals which scored 59% and 58% respectively.

- A dissatisfaction rating of 56% was scored by the road safety element of the proposal. Within this score 33 percentage points were from respondents expressing that they were 'very dissatisfied' with this element. Only 2% of people expressed no opinion about this leaving 43% of respondents satisfied or very satisfied with it.
- The landowner and resident access element scored a 52% satisfaction rating with 36% being dissatisfied or very dissatisfied with it.

3.5.13 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 and the notes taken at the virtual consultation 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 Of the SurveyMonkey responses 51 contained additional free text comments that were analysed, this accounted for 55% of all questionnaire responses. Of the other SurveyMonkey additional comments received, 21 respondents did not make any additional comment over and above either agreeing or disagreeing with the scheme. Within these, 16 comments were of general satisfaction with the scheme and 5 expressing general 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 Additionally, 28 emails were analysed along with the recorded comments made at the public and stakeholder groups' consultation events.
- 3.6.6 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, 12 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 376 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 and/or expanded in many different ways – the themes are provided as one way of more easily understanding the wide range of comments made.
- 3.7.5 Within the themes the scale of comments regarding a particular aspect are drawn out and highlighted where the number registered is of a higher level than other aspects.
- 3.7.6 Theme 1 – Speed Limits and Enforcement
This category concerns comments made regarding the level of the speed limits throughout the scheme, the length of road subject to those limits and the mechanisms to be employed to ensure that they are adhered to. It makes up 21.8% of all the separate mentions from within the different responses.
- 3.7.7 Of all the issues mentioned in the additional comments of respondents, calls for the proposed speed limits to be reduced and/or an increase in the length of road to be subject to reduced speed limits was the most frequently raised. This applies both to within this category, where the mentions consisted of 71% of comments, and within all the combined comments, where they made up 15% of total mentions.
- 3.7.8 Within the speed limit responses there were a range of alternative suggestions on all stretches of the scheme and beyond. Some of the most frequently mentioned examples include reducing the speed limit on the new section through the Pen Hill cutting up to the A595/A5092 junction to 40mph or 30mph and reducing the 40mph section of the A595/A5092 to 30mph.

3.7.9 Various mechanisms to ensure that speed limits are adhered to made up the remaining 29% of the mentions within this category. Suggestions ranged from general traffic calming measures to enforcement 'speed' cameras and signage. Again, the suggested locations were varied throughout the scheme but there was a focus on the Chapels to A595/A5092 junction section and the existing and retained stretch of A595/A5092 through Grizebeck village.

3.7.10 The level of comments on speed is likely, partly a consequence of the large proportion of respondents to the consultation being from Grizebeck village and nearby postcodes who will be the most sensitive to the issue.

3.7.11 Theme 2 – Junctions

Whilst covering a number of locations and aspects of the scheme design, the overriding concern was safety within this theme which accounts for 23.7% of the total number of comments.

3.7.12 The two main elements within this category mentioned most often were both related to the A595/A5092 junction – the safety concerns generally regarding the junction and the suggestion that a roundabout should be installed instead which would address some of the perceived hazards. If taken together these categories of mentions make up 12% of all mentions – only 3 percentage points below those made about speed limits.

3.7.13 Within the theme, 30% of mentions were of the A595/A5092 junction safety concerns and 21% of the roundabout alternative solution. The existing safety concerns at the current junction were frequently referred to with the perception that the proposals would add to or at least not alleviate these.

3.7.14 In addition to the junction safety concerns 10% of mentions were about the manoeuvre when travelling by vehicle from the south into Grizebeck village which would require two right-hand turns in a short distance. The same proportion of mentions suggested the junction location be moved away from the houses on the northern side of the A595/A5092.

3.7.15 Within the theme, 8% of mentions were also concerned that there was no right turn lane into Grizebeck and no deceleration lane for the village junction. A smaller proportion also pointed to the number of junctions along the short stretch of A595/A5092 as a concern on safety grounds.

3.7.16 In addition to the general safety category of mentions about the junction there were suggestions of improvements that could be made including additional road markings and provision of slip roads.

3.7.17 There was a single mention of the Chapels and Buckhorn Lane junctions as being safety concerns.

3.7.18 Theme 3 – Volume of Traffic

This theme accounted for 4.5% of all mentions and was focussed on the impact of the increase in the volume of traffic on the A595/A5092 junction due to closing the existing A595, Buckhorn Lane and Mousetrap junctions.

3.7.19 Theme 4 – New Bridge

This theme also accounted for 4.5% of all mentions and was focussed almost equally between the suggestions to remove the bridge on either cost/visual impact grounds or to reduce traffic at A595/A5092 junction and through Grizebeck village.

3.7.20 Theme 5 – Pedestrians and Cyclists

The issues identified in this theme related almost exclusively to the location/provision of facilities for both pedestrians and cyclists throughout the scheme. The theme was mentioned in 9.3% of the comments.

3.7.21 The two locations mentioned most frequently were Chapels and the retained section of A595/A5092. At Chapels the calls were for the relocation and/or provision of an additional crossing especially south of the village junction. Along the retained A595/A5092 section there were calls for additional crossing points and footpath provision.

3.7.22 Other suggestions included ensuring the central refuges are large enough to accommodate cycles and pushchairs and single mentions requesting segregated rather than shared-use paths and speed control of cyclists at Bank End.

3.7.23 Theme 6 – Other Safety Concerns

This theme accounted for 3.7% of the mentions and focussed on the prevention of Buckhorn Lane being used as a 'rat run' with suggestions ranging from closing one end to making it 'access only'.

3.7.24 The other safety aspect raised was that concerning slow moving farm vehicles which will still have to use the new section of A595 and are particularly vulnerable to fast-moving traffic.

3.7.25 Theme 7 – Amenity Impact

The theme accounted for 12.5% of the mentions. Comments mainly raised concerns regarding the impact of the scheme on residential amenity during both the construction and operational phases of the scheme. Places identified were located throughout the scheme and included houses north of the A595/A5092. Issues raised included noise, vibration, light pollution, and disruption generally.

3.7.26 Suggestions included the use of a 'quiet' asphalt surface course to reduce noise disturbance, acoustic/visual shielding and more tree and other planting.

3.7.27 There was a single suggestion to retain the historic road signs in the scheme.

3.7.28 Theme 8 – Environmental Impact

This category contains a number of requests for the scheme to reduce the impact on wildlife and install measures to encourage wildlife to return. These made up 1.1% of the mentions.

3.7.29 Theme 9 – Vehicular Access and Parking

This category accounted for 11.4% of all the mentions almost half of which were concerned with the arrangements for access in and out of private drives at properties north of the A595/A5092.

3.7.30 The next most often mentioned issue was whether provision for parking in Chapels could be included in the scheme to prevent vehicles parking on the road. Other issues highlighted were the need for public and school bus stops at Chapels and Grizebeck villages, the problem of large vehicles currently having to reverse onto the A595 at Chapels, a call for resurfacing work in the village and provision of turning facilities at individual properties.

3.7.31 There were also requests for both ends of the old A595 to remain open for residents only.

3.7.32 Theme 10 – Drainage and Flooding

Over half of the comments on this theme concerned issues surrounding the additional risk of flooding from Press Beck and within Chapels, for example, from increased highway run off volumes. Other issues raised were the potential effect on foul drainage at individual properties and the operation of the new drainage ponds.

3.7.33 This category accounted for 5.1% of all the mentions.

3.7.34 Theme 11 – Alternative Scheme Solutions

Two whole-scheme alternatives to the current proposal were put forward in this category which accounted for 1.1% of mentions.

3.7.35 The options were to reduce the scheme to only improving the existing A595 route or simply install traffic lights at the narrow Dove Farm section of the existing road.

3.7.36 Theme 12 – Additional Consultation

This theme accounted for 1.3% of all mentions; the comments requested additional consultation should be undertaken or pointed out that specific types (e.g. with businesses) had not been done.

4 Conclusion

4.1 Summary of Main Consultation Findings

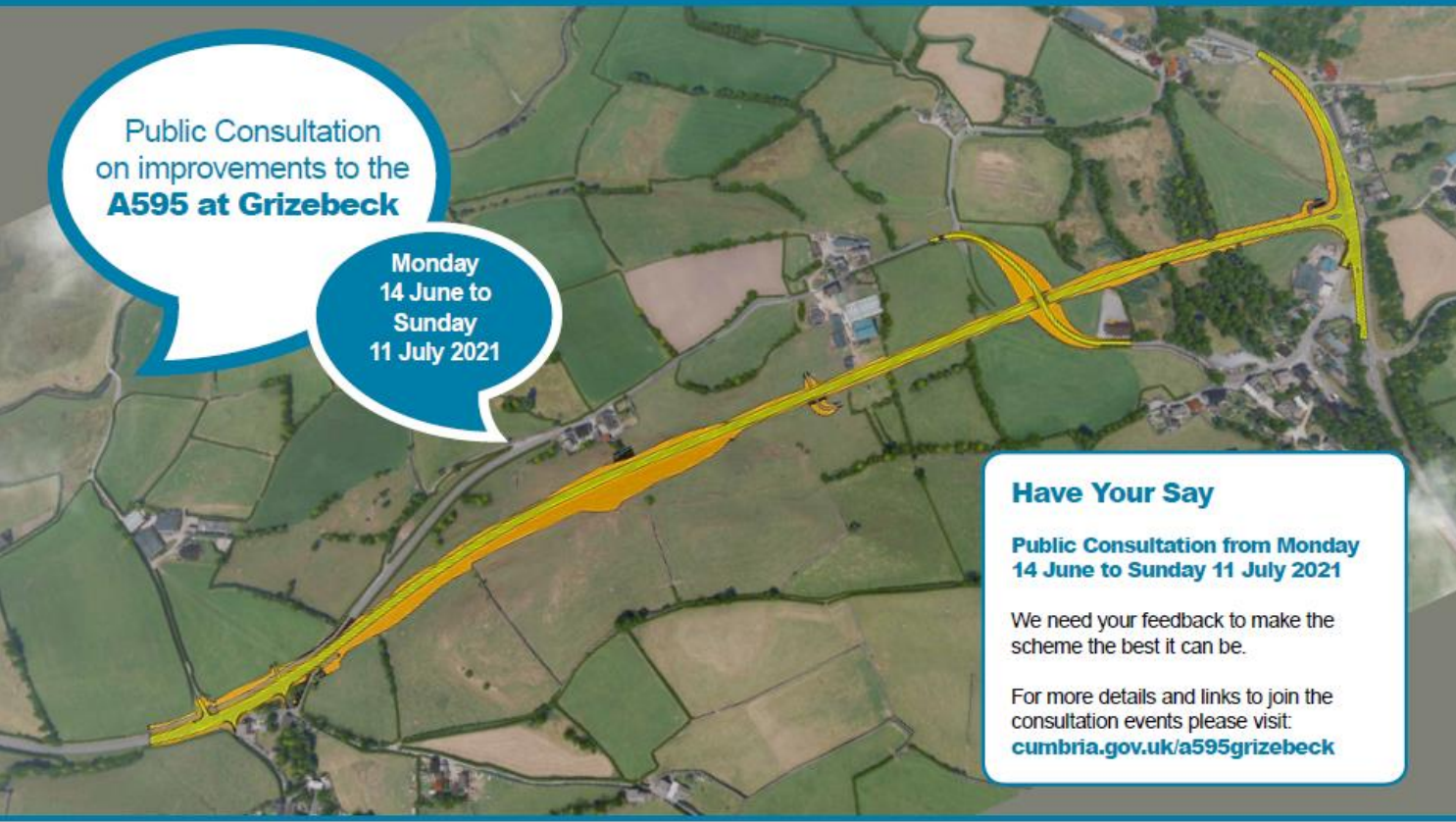
- 4.1.1 This report represents the general findings of the second public consultation conducted by CCC into the proposed A595 Grizebeck improvements. The first consultation showed possible alternative routings for the A595 and sought to establish a preferred route as well as collect views regarding some of the key issues and concerns of residents, road users and interested parties.
- 4.1.2 The latest public consultation provided everyone with more detail of the route supported by the public in the previous exercise and highlighted the key and supporting elements which made up the proposal. Engagement by the public was through a number of different mechanisms; 92 used the SurveyMonkey questionnaire, there were 27 comments by email and 23 people attended the three virtual public question and answer sessions.
- 4.1.3 The SurveyMonkey results show that the degree of satisfaction with the proposals, when taken as a whole, is 55% with a slight majority of these being strongly in support. With no-one expressing a neutral opinion of the scheme overall, the remaining 45% of respondents were against it with just over half of these being strongly against it.
- 4.1.4 The results relating to the separate analysis of the 'key' and 'other' elements of the scheme do not evenly reflect this divide in the level of overall satisfaction and perhaps point to where the key concerns are in terms of the scheme design. The ratings of each of the key elements suggest there is a reasonably high level of satisfaction with four of the five principal components (Chapels Junction, Pen Hill Cutting, the New Bridge and the Mousetrap). All of these scored 61% satisfaction ratings or above with the majority in each case being very satisfied with the proposal.
- 4.1.5 These scores are in marked contrast with those for the A595/A5092 junction, the design of which 58% of respondents were either dissatisfied or very dissatisfied with. The largest component of the ratings on this element were those that were very dissatisfied with the proposal. Apart from the small number (3%) who had no opinion, the lowest component was those that were very satisfied with it (21%).
- 4.1.6 The negative scores relating to the junction are reinforced by the additional comments made on the questionnaire and those returned outside the SurveyMonkey exercise either by email or expressed at the virtual consultation events. A large proportion of comments about the scheme's junctions were relating to the A595/A5092 junction which given its prominence in the scheme is not unsurprising. However, they clearly show that it was the perceived safety concerns that dominated the views of the respondents and there were many calls for it to be replaced with a roundabout.

- 4.1.7 This level of concern was also reflected in the scores against the 'road safety' element in the list of 'other' elements. This received a negative satisfaction rating, with 56% of respondents being dissatisfied or very dissatisfied with this component of the scheme. Not all of this score will relate to the A595/A5092 junction but given the foregoing it is likely that this will be the main reason for it.
- 4.1.8 Of the remaining 'other' aspects of the scheme there was support for the proposals to provide convenient local connections between communities and facilities for pedestrians, cyclists and horse-riders; scoring 59% and 58% respectively. Examination of the additional comments perhaps suggest why these scores were not even higher with outstanding concerns about the road crossing provision at Chapels and along the retained section of the A595/A5092.
- 4.1.9 The proposals around the speed limits for the scheme scored the worst of any of the 'other' elements. A total of 63% of respondents reported either being dissatisfied or very dissatisfied with the speed limits, with most people being very dissatisfied. There were very few people with no opinion on this topic and less than a third of respondents were content with the proposals. Calls to reduce the proposed speed limits themselves and increase the length of road where lower limits would apply made up the largest single topic of additional comments, reinforcing the level of concern expressed through the SurveyMonkey multiple choice questions. These concerns were supported by calls for additional speed control measures.
- 4.1.10 This level of response towards speed is likely influenced by the high proportion (58%) of those responding to the consultation who were from the Grizebeck area with 43% of people stating that they had an interest in the scheme as a resident. Of all the interest groups, residents would be the ones with the highest level of sensitivity to traffic speeds.
- 4.1.11 Just over half (52%) of responses supported the 'landowner and resident access' proposals with 36% being opposed to them. The outstanding issues perhaps influencing this score can be seen in the additional comments where, under the 'vehicular access' theme, the comments dominating were around access to individual properties, particularly those north of the A595/A5092.
- 4.1.12 In addition to the above, there were other issues raised which did not necessarily relate neatly to any of the 'key' or 'other' elements. These were raised in the additional comments provided by respondents. They included a diverse range of concerns, for example, those regarding the impact on amenity of both construction and operation of the scheme leading to calls for mitigation such as acoustic/visual screening and more planting.
- 4.1.13 These, and all the other comments and suggestions received are summarised in the body of this report 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 and stakeholder 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 will form the next phase of the project. 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.

Appendix A: Consultation Document



Cumbria County Council

Cumbria County Council

Public Consultation
on improvements to the
A595 at Grizebeck

Monday
14 June to
Sunday
11 July 2021

Have Your Say

**Public Consultation from Monday
14 June to Sunday 11 July 2021**

We need 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/a595grizebeck

Serving the people of Cumbria

cumbria.gov.uk



This consultation is to gather views on the proposed improvements to the A595 at Grizebeck before submitting a planning application in Summer 2021. The scheme seeks to improve the A595 from Chapels to Grizebeck.

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

If possible, please respond online at cumbria.gov.uk/a595grizebeck or complete and return the questionnaire at the end of this document to **FREEPOST CUMBRIA COUNTY COUNCIL by Sunday 11 July**

We are hoping to hold a face-to-face public consultation event but this may not be possible due to the restrictions from COVID-19.

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

Wednesday 23 June 2:00pm to 3:30pm
Wednesday 30 June 6:00pm to 7:30pm
Saturday 3 July 1:00pm to 2:30pm

For more details and links to join the events please visit:
cumbria.gov.uk/a595grizebeck

Why is the scheme needed?

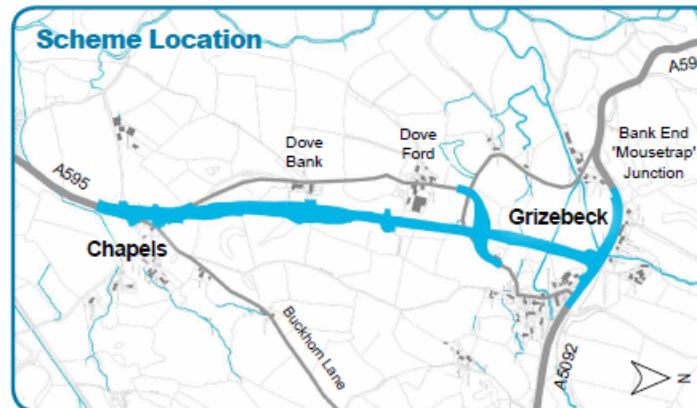
The A595 Grizebeck Improvement is a proposed one kilometre single carriageway 60 mph road between Chapels and Grizebeck.

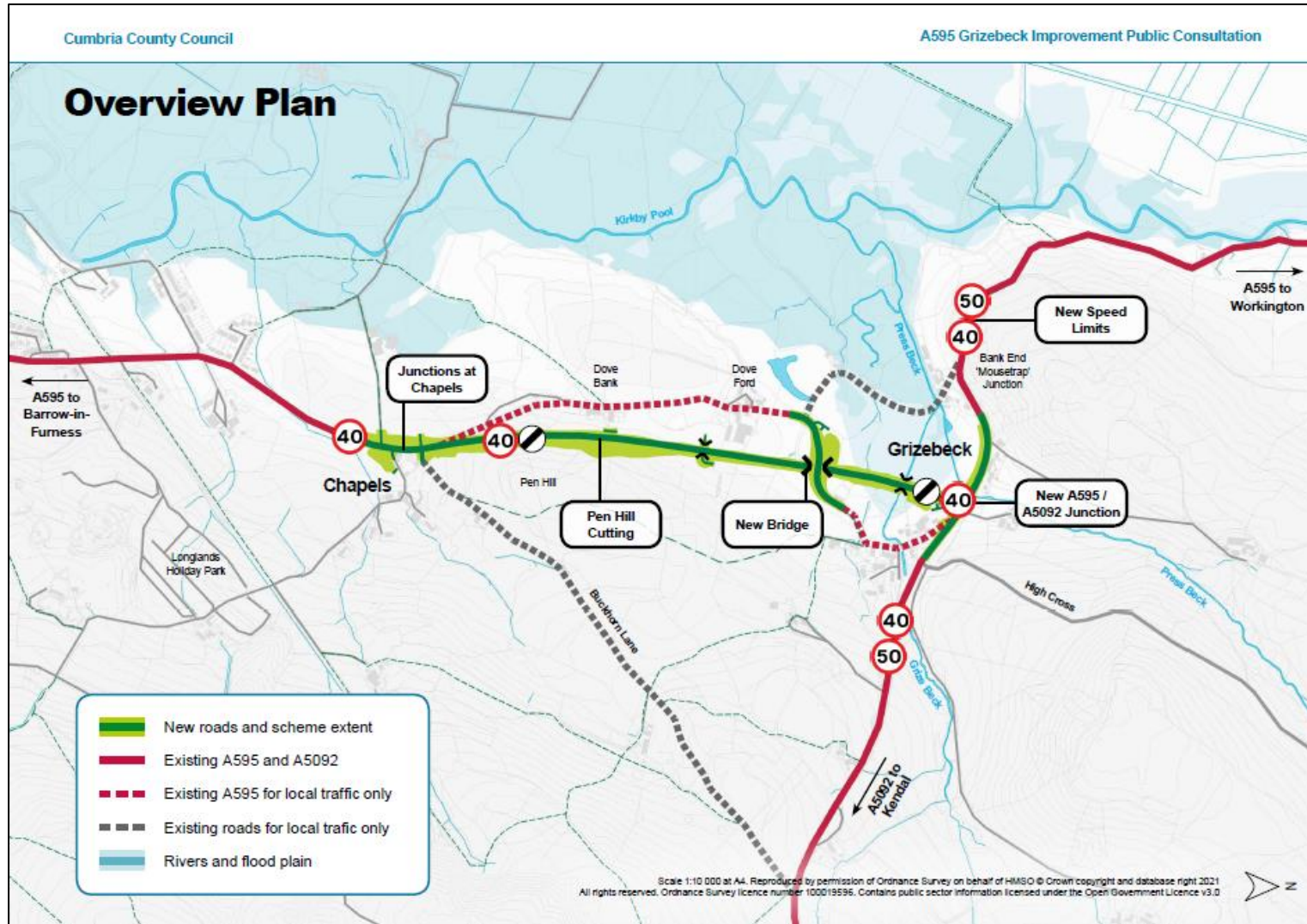
The scheme aims to:

- Improve safety
- Improve connectivity
- Reduce delays
- Minimise environmental impact

The road runs to the east of the existing A595, past properties at Dove Bank and Dove Ford, before crossing the existing A595 and creating a new junction with the A595 / A5092 to the west of the existing junction.

After construction existing roads will be used for local traffic only, with no direct connections to the A595 at Bank End or beyond Dove Bank.





You said... We did



You said...

you had concerns about the **closure of side roads**

What we did...

A bridge has been added over the new A595 near Grizebeck at the Community Centre. This provides a connection for properties either side of the new road.

you had concerns about the risk of **'rat-running'**

The A595 Bank End 'Mousetrap' Junction will be closed to motorised vehicles. Buckhorn Lane will be signed 'local traffic only' to encourage through traffic to use the new A595.

you wanted the option for **a different route** to be reconsidered

Alternative routes to the west and east of Grizebeck were part of a number of options identified. When assessed, they offered low value for money and therefore it would not be possible to secure funding for these options. They are not being progressed.

reduce the speed limit on the A595 / A5092

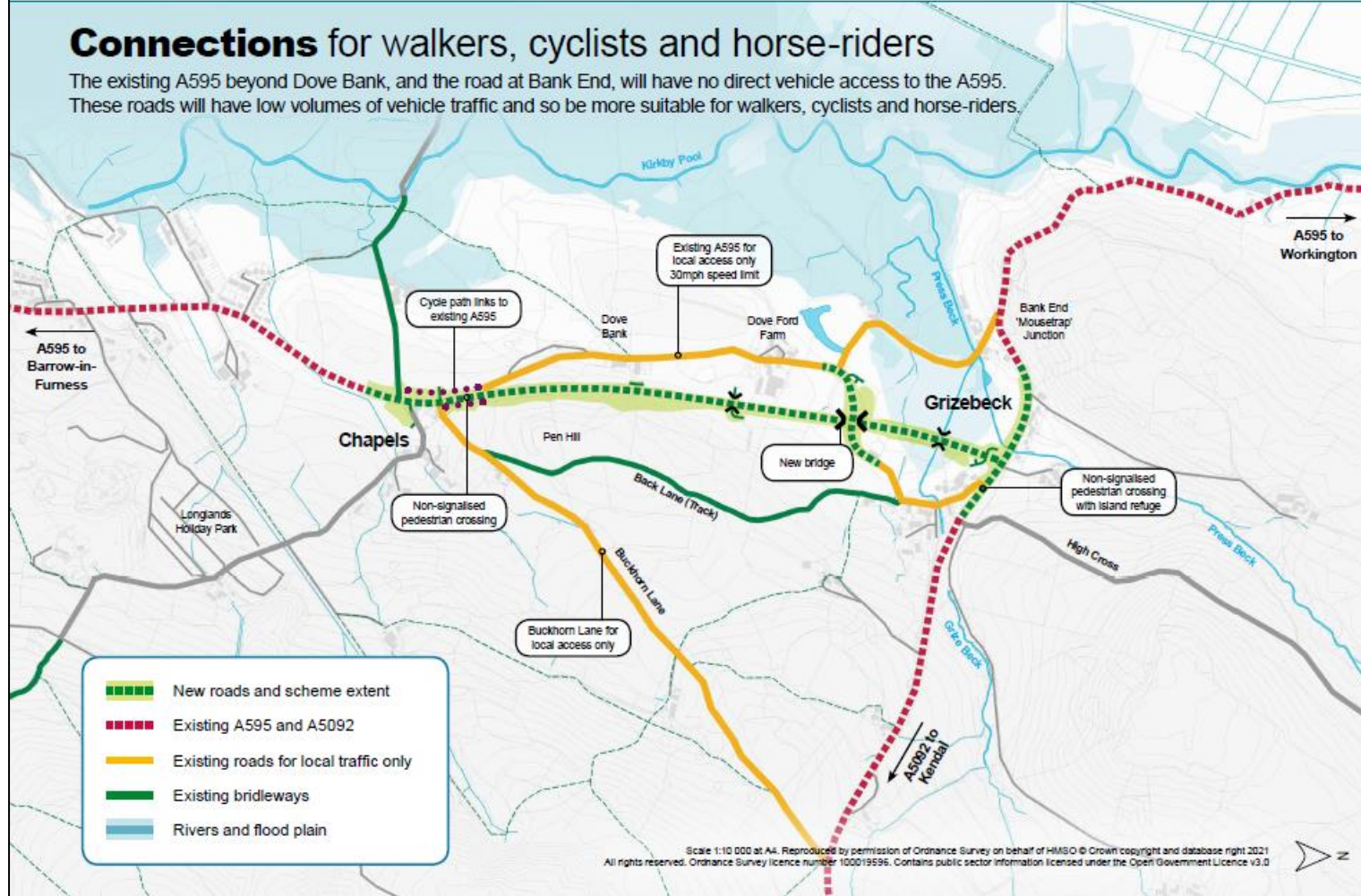
We are following the statutory process to implement a reduced speed limit on the A595 / A5092. A 40 mph speed limit is proposed for the existing A595 / A5092 past Grizebeck, increasing to 50 mph outside the village. The existing 40 mph at Chapels will be kept.

pedestrian crossing facilities are required

The scheme now includes improvements to cross the A5092 at Grizebeck and the A595 at Chapels. Non-signalised crossing facilities will be provided within the areas of 40 mph speed limit. The crossing at the Grizebeck will also include an island refuge.

Connections for walkers, cyclists and horse-riders

The existing A595 beyond Dove Bank, and the road at Bank End, will have no direct vehicle access to the A595. These roads will have low volumes of vehicle traffic and so be more suitable for walkers, cyclists and horse-riders.



Environment and Ecology



Ecology and biodiversity

Surveys are helping us to know where animals and protected species are. We will use this information to reduce disturbance of them during construction. We will create new habitats with the aim to improve local biodiversity.

Surveys being undertaken include:

- Badgers
- Bats
- Barn owls
- Birds
- Brown hare
- Hedgehogs
- Fish
- Frogs, toads and newts
- Otters
- Red squirrels
- Snails, shrimps and flies
- Trees and hedgerows

Impacts and effects

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 Report accompanying the planning application.

Topics for assessment include:

- Archaeology and heritage
- Ecology and biodiversity
- Landscape and visual quality
- Noise and air quality
- Outdoor access and recreation
- Soils and contamination
- Water environment

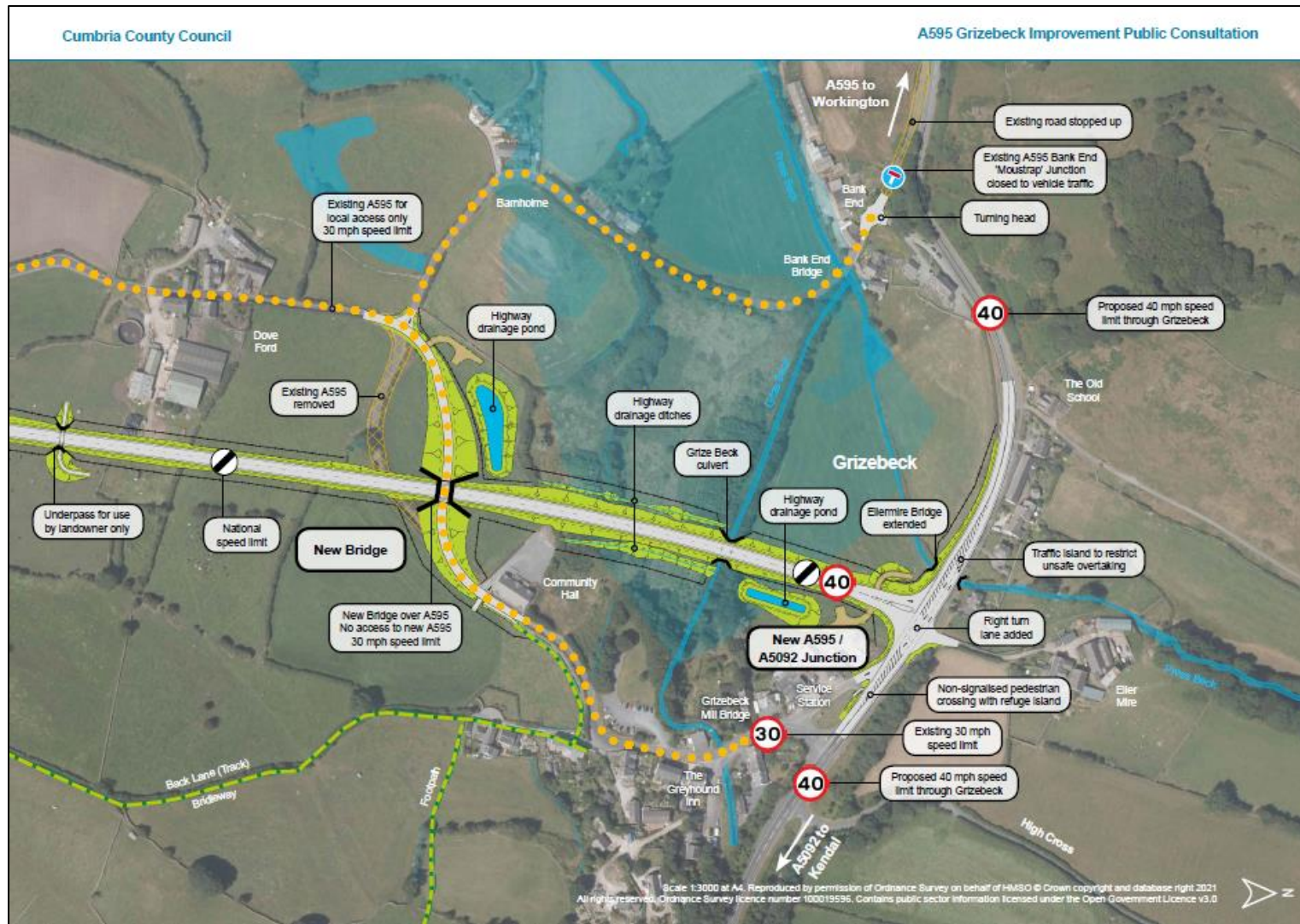


How the road could look

Note: Proposed landscape planting is not shown on these images

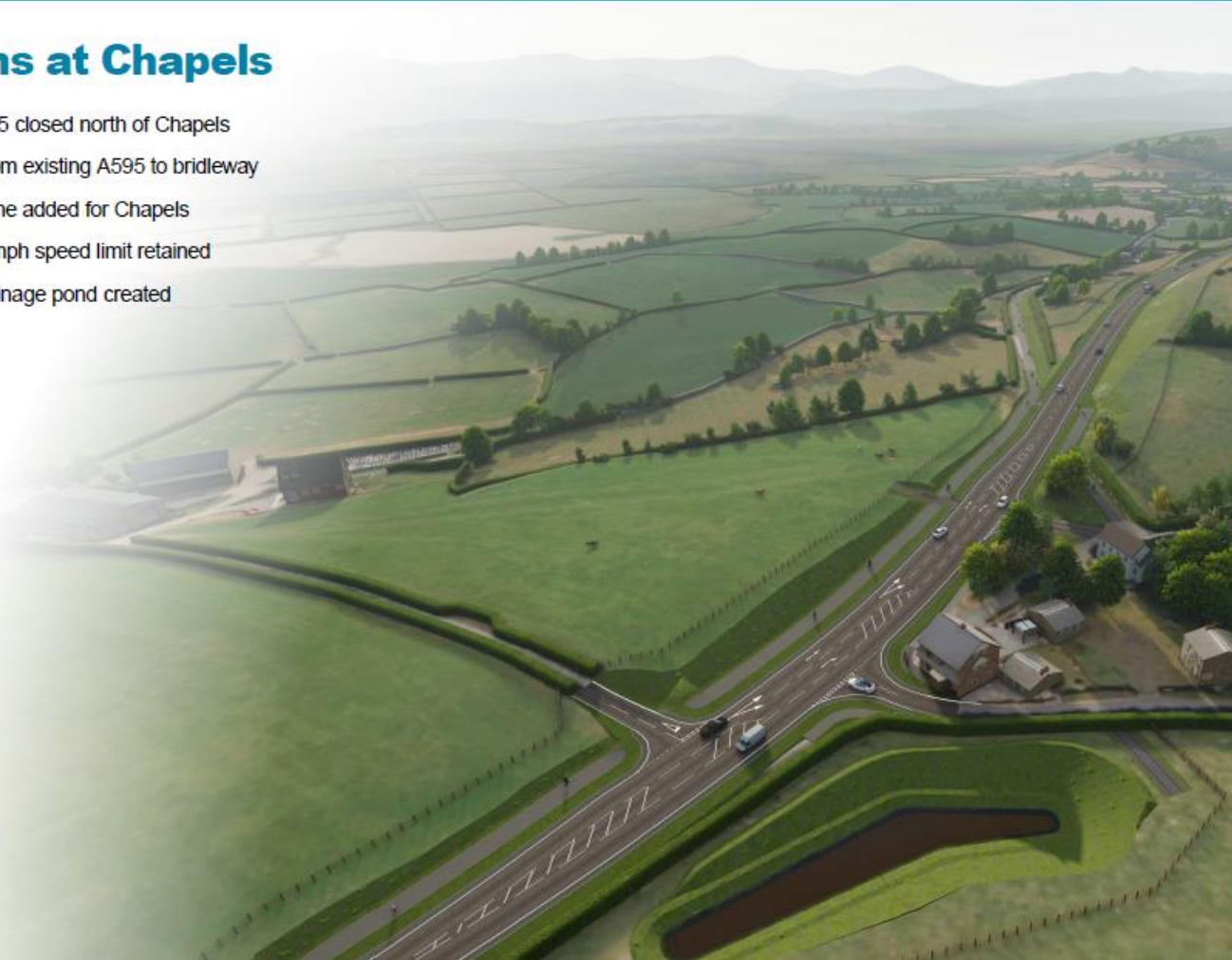






Junctions at Chapels

- Existing A595 closed north of Chapels
- Cycle link from existing A595 to bridleway
- Right-turn lane added for Chapels
- Existing 40 mph speed limit retained
- Highway drainage pond created



Pen Hill Cutting

- A595 moved to east of properties
- New road cut into side of Pen Hill
- Road lowered to shield Dove Bank



Pen Hill cross-section looking north



New Bridge

- New bridge for local access only
- No direct connection to new A595
- Highway drainage pond created



A595 / A5092 Junction

- New junction west of existing Grizebeck junction
- Right-turn lane added for A595 to Barrow-in-Furness
- Road widened for safer property access
- Traffic island to restrict unsafe overtaking
- Ellermire Bridge lengthened



What are the **next steps**?

- 14 June 2021** Public consultation opens
- 11 July 2021** Public consultation closes
- Summer 2021** Improvements made following consultation
- Summer 2021** Submit planning application

Subject to planning approval

- 2021 to 2022** Legal processes
- Autumn 2022** Appoint contractor to build the road

Subject to legal processes

- 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



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

If possible, please respond online at cumbria.gov.uk/a595grizebeck or, please complete the following questionnaire and return it to FREEPOST CUMBRIA COUNTY COUNCIL by **Sunday 11 July**.

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 key elements of the scheme?

	Very satisfied	Satisfied	No opinion	Dissatisfied	Very dissatisfied
Chapels Junction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pen Hill Cutting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A595 / A5092 Junction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stopping up of Bank End 'Mousetrap' 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
Local connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian, cycling and horse-riding facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landowner and resident access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed limits	<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? (may use extra pages)

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

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 with this 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 submitting a planning application 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 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.

Do you support the scheme that has been developed?

Strongly support	Support	No opinion	Against	Strongly against
27	23	0	20	21

How satisfied are you with key elements of the scheme?

Scheme Element	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Chapels Junction	32	27	14	12	6
Pen Hill Cutting	33	31	16	9	2
New Bridge	32	24	14	13	8
A595/A5092 Junction	19	17	3	22	31
Stopping Up 'Mousetrap' Junction	35	25	10	13	9

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

Scheme Element	Very Satisfied	Satisfied	No Opinion	Dissatisfied	Very Dissatisfied
Local Connections	28	27	9	13	15
Pedestrian, cycling and horse-riding facilities	26	28	13	14	11
Land owner and resident access	22	26	11	12	21
Road safety	20	19	2	21	30
Speed limits	17	13	4	23	35

What is your Postcode?

Postcode Areas (Combined)	Number
Grizebeck Area	53
Kirkby-in-Furness Area	8
Gawthwaite, Haverthwaite, Greenodd	3
Broughton-in-Furness Area	2
Askham/Dalton-in-Furness	4
Barrow-in-Furness	6
Ulverston Area	3
Cumbria - West	5
Cumbria - Other	4
Outside Cumbria	4

What is your interest in the scheme?

Interest	Total Selections
Resident	61
Commuter	18
Local Road User	48
Business Owner	6
Other	8

What age are you?

Age	Total selections
Under 16	0
16 – 24	3
25 – 34	8
35 – 44	11
45 – 54	15
55 - 64	28
65 – 74	21
Over 75	4
Prefer not to say	2

Are you disabled?

Response	Total selections
Yes	3
No	83
Prefer not to say	5

To which gender do you identify?

Gender	Total selections
Female	29
Male	57
Transgender Female	1
Transgender Male	0
Gender variant/non-conforming	0
Prefer not to say	5

Did we provide enough information for you to properly respond?

Response	Total selections
Yes	57
No	13
Partially	22

Did the questionnaire allow you to express your opinions fully?

Response	Total selections
Yes	49
No	16
Partially	27