

# A595

## **Whitehaven study**

### Consultation Analysis Report

November 2019

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# 1. Document purpose and structure

The aim of this document is to present the consultation feedback received during the A595 Whitehaven consultation. The feedback will be used to identify and confirm the constraints and challenges present on the A595 and to identify what potential measures could be introduced to improve safety and the performance of the route.

The report has the following structure:

- Section 1 – This summary of the document structure
- Section 2 – Executive summary: Provides a summary of the context, the consultation that has taken place and the key findings from the consultation
- Section 3 – The introduction, providing context for the consultation
- Section 4 – Details of the consultation approach and methods used
- Section 5 – Respondent profile (type of respondent, location and demographics)
- Section 6 – Scheme question responses
- Section 7 – Analysis of respondents' comments, including a summary
- Section 8 – Responses by feedback form, letter and email
- Section 9 – Issues raised at public consultation event, including mapping current constraints and potential improvements
- Section 10 – Summary of the data findings, plus next steps
- Appendices – Copies of the information brochure and the coding categories used in Section 6

## 2. Executive Summary

### 2.1 The study

Highways England is the organisation tasked by the Government with operating, maintaining and improving England's motorways and major A roads. We are now considering potential improvements to the A595 around Whitehaven, including a potential relief road which could pass east of the town.

We held public consultation events in November and December 2018 to listen to communities and local leaders to understand what the current issues are with the A595 route and how they felt it could be improved.

WSP, which has significant experience in roads and highways and has been involved in other route studies in Cumbria, worked with us to carry out this consultation. The Secretary of State for Transport, the Rt. Hon. Chris Grayling MP, was present to announce the launch of the consultation, alongside Copeland MP Trudy Harrison.

This project forms part of the Government's second Road Investment Strategy (RIS 2) period, which will cover investments between 2020 and 2025.

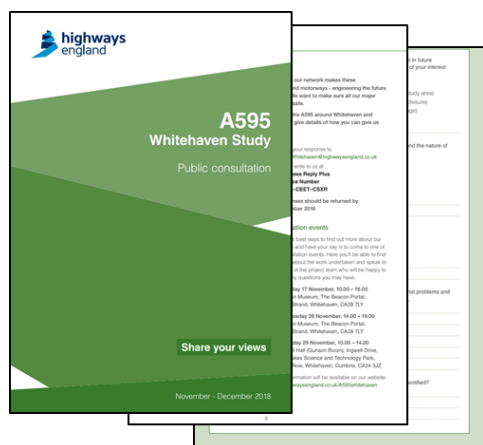
### 2.2 The consultation

The consultation ran for six weeks, from 7 November to 19 December 2018. Information about the consultation and a response form were included in the consultation brochure (Figure 1; a full copy is attached as Appendix A) and were distributed by post to approximately 20,000 households. The catchment area was agreed with Cumbria County Council and Copeland District Council (the Local Planning Authority) and included the following postcode areas:

**Table 1: List of postcodes in consultation brochure distribution area**

Postcode	Approximate location
<b>CA20</b>	Seascale, Gosforth, Calder Bridge, Nether Wasdale
<b>CA21</b>	Braystones, Beckermeth
<b>CA22</b>	Egremont, Blackbeck, Thornhill, Bigrigg, Nethertown, Haile, Wilton
<b>CA23</b>	Cleator, Ennerdale Bridge, Wath Brow
<b>CA24</b>	Moor Row, Linethwaite, Westlakes Science Park
<b>CA27</b>	St Bees
<b>CA28</b>	Whitehaven, Sandwith, Hensingham, Mirehouse, Harras Moor, Moresby, Howgate, Lowca, Parton, Low Moresby, Moresby Parks, Bransty, Rottington

**Figure 1: A595 Whitehaven Public Consultation brochure and contents**



- Background information
- Details of how to respond to the consultation
- Details of the consultation events
- Map to show identified constraints in the study area
- Consultation Response Form
- Reasons for considering improvements to the A595
- Potential improvements to the A595
- Next steps

Information was also available on the project webpage: (<https://highwaysengland.co.uk/projects/a595-whitehaven-parton-to-sellafield>)

The consultation was advertised in the local press and four consultation events were held during the consultation period, to allow interested parties to speak with the project team. Three of the events were open to the public, while one event was by invitation for stakeholders such as local councillors.

Consultation responses were accepted through the following channels:

- Online, using the online response form
- Submitting a paper copy of the response form
  - at public consultation events (where attendees were also able to have issues noted on maps, and ask for comments to be recorded as an 'event response' by the project team)
  - by post using a freepost address printed on the consultation response forms
- Email to the dedicated project email address: [A595Whitehaven@highwaysengland.co.uk](mailto:A595Whitehaven@highwaysengland.co.uk)

## 2.3 Consultation findings

In total, 879 consultation responses were received during the consultation period. A total of 662 were received in paper format, 216 via the online response form, and a single response was received by email.



Responses were received from across West Cumbria, with large numbers from people in postcode locations in and around Whitehaven (including Hensingham, Parton, Corkickle and Mirehouse). Clusters of responses were also received from Egremont, St Bees, Gosforth and Seascale.

Respondents had a variety of interests in the A595, with most identifying as local residents (89% of people responding) and as regular users of the A595 in a private vehicle (77%).

There was almost unanimous agreement that improvements to the existing A595 are needed, with 97% of respondents stating this to be the case, while 2% disagreed and 1% did not know.

The constraints map included with the consultation brochure was considered by 94% of respondents to be representative of the issues and problems on the existing A595.

The conclusion that improvements to the existing A595 should not be taken forward appeared to divide opinion, with 40% agreeing and 38% disagreeing – considering that the A595 does require improvement. It should be noted that this is exclusive of a Whitehaven Relief Road, so some respondents could consider that the existing A595 does require improvement, but also be supportive of a Whitehaven Relief Road.

While the consultation did not present a potential alignment for a Whitehaven Relief Road, close to three-quarters of responses received (72%) agreed that a relief road would help to solve the issues identified along the A595 corridor. While 14% of people disagreed, being either in opposition to a relief road, or taking the view that this would not help to solve the identified issues.

## **2.4 Next steps**

The feedback received during the consultation will be used to inform what improvements should be taken forward for further development and assessment work. We will also use any feedback received about the local area to identify any specific constraints we need to be aware of along the route and within the wider study area. This could include known environmental constraints or information around future developments.

This information will help inform the design of any improvements. Once we have reviewed the design, we will carry out another round of public consultation in the future. There would also be a considerable amount of investigation work, including environmental impact studies, wildlife surveys and detailed traffic modelling.

## 3. Introduction

### 3.1 Background

The A595 is a primary A road which serves coastal communities in West Cumbria and the Sellafield Nuclear facility. It is an important route for Sellafield employees and goods traffic and is managed and maintained by Highways England between the A66 and Calder Bridge, close to the nuclear site itself (although the main Sellafield entrance is now accessed from Beckermeth roundabout). Cumbria County Council is responsible for maintenance and development of the A595 from Calder Bridge to the south, where the route links to Sellafield, Barrow-in-Furness and the A590 in the South Lakes.

To the north of Whitehaven, the A595 connects to the A66 at Clifton Roundabout for access towards the M6 at Penrith. Cumbria County Council also manages the continuation of the A595 north of the A66, between Cockermouth and Carlisle.

The route currently consists almost entirely of single carriageway road, with a few short sections of improved wide-single carriageway, some overtaking lanes, and a dual carriageway section from Lilyhall to Howgate, incorporating a bypass of Distington. Whitehaven is the largest settlement on the A595 without a bypass.

The study area begins at the Howgate roundabout, at the southern end of the Distington bypass (a dual carriageway opened in 2009). From here, the A595 passes through Parton, and then east of Whitehaven town centre. A short bypass of Hensingham provides an improved, but still single carriageway, route section, but much of the A595 in the Whitehaven suburbs has driveways and properties accessing directly onto the road, as well as many junctions and traffic light-controlled intersections. Once south of Whitehaven, the road passes the Westlakes Science & Technology Park – a site of major employment in the town. Beyond here, the A595 passes through Bigrigg, with some narrow sections of road. South of Bigrigg, the road is of a higher standard, with sections of overtaking lane on this section, and a bypass of Egremont.

There have been long-standing calls to make improvements to the A595. Previous studies such as the West of M6 Strategic Connectivity Study in 2016 (managed by Cumbria Local Enterprise Partnership and Highways England) identified 38 road-based enhancements to address existing and future transport issues on these corridors. Transport for the North has also set out its policy in the Connecting the Energy Coasts Strategic Development Corridor – especially relevant given the importance of Sellafield in the nuclear energy sector, as the A595 provides the main connecting route from the Sellafield Nuclear Facility to the north east of England.

Previous studies have identified issues and challenges for the A595 in the study corridor. The following problems were identified:

- Congestion, poor journey times and delays
- Issues with reliability and resilience (how the road recovers from incidents, accidents and maintenance work)
- A lack of alternative routes – long detours are necessary when there is an accident, for example
- Poor safety – the accident rate of the A595 between Howgate and Westlakes Science Park is greater than the UK average for all A roads, and almost 37% higher than the rest of Cumbria.
- Lack of safe crossing points for pedestrians, cyclists and horse riders
- Route ‘severs’ connections between suburbs and Whitehaven town centre
- Varying carriageway standards and speed limits on the route are confusing for drivers.
- Significant traffic to and from major employers’ sites is leading to congestion and ‘rat-running’ (use of inappropriate and lower-capacity alternative routes through local communities)
- There are many junctions and private accesses, resulting in delays and potential accidents when vehicles exit or enter the main carriageway
- A lack of overtaking opportunities on single carriageway sections of the route which slows down traffic; and peak-hour traffic speeds are significantly slower than when traffic is free flowing

The purpose of this consultation is to confirm and identify the challenges and constraints with the current route. Feedback from the consultation, taking into account the comments received, will allow us to consider what improvements could be proposed.

## 3.2 Options for consultation

As this is an early stage consultation, no specific options have been developed – so there are no specific details such as routes, nor proposed measures to deal with issues on the A595. Instead, the purpose of the consultation is to identify issues with the current A595 and consider areas for improvement and how this might be achieved. This may mean improvements to the existing A595 and/or a Whitehaven relief road. The scale and extent of any improvements are yet to be confirmed, however feedback from the consultation will inform these.

At this point, we have discounted major improvements to the A595 along the existing route and are primarily exploring the potential to deliver a Whitehaven Relief Road. The existing road is constrained by housing, as well as junctions with other roads in the Whitehaven suburbs. Dualling or widening the route, or junction improvements would be likely to result in significant land-take and loss of property. Such works would mean extensive traffic management and would be disruptive to journeys and to local communities. Junction improvements to the existing route would also not reduce traffic levels on the existing A595 route and any journey time savings would be limited. Junction improvements would give little opportunity to improve access to and from Sellafield or use by emergency services. As a result, a relief road is being considered as an option to relieve this section of the A595.

Previous studies have examined the case for a Whitehaven relief road, bypassing the town to the east. The consultation was around the principle of a bypass as there is no proposed alignment at this stage. Instead the consultation provided an opportunity to comment on the potential route alignment and where the relief road should integrate with the existing road network around Whitehaven. If a relief route is the preferred solution, consultation feedback will help to determine the characteristics of this route, such as the start and end points and the intermediate junctions served.

## 3.3 Consultation topic

Previous studies have identified constraints on the A595 between Howgate roundabout and Sellafield. These constraints were plotted onto a map to give a location specific record of the issues along the A595 in the study area. The constraints are shown in Table 2, as well as the reference from which the issue was identified.

Table 2: Identified constraints and the identified reference for each

Constraint	Reference
<b>Congestion hotspots</b>	Based on available data collected from in-vehicle GPS tracking devices to provide detail on average speed, journey times, journey time variability, and journey time reliability.
<b>Controlled crossings</b>	Signalised-controlled junctions or crossings for pedestrians
<b>Narrow road widths</b>	Inconsistent road standard e.g. dual carriageway drop to 2+1 lane section
<b>Accident clusters</b>	Four or more collisions within 50 metres
<b>Rat running</b>	Arrows indicating routes where rat running has previously been identified
<b>Residential frontage</b>	Locations where residential properties are accessed from the A595
<b>2+1 lane section</b>	Change in road standard to allow limited overtaking in one direction only
<b>Major employment locations</b>	Westlakes Science & Technology Park Sellafield Nuclear Facility Whitehaven Town Centre

The constraints and challenges were then plotted onto a map (Figure 2) to identify where these were present on the route. This map was also used to determine whether stakeholders agreed with the identified constraints or were aware of any further issues. The map was included in the consultation brochure and displayed at the consultation events and we sought feedback on these constraints within the response form and at the events.

Figure 2: Identified constraints on the A595 within the study area





## 4. Methodology

### 4.1 Consultation period

The consultation period ran for six weeks from **7 November to 19 December 2018**.

### 4.2 Consultation information and approach

We produced a public consultation brochure, providing context to the A595 route and what constraints and challenges had been identified. The potential measures to overcome these challenges and constraints were then presented. However, as this is an early stage consultation, these did not take the form of detailed options.

As the purpose of the early stage consultation was to confirm the previously identified constraints, learn about other constraints that may not have been identified and consider potential means to overcome these, a consultation response form was included in the brochure to gather information and opinions. Copies of these documents can be found in Appendix A.

The consultation documents were available:

- online, and in downloadable format, from the project webpage:  
<https://highwaysengland.co.uk/projects/a595-whitehaven-parton-to-sellafield>
- A copy of the consultation brochure and response form were sent to approximately 20,000 properties near the A595. The brochure contained information about the consultation, the previously identified constraints, and details of ways to raise other issues with the A595 or to learn more about the study and possible improvement measures.

A total of four events took place during the consultation period, one being an event for councillors and invited guests, plus three consultation events which were open to members of the public:

- Friday 2 November, 4pm - 7pm, The Beacon, Whitehaven, Cumbria, CA28 7LY
- Saturday 17 November, 10am - 4pm, The Beacon, Whitehaven, Cumbria, CA28 7LY
- Wednesday 28 November, 2pm - 7pm, The Beacon, Whitehaven, Cumbria, CA28 7LY
- Thursday 29 November, 10am - 2pm, Ingwell Hall, Westlakes Science Park, Cumbria, CA24 3JZ

**Figure 3: The Beacon, Whitehaven**



The first event on 2 November was an event attended by councillors and other invited guests. In addition, the event was attended by the Secretary of State for Transport (Rt. Hon. Chris Grayling MP) and MP for Copeland (Trudy Harrison MP). The event included a speech by the Secretary of State for Transport, in which new road



and rail investments elsewhere in Cumbria were announced. The number of attendees at the public events is shown in Table 3 below, with a total of 137 people attending the public consultation events across the three days. Most attendees were over 50 years of age, although some were younger.

**Table 3: Details of A595 Public Consultation Events**

Date of event	Attendees
<b>Saturday 17<sup>th</sup> Nov</b>	65
<b>Wednesday 28<sup>th</sup> Nov</b>	48
<b>Thursday 29<sup>th</sup> Nov</b>	24

Two venues were chosen for the public consultation events, one in Whitehaven town centre, and another at Westlakes Science Park, immediately south of the town on the A595. Both venues were disabled accessible, with suitable car parking adjacent. However, the presence of an access ramp up to The Beacon may have proven challenging for those with mobility issues.

- **The Beacon** is attached to the Beacon Museum and is located adjacent to the marina in the centre of Whitehaven. The town centre is within a five-minute walk and Whitehaven Railway Station is a 10-minute walk away.
- **Ingwell Hall** is at Westlakes Science and Technology Park and is accessible from the A595 for those living outside of Whitehaven. There are also businesses on the Park that are served directly from the A595 in the study area with staff using this road for access.

Exhibition panels presenting the information were displayed at the consultation events and members of the project team were on hand to answer questions or provide information. Copies of the consultation brochure were also available for visitors to complete the form; whilst project staff in attendance also noted specific points and queries made verbally by attendees, both on an event interview form and through adding notes to maps.

A press release was issued describing the consultation, which generated media interest. The presence of the Secretary of State for Transport and the MP for Copeland at the launch of the consultation also generated further media interest.

The project webpage was updated with details of the consultation events as well as downloadable copies of the consultation brochure and the response form. Copies of the brochure, incorporating a response form and details of events were also posted to around 20,000 homes and businesses near the A595 and Whitehaven.

### 4.3 Consultation response channels

Responses to the consultation were accepted through the following channels:

- online at:  
<https://highwaysengland.citizenspace.com/he/a595-whitehaven-public-consultation/>
- at public consultation events by completing a paper copy of the feedback form
- by post using the freepost address provided with the paper feedback form
- by email to the dedicated project email address: [A595Whitehaven@highwaysengland.co.uk](mailto:A595Whitehaven@highwaysengland.co.uk)

Due to potential delays in the postal system in the run up to Christmas, all responses received by 21<sup>st</sup> December 2018 were counted within the consultation (allowing an extra two days for postal delays). The Citizen Space online response portal was closed at 23:59 on 19<sup>th</sup> December 2018.

### 4.4 Data management

Submissions from the online response form were analysed. Hard copies of the consultation response form (received either via the post or at the consultation events) were scanned digitally, and the original hard copies were placed in secure storage for the duration of the analysis.

## 4.5 Data processing

All responses were received and individually processed by the project team, which involved creating an Excel database to combine the online responses received and the responses received in hard copy format. To transfer the paper copies to a digital format, a team of data entry specialists were commissioned to input the hard copy responses into the Excel database. To comply with General Data Protection Regulations (GDPR), personal information contained in the responses was hidden and all files were password protected prior to transmission to avoid any loss or exposure of personal data during the process.

## 4.6 Data coding

The feedback form included twelve questions in an open-ended format (with text boxes for people's responses), for which comments were left explaining identified issues and opportunities for improvements. Unlike multiple choice or "tick-box" questions, a coding process was necessary to analyse these comments, to allow common themes to be identified. Responses to each question were reviewed, with a set of coding categories being created for each question, to identify the main issues raised in each comment. As these categories were developed from the responses received, they are unique to the A595 consultation.

Ideally one set of coding categories would have been used for all questions. However, due to the number of questions and variety of subjects covered, a specific set was developed for each question. Where possible, common structure and codes were used. The categories used for each question can be found in Appendix B.

Once the coding categories were developed, the codes were assigned to the comments to measure how frequently each issue was raised by people responding. A final count was done to show how often a code appeared and this was used to measure the relative importance of this issue, in terms of the number of times the issue was raised in responses. The result of this analysis is listed for each code and question in Appendix B.

It should be noted that comments were not mandatory and therefore in many cases the number of responses provided to the closed questions asked (Yes/No etc.) was significantly higher than the responses where comments were provided. Furthermore the coding splits down comments into a number of various reasons or categories, due to the variety of detailed reasons given by survey respondents, so the number of comments associated with each individual reason, or coding category, will be smaller than the total number of comments.

## 4.7 Limits of the information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation, and as such is a 'self-selecting' sample only of those who responded. Therefore, the information in this report cannot be assumed to represent the views of all in the local community nor of all stakeholders. The value of the consultation is in identifying the most common issues, the views on these and perception of the proposed solutions, expressed by those people who responded.

## 4.8 Next steps

The results of the consultation will be considered in the development of options and selection of the preferred solutions for improvement of the A595 through and around Whitehaven, alongside other relevant factors such as value for money, safety, environmental impacts, local community benefits and potential wider regional benefits.

Following consideration of the findings of this report, and after further analysis and a further consultation on the option(s) selected has been undertaken, an announcement of a preferred option for the A595 will be made. Where this includes major proposals such as a relief road, it will be submitted for a Development Consent Order (DCO) inspection and public inquiry (the 2008 Planning Act process for the approval of nationally-significant infrastructure proposals). If the Order is approved, further detailed design is required before finally starting construction on site

## 5. Consultation respondents' profiles

A total of **879 response forms** were received during the public consultation period.

The form distributed inside the A595 brochure captured some personal data to provide background information on the residents and stakeholders who responded to the consultation. These details are broken down, by response form question and categories below.

### 5.1 Response channel

Of the 879 forms received, 216 were received online using the online form and 663 were received in hard copy format via the freepost address for the project. Consultation responses were also received on behalf of the below organisations: -

- Cumbria County Council and Cumbria Local Enterprise Partnership (joint response)
- Copeland Borough Council
- St Bees Parish Council
- Muncaster Parish Council<sup>51</sup>
- North Cumbria Health and Care System.

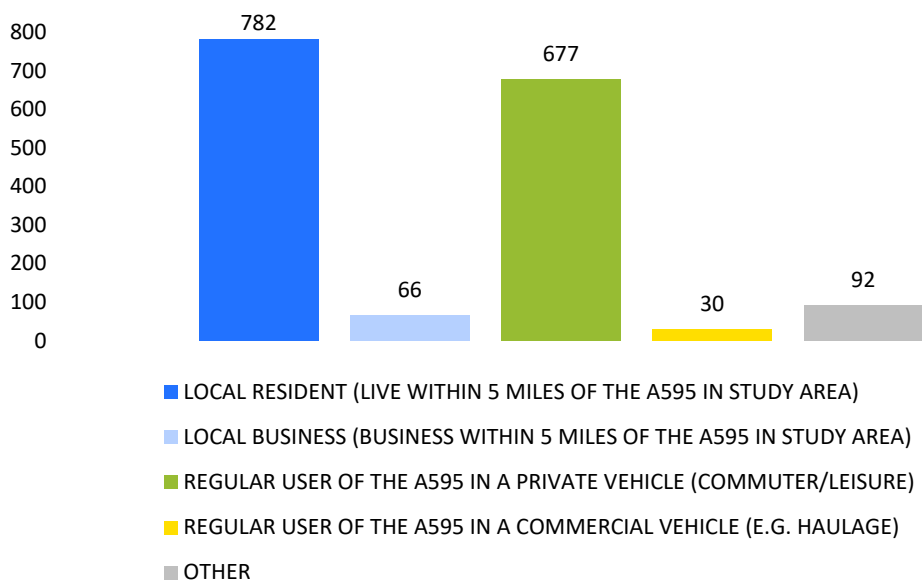
### 5.2 Nature of interest

The response form asked people what their interest was in the A595 route, as this would be likely to affect their views on the potential and urgency of improvements to it. Possible response categories included the following:

- A local resident living within 5 miles of the A595 study area
- A local business within 5 miles of the A595 study area
- A regular user of the A595 in a private vehicle (e.g. leisure, commuting)
- A regular user of the A595 in a commercial vehicle (e.g. haulier)
- Other

As shown in Figure 4, out of the 879 responses received 782 were submitted by local residents, 677 also said that they regularly use the A595 in the study area, in a private vehicle (respondents could select more than one option for their interest in the consultation). Those that selected 'other' included cyclists and pedestrians using the A595, workers in the wider West Cumbria area, Parish Councillors and those with other interests, such as living along a route perceived as a 'rat run' adjacent to the A595.

**Figure 4: Nature of respondent's interest in the A595 consultation**



### 5.3 Postcode and location information

The form asked people to provide a postcode so that the location of those responding to the A595 public consultation could be identified. The postcodes provided indicate that most people who responded were from within the brochure distribution area around Whitehaven. However, clusters of responses were also received from Egremont, Seascale, Gosforth and St Bees.

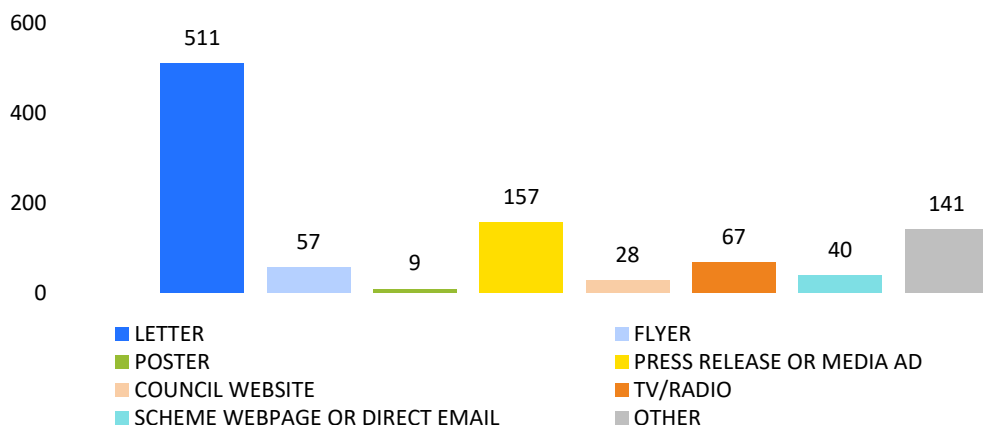
### 5.4 Consultation information

#### How did you hear about the consultation happening?

As well as distributing consultation brochures with a letter to approximately 20,000 households by Royal Mail, the consultation period and events were advertised through the project webpage, and in local media (press and radio).

The presence of the Secretary of State for Transport meant that the launch of the consultation period generated a large amount of coverage in the print media, local radio and television. Of those responding 'other' many said that this had been a result of information shared in their workplace. It was possible to select more than one option for how people had heard about the A595 public consultation.

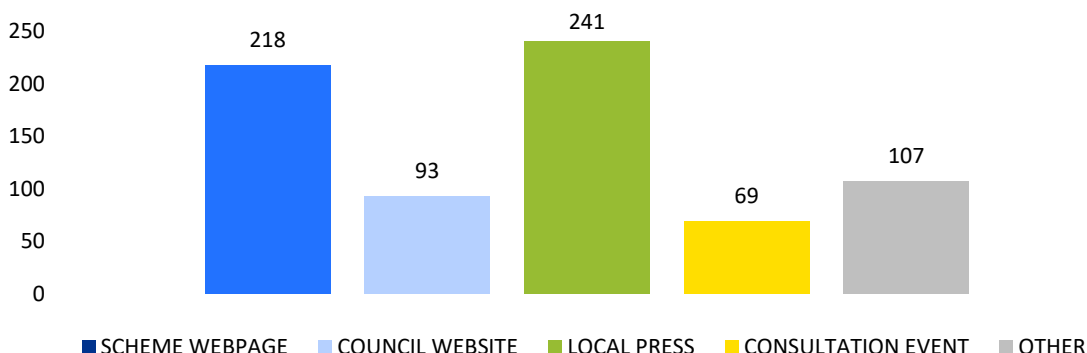
Figure 5: How people heard about the public consultation



#### Which communication channels have you used to find out more about the proposed scheme?

This question asked people which sources of information they used to find out more about the A595 scheme. As shown in Figure 6, the largest number said they gained further information from the local press (241 responses) followed by the project webpage (218). Of the 107 people that mentioned 'other' channels, many said that they used the consultation brochure to find out more information, while many also said that they had found out more information via their employers' intranet.

Figure 6: Communications channels used to find out more about the A595 study



## **5.5 Questions on consultation events**

### **Did you attend one of the public consultation events?**

Out of the 879 completed response forms, 109 people said that they had attended one of the consultation events held near Whitehaven at The Beacon and at Westlakes Science Park. A further 632 said that they hadn't, while 137 gave no response. Therefore 12% of respondents had attended at least one of the consultation events.

### **Were the visual displays at the consultation events informative and easy to understand?**

Despite only 109 people saying they had attended the consultation events, 113 people said that they found the information presented there informative and easy to understand, while 96 said that they did not. As this is more than the number of people who said they attended an event, it is possible that some people thought that this question referred to the information contained in the public consultation brochure, rather than anything presented at the events.

### **Do you have any comments on the venues selected for the consultation events, in particular accessibility?**

Written comments received varied, with the following being the main points made in the responses:

- The venues were adequate and fulfilled the needs of attendees
- Some had not heard about the public consultation events
- Additional advertising would have been helpful
- A greater range of times and dates would have made it easier for working people to attend
- More events would have been good
- Criticism of the location of the Beacon, being up a slope and with limited parking

## 6. Questions about the scheme

### 6.1 Introduction

This section looks at the 12 questions included in the consultation response form asking about the A595. Four of these combined a 'closed question' (one which has a set answer, such as yes or no) with an open-ended element (in which people responding were given space to provide answers in their own words). The remaining eight questions were only open-ended type questions, asking people to comment on an aspect of the A595. The question details are shown in Table 4, below:

Table 4: Question details and type

Question	Type
1) Do you agree that improvements to the A595 are needed?	Closed and open
2) Do you agree with the problems and issues identified along the route?	Closed and open
3) Please give details of any additional problems and issues you are aware of from your local knowledge of the study area	Open
4) What do you think are the root causes behind the problems and issues identified?	Open
5) What do you feel are the priority locations on the route which are in need of improvement?	Open
6) Based on your local knowledge of the route and the information presented in the brochure, what do you feel should be the key objectives of any future improvements to the route?	Open
7) What specific benefits do you feel improvements should deliver, and what benefits are most important to you?	Open
8) The information provided in the consultation brochure concludes that improvements to the existing A595 through Whitehaven should not be taken forward for future development as these would not solve the identified issues. Do you agree?	Closed and open
9) Do you feel a Whitehaven Relief Road would solve the identified issues and provide benefits for the route?"	Closed and open
10) If a Whitehaven Relief Road was taken forward for development, what would be your key concerns with a potential improvement of this kind?	Open
11) What other improvements would you like to see on the route in the future?	Open
12) Are there any specific constraints we need to be aware of along the route and in the local area?	Open

For the four closed questions, the overall results are presented as charts accompanied by some descriptive analysis. The possible responses (yes - agree or no - disagree) have also been analysed using postcode information provided, to identify whether there are any geographic factors influencing attitudes, and this is summarised below each table.

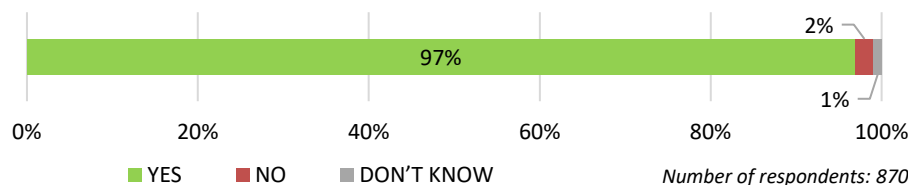
The four 'closed' questions also included an open-ended element, while the remaining eight questions were solely open-ended comment questions. All 12 of these open questions were reviewed and coded to draw together the main themes and issues mentioned in the comments. The analysis of these comments is presented, along with the number of responses mentioning each issue, in **Chapter 7**.

## 6.2 Analysis of responses

### Do you agree that improvements to the A595 are needed?

The first question asked whether people felt that improvements to the A595 in its current form, were needed. As can be seen in Figure 7, the clear majority of respondents agreed that improvements were needed (97%).

Figure 7: Do you agree that improvements to the A595 are needed?

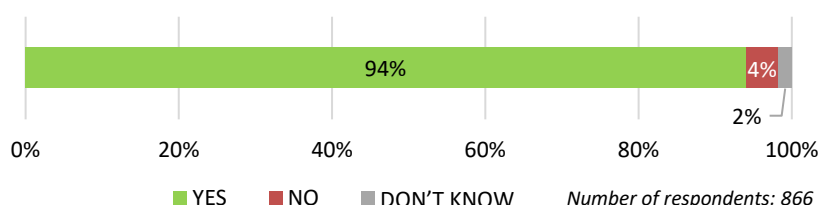


Analysis of respondent's postcodes shows that agreement for the need for improvements to the A595 are widespread, but there are clusters from people living along the route of the existing A595 in Whitehaven, and in Egremont. Further clusters of those who agree were also highlighted in Beckermest, St Bees, Gosforth and Seascale. In terms of those that disagree, these were fewer in number and appear to be mostly along the route of the A595. However, due to the low number of those who responded suggesting they did not feel that improvements to the A595 were needed (19 people) it is difficult to identify any pattern of distribution to these results.

### Do you agree with the problems and issues identified along the route?

Next, people were asked to refer to the constraints map incorporated in the consultation brochure (Figure 2) and to state whether they agreed with the issues that had been identified in the map. As Figure 8 shows, almost everyone who responded agreed with the issues identified (814 people) while a smaller number (37) did not feel that the map identified the problems on the route.

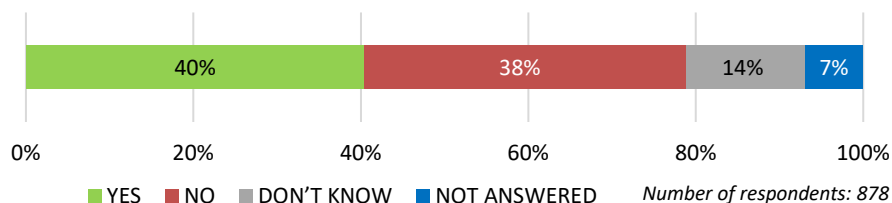
Figure 8: Do you agree with the problems and issues identified along the route?



Analysis of the postcodes that respondents provided show again that there is a considerably larger proportion that agree with the issues and problems identified in the constraints map, with clusters in the same locations as those that identified a need for improvements to the A595. Those that did not agree with the issues identified in the constraints map were again clustered along the A595, although there are also multiple responses in Beckermest, which was not marked as a problem on the constraints map. It is possible that there are issues here that have not been identified on the constraints map used for the consultation. There also appear to be points located to the east of Whitehaven, near to Harass Park and Low Moorsby.

### The information provided in the consultation brochure concludes that improvements to the existing A595 through Whitehaven should not be taken forward for future development as these would not solve the identified issues. Do you agree?

This question asked people whether they agreed with the conclusion that improvements to the existing A595 should not be taken forward for development as this would not solve the issues with the route that had been identified. Here, the result is more split (Figure 9) – with 355 people saying they agreed with the conclusion, whilst 337 disagreed, suggesting that no improvements to the A595 should be taken forward. A total of 125 people said that they did not know.

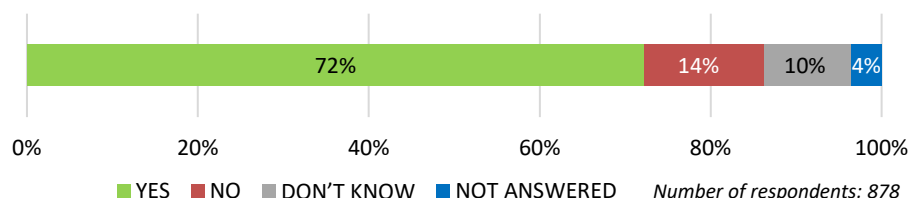
**Figure 9: Do you agree with the conclusion that the existing A595 should not be taken forward for future development**

From analysis of postcodes provided relative to this question it is apparent that those that feel the improvements to the existing A595 should be taken forward for development (i.e. answered no - disagree) are clustered in Parton, Hensingham and Low Moresby. Whether improvements to the existing A595 should be taken forward clearly divides opinion, given the close proportional responses (40% vs 38%). It should be noted that this question made no reference to this being an alternative to a Whitehaven Relief Road. Therefore, respondents could disagree with the conclusion because they support improvements to the A595 route in parallel with the development of a Relief Road, which would be especially likely in the case of settlements wholly reliant on it.

### Do you feel a Whitehaven Relief Road would solve the identified issues and provide benefits for the route?

At this point a Whitehaven Relief Road was raised as a potential solution to the issues identified on the existing A595. It should be noted that, while routes east of Whitehaven have been proposed previously, this consultation did not propose an alignment, hence, those that support or oppose a Whitehaven Relief Road are doing so 'in principle', rather than responding to any specific plans at this stage. However, the consultation brochure did refer to "a potential relief road to the east of Whitehaven, between Howgate and Westlakes Science Park", and several previously-proposed route alignments are widely known in the local area.

Figure 10 shows that close to three quarters of those who responded agreed that a Whitehaven Relief Road would be beneficial and supported this measure.

**Figure 10: Do you feel that a Whitehaven Relief Road would solve the identified issues and provide benefits?**

Analysis of respondent's postcodes shows that support for a Whitehaven Relief Road is widespread across West Cumbria, especially along the existing A595 route corridor, and specifically in Bransty, Parton and Corkickle. These are areas in which the route is relatively built up, contains a number of houses in close proximity to the current road and in some cases, splits the Whitehaven suburbs. Support is also present in St Bees and Egremont. Of those that do not agree with a Whitehaven Relief Road there appear to be clusters in St Bees, Seascale and Hensingham. However, since there is clearly very widespread support for a Whitehaven Relief Road, it is difficult to identify any geographical influence on whether a relief road is supported or opposed – support overall being very widespread among those who completed the consultation response form.



## 7. Analysis of comments

### 7.1 Introduction

As indicated in the previous chapter, there were a total of 12 questions in the consultation response form which had an open-ended (comments) section, which was analysed by coding.

This involved reading through the comments left as responses and developing a set of coding categories to cover the main issues mentioned. Each issue was assigned a number (or code) and the responses were then reviewed, with the relevant number/code being added in alongside the comments where the issue was mentioned. Once the coding was completed, a review of this was undertaken as a means of quality checking – this was to ensure that codes had not been entered incorrectly, and to ensure that all comments made were coded and not overlooked.

Once the coding of all responses was completed, the number of times a code appeared (frequency count) was made and presented in a table. The full tables of codes for each question, and the number of responses using them, can be seen in **Appendix B**. However, in this chapter we have presented the ten most commonly occurring codes for each question. Where there are fewer than ten codes, we present them all, and where there is a tie in how often the tenth and subsequent codes appear, all are presented.

### 7.2 Breakdown of comments

#### Do you agree that improvements to the A595 are needed?

People were asked to comment on whether they considered that improvements to the A595 are needed – 97% agreed. The tables which follow show the categories of issue raised (i.e. each topic) and the 'responses' column indicates the number of times that this issue was raised by the people responding with open-ended comments. A total of 502 comments were received in response to this question.

**Table 5: Support improvements to A595**

Issue	Responses
Route has congestion / queues / delays	148
Current road not fit for purpose / not enough capacity	96
Lots of accidents / safety issues / dangerous	94
Route gets congested at peak times / commuting hours	65
Rat-running through adjacent communities	53
Journey times on the route are too long	46
Support - Agree improvements are needed	37
Support - long overdue / should have been done years ago	30
Support - Will improve traffic flow / reduce congestion	22
Need better access into West Cumbria	21

As shown in Table 5 the present congestion and delays were the most frequently mentioned issue (by 148 respondents) while the lack of capacity on the route and safety issues with the existing road were also frequently mentioned issues. Peak time congestion and rat running through adjacent communities were also mentioned, while journey times on the existing A595 were considered to be too long. General agreement with the need for improvements to the A595 was mentioned 37 times, while 30 responses were from people who also felt that the improvements are long overdue and should have already been done.

**Table 6: Neutral comments**

Issue	Responses
Go further with improvements on A595 (e.g. Carlisle / Barrow)	16

Driver behaviour on A595 is poor	5
Bypass village / settlement	3
Speed limits are too high / should be reduced	2
Issues with traffic signals	2

The results in Table 6 are those where a respondent had commented, but without specifically supporting or opposing improvements to the A595. Improvements beyond the study area were mentioned in 16 responses, while five said driver behaviour on the A595 is poor. Bypasses of settlements were suggested by three people – the locations proposed being Whitehaven (2 responses) and Holmrook (1 response – note this location is not on the trunk road section, being south of Sellafield on the A595 route towards Barrow managed by Cumbria CC).

**Table 7: Oppose improvements to the A595 or suggest alternatives**

Issue	Responses
Provide better public transport instead	6
Moorside power station not happening, so unnecessary	5
Sellafield Decommissioning ending, so unnecessary	4
Needed more on other parts of the A595	3
Improvements aren't needed	2
Unsure whether future developments (unspecified) will happen	1
Concerned about environmental impacts of development	1
Provide better walking and cycling routes instead	1

Table 7 shows comments made by people opposed to improvements to the A595. Several of these appear to be due to changing activities at the Sellafield and Moorside Nuclear sites making improvements unnecessary. The most commonly mentioned alternative is providing better public transport instead (mentioned by 6 people). Other comments included negative views about the consultation (3 people), criticism of Highways England (1) and the map in the brochure being hard to see and understand (1). One non-relevant comment was also given.

### Do you agree with the problems and issues identified along the route?

The consultation brochure included a constraints map, which presented the issues and problems with the existing A595. People were asked first whether they agreed or disagreed with the issues – 94% agreed. The table below categorises additional comments made by those who agreed with the listed issues and problems. A total of 459 comments were received in response to this question.

**Table 8: Agree with problems identified**

Issue	Responses
Agree with problems identified (general comment)	73
Route has congestion / queues / delays	63
Lots of accidents / safety issues / dangerous	58
Route gets congested at peak times / commuting hours	40
Current road not fit for purpose / not enough capacity	36
Lack of alternative routes if A595 is closed	17
Journey times on the route are too long	17
Route should be dual carriageway / shouldn't be single carriageway	15
Lots of slow vehicles / HGVs	9
Agree - long overdue / should have been done years ago	7

Table 8 shows that 73 people who responded agreed with the problems identified on the map, while 63 commented that the route has congestion and delays and 58 people said that the route gets congested at peak

hours. A general comment that the road lacks sufficient capacity was made by 36 people, while a lack of suitable alternative diversion routes when the A595 is closed was also mentioned as an issue in 17 responses.

**Table 9: Issues raised across the wider area / suggested other issues**

Issue	Responses
Rat-running through adjacent communities	54
Issues with traffic signals	17
Poor access for emergency services / ambulances	16
Difficult to turn onto the A595	13
Issues are beyond the study area	11
Too many junctions on A595	11
Roundabouts are a bottleneck	7
Too close to housing / residential areas	6
Need to provide better facilities for cyclists	6
Need to provide better facilities for pedestrians	6

Table 9 shows other issues raised across the wider area, which were not specific to the A595 in the study area (e.g. they could include routes accessing the A595). Rat running through adjacent communities was mentioned by 54 respondents in their comments, while 17 mentioned issues with traffic signals and 16 mentioned that a further constraint was poor access for ambulances. Some anecdotal comments were that facilities at the local hospital in Whitehaven (West Cumberland Hospital) were being scaled back, and patient transfers to Cumberland Infirmary in Carlisle were increasingly common. There were concerns that constraints on the current A595 were a risk to patients. Rat running locations were as follows (number of mentions):

- St Bees (16 mentions)
- Beckermest (4 mentions)
- Calder Bridge (1)
- Cleator Moor (1)
- Low Moorsby (1)
- Harass Moor (1)
- Keekle (1)
- Howgate (1)
- Moor Row (1)
- Sandwith (1)

**Table 10: Poor junction or congestion hotspot**

Issue	Responses
Sellafield	25
Mirehouse Road junction	9
Westlakes Science Park	8
Roundabouts	3
Inkerman Terrace	2
Howgate Roundabout	2
New Road junction / Pelican Garage	2
Moor Row junction (Scalegill Road)	2

Table 10 shows comments that identified poor junctions or congestion hotspots in the study area. Sellafield figures in comments by 25 people, while Mirehouse Road junction and Westlakes Science Park are also mentioned in comments by 9 and 8 people respectively.

Nine of the responses made a comment that driver behaviour on the A595 is poor, which has been classed as a neutral comment since it is not a constraint of the route itself.

**Table 11: Disagree with issues raised or suggest other issues**

Issue	Responses
-------	-----------

Doesn't cover every issue	30
Other rat run not mentioned here	11
Do not agree with issues identified	7
Proposals won't solve some problems on A595	4
Stop building houses / no more development	3
West Cumbria needs to be better connected	2
Suggest staggered working hours at Sellafield (flexible working)	2
No mention of school traffic	1
Focus on maintenance of A595	1

Table 11 shows that 30 people who responded felt that the problems identified didn't cover every issue, while 11 mentioned rat runs which were not covered on the consultation map. Seven responses did not agree with the issues identified, while 4 people said that proposals would not solve some problems on the A595. Improved connections from West Cumbria (2 responses) and restrictions on development (3 responses) were also suggested. The rat runs suggested in responses as not being mentioned on the issues map were as follows:

- Beckermest (2 mentions)
- St Bees (2)
- Cold Fell Road (2)
- Ennerdale (2)
- Harras Moor (1)
- Hillcrest (1)
- Calder Bridge (1)
- Moor Row (1)

Five non-relevant comments were received, while three people mentioned issues with the map, two people said that they had no comment, while one respondent made a criticism of the government.

#### **Please give details of any additional problems and issues you are aware of from your local knowledge of the study area.**

People were asked to respond with details of any additional problems and issues which they were aware of. A total of 714 comments were received in response to this question.

**Table 12: Problems on or adjacent to the A595**

Issue	Responses
Rat-running through adjacent communities	158
Congestion during peak times (e.g. Sellafield shift change)	120
Lots of accidents / safety issues	98
Traffic lights / signals cause problems (e.g. congestion)	67
Difficult to turn onto / enter the A595	67
Poor behaviour - drivers/cyclists	64
Route has congestion / queues	63
Too narrow / bends/single carriageway / should be dual carriageway	53
The road is often closed (accidents / maintenance)	41
Lots of slow vehicles / HGVs	37

Table 12 shows the problems and issues on or next to the A595 which were raised in these responses. In total, 158 people who responded mentioned that there was rat-running through adjacent communities, with St Bees identified most frequently (35), followed by Beckermest (18), Low Moresby (14) and Moor Row (13). It should also be noted that a number of responses (60) did not identify locations of rat running. Another major constraint on the route and its surroundings was congestion during peak times, such as on Sellafield shift change. Safety issues (98 responses), issues with traffic signals (67) and with turning out onto the A595 (67) were often mentioned. Poor driver and cyclist behaviour (64) were also mentioned, while another key issue raised was that the route is too narrow in its current form and should be a dual carriageway (53 responses).

**Table 13: Wider issues or problems**

Issue	Responses
Congestion (not on A595)	63
Need to provide better facilities for pedestrians	60
Poor access for emergency services / ambulances	57
Need to provide better facilities for cyclists	43
Need better access into West Cumbria	21
Environmental concern (Pollution - noise/air)	20
Traffic issues in location not covered by A595 study	20
Need to provide better public transport services	18
Lack of Traffic management	14
Concerns about evacuation plan (Sellafield)	12

Table 13 shows some of the wider issues which are not specific to the A595 or its surroundings in the study area. This included congestion on other routes (63 respondents) and a need to provide better facilities for pedestrians (60) and cyclists (43). Poor access for emergency services was mentioned by 57 people – this appears to link to the hospital issues mentioned previously, as does the need for patient transfers to Carlisle.

**Table 14: Congestion hotspots**

Issue	Responses
Loop Road	17
Inkerman Terrace	15
Parton junctions	13
Westlakes Science Park	10
Sellafield	10
Pelican Garage Junction / New Road	4
Roundabouts (nothing else said)	2

Table 14 shows the identified congestion or delay hotspots mentioned in relation to the A595. This includes issues such as difficulty getting onto or leaving the A595. The Loop Road has the most mentions (17) followed closely by Inkerman Terrace (15) which is the route of the A5094 towards Whitehaven town centre and is therefore an important route for access from the A595 to the south. Parton junctions include the section of the A595 south of the Howgate roundabout (at the end of the Distington bypass) where many small residential roads access onto the A595. Westlakes Science Park (10) and Sellafield (10) are major employment sites in the region and their inclusion in a list of congestion hotspots is not surprising.

**Table 15: Poor junctions or junction layout**

Issue	Responses
Pelican Garage Junction / New Road	24
Moor Row junction (Scalegill Road)	12
Howgate Roundabout	11
Mirehouse Road junction	8
Rosehill Junction	7
Lowca Junction	6
Bransty Road junction	4
Westlakes junction	3
Iron Bridge	3
Thornhill Junction	2

Table 15 shows the main problematic junctions along the route. The junction mentioned by the greatest number of people was Pelican Garage. This is a key junction, serving the main access to Whitehaven from the north (via the A5094 New Road). The layout here is unusual in that the northbound link from New Road runs directly alongside the A595 and uphill – so visibility of A595 traffic approaching from behind is poor. Scalegill Road / Moor Row junction (12 mentions) has poor visibility for vehicles joining the A595 due to hedges, walls and the brow of a hill to the north, while there is no turning lane for vehicles to wait when exiting the main road.

Some further answers given did not fit the question, but were as follows:

- Make improvements to the existing A595 (28 responses)
- Support building a Whitehaven Relief Road (21)
- Improve the road north of Whitehaven (9) / south of Egremont (8)
- Improve the A66 (6)
- Improvements aren't needed (3)
- Moorfield Nuclear power station is not happening, so improvements unnecessary (3)

Problems with the map in the consultation brochure were mentioned in 22 people's responses, while 8 people felt they had nothing to add, 5 were critical of Cumbria County Council and 5 were critical of Highways England.

### What do you think are the root causes behind the problems and issues identified?

People were asked to respond with what they believed were the root causes behind the problems and issues identified. A total of 831 comments were received in response to this question.

**Table 16: Issues affecting use of the A595**

Issue	Responses
Traffic commuting to and from Sellafield	216
Too much traffic using the A595	196
Lack of funding / low priority for transport investment	115
No / lack of public transport alternatives / Dependency on Car	76
Driver frustration / poor behaviour - driver/cyclist	70
Size of lorries / number of HGVs	22
Previous 'improvements' are inadequate / have made things worse	21
Road Closures (Due to Accidents / Maintenance)	16
Poor Traffic Management	13
Money on transport improvements is badly spent	10

As Table 16 shows, many people felt that the root cause of issues on the A595 was traffic commuting to and from the Sellafield nuclear facility, with 216 responses mentioning this (close to a quarter of all responses received). As the site is a big employer in the area, this is to be expected. While the railway also serves the site, train services are limited and only link to communities along the west coast of Cumbria. On a related note, 76 people suggested that there is a lack of public transport alternatives in the area, and therefore the area has a high level of car dependency. Further issues included too much traffic using the A595 (196 respondents) and a lack of funding (115). There was a feeling that the area does not get a sufficient allocation of transport funds.

**Table 17: Infrastructure issues (A595 and surrounding routes)**

Issue	Responses
Too narrow / single carriageway / not dual carriageway	110
Not enough capacity	92
A595 no longer fit for purpose / outdated	91

No / poor alternative route to the A595	80
Traffic signals / lights on A595 causing delays	60
Slow traffic / difficult to overtake	52
Road serves a lot of residential (including driveway access) / employment areas	45
Rat-running on nearby roads	41
Not enough capacity during peak hours (mornings / evenings)	32
Lack of cycle / pedestrian infrastructure	31

The results in Table 17 suggest that the main problems in the area are caused by issues with the infrastructure. The A595 and its surrounding routes suffer from not being dual carriageway was mentioned in 110 responses, and having insufficient capacity featured 92 times. This was supported by those feeling that, despite the A595 being outdated and no longer fit for purpose (91 responses), there are no suitable alternative routes (80). The presence of traffic signals was also seen as a factor in delays in the area (60), while the single carriageway was raised as a specific difficulty in overtaking vehicles on the route, especially slow-moving ones (in 52 responses).

Poor parking provision (15 respondents) and a lack of flexible working and travel planning at Sellafield (6) were considered to be less significant issues, with some suggestions that Park and Ride facilities should be opened to serve the nuclear site. Finally, 23 responses were broadly critical of government – many of these in relation to a perceived lack of funding (also linked to the third most mentioned issue affecting use of the A595 in Table 16). Some criticisms of Cumbria County Council (from 8 people) and Highways England (4 people) were also made.

### What do you feel are the priority locations on the route which are in need of improvement?

This question gave people an opportunity to suggest locations felt to be in need of improvement on the A595. A total of 792 comments were received in response to this question.

**Table 18: Suggested improvements**

Issue	Responses
Agree to the stretches on the map	101
Whole A595 (Carlisle to Barrow in Furness)	87
A595 south of Whitehaven (towards Barrow in Furness)	53
A595 dual carriageway or other upgrades (not bypass)	52
Bypass Whitehaven (no further details)	47
A595 north of Whitehaven (towards Carlisle / Cockermouth)	30
Improvements at Calder Bridge (including Cold Fell junction)	28
Bypass whole study area - Howgate / Parton / Lowca to Sellafield	24
Better access to / from Whitehaven town	24
Improve pedestrian footways / cycleways	24

Table 18 shows that a large number of people agreed with the locations suggested on the consultation map (Parton to Sellafield) which was mentioned in 101 responses. The need to go further than the study area was also confirmed, in that 87 people wanted to see the whole A595 improved between Carlisle and Barrow in Furness. Meanwhile, 53 responses suggested improvements south of Whitehaven and 30 people suggested upgrades north of Whitehaven. General support for upgrading the existing A595, including a dual carriageway but not a bypass came from 52 respondents, while 47 specifically suggested bypassing Whitehaven.

**Table 19: Section of the A595 or junction requiring improvement as a priority**

Issue	Responses
Pelican Garage (New Road) Junction	108
Westlakes junction	101



Egremont roundabouts	85
Whitehaven Loop / Around Whitehaven	76
Howgate Roundabout	67
Mirehouse Road junction	63
Hospital Roundabout (Homewood)	49
Inkerman Terrace junction	49
Bigrigg junctions	45
Moor Row junction (Scalegill Road)	35

Table 19 shows the priority locations for improvement, referring to specific junctions or stretches of route. Pelican Garage / New Road junction was again seen as a priority location – mentioned in 108 responses (along with 22 having previously identified it as a problematic junction in Table 15). The Westlakes Science Park junction (101) and the roundabouts near Egremont (85) also received a lot of mentions as a priority location. The Loop Road around Whitehaven was also mentioned by many as an area which requires improvement.

**Table 20: Other locations not on the A595**

Issue	Responses
Look at accident blackspots / unsafe sections	34
Improvements in St Bees	22
Exiting / entering A595 to / from local roads near Sellafield	12
Improvements in Cleator Moor	11
Bypass of Hensingham to Distington	11
Improvement from M6/Penrith to the Coast	9
Improvements to / from Workington	8
Improvements to B5345 (through St Bees)	8
Doesn't go far enough / do more	7

Table 20 shows the other priority locations, not on the A595 itself – these include looking at accident blackspots more widely, improvements in St Bees and access to the A595 at Sellafield. Other suggestions include prioritising improvements from the M6 (Penrith) and to Workington.

Six respondents argued that nothing needs to be improved, while alternatives suggested by individual respondents include improvements to public transport, repairing existing roads (maintenance) and improving footways and cycleways instead of road improvements.

**Based on your local knowledge of the route and the information presented in the brochure, what do you feel should be the key objectives of any future improvements to the route.**

People were asked to comment on what they believed should be the key objectives of any future improvements to the route. A total of 771 comments were received in response to this question.

**Table 21: General objectives**

Issue	Responses
Improve traffic flow and capacity / Reduce congestion in the area	175
Improve road safety / reduce accidents	109
Prevent / discourage rat running on adjacent roads	73
Reduce journey times / improve travel times	60
Separate local and long-distance traffic	32
Allow the A595 to deal with incidents better (resilience / reliability)	28



Improve transport links to / from West Cumbria (e.g. from the M6 motorway)	22
Attract economic growth / regeneration	18
Ensure that the road can cater to future traffic	10
Improve air quality / reduce pollution	7

Table 21 shows that a key priority is the reduction of congestion in the area, to improve traffic flow (mentioned by 175 respondents). This is followed by a safety improvement objective (109) and a way to prevent rat running through adjacent communities (73) – something which has been identified as an issue in previous questions. Reductions in journey time are also a high priority objective for a significant number of people (60 responses).

**Table 22: Identified improvements to meet objectives**

Issue	Responses
Make the A595 dual carriageway (either option)	140
Build a bypass (no location details)	85
Bypass Whitehaven (no further details)	85
Improve the A595 (including widening)	49
Build a bypass of the whole study area (Howgate to Sellafield / south of Egremont)	33
Improve traffic light timings to reduce waiting times	25
Improve junction/roundabout layouts (including grade separation)	16
Bypass Bigrigg	14
Reduce the number of traffic lights / signals	12
Replace traffic lights with roundabouts	12

Some people identified specific improvements (Table 22) that would enable these objectives to be met. A total of 140 responses suggested that making the A595 dual carriageway, either as a bypass or relief road, or as an upgrade of the existing road, would help to meet objectives to improve the route. Building a new bypass also appears to be a popular option, with 85 people suggesting this (but giving no location details), while 85 people specifically suggested bypassing Whitehaven and 33 suggested bypassing the entire study area from Howgate to Sellafield. 49 people suggested improving the existing A595, which could include options to widen the route.

Improvements in the wider area than just the A595 included: widening adjacent routes (mentioned by 29 people), improving access to the A595 (22) and making improvements to the whole of the A595 (17 people).

**Table 23: Other objectives (not specifically road improvements)**

Issue	Responses
Improve cycling /walking infrastructure (e.g. cycle lanes)	65
Improve public transport services / infrastructure (e.g. buses and trains)	32
Initiatives to reduce traffic from Sellafield (e.g. car share / flexitime)	28
Improve access to Hospitals	21
Improve access into / out of Sellafield	18
Lower speed limits / better enforcement of speed limits (by police / speed camera)	14
Emergency access from Sellafield should be a key objective	9
Improve Parking Provision	9
Maintain / improve the environment / avoid disruption	8
Repair/ Maintain A595 in the study area	8

The results in Table 23 show alternative proposals to meet improvement objectives, but without specifically mentioning proposals for improvements to the A595. Improving cycling and walking infrastructure was mentioned by 65 respondents, while 32 people wanted to see public transport improvements. Initiatives to

reduce traffic associated with Sellafield was also mentioned 28 times – for example, by introducing car sharing schemes or more flexible working patterns.

Not all respondents wanted improvements – eight people suggested doing nothing and leaving the A595 as it is.

### **What specific benefits do you feel improvements should deliver, and what benefits are most important to you?**

People were asked to comment what benefits they felt were most important for improvements to deliver. Overall a total of 809 comments were received in response to this question.

**Table 24: Suggested benefits of importance to respondents**

Issue	Responses
Improved road safety / fewer accidents	349
Reduced journey times / improved travel times	278
Less traffic rat running through local community / localised traffic relief	218
More reliable journeys /resilience (A595 dealing with incidents better)	191
Improved traffic flow and capacity / Reduce congestion in the area	107
Improve air quality / reduce pollution	76
Better access to hospital (less delays for ambulances)	54
Reduced noise pollution	52
Better access to/from A595 from adjacent routes / streets	47
Less severance, better connectivity and access across the A595	36

Improvements to safety are the most frequently mentioned benefit of importance (349 responses) with over a third of people mentioning this in their response to this question. Reduced journey times (278 respondents), less traffic running through local communities (218) and more reliable journeys (191) are also important benefits that lots of people clearly feel should be delivered. Improving traffic flow is also considered important (107 people).

Less frequently than these, some 29 respondents suggested doing something other than improving the route itself, while an upgrade to dual carriageway (12) or public transport improvements (3) were also mentioned.

**Table 25: No perceived benefit from improving the route**

Issue	Responses
Don't see any benefit / pointless / doesn't go far enough	15
Won't prevent / discourage rat running on adjacent roads	3
No air quality improvement	3
Won't improve transport links to/from West Cumbria (e.g. from the M6 motorway)	1
Won't reduce journey times	1
Won't make journeys more reliable (A595 won't deal with incidents better)	1
No impact on traffic running through local area	1
Will increase air pollution	1
Lack of a fast route could be an advantage to Sellafield security	1

As shown in Table 25, not everyone saw a benefit from improving the route – though the numbers disagreeing are small. 15 people said that any improvements would be pointless or wouldn't go far enough, while three said it would not prevent rat running, and three also said that there would be no air quality improvements.

Due to the suggested benefits bullet points above the question, some respondents ticked these when answering this question – these were entered in the comment box for analysis. However, 143 respondents answered, 'all of the above' referring to all of the key benefits listed, these being:

- Improvements to journey times

- Improvements to air quality and noise along the current route
- Improvements to journey time reliability
- Improvements to safety
- Localised relief from traffic
- Better resilience of route during accidents or road works
- Improvements to severance within residential areas / connectivity

**The information provided in the consultation brochure concludes that improvements to the existing A595 through Whitehaven should not be taken forward for future development as these would not solve the identified issues. Do you agree?**

A total of 556 comments were received in response to this question.

**Table 26: Agree, don't develop the existing A595 and consider alternatives**

Issue	Responses
Build a bypass / bypass is needed	92
Pointless upgrading the existing A595 / wouldn't solve problems	55
Can't upgrade the existing A595 (too constrained)	54
Existing A595 isn't fit for purpose / can't cope / outdated	20
Existing A595 has too many junctions / roundabouts / traffic signals	20
Without a bypass, congestion will not be eased	17
Improving the existing A595 would just move problems to other locations	16
Instead, improve the A595 south of study area (towards Barrow in Furness)	14
Build a dual or three lane carriageway relief road	12
Don't upgrade the existing A595	11

Table 26 shows the comments made by those respondents that agreed that the existing A595 should not be improved and that instead, alternatives should be considered. Building a relief road was mentioned by 92 people, while 55 said that upgrades to the existing A595 would be pointless and 54 feel that the existing road is too constrained (housing/landscape).

**Table 27: Disagree, the A595 should be improved**

Issue	Responses
Obvious that improvements to existing A595 are needed	61
Improvements to junctions on existing A595 are needed	23
Existing A595 is congested	22
Build a bypass but also improve existing A595	21
Existing A595 has safety issues / accident blackspots	17
Improvements to existing A595 could deliver real benefits (quick wins)	14
Existing A595 gets congested at peak times / commuting hours	10
Existing A595 road not fit for purpose / not enough capacity	9
Improvements to the existing A595 need to go further than the study area	9
Improve access to Whitehaven Town Centre / don't make it less accessible	8
Improve existing A595 if no relief road is built / developed	8

In Table 27, 61 respondents said that it is obvious that improvements to the existing A595 are needed, while 23 people said that there is a need for junction improvements on the existing road. 22 respondents said that the existing A595 is congested as a justification for improving the route, while 21 people said that the A595 should be improved, but that a bypass should also be built.

Some criticism was made that insufficient detail was provided (in 22 responses), while 10 people said that they didn't understand the question and 6 made other criticisms of the question.

### Do you feel a Whitehaven Relief Road would solve the identified issues and provide benefits for the route?

A total of 551 comments were received in response to this question.

**Table 28: Agree that a Whitehaven Relief Road would solve problems in general**

Issue	Responses
Yes, this would be a good thing / overdue	90
Yes, would reduce congestion / traffic problems	45
Agree, but must go further than Whitehaven / do more	42
Yes, would split local and long-distance traffic	41
Yes, would improve safety / reduce accidents	32
Yes, would route traffic away from town	31
Agree, but needs to be a dual carriageway	26
Agree, but need more detail on proposed route (including type)	25
Yes, would reduce journey times	23
Agree, but need to improve the A595 south of study area (towards Barrow in Furness)	23

Table 28 shows that 90 people felt that a Whitehaven Relief Road would be a good thing and that it should have been done already, while 45 respondents said it would reduce congestion, and 41 said that it would split local and long-distance traffic. A further 42 people felt that a relief road is a good idea, but that it needed to go further than just bypassing Whitehaven or do more in addition. Safety benefits were also considered a likely positive result of this, with 32 people suggesting a relief road would reduce numbers of accidents on the existing A595.

**Table 29: Neutral responses / further questions**

Issue	Responses
Would solve some problems, but what about access to/from the relief road?	25
Not sure this would solve all the issues	16
Depends on route chosen / options	14
Need to do something / Anything is better than present situation	8
Agree, but won't help cyclist and pedestrians	6
More concerned about existing road junctions	5
Will take too long to build, improvements are needed now	2

Smaller number of respondents made comments that did not explicitly support the proposed relief road, or that requested further information (Table 29). A total of 25 people had queries about access to and from the relief road, while 16 were uncertain whether it would solve all of the issues, and 14 respondents responded that their view would depend on the option taken forward.

**Table 30: Disagree that a Whitehaven Relief Road will solve problems**

Issue	Responses
Will just move congestion/traffic problems elsewhere	21
It isn't needed / pointless	13
Needs to go further / bypass other areas	10
Too expensive / will cost too much	9
Wrong Issues have been identified	9
This would just move the traffic not reduce it	7

Wouldn't solve traffic problems / congestion outside Whitehaven	7
Won't be needed if Moorfield is cancelled	7
Will be bad for Whitehaven Town Centre	6
Wouldn't solve traffic problems / congestion in Whitehaven	6

As shown in Table 30, not everyone felt that a relief road would solve all the problems with transport in the area. It was felt by 21 people that the relief road would just move the current traffic problems elsewhere, while 13 felt that it wasn't needed; 10 responses said that a relief road would need to go further and bypass other areas to have an impact. Issues of cost (9 people) and questioning the issues that a relief road would look to solve (9) were also given as grounds for disagreement. Seven responses also commented that a relief road would move traffic elsewhere – however these added that there would be no reduction in traffic, as part of their comments.

A total of 22 further responses offered no view on this question, saying that there was not enough information provided about a relief road, and that more details are needed to comment on the proposal.

#### **If a Whitehaven Relief Road was taken forward for development, what would be your key concerns with a potential improvement of this kind?**

A total of 749 comments were received in response to this question.

**Table 31: No concerns, see benefits from relief road**

Issue	Responses
No concerns about relief road	126
This is needed / has to happen	49
A price worth paying / worth the negative effects for the benefits	25
Don't delay / do it quickly	15
Will improve traffic flow and capacity / Reduce congestion in the area	13
Reduced air pollution along existing A595	12
Will reduce journey times / improve travel times	11
Will improve road safety / fewer accidents	11
Overdue / should have been done years ago	10
Will be safer for local children / away from residential areas	8
Reduced noise along existing A595	8

A total of 126 respondents said that they have no concerns about a relief road (Table 31) while 49 felt that it is needed. 25 respondents also said that the benefits of a relief road make it worthwhile in terms of any negative impacts. Fifteen people said that a relief road should be built quickly and any delays should be avoided.

**Table 32: No concerns, but suggest a caveat**

Issue	Responses
Fine, if work is carried out sensitively / minimise environmental impact	30
Improvements should go beyond the study area	27
Fine, but should be a dual carriageway / tidal flow system	23
Fine, but include a cycleway / footpath	13
Pedestrian crossings / footbridges	11
Include green bridge / wildlife crossing of the relief road	5
Fine, but consider using a tunnel to reduce visual impact	4
Incentivise the use of the relief road	3
Fine, but monitor traffic speeds / speed camera enforcement	2
Tree screening is needed	2

Table 32 shows comments where respondents reported having no concerns but wished to highlight conditions or additions that would help to gain their full support for a relief road proposal. Thirty people were satisfied with proposals for a relief road, provided it was built sensitively and that steps were taken to minimise environmental impact. A further 27 had no concerns but want to see any relief road go further than the study area. Insisting that the route should be dual carriageway or have a ‘tidal flow’ system (i.e. with one additional lane, used in the direction of peak traffic flow) was mentioned by 23 people, while suggestions to include a cycleway or footpath within the scheme (13) and / or provide adequate crossing facilities – such as a footbridge (11) were also made.

**Table 33: Concerned about the impact**

Issue	Responses
Impact on people living nearby / residential property	134
Visual impacts / landscape / scenery	119
Impact on wildlife or wildlife habitats	115
Increased noise impact	69
Impact on road safety / more accidents - needs to improve safety	64
Increased air pollution	54
Impact of construction traffic/ negative impact of construction as a whole	42
Ensure good connection to existing roads / junctions	29
Would move congestion elsewhere	27
Cost of the scheme / value for money	22

Table 33 shows the comments concerned about the impact of a relief road. It should be noted that there are a greater number of concerned (negative) comments to this direct question when compared against the other questions in the consultation responses concentrating on what needs to be done to improve current conditions.

134 people were concerned about the impact of a relief road on people living nearby or their property, while 119 stated concerns about the visual impact on local scenery. This is especially relevant considering the location of Whitehaven on the western edge of the Lake District National Park, as any relief road east of Whitehaven would be close to the National Park boundary. Effects on wildlife habitats were mentioned by 115 respondents, while 69 mentioned an increase in noise. Safety featured in 64 comments, with concerns about the impact of a relief road on road safety and comments stressing the importance of the route being an improvement to road safety.

Other comments received included: questioning the need for a relief road (10 respondents) and suggestions to improve public transport (9) or other routes instead (7). 29 people said more information was needed, while 20 responses said “all of the above issues”, meaning all the examples provided (of impacts on habitats, landscape and scenery, effects on residential properties, air quality, noise and safety) in the text explaining the question.

### What other improvements would you like to see on the route in the future?

The penultimate question in the response form asked respondents what other improvements they would like to see in future. A total of 662 comments were received in response to this question. The suggested improvements are shown in Table 34.

**Table 34: Suggested improvements**

Issue	Responses
Route needs to be a dual carriageway (Including overtaking lanes)	135
Improved cycle infrastructure	93
Better connections to M6 (Improve transport links to/from West Cumbria)	47
Improved pedestrian infrastructure (e.g. crossings)	44
Better enforcement of speed limits (e.g. use cameras / traffic calming)	39
Improve traffic light timings	34

Relief road would be helpful	30
Improve the A595 south of study area (towards Barrow / Barrow in Furness)	30
Widen the route/ Improvements in the road structure	25
Improve access onto / from the A595	24

A total of 135 responses suggested that the A595 needs to be either a dual carriageway or have overtaking lanes along its route. Another key aspiration is to have improved cycle infrastructure in the area (93 people). Better connections towards the other parts of Cumbria and the M6 were mentioned in 47 cases, while improved pedestrian infrastructure (44) and better enforcement of speed limits by cameras or traffic calming (39) were also suggested as potential improvements. Re-timing of traffic lights (34), a relief road (30) and improvements to the A595 south of the study area (30) were also put forward, with 7 respondents suggested bypassing Bigrigg.

**Table 35: Suggested junction improvements**

Issue	Responses
Pelican Garage Junction / New Road	6
Egremont roundabouts	6
Improve junctions on study section (not specified)	5
Mirehouse Road junction	4
Howgate Roundabout	3
Thornhill Junction	3
Roundabouts (in general)	3
Blackbeck Roundabout	3
Lowca Junction	2
Westlakes junction	2

Suggested improvements to junctions can be seen in Table 35. As previously seen in other responses – Pelican Garage (New Road) junction features as the most commonly mentioned junction among respondents, but with far less difference to the other locations mentioned. However, the numbers in this case are lower than Table 19.

### Are there any specific constraints we need to be aware of along the route and in the local area?

The final question asked whether respondents were aware of any other constraints. A total of 399 comments were received in response to this question. Of the comments received, 106 said that they couldn't think of any other constraints, those that did are listed below. Three people said that they had no concerns and can only see a benefit, while three respondents said that they trust the experts and have no concerns. However, 29 responses said that they didn't know, while 9 people stressed a need to get on with improvements, and 6 others said that they needed more information on the proposed relief road alignment.

**Table 36: Identified constraints in the area**

Issue	Responses
Impact on new houses / residential developments	28
Wildlife Habitats / nature reserves / national park	20
Potential Nuclear industry developments (e.g. Moorside / Sellafield)	20
Potential flooding / issues during bad weather	15
Bottlenecks on the A595	13
Old mine workings/ quarry	12
Rat running on adjacent roads	12
Constraints are beyond the study area	11
Commuting workers at Sellafield (large numbers)	10
Schools traffic	9



Table 36 shows the constraints identified in the area – with 28 people identifying the impact of the route on new houses and residential developments being built; 20 saying that wildlife habitats and nature reserves would be a constraint, while potential developments in the nuclear industry (Sellafield / Moorside) could also be an issue. Potential future bad weather events and associated flooding were also suggested by some (15), while bottlenecks on the existing A595 (13) and old mine workings (12) were also identified as things to be aware of.

## Summary

The comments received broadly align with the details provided in the earlier questions analysed in Chapter 6.

- Comments supporting improvements to the A595 exceed those opposing
- Comments agreeing with the identified issues exceed those that do not
- Whether the existing A595 should be improved is divisive, with agreeing comments and disagreeing comments largely in balance
- Supporting comments for a Whitehaven Relief Road exceed those that oppose such a development

Other key messages from the coding and analysis of the comments in written responses are as follows:

- Rat running is a key issue and has been raised as a problem in several localities
- The A595 suffers from peak time congestion
- Traffic commuting to and from Sellafield is believed to be the biggest contributor to this congestion
- Too much traffic is using the A595 relative to its capacity
- There has been a lack of funding into the area generally – it is seen as a low priority by Government
- The area covered by the study is a priority for improvement – but some argue that the improvements should go further to the north and south along the A595. Better connections to the M6 are also desirable
- Pelican Garage junction (New Road) is the most frequently mentioned junction in terms of a need for improvements, followed by the A595 junction with Westlakes Science Park.
- The key objectives of any improvement should be to reduce congestion, improve safety and discourage rat running through local communities
- Dualling the A595 or building a relief road are seen as the main ways of meeting these objectives
- Improved road safety, reduced journey times and offering a diversion route in the event of incidents are specific benefits that people would like to see
- Most people responding agree that a relief road is needed. However, a large proportion also believe the existing A595 should be improved and that improvements to the road and junctions are much needed
- A majority agreed that a Whitehaven relief road would be a good thing and would reduce congestion; however, some feel that such a scheme would potentially move traffic congestion to other locations
- People have concerns about the impact of a relief road on residents and their homes, plus the potential negative impacts on wildlife and the landscape
- A slightly smaller number of comments expressed no concern about the proposal for a relief road
- Suggested future improvements to the route include making it a dual carriageway, improving cycle infrastructure and pedestrian links (these could apply equally to a relief road and the existing route)
- Most of those who answered couldn't think of any additional constraints to be aware of, while those that could saw local housing developments and nature habitats in the area as the major concerns



## 8. Comments at events, in letters and email

### 8.1 Event responses

During the public consultation events at The Beacon and Ingwell Hall, event response forms were completed by staff that were present at the event, summarising conversations with members of the public. These consisted of 32 comment forms, 2 question forms and 1 letter.

These were placed into a secure storage box for the duration of the event and then analysed subsequently. Note that these event comments were not used in the analysis in Chapters 6 and 7, as they did not follow the format of the questions, but also people whose comments were recorded in this way may also have submitted their own response form.

Overall, the respondent's comments provided in these response forms are supportive of a relief road of Whitehaven. However, many responses indicated that the relief road needs to extend to at least Westlakes Science Park, and many indicated that the existing A595 corridor is below-standard. A summary of the key issues, constraints and requirements among the event responses were:

- Lack of/poor provision of cycle and public transport infrastructure
- Journey times are significantly extended during peak times
- Issue of delays to emergency services during peak times
- Concern about east to west movements after a relief road is built – requirement to consider the placement of junctions
- Consider the negative impact on Whitehaven economy resulting from a relief road
- Need for additional/improved cycling, walking and public transport provision
- Rail system is unreliable / frequently disrupted
- Bus service availability and frequency needs consideration
- Congestion along the A595 corridor, largely due to Sellafield peak traffic
- Significant proportion of rat-running via the local network (off the A595)
- Safety concerns along the A595 for pedestrians (including children) cyclists, and drivers
- Severance of local communities and businesses by the A595
- Need for adequate crossing facilities
- Flooding issues caused by severe weather
- Junction capacity issues along the A595
- Potential for relief road to cause economic disconnect
- Sellafield traffic clashing with school traffic
- Insufficient parking capacity resulting in parking along the A595 – restricting road space
- Further consideration of a Sellafield Park and Ride facility
- Consider public transport improvements to Sellafield
- More consideration to environmentally sensitive areas including ancient woodland
- Lack of reliable routes to hospital
- Lack of a reliable routes during major incident at Sellafield
- Consider expansion of schools in the Whitehaven area

### 8.2 Letters received

#### Local Resident – 29 November 2018

- Joint approach needed by both Sellafield Ltd and Highways England.
- Sellafield have started well with a Park and Ride from the old Kangol mill site at Cleator.
- Further opportunities for Park and Ride facilities at:
  - Old shunting site alongside Corkickle railway station
  - Partially disused industrial site at Moresby Parks

- Land near Maryport (location of wind turbines)
- Park and Ride opportunities could reduce congestion along the A595 through increased car sharing
- Avoid disturbing red squirrels in the woods surrounding Summer Grove Hotel

#### **Property developer – 11 December 2018**

- Looking to invest in the redevelopment of brownfield land in Whitehaven.
- Support the provision of key infrastructure in the form of a 'Whitehaven Relief Road'
- If Copeland and the West Cumbrian coast are to realise their full economic potential it is important that road transport is not a limiting factor
- Support the delivery of capacity, reliability and safety improvements to the A595 corridor

#### **Local Resident – Attached to consultation response form**

- A595 north of Askam is a narrow route with many bends – difficult for vehicles to pass
- A595 passes through a farmyard near Grizebeck – caused a significant delay
- Sellafield workers use the fell road as a rat run – a single-track road with speeding traffic
- Narrow bridge over the Esk – cause of many accidents
- Cumbria would be split in two if narrow bridge at Calder Bridge collapsed – meaning a 140-mile detour
- Vast amounts of money spent on Sellafield, but very little spent on local infrastructure or community
- Proposed giant pylons from Moorside, but internet is slow despite being close to Sellafield
- Access to property is often flooded
- A595 from Calder Bridge to Whitehaven is often congested, can take up to an hour to travel eight miles
- Small local roads have become rat runs for Sellafield staff
- Threat to close local hospital and transfer services to Carlisle causes distress
- Nuclear facility is a blight area, so local property is unsellable.
- Development of nuclear site is to bring jobs, but how many will go to local people?
- Difficulties with insurance in the event of a nuclear attack – government is unwilling to help
- Elsewhere in the UK people would look in horror at a nuclear development near their homes
- No other area would put up with a nuclear repository

## **8.3 Comments received on behalf of organisations**

#### **North Cumbria – 3 December 2018**

- Welcome proposals to improve the route around Whitehaven with an eastern bypass
- Opportunity for a significantly improved access to West Cumberland Hospital via a spur from the new relief road – please consider this in planning the route
- Consider there to be five significant benefits to the health system:
  - More efficient and speedier access to the hospital and quicker transfer between Whitehaven and Carlisle
  - Speedier transfer between the two sites for patients and staff, as well as records, sterile instruments and health products
  - Speedier journey may help with recruitment and staff retention
  - Spur road would improve patient experience for those using West Cumberland Hospital, or transferring onward to specialist treatment in the North East
  - Health public consultation in December 2016 raised concerns about A595 congestion and the impact on journey times between the two hospitals
- We are investing £33 million in West Cumberland Hospital
- Please also consider including a cycle path or pavements to encourage cycling and walking and help in an area with high levels of obesity and diabetes

#### **Muncaster Parish Council – 17 December 2018**

- Welcomed any improvements which can be made to the course of the A595 to bypass Whitehaven as far south as Egremont in order to help alleviate the present traffic congestion and bottlenecks
- This would help immensely both our residents in their day to day lives and most of our visitors to access our area with far less difficulty than they presently experience

#### **St Bees Parish Council – 18 December 2018**

- Support improvements to the A595
- The A595 is totally inadequate to cope with the current volume of traffic
- The problem must be addressed by the provision of a completely new “by-pass route” in addition to the A595
- The whole road network must be looked at holistically and as a complete system, not just the provision of a new by-pass, with close and open working between Highways England, the County Council and local community councils
- A crucial issue is the design and placement of new road junctions, and the provision of incentives for drivers to use the proposed by-pass
- As a minimum we think the by-pass should start from the south end of the Distington by-pass and terminate at the top of Clints Brow
- An additional submission providing useful supporting documents was also provided

#### **Copeland Borough Council – 19 December 2018**

- The A595 is a critical element of the Strategic Road Network in Cumbria, especially for connecting main population and employment centres in West Cumbria to Carlisle in the north and Barrow in the south
- Despite its critical role, this section of the A595 lacks capacity and resilience and is unable to perform its role as Strategic Road Network effectively, including linking together the strategically-significant nuclear energy supply chain spread across Sellafield, Westlakes Science Park and Whitehaven Town Centre
- New developments in south Whitehaven, and further office development in the town centre will increase pressure on key A595 junctions such as New Road and Inkerman Terrace for local traffic movements
- Strategic Road Network status means the A595 does not properly serve local community, service or business needs. This clash of roles and functions hampers the ability to perform either role effectively
- The above issue, together with a lack of alternatives, creates the issues around capacity, connectivity, safety, resilience etc. and limits economic growth around Whitehaven and West Cumbria
- Resilience issues and a lack of genuine alternatives to the A595 are very significant due to the location of West Cumberland Hospital at Whitehaven and Sellafield site from an emergency planning viewpoint
- Recent service changes highlight the necessity for a strong and resilient connectivity between the West Cumberland Hospital at Whitehaven and Cumberland Infirmary in Carlisle
- The main priority at present is that the area around Whitehaven requires attention. In addition, the West of M6 Strategic Connectivity Study identified further improvements along the A595 including Bigrigg and Egremont, which could provide significant further benefits if delivered as a package of improvements
- Junction improvements to the existing A595 through Whitehaven would not address the issues identified in the consultation nor provide the benefits identified. However shorter-term projects are still needed to ensure safe and reliable operation of the A595 – such as the Moresby embankment scheme, which must be progressed to mitigate the potential risk of collapse and closure of a section of the A595
- A Whitehaven Relief Road would play a significant role in addressing poor journey time, reliability and congestion while providing important network capacity and resilience and fulfilling the A595’s role as the Strategic Road Network
- A relief road could also provide additional capacity on the existing network to support local journeys and enhance access to employment sites and services across Whitehaven. In the longer term it would also help to unlock significant areas of land (100+ hectares) that will provide the housing, jobs and leisure for the town and provide significant wider economic benefits
- The project needs to be delivered in a timely manner to maximise benefits and support existing committed investment, new opportunities such as West Cumbria Mining’s Whitehaven Colliery,

transformation processes at Sellafield and future projects such as Moorside, by making them more attractive to investors

### **Joint Cumbria County Council / Cumbria Local Enterprise Partnership – 21 December 2018**

- This section of the A595 lacks capacity and resilience. This creates a major barrier to existing business and investment decisions (including that for Moorside). Poor travel times, journey time reliability and road safety hinder work place mobility, creating skills gaps and lost opportunities for local people
- The importance of this issue is highlighted within the health sector and the necessity for strong connectivity between West Cumberland Hospital at Whitehaven and Cumberland Infirmary in Carlisle
- Local trip movements conflict with the strategic function of the A595 and these local trips contribute to the congestion, low peak hour speeds and high collision rates on the route
- It will be important for the issues to be considered in a more strategic manner; acknowledging the absolute dependence West Cumbria has on this route
- Rat running on local roads adjacent to the A595. Heavier flows of traffic have been found using the following roads: B5295 Keekle Terrace, B5345 (Beckermest to Whitehaven, via St Bees), Beckermest village roads, Keekle to Moor Row, Cold Fell and Ennerdale Bridge to Kirkland
- The high flows experienced on the A595 through Whitehaven result in severance between communities, making east-west movements difficult for non-motorised users. Furthermore, congestion impacts on the reliability of public transport services, which in turns affects their suitability as a viable mode of transport to access services in the local area.
- Severance and access issues are considered especially severe at the following locations on the local network: Inkerman Terrace, Pelican Garage/New Road Junction, Rosehill, and the numerous junctions that join the A595 from Bransty, Parton and Lowca to the north of Whitehaven
- It is not considered that junction capacity improvements through Whitehaven would provide satisfactory solutions. Notwithstanding this, it will be important that issues surrounding the Moresby embankment and potential risk of a collapse needs to be addressed as a matter of urgency
- A Whitehaven Relief Road would play a significant role in addressing poor journey time reliability and congestion, by providing important network capacity, resilience and journey time savings.
- This would provide a major stimulus to the economy of West Cumbria, enhancing the ability of businesses to access markets, supporting inward investment decisions, enhancing productivity and providing opportunities for communities to thrive
- In addition, we consider that other, difficult junctions at Egremont should be significantly improved, and a bypass of Bigrigg would increase capacity, reduce congestion and improve safety for all users
- Delivery of enhancements needs to be timely and we strongly encourage any steps to accelerate the programme. Early delivery of this scheme will maximise benefits, but more importantly, support future investment in west Cumbria. It is critical that scheme development continues during 2019 to enable delivery within the RIS2 period. This is especially important when we consider the ongoing process of change and diversification at Sellafield and the proposed new nuclear Power Station at Moorside
- We consider it important that any potential route demonstrates real ambition and future proofing, in both the consideration of options for dualling but also in exploring where a route would re-join the A595 to the south of the town.
- The Council would want the scheme to minimise any detrimental impact on the environment including with regard to habitats, landscape, air quality, noise, safety and residential properties. Equally improvements should minimise disruption to the existing network during construction.

## 9. Consultation event feedback

As part of the public consultation event, large maps were printed and placed on tables. Attendees at the events could annotate these maps with any constraints or issues (black labels) that they were aware of, or any potential routes the public would like to see for new roads or the Whitehaven relief road (blue dotted lines).

There were three maps provided at the events, comments on which are summarised in the following section:

- **Map of Whitehaven town and immediate surroundings**
- **Map of West Cumbria, including Sellafield**
- **Environmental constraints map**

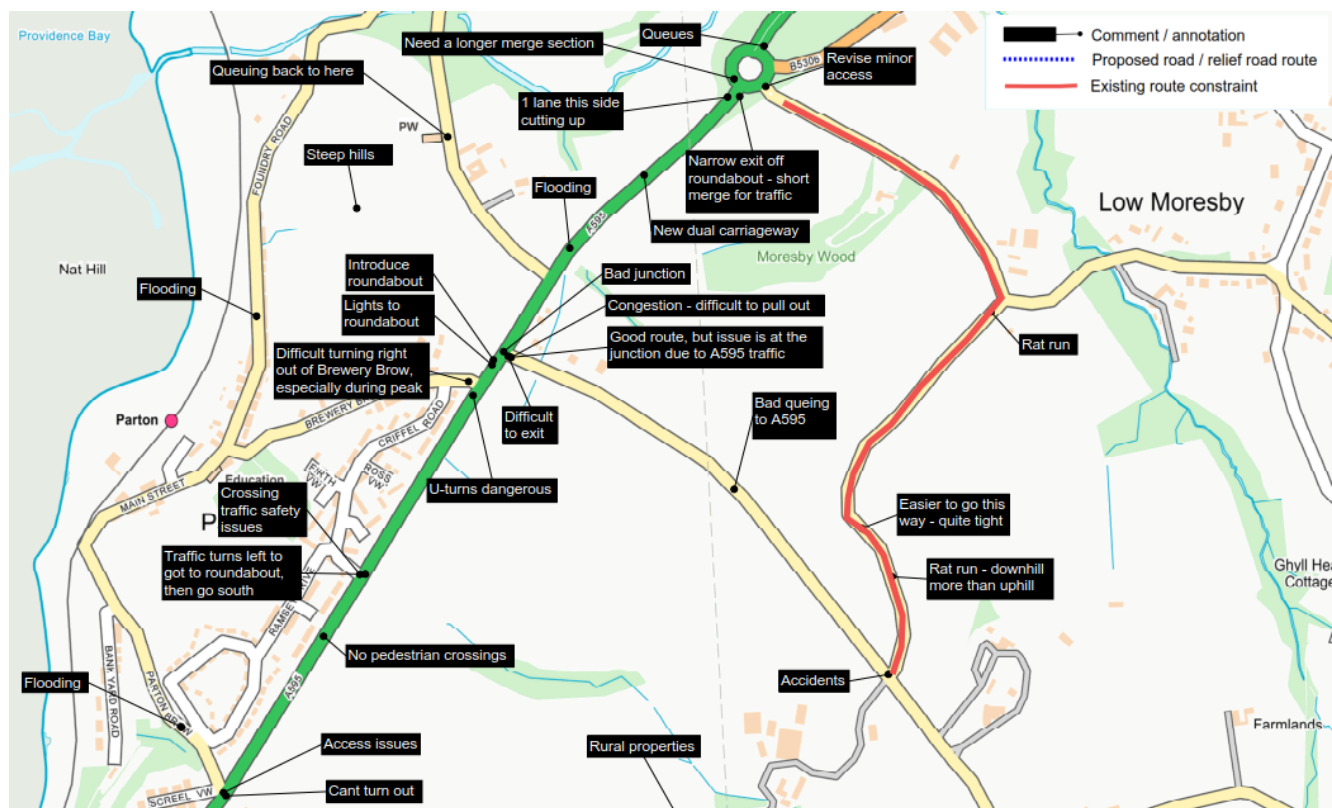
These maps are also available in higher resolution on our website.

<https://highwaysengland.co.uk/projects/a595-whitehaven>

### 9.1 Comments on location map – Whitehaven Town

Figure 11 shows comments for the Low Moresby and Parton area, immediately south of Howgate roundabout where the dual carriageway section ends. As can be seen, there are issues with merging on the A595 at the roundabout, while difficulty exiting due to congestion is identified at Brewery Brow junction and Parton Brow. Some comments referred to a lack of crossing points of the A595 near Parton. A rat run is marked along a minor road passing Low Moresby; and some localised flooding issues are also identified on local roads near the coast.

Figure 11: A595 near Parton and Low Moresby



Several issues are identified at the Pelican Garage / New Road junction, with several people suggesting that this should be a roundabout. Several people commented that a new development, 'The Mount' is being built on Victoria Road, and a new housing estate is being developed along the east end of Harras Road, causing traffic. New schools on Moresby Road were also noted to increase local traffic. On the Loop Road section of the A595, people noted that there is difficulty leaving residential driveways, and pointed out that there are no crossings on



either section of Loop Road. One person suggested including a tunnel option to bypass Loop Road. Rat running is seen along Park Drive, with some incidents also marked as occurring on Red Lonning, near Moresby Parks.

Figure 12 overleaf shows the comments recorded on the map in the area near Pelican Garage and Loop Road. Several issues are identified at the Pelican Garage / New Road junction, with several people suggesting that this should be a roundabout. Several people commented that a new development, 'The Mount' is being built on Victoria Road, and a new housing estate is being developed along the east end of Harras Road, causing traffic. New schools on Moresby Road were also noted to increase local traffic. On the Loop Road section of the A595, people noted that there is difficulty leaving residential driveways, and pointed out that there are no crossings on either section of Loop Road. One person suggested including a tunnel option to bypass Loop Road. Rat running is seen along Park Drive, with some incidents also marked as occurring on Red Lonning, near Moresby Parks.

**Figure 12: A595 Loop Road, south of Pelican Garage**

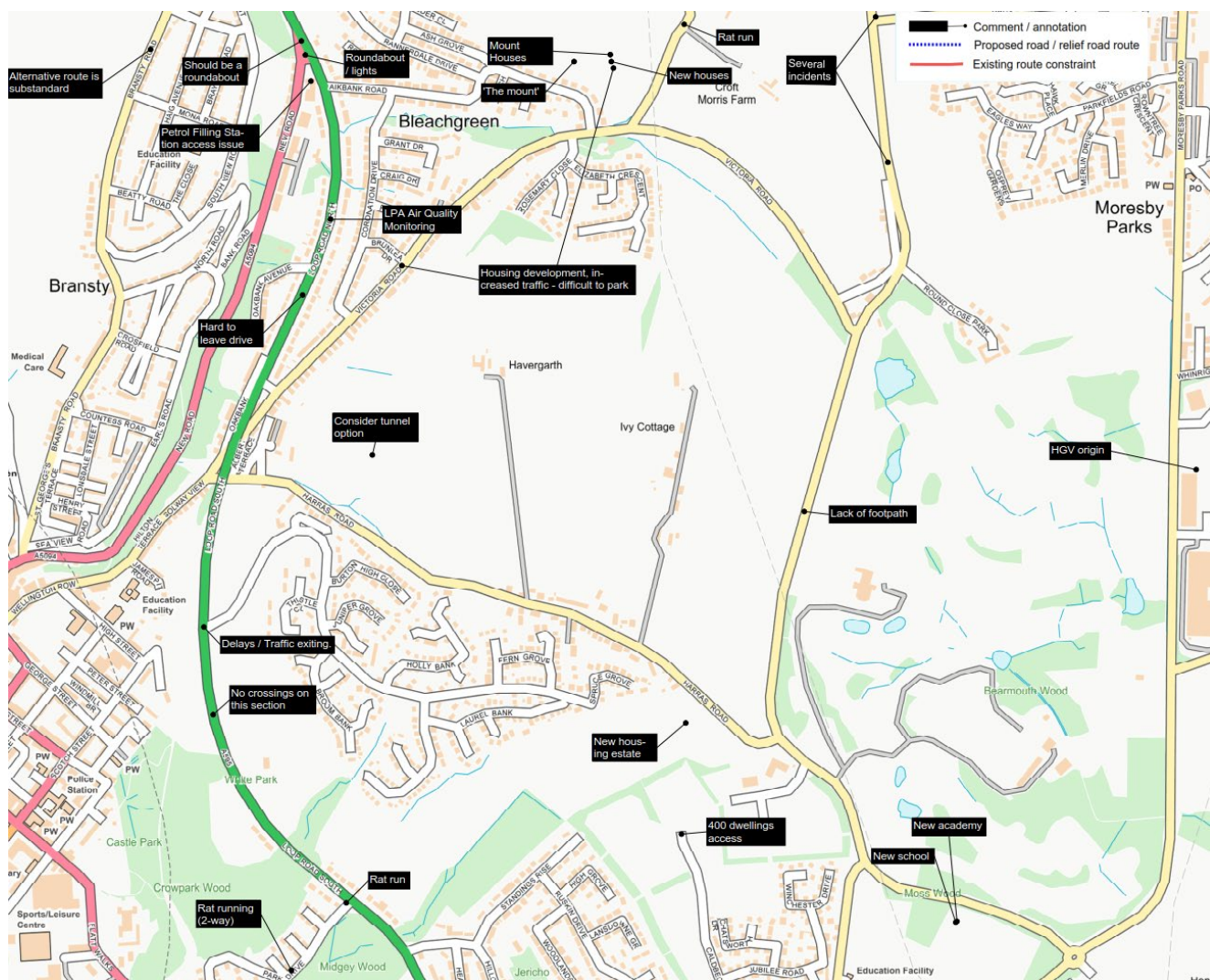
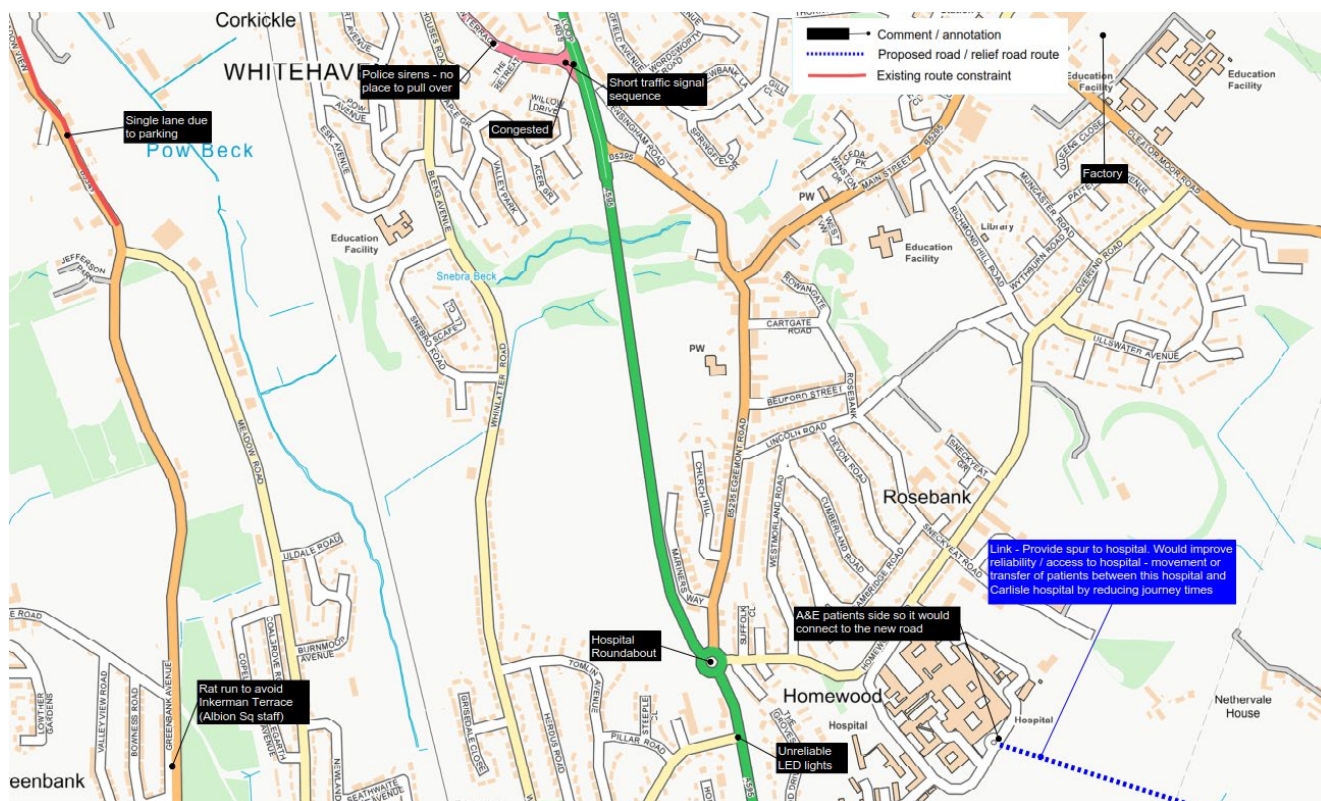


Figure 13 overleaf shows the section of the A595 from Inkerman Terrace to West Cumberland Hospital. The Inkerman Terrace junction is marked as a constraint, with issues of congestion and a short traffic light sequence being identified. Rat running along Meadow View (above the rugby club) was also referred to, albeit constrained by parked cars on the narrow road. This was associated with the opening of the Albion Square offices for staff relocated to Whitehaven from Sellafield. One suggestion (shown as a blue dotted line) is that there should be a spur from a Whitehaven Relief Road to provide access to the hospital, easing the transfer of patients to Carlisle.

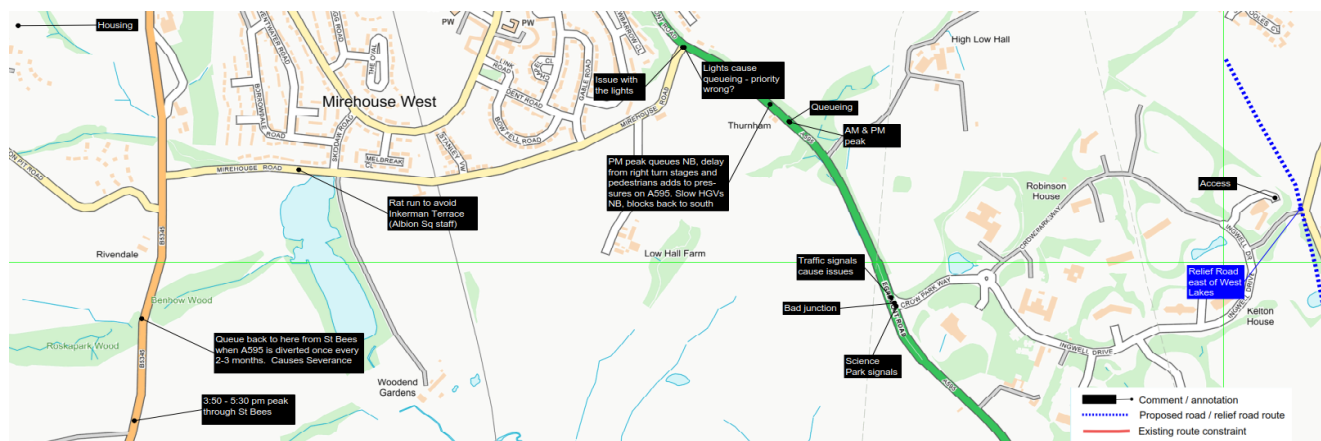
Figure 13: A595 Inkerman Terrace to West Cumberland Hospital



**Error! Not a valid bookmark self-reference.** shows the southern extent of the Whitehaven town map, between Mirehouse Road and the turn off for Westlakes Science Park. Several people wished to note an issue with the traffic lights installed at the junction with Mirehouse Road, which cause queues to the south of the junction in the afternoon peak, often extending as far as the Westlakes Science Park signalised junction. It was suggested these signals do not work well together. It was also suggested that the Mirehouse Road traffic lights give priority to traffic turning right (southward) in the afternoon peak, and that this was promoting rat-running from Albion Square through west Whitehaven (B5345).

A suggestion (shown as a dotted blue line) is that a Whitehaven Relief Road could pass east of the science park and utilise existing gates to access to the eastern (back) end of the site, at Dalziel Street (the existing link road presumably being designed for emergency services access to Westlakes Science Park when the A595 is not accessible). Rat runs are identified on the map along Mirehouse Road, and on the B5345 towards St Bees; while the unsuitability of this route as a diversion when the A595 is closed was pointed out by several people.

Figure 14: A595 Mirehouse Road to Westlakes





## 9.2 A595 corridor – West Cumbria map

A second map was present at the public consultation events, which showed the wider region. There was some repetition on this map of issues discussed in the previous section. However, additional issues were mentioned across the wider region. Blue dotted lines on this map indicated potential routes for a Whitehaven Relief Road.

**Some more** localised issues are also raised, including concerns over the road surface of the A595 near the Rosehill junction and subsidence near the Red Lonning/Rosehill junction.

**Figure 15** below shows a section of the A595 between Lowca and Whitehaven Town Centre. Some issues are repeated from the previous maps – such as the local access issues at Parton, rat runs near Low Moresby and suggestions that the Pelican Garage junction should be a roundabout. Some more localised issues are raised, including options for a diversion around the potentially unstable Low Moresby embankment supporting the route south of Howgate Roundabout, which may serve as a proposed northern tie-in for the Whitehaven Relief Road – these are shown as blue dotted lines. Some more localised issues are also raised, including concerns over the road surface of the A595 near the Rosehill junction and subsidence near the Red Lonning/Rosehill junction.

**Figure 15: A595 Lowca to Whitehaven Town Centre**

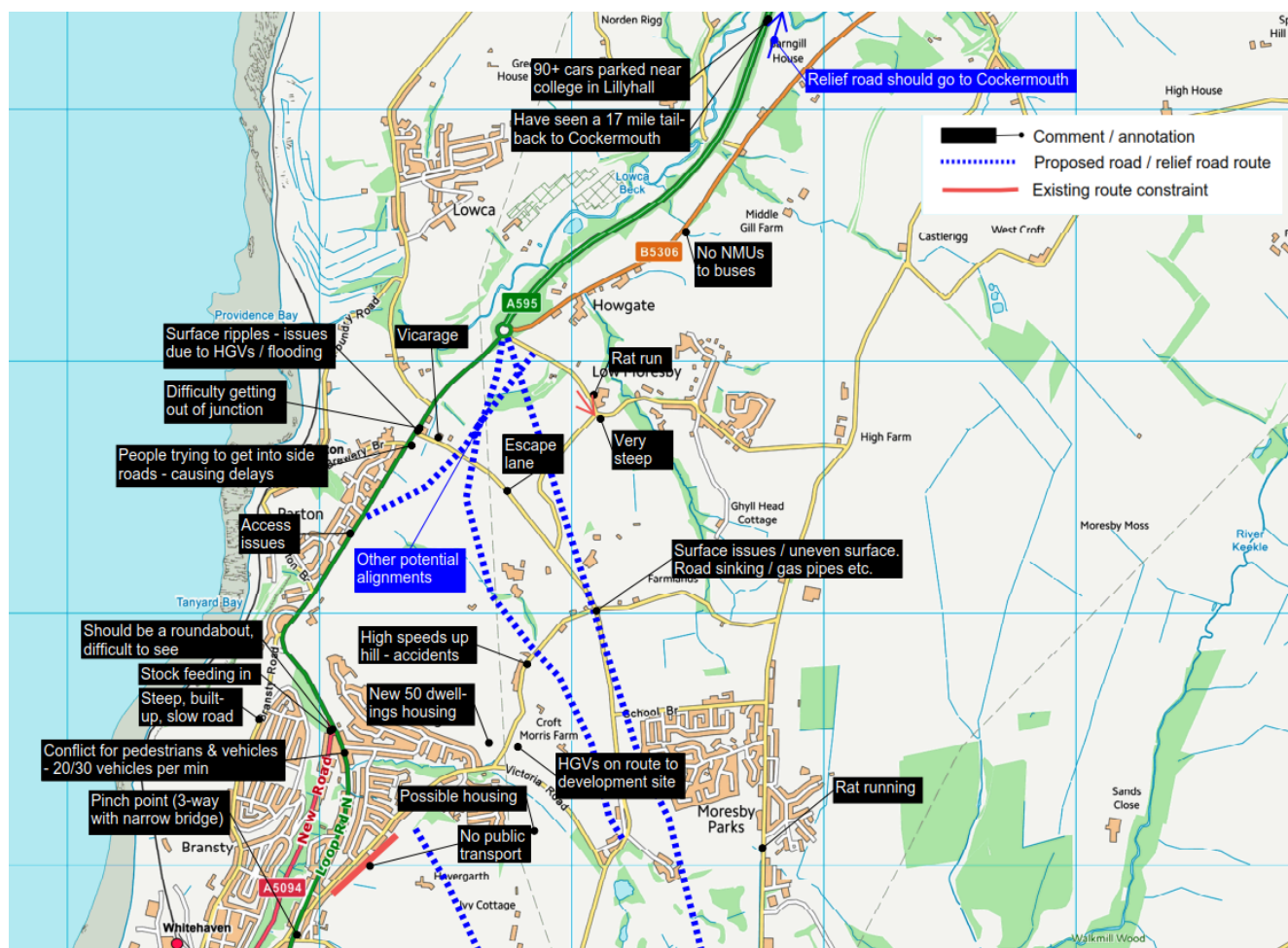


Figure 16 overleaf shows the A595 between Loop Road and West Cumberland Hospital. Some wider issues on adjacent roads are mentioned in this area, including speeding on Cleator Moor Road and local development sites. Comments on the map also include that the Hensingham bypass and Loop Road are better sections of road than the remaining sections of the A595 in this area. Access to the hospital is also seen as important to several respondents that annotated the map, linking to the proposal for a spur as captured on the town maps.

Some people that proposed bypass routes through this area drew attention to an unused south east-facing arm of the Red Lonning/Moresby Parks Road/Moresby Road roundabout, which supported an historically-proposed



alignment for a relief road published in the Copeland Local Plan. Wildlife habitats in the woodlands to the east of the alignment were also mentioned as environmental constraints, although the existing golf club course was not.

**Figure 16: A595 Loop Road to West Cumberland Hospital**

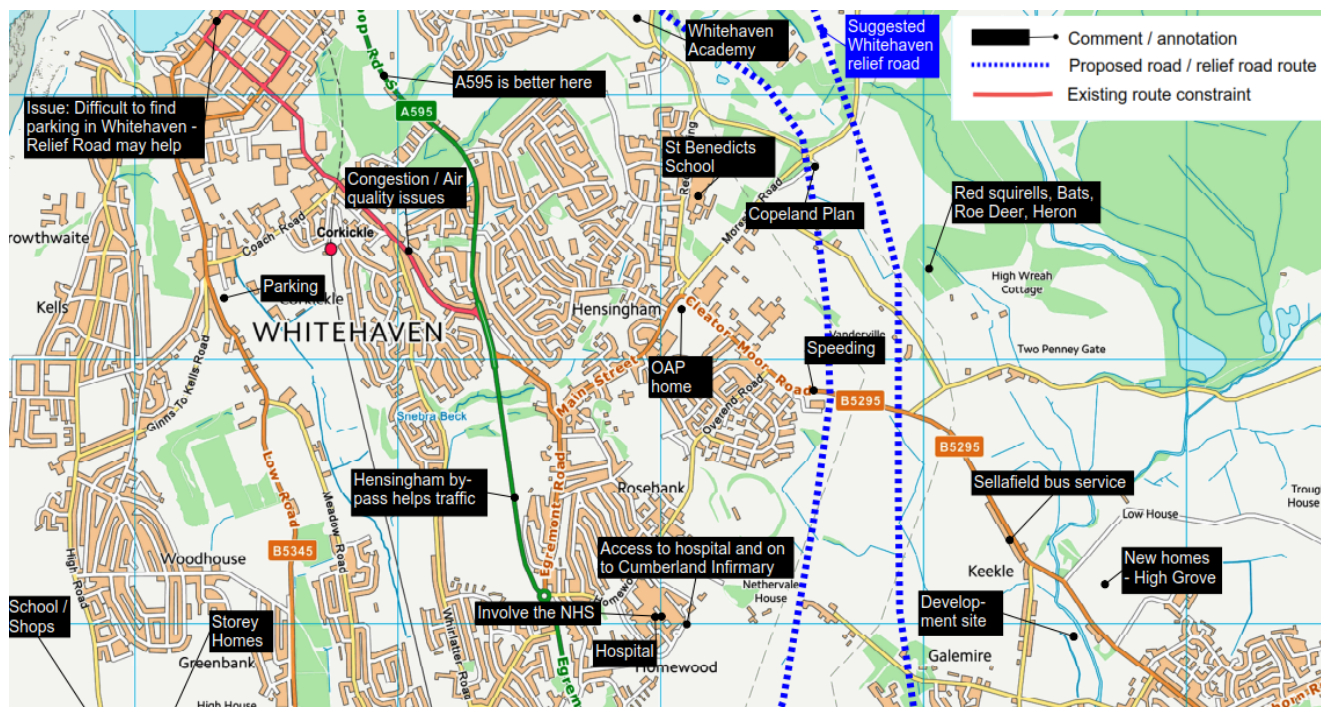
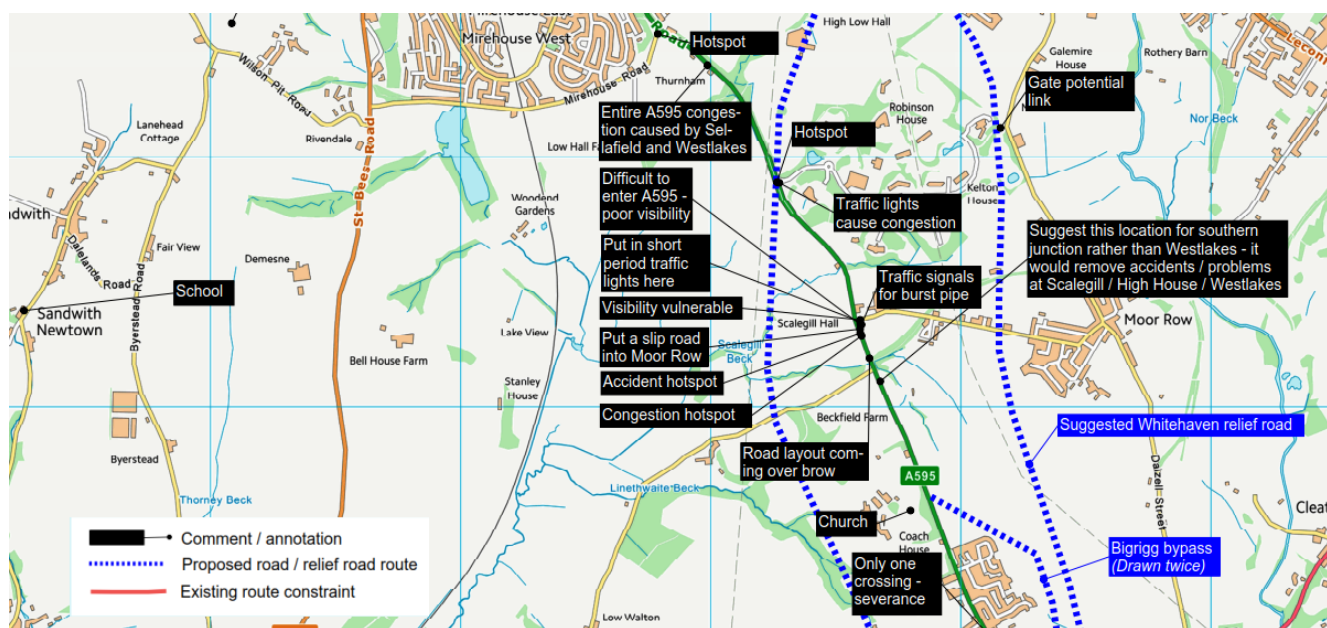


Figure 17 below shows Mirehouse Road to Bigrigg. Traffic lights at Westlakes Science Park are said to cause congestion in this area, with Mirehouse Road also a “hot spot”. The Scalegill Road junction is an accident ‘hot-spot’ due to poor visibility and several proposals to address this were made, including suggesting a Relief Road could re-join the A595 south of here to relieve the junction and deter rat running through Moor Row. A lack of crossings where the A595 passes through Bigrigg was highlighted, as was a local Bigrigg bypass route (drawn identically by two people), with others suggesting a Whitehaven Relief Road route extending south of Bigrigg.

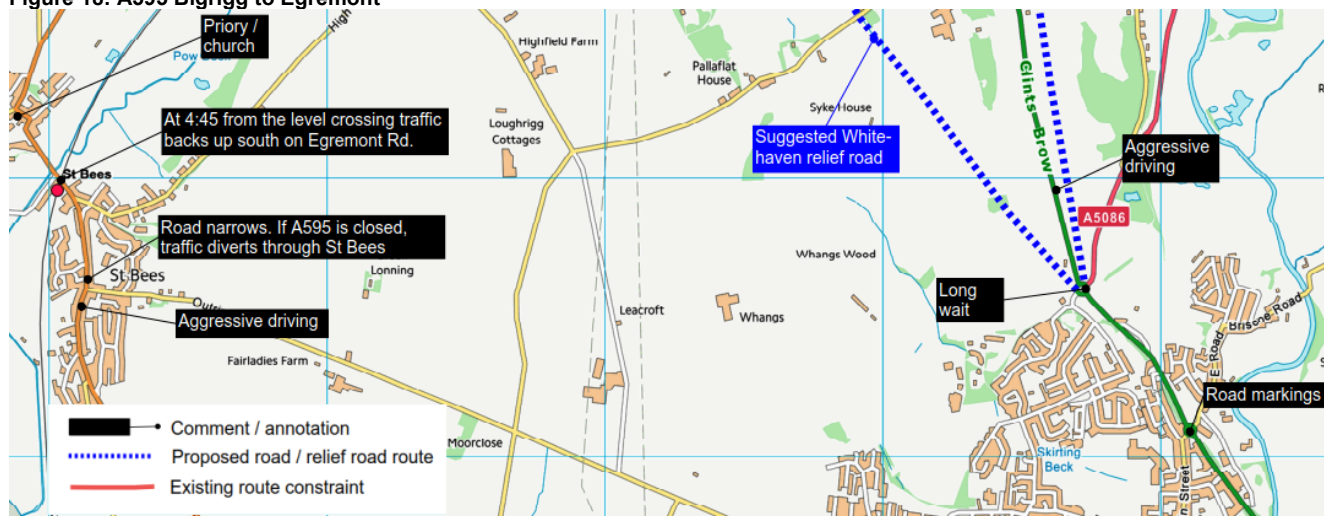
**Figure 17: A595 Mirehouse Road to Bigrigg**



In Figure 18: A595 Bigrigg to Egremont, issues of congestion in St Bees were identified by a number of people, suggesting variously that the route was used to avoid the A595 to access Sellafield in the morning peak, and

that traffic leaving Whitehaven (anecdotally, Albion Square) in the evening peak passed through going south. In all cases it was agreed that the bottleneck in the village (including a level crossing) caused major traffic conflict.

**Figure 18: A595 Bigrigg to Egremont**



In Figure 19, rat runs are identified through Middletown, Beckermat and Haile (the latter potentially also linked to 'fell roads' routes from Cockermouth), mainly assumed to be traffic avoiding congestion seen in both directions at Blackbeck roundabout. Congestion hotspots are seen on the A595 roundabouts either side of Egremont, with suggestions that people avoid them by rat-running through the village. There are safety concerns with the lack of a continuous cycle lane and inconsistent road width near Thornhill, and accident hot spots can also be seen.

**Figure 19: A595 Egremont to Sellafeld**

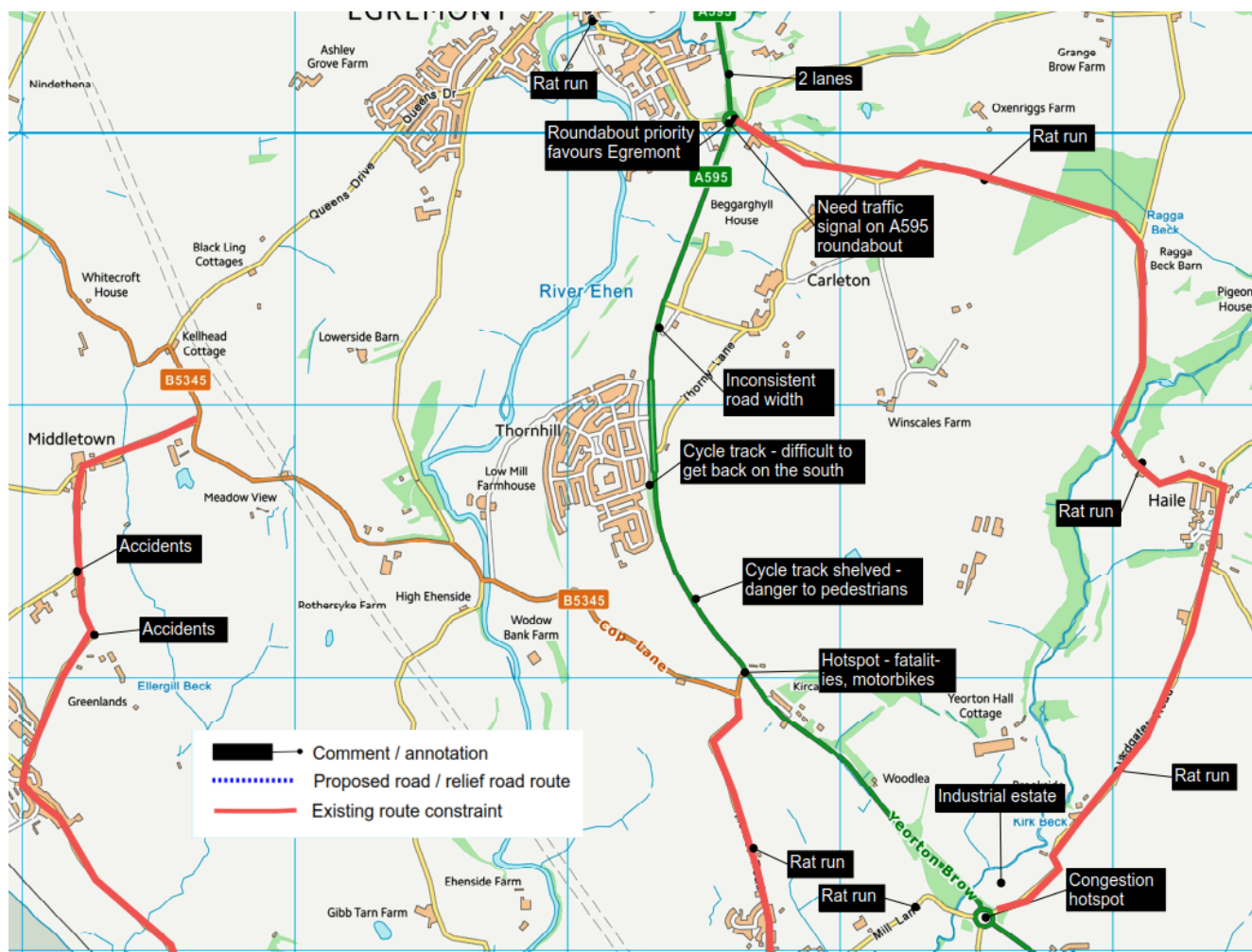




Figure 20 is the southern end of the study area. Rat-run problems are identified on the Cold Fell route to Calder Bridge from Cockermouth/Rowrah; and through Beckermet village to the main Sellafeld car park access road (although some of the routes described do not seem to be possible by car). A resilience issue is also found in Calder Bridge village, which has no suitable diversion route towards the A595 south if the bridge is blocked. It was noted that access around this area was dependent on decisions about use of the various Sellafeld gates.

**Figure 20: A595 Sellafeld and Calder Bridge**

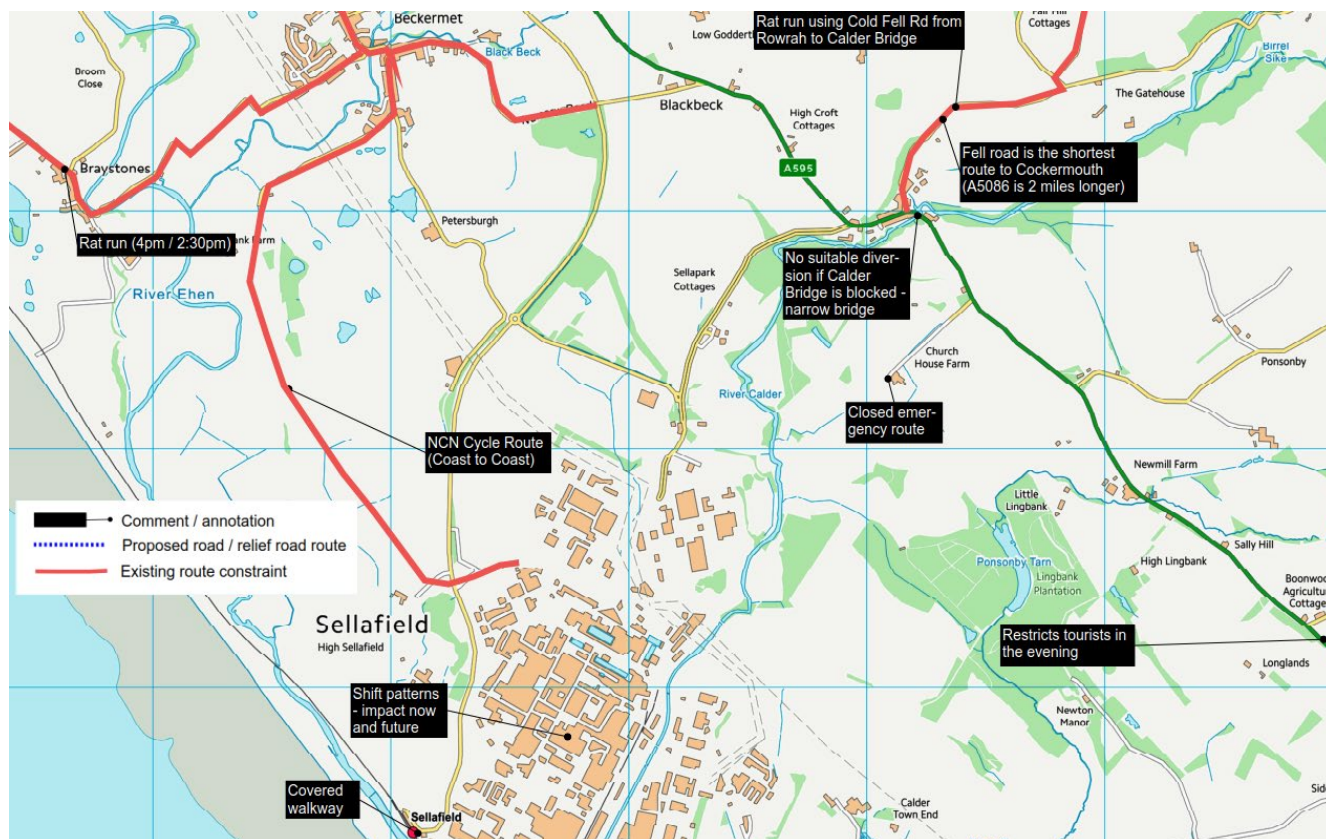


Figure 21 updates issues raised in the Cleator Moor area, these include services being dug up in the vicinity but no long-term ones. One person suggested that a tunnel should be built to connect to the A66 and on to the M6.

**Figure 21: Cleator Moor**

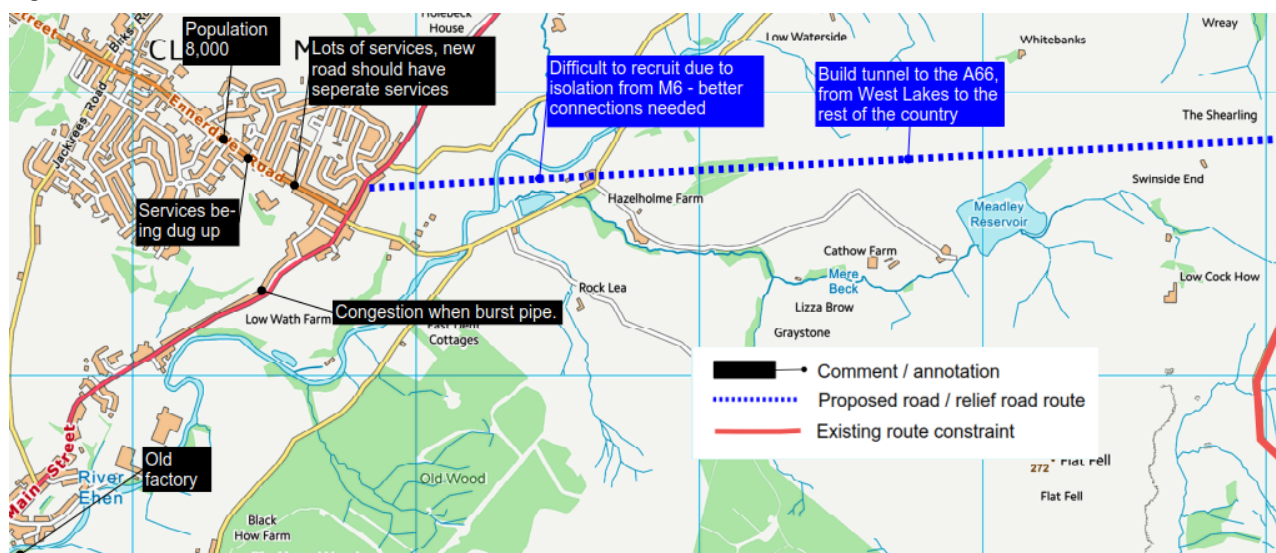




Figure 22: Potential routes for a Whitehaven Relief Road

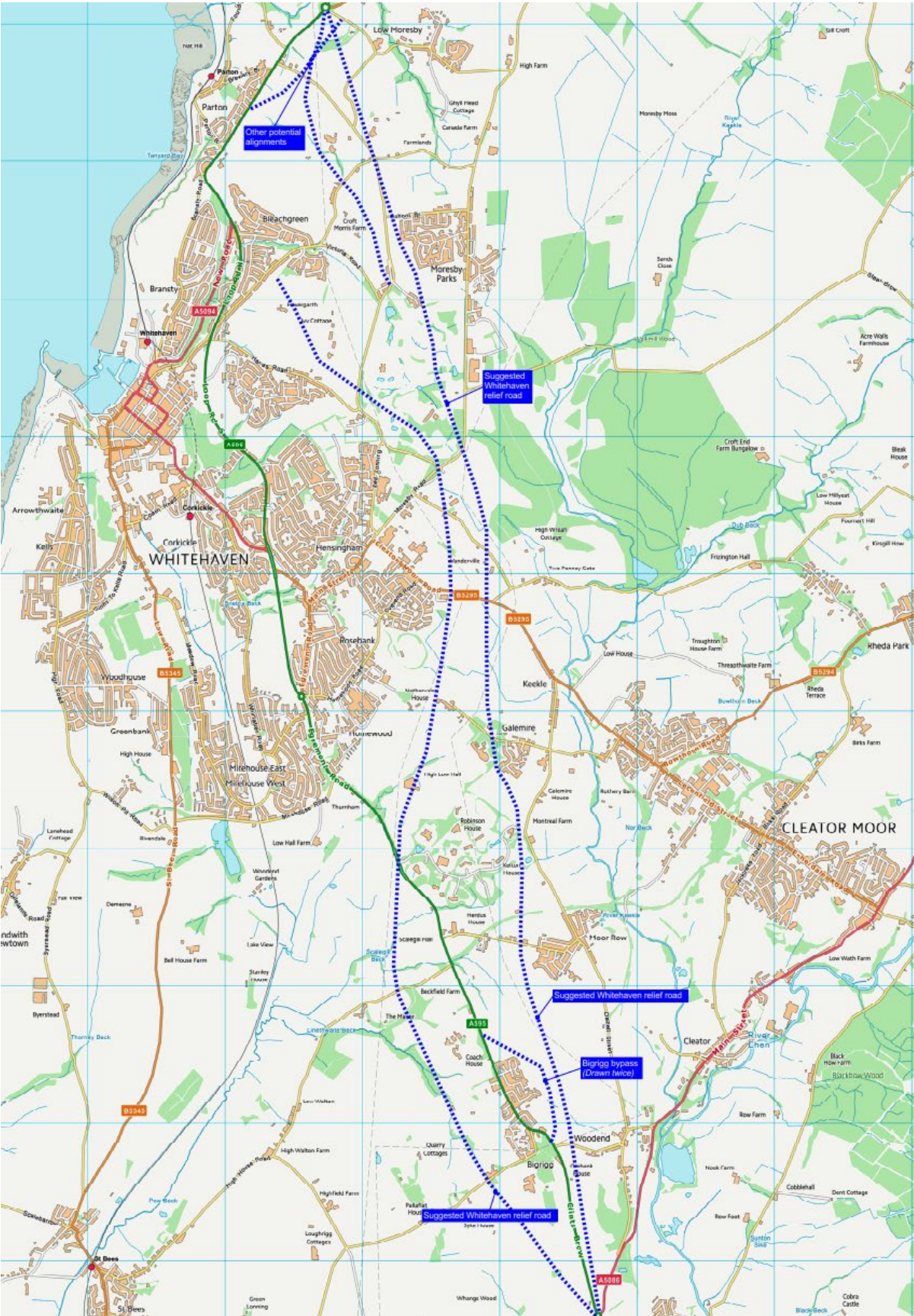
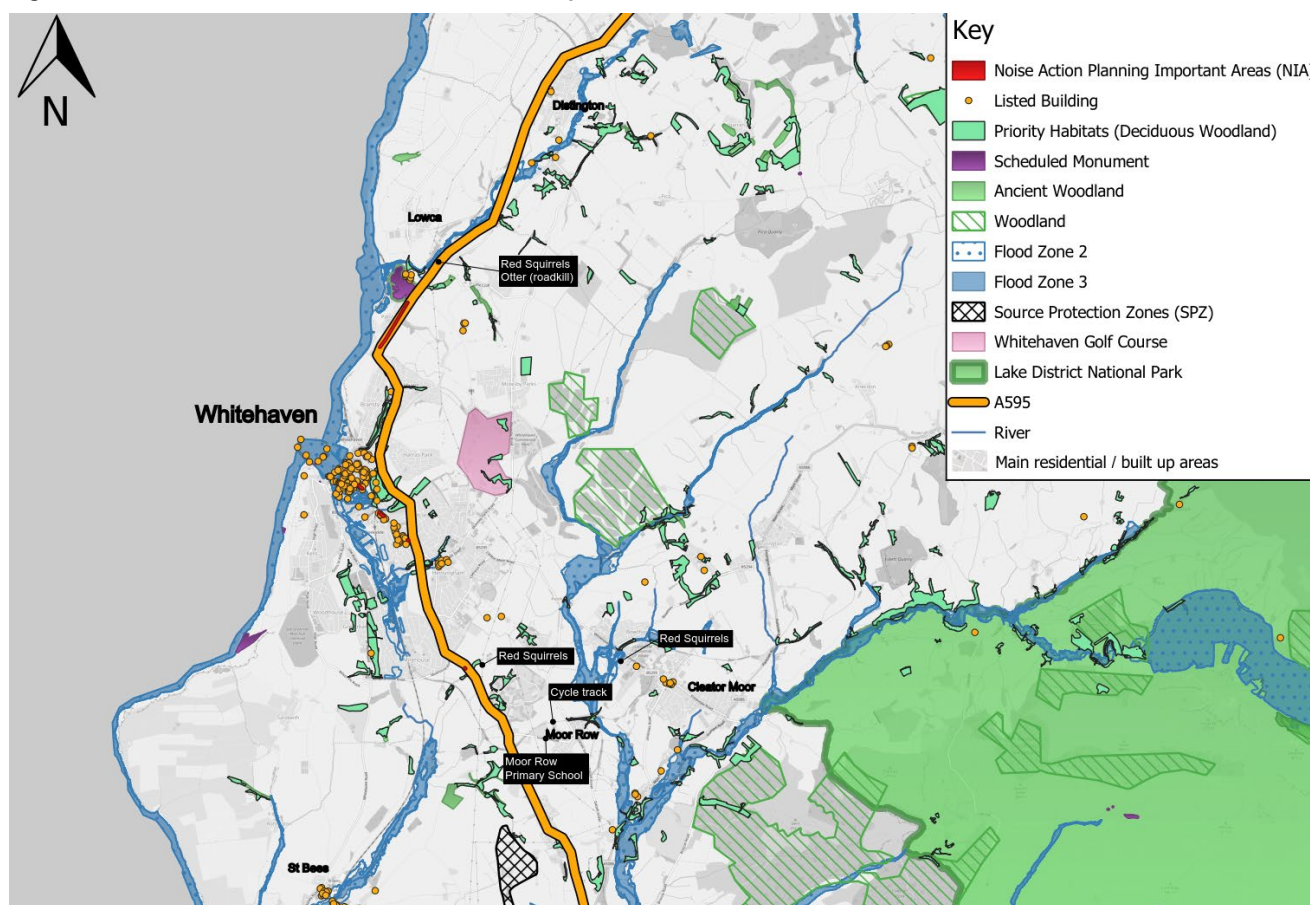




Figure 22 above shows the potential routes suggested for a Whitehaven relief road, as drawn by attendees at the public consultation events. All bar one start at, or close to, Howgate roundabout, though the different options suggest people recognise the constraints in this area. Both routes pass east of Whitehaven, with one passing east of Westlakes and Bigrigg and the other passing to the west. Both connect to the A5036 roundabout north of Egremont, south of Bigrigg and Moor Row. While no junction locations were provided, both proposals cross Moresby Parks Road and/or Cleator Moor Road about halfway along their length; while both Westlakes Science Park, and West Cumberland hospital (as proposed on the town map), could also be linked by spurs or junctions.

### 9.3 A595 Environmental constraints map

**Figure 23: Comments on environmental constraints map**



The environmental constraints map was not widely commented on, being largely either statements of fact, or based on technical information not easily accessible to the general public (e.g. ancient woodland designations).

Several people mentioned locations of open land around east Whitehaven which had once been open cast or underground coal mines, but exact locations and boundaries could not be drawn. This will be investigated later. The golf course was also noted to have been built on remediated open cast coal land around twenty years ago.

Labels were added to show red squirrels living in locations near Cleator Moor, Lowca and Moor Row that were mentioned; as well as a cycle track around Scalegill Beck used for recreation and also to access Westlakes.

## 10. Summary and conclusions

This report has presented the results of a public consultation for a study of the current A595 corridor near Whitehaven in Cumbria. Through this public consultation exercise, we have identified various issues and constraints with the current A595 route as well as asking what potential improvements to the route people want.

The A595 between the A66 near Workington and the nuclear facility at Sellafield is part of the major road and motorway network. As such the route in this area is a trunk road and forms a key part of national infrastructure.

The consultation exercise was particularly important to help us understand people's views about the current issues and potential improvements that could be considered within the study area. These included proposed improvements to the existing route, as well as a relief road bypassing Whitehaven to the east. At this stage, no precise route for a relief road has been defined, nor have any junctions with the existing network been identified.

We held this consultation at a very early stage in the project's life, before developing any options, so no specific proposal was consulted on. The objective of the consultation was largely to identify issues with the current route and consider what type of potential improvements could be developed, before a full statutory consultation takes place in the coming years.

The public consultation period ran between 7 November and 19 December 2018, starting off with a stakeholder launch event. This was attended by the local MP and the Secretary of State for Transport, and a lot of media interest was generated as a result. This was followed by three open public consultation events in Whitehaven, for which an information brochure was distributed to approximately 20,000 households around Whitehaven, and was also made available on the project webpage. By the end of the consultation, 879 written response forms had been received, plus three letters and one email, while 137 people attended over the three public events.

### PROFILE OF RESPONDENTS

- Of the 879 response forms returned to Highways England, 216 were received online and 663 were received by freepost return envelope
- 782 of these respondents said that their interest in the scheme was as a local resident, while 677 said they are regular users of the A595 in a private vehicle and 30 were regular users in a commercial vehicle, and 66 were representing a local business. Most respondents (89%) were local residents
- Postcodes provided showed clusters around Whitehaven, Egremont and Gosforth on the current A595 however, there were also clusters from Seascale and St Bees – neither of which are on the A595 route
- The largest number of respondents said that they had heard about the public consultation through a letter (511), while 157 had heard of the consultation via a press release or media advertisement
- The main sources of information about the A595 study were the project webpage (218 people) and local press (241). Council website (93) and consultation event (107) were the other main sources referred to
- 109 response forms were from people who said that they attended one of the public consultation events

### SUMMARY OF ATTITUDINAL RESPONSE QUESTIONS

- There was almost unanimous agreement that improvements to the A595 are needed (97% in favour)
- Those agreeing that improvements to the A595 are needed were spread across the whole study area
- A large proportion (94%) of people responding agreed that the issues and constraints shown on the map in the public consultation brochure identified the main issues along the route
- Those agreeing were spread across the study area. However, clusters of those disagreeing with issues identified were seen in Beckermeth, Harass Park and Low Moresby where issues may have been missed
- There was a fairly even split between those agreeing (40%) and disagreeing (38%) that improvements to the existing A595 should not be taken forward by the study as these would not solve identified issues
- Most people wanting the existing A595 improved were found in Parton, Hensingham and Low Moresby
- It should be noted that such improvements did not rule out was supporting a Whitehaven relief road – it was possible to support improvements to the existing A595, but still want to see a relief road provided

- Close to three quarters of people who responded (72%) agreed that a Whitehaven relief road would solve the identified issues and provide benefits
- Support for this position was found in communities along the existing A595 corridor, such as Bransty, Parton and Corkickle – as well as in St Bees and Egremont. Although no route was presented at the public consultation, it is possible some assumptions may be based on well-known previous proposals

## MAIN ISSUES COMMENTED ON

Following the consultation exercise, all written responses received were analysed, and the following conclusions on the main concerns were derived from the issues most frequently mentioned across the comments received.

- The main issues raised in support of a need for improving to the A595 by those agreeing were:
  - that the route has considerable delays and congestion, especially at peak times
  - it does not have sufficient capacity and has significant safety issues
  - long journey times and rat running through local communities were other reasons given
- The small number disagreeing, and opposing improvements to the A595 said that:
  - better public transport should be provided instead
  - Improvement is not necessary because Sellafield decommissioning is ending and Moorside power station is not happening
- There was general agreement with the issues identified on the constraints map, such as:
  - congestion, peak time congestion, safety, lack of capacity. Sellafield was identified as a key cause of congestion, which is unsurprising given the number of employees working on the site
  - other congestion hotspots identified were Loop Road, Inkerman Terrace and Parton junctions
  - the Pelican Garage (New Road) and Scalegill Road (Moor Row) junctions were highlighted as having poor layouts; while the Westlakes junction was cited as being in need of improvement
  - other locations for improvement included accident blackspots and local roads near Sellafield
  - the lack of a realistic alternative route to the A595 during incidents and closures
  - other issues raised included: rat running through adjacent communities (St Bees and Beckermat were the most commonly mentioned), issues with traffic signals, poor access for emergency services, difficulty joining from side roads, and issues beyond the Whitehaven area
- The main disagreements with the consultation map were that:
  - there are rat runs in Beckermat, St Bees and Cold Fell Road that are not shown on the map
  - improvements needed to go beyond towards Carlisle and south towards Barrow in Furness
  - “it doesn’t cover every issue”, and suggestions of unspecified issues not included in the map
  - The main additional problems and issues raised were: congestion on roads other than the A595; need for better pedestrian and cycle facilities; and poor access for emergency services
- The main causes behind the issues identified were seen as:
  - commuting to and from Sellafield,
  - too much traffic on the A595
  - a lack of public transport alternatives
  - a lack of funding for transport investment in the area
  - other issues included: the A595 being too narrow, not being a dual carriageway; and being “somewhat outdated”
- The key objectives for the route are to improve traffic flow and reduce congestion, improve road safety, discourage rat running and to reduce journey times. Suggested ways to meet the objectives were to:
  - make the A595 a dual carriageway, building a bypass or improving the existing A595 route

- other objectives were: improve cycling and walking infrastructure and public transport services, improve hospital access and reduce traffic from Sellafield, by flexible working and car sharing
- The main perceived benefits of improvements were: better road safety, faster journey times, more reliable journeys, less rat running and improved traffic flow
- A smaller number of respondents did not see any benefits, feeling improvements would not prevent rat running, there won't be an air quality improvement, and access to and from the M6 will not be improved
- Many responses had no concerns about bringing a relief road forward, saying that it was needed or long overdue, and that it was worth any negative impacts to gain the benefits
- A smaller number of respondents also agreed but with caveats, including accepting the proposed relief road if environmental impacts were minimised, if it went beyond the study area, if it was built as a dual carriageway and if it included a cycleway or footpath
- A similar number of comments expressed concerns about the impact of such a scheme on residents, landscape and scenery, wildlife and a negative impact on noise levels
- Potential constraints to developing a relief road in the area were new housing developments, wildlife habitats, and potential future developments in the nuclear industry

## **EVENT RESPONSE COMMENTS**

Forms were completed by the consultation team to capture issues raised in conversations at events but either did not wish to complete a consultation response form, or simply wished to raise a question for response later. A total of 32 response forms were received at the events. Many of these event responses raise the same issues as the comments in the submitted forms, including:

- Congestion along the A595 corridor due to Sellafield traffic
- Junction capacity issues
- Lack of a reliable route to hospital / delays to emergency services
- Lack of a reliable route to Sellafield during an incident
- Significant problems of rat-running
- A need for improved cycling, walking and public transport facilities

However, some further issues were raised including the potential for a relief road to sever east-west connectivity in the area, as well as the potential negative effect on the Whitehaven economy resulting from a relief road.

## **LETTERS AND FORMAL RESPONSES**

Three letters were received, two from residents and one from a housebuilder.

- One suggested more park and ride facilities were needed in the area and proposed locations for these
- One suggested support for a relief road to help the area reach its full economic potential, as well as safety, capacity and reliability improvements
- The third mentioned constraints on A595 south of Calder Bridge, but also issues such as long journey times, rat running in the local area, lack of resilience and long diversion routes if the A595 was closed.

Formal responses were also received from Cumbria County Council and Cumbria Local Enterprise Partnership (joint response); Copeland Borough Council; St Bees Parish Council; Muncaster Parish Council and North Cumbria Health and Care System. All expressed full support for the project and for a Whitehaven Relief Road.

Benefits were expected to result in: improved connectivity, both between hospitals in Carlisle and Whitehaven; and between Sellafield and key supply chain locations in Whitehaven Town Centre and at Westlakes; reduced congestion and community severance; greater resilience and improved access. A number of local road and junction improvements were requested, and the early delivery of the relief road was urged, as the project would better support existing and proposed development opportunities and stimulate the West Cumbrian economy.



## ANNOTATED MAPS

Maps on display at the public consultation events were annotated and the following issues raised were marked:

- Difficulty in accessing the A595 near Parton
- Proposals for the Pelican Garage junction to be a roundabout or to have traffic signals
- Delays on the Loop Road
- New housing estates east of the A595 in Whitehaven
- Congestion and traffic signal issues at Inkerman Terrace / Ribton Moorside
- Opportunity for a link road 'spur' from a relief road to the West Cumberland hospital site
- Traffic signal issues at the junction for Westlakes Science Park
- Potential for an eastern access to Westlakes Science Park
- Poor visibility at Scalegill Road junction with the A595 at Moor Row
- Severance in Bigrigg
- Potential bypass of Bigrigg
- Peak time congestion in St Bees (linked to rat running)
- Issues with the cycle track near Thornhill
- Lack of alternatives to Calder Bridge if the road is closed – long detour
- Rat running along Cold Fell Road from Cockermouth to Sellafield
- Building a tunnel from Cleator Moor to the A66 – to improve access

These maps are included as appendices and are also available in higher resolution versions on our website.

<https://highwaysengland.co.uk/projects/a595-whitehaven>

## CONCLUSION

The results of the public consultation exercise have revealed overall agreement with the need to make improvements to the A595, and agreement with the issues identified in the consultation route constraints map. However, we were informed of some additional rat runs, advised of several wider concerns, and had issues raised that we need to pass on, such as improving the sections of the A595 north and south of the study area.

There is overall approval for a Whitehaven relief road and for a better A595. It is therefore possible to conclude that while a relief road is welcome, many respondents also want to see some improvement to the existing route.

Commuting to and from Sellafield is seen as a big contributor to problems on the A595, but further travel demand measures could be implemented, including car sharing and flexible working. However, this may prove difficult at a nuclear site. As part of the future options for developments on the A595 corridor, we will investigate future plans for the Sellafield Nuclear site and what the implications of these may be on the A595 if delivered.

There is support for a spur to be built from a relief road to the West Cumberland Infirmary, which is seen as improving patient access, and this has been identified as a major issue for respondents and the NHS Trust.

## NEXT STEPS

The feedback received during the consultation is valuable and will be used to inform what improvements should be taken forward for further development in our assessment work. We will use all the feedback received about the local area to identify the specific constraints we need to take account of along the route and within the wider study area. This could include known environmental constraints and information around future developments.

This information will help inform the design of any improvements. Once we have reviewed the design, we will carry out another round of public consultation in the future. There would also need to be a considerable amount of site investigation work, including environmental impact studies, wildlife surveys and detailed traffic modelling.



**Appendix A – Consultation brochure and response form**



# A595 Whitehaven Study

Public consultation

**Share your views**

November - December 2018

## Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

In this brochure we explain our findings on the issues along the A595 around Whitehaven and potential improvements for this section of the route. We also give details of how you can give us your feedback during our public consultation.

### How to respond

We're holding a public consultation to hear your views on the existing road and our proposals on how to improve the route around Whitehaven. We would also like to take the opportunity to gather feedback and information on the section of the A595 to Sellafield to feed into our long term strategy for the route.

You can help us improve the route by identifying any problems, including providing your views on the potential solutions we've identified. Your comments will help us better understand the local area and transport issues along the route. We will listen to everyone's feedback and we'll consider these during the development of any improvements.

**The consultation will run for 6 weeks, between 7 November and 19 December 2018.** There are lots of ways you can tell us what you think. Why not come along to one of our consultation events or you can write to us by post or email. Details of how you can respond are below.

**Please respond using one of the following methods by 19 December 2018:**

- Online – complete the response form online at: [www.highwaysengland.co.uk/A595whitehaven](http://www.highwaysengland.co.uk/A595whitehaven)
- Complete the consultation response form in this brochure and return it using the freepost address provided

- Email your response to:  
[A595Whitehaven@highwaysengland.co.uk](mailto:A595Whitehaven@highwaysengland.co.uk)
- Post – write to us at:  
**Business Reply Plus  
Licence Number  
RTZS-CEET-CSXR**

**All responses should be returned by  
19 December 2018**

### Consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our consultation events. Here you'll be able to find out more about the work undertaken and speak to members of the project team who will be happy to answer any questions you may have.

- **Saturday 17 November, 10.00 – 16.00**  
Beacon Museum, The Beacon Portal,  
West Strand, Whitehaven, CA28 7LY
- **Wednesday 28 November, 14.00 – 19.00**  
Beacon Museum, The Beacon Portal,  
West Strand, Whitehaven, CA28 7LY
- **Thursday 29 November, 10.00 – 14.00**  
Ingwell Hall (Gunson Room), Ingwell Drive,  
Westlakes Science and Technology Park,  
Moor Row, Whitehaven, Cumbria, CA24 3JZ

All the information will be available on our website:  
[www.highwaysengland.co.uk/A595whitehaven](http://www.highwaysengland.co.uk/A595whitehaven)

## Work done so far

The first Road Investment Strategy covered investment in England's motorways and major roads during the 2015 to 2020 road period. This was the initial step in a long-term programme to improve England's motorways and major roads. We are repeating this process and work is now underway to develop the second Road Investment Strategy – known as RIS 2 – covering the second road period, post 2020.

As part of this work we have looked at constraints, opportunities and reliability of routes in Cumbria. We've also looked at their ability to cope with events such as accidents or extreme weather.

- **2015 - The North Pennines Route Strategy (NPRS)** studied east- west corridors (A69, A66/A595 and the A590). Network resilience and capacity constraints were identified between Howgate roundabout and Sellafield (our study route) especially near Whitehaven. The NPRS also determined that future development may worsen conditions in this area.
- **2016 - The West of M6 Strategic Connectivity Study** examined existing and future constraints, as well as route reliability and resilience on the A595, A66 and A590 routes. Again, capacity, safety and reliability issues were identified along the A595, many clustered around Whitehaven and towards Sellafield to the south (our study route).
- **Further work** by Highways England, Cumbria County Council and Cumbria Local Enterprise Partnership (LEP) has examined the issues on the A595 around Whitehaven, including consideration of potential transport improvements that could be delivered in the second roads period post 2020.

## Why we are looking at improving the A595 near Whitehaven

Cumbria is home to a number of important industries, employing thousands of people in the region.

Altogether, the nuclear and energy sectors, and their suppliers, employ around 27,000 people, with a significant proportion in West Cumbria. This includes Sellafield, the largest nuclear site in Europe, where there are over 10,000 on-site and associated local areas.

In the future, Cumbria is expected to attract over £60 billion of investment along the coast. This includes a new nuclear power station at Moorside, plans for a new National Grid network in the county, and proposals for a new mine close to Whitehaven.

To support this investment and boost the economy, the current road network will need to improve. See the map on the next page.

The A595 is an important route and caters for freight, local and agricultural traffic. The A595 is a single carriageway through the study area with a lack of overtaking opportunities. The A595 in West Cumbria serves several towns and villages, with several sections where the road passes directly in front of residential properties. There are many junctions along the route through the study area, which is approximately 7.3km in length.








### Capacity and connectivity

The A595 between Howgate roundabout and Sellafield experiences congestion, poor journey times and delays. The route is one of the worst performing strategic roads in the country for delays. This also results in poor journey times to and from the M6 which is the only motorway within Cumbria.

Congestion and poor journey times on the A595 can lead to motorists taking short cuts on local rural roads, causing further congestion and environmental impacts for those living nearby.

## A595 Whitehaven

### The study area

-  A595
-  A595 dual carriageway
-  Congestion hotspots
-  Controlled crossings
-  Narrow road width
-  Accident clusters
-  Rat running
-  Residential frontage
-  2+1 Lanes
-  Major employment locations

### Inset



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# A595 Whitehaven Study

Consultation response form

**Share your views**

Return by 19 December 2018



## A595 Whitehaven

### Consultation response form

We want to understand your views about the problems and issues along the current A595 route and potential future improvements.

Please share your views with us by completing this response form here or online at [www.highwaysengland.co.uk/A595whitehaven](http://www.highwaysengland.co.uk/A595whitehaven)

If you're returning this form to us by post, please follow the folding instructions on the back page then pop it in the post – no stamp is required.

The consultation period ends on 19 December, so please ensure your comments arrive with us in time, to help us consider your comments when developing a package of improvements to take forward for further development.

Please submit your completed response form to reach us no later than 19 December 2018.

**Please provide your name, address and email address.** If you'd prefer your comments to be anonymous, please just let us have your postcode (first five characters), so we can understand where you live in relation to the scheme.

Name: .....

Address: .....

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..... Postcode: .....

Email: .....

**If you are responding on behalf of an organisation**, please provide your name, your organisation's name and its address:

Your name: .....

Organisation: .....

Organisation address: .....

.....

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..... Postcode: .....

By completing this response form, you have indicated that you have an interest in future improvements along the A595. It would help us if you could identify the nature of your interest below (please tick all that apply).

- ☐ Local resident (live within 5 miles of the A595 in the study area)
- ☐ Local business (business address within 5 miles of the A595 in the study area)
- ☐ Regular user of the A595 in a private vehicle (for example commuter/leisure)
- ☐ Regular user of the A595 in a commercial vehicle (for example haulage)
- ☐ Other (please state):

.....

You can respond to as many or little questions as you like, to help us understand the nature of your response.

1. Do you agree that improvements to the A595 are needed?

Please tick one and please give a reason for your answer.

- ☐ Yes
- ☐ No
- ☐ Don't know

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2. Do you agree with the problems and issues identified along the route?

Please tick one and please give a reason for your answer.

- ☐ Yes
- ☐ No
- ☐ Don't know

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3. Please use the space below to provide us with detail around any additional problems and issues you are aware of from your local knowledge within the study area.

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4. What do you feel are the root causes behind the problems and issues identified?

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5. What do you feel are the priority locations on the route which are in need of improvement?

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6. Based on your local knowledge of the route and the information presented in the brochure, what do you feel should be the key objectives of any future improvements to the route?

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Improvements to the route could provide the below types of key benefits:

- Improvements to journey times
- Improvements to air quality and noise along the current route
- Improvements to journey time reliability
- Improvements to safety
- Localised relief from traffic
- Better resilience of the route, for example shorter diversions or ability for traffic to continue moving in the event of incidents such as accidents or road works
- Improvements to severance within residential areas and better access and connectivity between communities and amenities

7. What specific benefits do you feel improvements should deliver, and what benefits are most important to you?

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11. What other improvements would you like to see on the route in the future?

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12. Are there any specific constraints we need to be aware of along the route and in the local area? This could include known environment constraints or information around future developments etc. This information will help inform the design of any improvements going forward.

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This section is optional, but we would be grateful if you'd tell us a little bit about yourself.  
**We won't share this information or use it for any other purpose.**

13. Did you attend one of the consultation events?

☐ Yes ☐ No

14. Were the visual displays at the consultation events informative and easy to understand?

☐ Yes ☐ No

15. Do you have any comments on the venues selected for the consultation events, in particular accessibility?

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16. How did you hear that the consultation was happening?

- ☐ Letter ☐ Flyer  
☐ Poster – where did you see it?

☐ Press release or media ad in a newspaper – name of newspaper?

☐ Council website – which council?

☐ TV/Radio – name of station/programme?

☐ Scheme web-page or a direct email from Highways England

☐ Other (please specify)

17. Which communication channel(s) have you used to find out more about the proposed scheme? Please tick all that apply.

- ☐ Scheme web-page ☐ Council website ☐ Local press  
☐ Consultation event ☐ Other (please specify)

## Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

Thank you for taking the time to provide your opinions.  
**The deadline for your responses is 19 December 2018.**



Fold B

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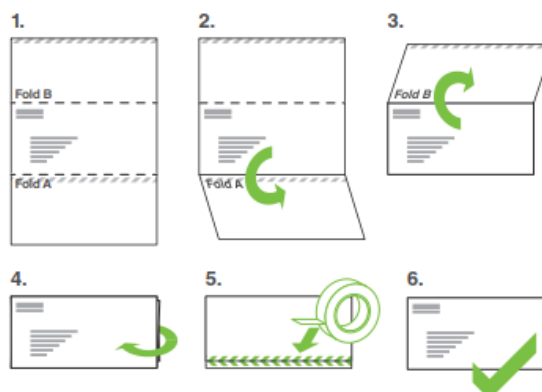
Fold A



### Folding Instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A
3. fold the top part backwards along Fold B
4. turn the folded questionnaire over, and...
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Large numbers of HGVs use the A595 through the study area, with over 1,000 per day recorded at Brantsy Road. Through the study area, HGVs comprise between 4% and 5% of all traffic flow, which is relatively high compared to the national average of 2.5% for urban A-roads.

### **Reliability**

Journeys on the route are unreliable. There is also a lack of alternative routes in the event of disruptions. Closure of the A595 results in long diversions along routes which can't cope with increased traffic.

### **Safety**

There are a number of safety issues on the route, with the number of people killed or seriously injured being higher than the UK average for all A roads. The A595 through Whitehaven has an accident rate almost 37% higher than that for the rest of Cumbria. Furthermore, a lack of safe overtaking opportunities can lead to driver frustration and risk-taking, further jeopardising safety.

The A595 varies significantly from dual carriageway to wide single carriageway sections with climbing lanes, and narrow sections where the road fronts onto properties. This can lead to potential driver confusion and fatigue due to the differences in road layout and speed limits.

There is a lack of safe crossing facilities for pedestrians, cyclists and horse riders which leads to severance of local communities and leisure routes within the study area. This means that the A595 effectively 'severs' connections between communities and amenities.

### **Economic growth and development**

Significant traffic is generated from major employers along the study route, including Sellafield and Westlakes Science Park. Many people work in Whitehaven town centre, which provides services and amenities for the surrounding communities.

There is significant economic growth planned within Cumbria. This includes a large pipeline of investment including Moorside nuclear project which could create up to 20,000 jobs over the lifetime of the project. This will be the largest-ever private sector investment in Cumbria, and the resulting jobs created will result in significant demand on the route and more congestion.

### **Sustainable transport options**

There is also a lack of suitable alternative transport meaning people rely on their vehicles. The pedestrian and cycling routes don't provide convenient connections between residential and employment areas. Moreover, there are limited public transport services that represent a viable alternative for a large proportion of journeys using the A595. However there are proposed improvements to the Cumbrian Coastal Railway line that may increase the potential for commuting by train.

### **Environment**

We need to balance the need to solve many of the identified issues on the A595 with consideration for the environment. As part of our future works, we would carry out an environmental impact assessment and take steps to ensure impacts on the environment are minimal.



## A595 Whitehaven Study – Public consultation

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### Potential Improvements on the A595

A number of improvements have been identified that could address the key problems. Initial work has been done to determine whether these improvements would provide benefits and to consider the type of solutions that may be considered for the second roads period post 2020.

#### Improvements to the existing A595 through Whitehaven

As part of our work we have considered whether major improvements could be made to remove junctions on the current A595 through Whitehaven. It was identified that this would not solve all of the issues. These options have been discounted at this point however, smaller improvements may be taken forward.

#### Whitehaven Relief Road

Proposals for a bypass of Whitehaven have previously been considered in the past and are highlighted in the Copeland Local Plan, the Cumbria Infrastructure Plan and the West of M6 Strategic Connectivity Study.

Our work to date has found that a Whitehaven Relief Road would contribute to solving the identified transport issues and bring benefits to drivers, the local community and the Cumbrian economy.

The existing A595 route through Whitehaven experiences slow peak speeds and congestion during peak hour periods. A new route would provide an improved alternative route for long-distance traffic whilst also freeing-up road space to support local movement.

A north-south corridor east of Whitehaven, running broadly between Howgate junction and Westlakes Science and Technology Park, has been identified for a potential new route. If this solution is taken forward for further development, detailed work will need to be carried out to

consider potential route alignments. This will help us identify a preferred route which will optimise benefits and keep environmental impacts to a minimum.

#### Improvements between Westlakes Science and Technology Park and Sellafield.

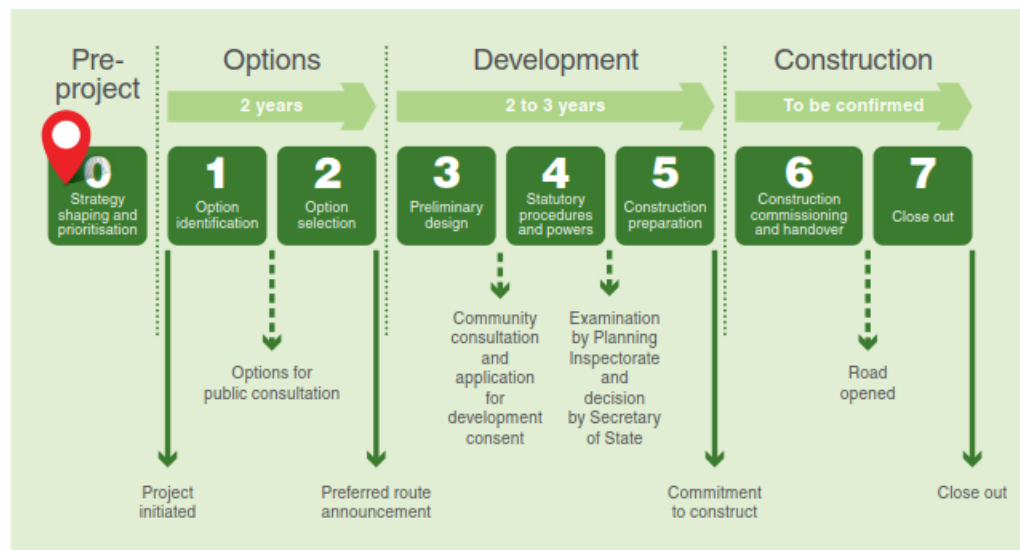
Improvements around Whitehaven itself are our priority. That said, as part of this consultation we will be looking to understand whether there are potential improvements we could make in the future on the A595 south of Westlakes Science and Technology Park to Sellafield, and your views on this are welcome.

## Next steps

Once the consultation period has closed on 19 December we'll analyse all responses and compile them into a consultation report summarising the feedback received.

We will use the feedback received to inform what improvements we should take forward for further development and assessment work. We will also use any feedback received about the local area to identify any specific constraints we need to be aware of along the route and within the wider study area. This could include known environmental constraints or information around future developments. This information will help inform the design of any improvements.

Once we have reviewed the design, we will carry out another round of public consultation in the future. There would also be a considerable amount of investigation work, including environmental impact studies, wildlife surveys and detailed traffic modelling.



If you have any queries about the work undertaken and potential improvements please contact the project team directly by emailing [A595Whitehaven@highwaysengland.co.uk](mailto:A595Whitehaven@highwaysengland.co.uk) or writing to:  
Highways England Strategy and Planning, 3rd Floor North, Lateral, 8 City Walk, Leeds, LS11 9AT

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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# Appendix B – Response coding categories

**Question 1: Do you agree that improvements to the A595 are needed?**

Code	Supportive statements, issue with current road and opportunities	No. of responses
103	Route has congestion / queues / delays	148
100	Current road not fit for purpose / not enough capacity	96
101	Lots of accidents / safety issues / dangerous	94
104	Route gets congested at peak times / commuting hours	65
140	Rat-running through adjacent communities (location code if given 8XX)	53
107	Journey times on the route are too long	46
001	Support - Agree improvements are needed	37
002	Support - long overdue / should have been done years ago	30
004	Support - Will improve traffic flow / reduce congestion	22
160	Need better access into West Cumbria	21
102	Lack of alternative routes if A595 is closed	19
105	Lots of slow vehicles / HGVs	19
167	Poor access for emergency vehicles / ambulances	17
110	Route should be dual carriageway / shouldn't be single carriageway	16
161	Needed to attract investment / economic growth / regeneration	16
111	The road is often closed (accidents / maintenance)	14
106	Vehicles cannot overtake / single carriageway / frustrating	13
163	Need to provide better facilities for cyclists	11
003	Support - Will improve safety	10
108	Road in poor condition / potholes etc.	10
200	Better access to hospitals / for emergency services	9
141	Too close to housing / impact on residential areas	8
109	Road is prone to flooding	7
112	Poor junctions or junction layout	6
143	Difficult to cross the route	6
005	Support - Condition wouldn't be tolerated elsewhere in the country	5
145	Air pollution	5
164	Need to provide better facilities for pedestrians	5
142	Proximity to schools / children going to school	4
162	Will reduce pollution / better for the environment	4
168	Increased traffic / pressure from development in the area	3
144	Noise pollution	2
165	Need to provide better public transport services	2
166	Needed as diversion route during closure is too long	2
201	Will help accommodate new housing / development	1
Code	Congestion hotspots or poor junction layouts on A595	No. of responses
304	Sellafield	51
320	Howgate Roundabout	5
321	New Road Junction / Pelican Garage	4
302	Westlakes Science Park	3
303	Loop Road	3
322	Moor Row junction (Scalegill Road)	2
323	Mirehouse Road junction	2
300	Roundabouts (not specified)	1
301	Inkerman Terrace	1
324	Parton junctions	1

Code	Neutral comments	No. of responses
501	Go further with improvements on A595 (e.g. Carlisle / Barrow)	16
503	Driver behaviour on A595 is poor	5
502	Bypass village / settlement (use location code 8XX)	3
500	Speed limits are too high / should be reduced	2
504	Issues with traffic signals	2

Code	Opposing comments and other suggested alternatives	No. of responses
751	Provide better public transport instead	6
701	Moorside power station not happening, so unnecessary	5
702	Sellafield Decommissioning ending, so unnecessary	4
750	Needed more on other parts of the A595	3
700	Improvements aren't needed	2
703	Unsure whether future developments (unspecified) will happen	1
704	Concerned about environmental impacts of development	1
752	Provide better walking and cycling routes instead	1

Code	Location codes	No. of responses
807	St Bees	13
805	Cleator Moor	1
810	Beckermest	1
812	Holmrook	1
813	Cold Fell Road	1

Code	Other comments / criticisms	No. of responses
980	General negative comment about consultation	3
971	Criticism of Highways England	1
981	Issue with map	1
998	Non-relevant comment	1

<b>Question 2: Do you agree with the problems and issues identified along the route?</b>		
<b>Code</b>	<b>Agree with problems identified on A595</b>	<b>No. of responses</b>
001	Agree with problems identified	73
103	Route has congestion / queues / delays	63
101	Lots of accidents / safety issues / dangerous	58
104	Route gets congested at peak times / commuting hours	40
100	Current road not fit for purpose / not enough capacity	36
102	Lack of alternative routes if A595 is closed	17
107	Journey times on the route are too long	17
110	Route should be dual carriageway / shouldn't be single carriageway	15
105	Lots of slow vehicles / HGVs	9
002	Agree - long overdue / should have been done years ago	7
004	Agree - but previous 'improvements' have made things worse	6
003	Agree - but not enough emphasis on the problems	5
106	Vehicles cannot overtake / single carriageway / frustrating	4
111	The road is often closed (accidents / maintenance)	4
109	Road is prone to flooding	3
005	Agree - but current route cannot be improved	1
108	Road in poor condition / potholes etc.	1
<b>Code</b>	<b>Issues raised across the wider area / suggestions</b>	<b>No. of responses</b>
140	Rat-running through adjacent communities (location code if given 8XX)	54
184	Issues with traffic signals	17
181	Poor access for emergency services / ambulances	16
185	Difficult to turn onto the A595	13
186	Issues are beyond the study area	11
187	Too many junctions on A595	11
183	Roundabouts are a bottleneck	7
141	Too close to housing / residential areas	6
163	Need to provide better facilities for cyclists	6
164	Need to provide better facilities for pedestrians	6
165	Need to provide better public transport services	5
143	Difficult to cross the route	4
161	Needed to attract investment / economic growth / regeneration	4
142	Proximity to schools / children going to school	3
160	Need better access into West Cumbria	3
180	Developments in Whitehaven cause traffic congestion	3
182	Distington bypass is best part of the route	2
188	Speed limit varies too much	2
202	Improvements near Bigrigg	2
200	Should be a dual carriageway / improvement around Whitehaven	1
201	Need new southern approach road to Whitehaven	1
<b>Code</b>	<b>Congestion hotspots or poor junction on A595</b>	<b>No. of responses</b>
304	Sellafeld	25
323	Mirehouse Road junction	9
302	Westlakes Science Park	8
300	Roundabouts (nothing else said)	3
301	Inkerman Terrace	2
320	Howgate Roundabout	2
321	New Road Junction / Pelican Garage	2
322	Moor Row junction (Scalegill Road)	2



Code	Neutral comments	No. of responses
500	Driver behaviour on A595 is poor	9
Code	Disagree with issues raised or suggest alternative	No. of responses
701	Doesn't cover every issue	30
703	Other rat run not mentioned here (use location code 8XX)	11
700	Do not agree with issues identified	7
702	Proposals won't solve some problems on A595	4
753	Stop building houses / no more development	3
750	West Cumbria needs to be better connected	2
752	Suggest staggered working hours at Sellafield	2
704	No mention of school traffic	1
751	Focus on maintenance of A595	1
Code	Location codes	No. of responses
807	St Bees	23
810	Beckermest	6
813	Cold Fell Road	5
802	Low Moresby	2
808	Egremont	2
811	Calder Bridge	2
801	Distington	1
804	Mirehouse	1
805	Cleator Moor	1
806	Bigrigg	1
Code	Other comments / criticisms	No. of responses
998	Non-relevant comment	5
981	Issue with map	3
999	No comments	2
972	Criticism of government	1

**Question 3: Please give details of any additional problems and issues you are aware of from your local knowledge of the study area...**

Code	Problems on or adjacent to the existing route	No. of responses
140	Rat-running through adjacent communities (location code if given 8XX)	158
104	Congestion during peak times (e.g. Sellafield shift change)	120
101	Lots of accidents / safety issues	98
113	Poor behaviour - drivers/cyclists	64
103	Route has congestion / queues	63
110	Too narrow / bends/single carriageway / should be dual carriageway	53
111	The road is often closed (accidents / maintenance)	41
105	Lots of slow vehicles / HGVs	37
102	Lack of alternative routes if A595 is closed	36
107	Journey times on the route are too long	36
100	Current road not fit for purpose / not enough capacity	34
114	Parking on road creates chaos and congestion/ Lack of parking facilities	31
106	Vehicles cannot overtake / single carriageway / frustrating	29
109	Road is prone to flooding	29
141	Too close to housing / residential areas	23
142	Proximity to schools / children going to school	21
108	Road in poor condition / potholes etc.	19
143	Difficult to cross the A595	19
112	Other constraint (not defined)	11
115	Increased Ambulance Traffic	2

Code	Wider issues / problems	No. of responses
184	Traffic lights / signals cause problems (e.g. congestion)	67
185	Difficult to turn onto / enter the A595	67
167	Congestion (not on A595) (location code if given 8XX)	63
164	Need to provide better facilities for pedestrians	60
181	Poor access for emergency services / ambulances	57
163	Need to provide better facilities for cyclists	43
160	Need better access into West Cumbria	21
162	Environmental concern (Pollution - noise/air)	20
202	Traffic issues in location not covered by A595 study	20
165	Need to provide better public transport services	18
191	Lack of Traffic management	14
189	Concerns about evacuation plan	12
192	Need for new roundabouts	12
200	Increased traffic caused by residential development	10
161	Needed to attract economic growth / regeneration	9
186	Issues are beyond the study area	9
183	Roundabouts are a bottleneck	8
187	Too many junctions on A595	8
201	Increased traffic caused by other development	8
193	Previous Improvements are inadequate / have worsened the problems	7
188	Speed limit varies too much	6
166	Needed as diversion route during closure is too long	3
180	Developments in Whitehaven cause traffic congestion	3
190	Lack of funding / low priority for transport investment	3

Code	Mention congestion hotspots on A595	No. of responses
303	Loop Road	17
301	Inkerman Terrace	15
305	Parton junctions	13
302	Westlakes Science Park	10
304	Sellafield	10
306	Pelican Garage	4
300	Roundabouts (nothing else said)	2

Code	Mention poor junctions or junction layout	No. of responses
321	Pelican Garage Junction (New Road)	24
322	Moor Row junction (Scalegill Road)	12
320	Howgate Roundabout	11
323	Mirehouse Road junction	8
327	Rosehill Junction	7
326	Lowca Junction	6
324	Bransty Road junction	4
335	Westlakes junction	3
338	Iron Bridge	3
325	Thornhill Junction	2
330	Hospital Roundabout (Homewood)	2
332	Highlands Junction	2
337	Blackbeck	2
328	Low Moresby Junctions	1
331	Brewery Brow Junction	1
336	Bigrigg junctions (blacksmiths)	1

Code	Suggested improvements	No. of responses
401	Make improvements on existing A595	28
400	Support building a Whitehaven Relief Road	21
403	Improve the road north of Whitehaven	9
402	Improve the road south of Egremont	8
440	Improvements needed on the A66	6
441	Improvements needed on the A5086	4
443	Improvements needed on B4345	4

Code	Alternatives / need for improvements	No. of responses
700	Improvements aren't needed	3
701	Moorside power station not happening, so unnecessary	3
750	Needed more on other parts of the A595	2
753	Tidal flow system on A595, for use in peaks	1

Code	Location codes	No. of responses
806	St Bees	49
807	Egremont	29
809	Beckermest	19
813	Whitehaven	19
814	Moor Row	14
802	Low Moresby	13
805	Bigrigg	13
815	Cold fell	12

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804	Cleator Moor	10
808	Thornhill	7
803	Mirehouse	6
810	Calder Bridge	6
811	Blackbeck	3
812	Parton	3
801	Distington	1

Code	Other comments / criticisms	No. of responses
981	Issue with map	22
999	No comment / nothing to add	8
970	Criticism of Cumbria County Council	5
971	Criticism of Highways England	5
980	General negative comment about consultation	4
998	Non-relevant comment	3

**Question 4: What do you think are the root causes behind the problems and issues identified?**

Code	Issues affecting road use	No. of responses
101	Traffic commuting to and from Sellafield	216
100	Too much traffic using the A595	196
105	Lack of funding / low priority for transport investment	115
104	No / lack of public transport alternatives/ Dependency on Car	76
103	Driver frustration / poor behaviour - driver/cyclist	70
112	Size of lorries / number of HGVs	22
108	Previous 'improvements' are inadequate / have made things worse	21
109	Road Closures (Due to Accidents/ Maintenance)	16
111	Poor Traffic Management	13
106	Money on transport improvements is badly spent	10
102	Too much residential / housing development	7
107	Main route for ambulance traffic	6
110	Traffic commuting to and from Hospital	3
Code	Infrastructure issues with A595 and wider road network	No. of responses
133	To narrow / single carriageway / not dual carriageway	110
131	Not enough capacity	92
130	A595 no longer fit for purpose / outdated	91
165	No/ poor alternative route to the A595	80
136	Traffic signals / lights on A595 causing delays	60
134	Slow traffic / difficult to overtake	52
137	Road serves a lot of residential (including driveway access) / employment areas	45
164	Rat-running on nearby roads	41
132	Not enough capacity during peak hours (mornings / evenings)	32
166	Lack of cycle / pedestrian infrastructure	31
162	Too many junctions/ Roundabouts	23
135	Poor design of junctions	22
163	Lack of / poor road maintenance	22
160	Narrow / Single track roads	19
161	Traffic lights causing delays / congestion	16
140	Poor Design / Priorities at Roundabouts	13
138	Variation of speed limits	11
139	Poor Drainage	10
141	Poor entry/exit points on A595	7
Code	Other issues	No. of responses
996	Poor Parking Provision (including need for better provision)	15
998	Non-relevant comment	9
997	Lack of Travel Plan/ Need for Park & Ride / Flexible working at Sellafield	6
995	Increasing Housing Development	5
999	No comment / nothing to add	2
Code	Criticism of authorities	No. of responses
972	Criticism of government	23
970	Criticism of Cumbria County Council	8
971	Criticism of Highways England	4

### Question 5: What do you feel are the priority locations on the route which are in need of improvement?

Code	Suggested improvements	No. of responses
706	Agree to the stretches on the map	101
170	Whole A595 (Carlisle to Barrow / Barrow in Furness)	87
172	A595 south of Whitehaven (towards Barrow / Barrow in Furness)	53
148	A595 dual carriageway or other upgrades (not bypass)	52
101	Bypass Whitehaven (no further details)	47
171	A595 north of Whitehaven (towards Carlisle / Cockermouth)	30
173	Improvements at Calder Bridge (including cold fell junction)	28
105	Bypass whole study area - Howgate / Parton / Lowca to Sellafield	24
113	Better access to / from Whitehaven town	24
144	Improve pedestrian footways / cycleways	24
174	Improvements at Gosforth	23
140	Convert traffic light junctions to roundabouts	22
100	Bypass needs to be dual carriageway	17
103	Bypass Bigrigg	16
107	Bypass from Howgate / Parton / Lowca to Egremont	16
145	Traffic calming / speed restrictions	13
141	Give more priority to A595 traffic	12
150	Better access for ambulances	11
142	Give more priority to traffic entering the A595 (e.g. from side roads)	10
147	Prefer to have traffic lights at junctions	9
151	Weather resilient junctions or road (flooding/ ice etc)	9
106	Bypass from Howgate / Parton / Lowca to Westlakes	8
102	Bypass Egremont (no further details)	7
112	Better access to Hospital in Whitehaven (West Cumberland Infirmary)	7
175	Improvements at Holmrook	5
143	Introduce footbridges for pedestrians / cyclists	4
152	Anywhere that doesn't have a suitable diversion route	3
109	Bypass from Howgate / Parton / Lowca to Blackbeck / Beckermeth	2
146	Install safety features in accident prone areas	2
149	Third lane to facilitate Tidal flows	1

Code	Section of A595 in study area or junction	No. of responses
321	Pelican Garage Junction (New Road)	108
335	Westlakes junction	101
338	Egremont roundabouts	85
180	Whitehaven Loop / Around Whitehaven	76
320	Howgate Roundabout	67
323	Mirehouse Road junction	63
330	Hospital Roundabout (Homewood)	49
333	Inkerman Terrace junction	49
336	Bigrigg junctions (blacksmiths)	45
322	Moor Row junction (Scalegill Road)	35
339	Beckermeth / Blackbeck roundabout	32
176	Improvements needed near Distington	27
325	Thornhill Junction	25
328	Low Moresby Junctions	23
326	Lowca Junction	20
327	Rosehill Junction	17



341	All junctions / connections to nearby towns	17
183	Improvements to Parton section	16
340	Parton Brow/ Screel View	15
324	Bransty Road junction	13
329	Victoria Road / Sunny Hill	13
182	Whitehaven to Egremont	7
334	Ribton Moorside junction	6
337	Ironbridge junction	6
181	Distington to Bigrigg	5
331	Brewery Brow Junction	4
332	Highlands Junction	3
342	Junction of A5086- vicarage	1

Code	Mention other route or location not on A595	No. of responses
707	Look at accident blackspots / unsafe sections	34
362	Improvements in St Bees	22
364	Exiting/Entering A595 to/from local roads near Sellafield	12
363	Improvements in Cleator Moor	11
367	Bypass of Hensingham to Distington	11
360	Improvement from M6/Penrith to the Coast	9
361	Improvements to/from Workington	8
365	Improvements to B5345 (through St Bees)	8
705	Doesn't go far enough / do more	7
700	Nothing needs to be improved	6
701	A bypass will make no difference	1
702	Improve public transport instead	1
703	Repair the existing roads instead	1
704	Improve footways / cycleways instead of road improvements	1

Code	Other responses	No. of responses
998	Non-relevant comment	8
999	No comment / nothing to add	1

**Question 6: Based on your local knowledge of the route and the information presented in the brochure, what do you feel should be the key objectives of any future improvements to the route?**

Code	General objectives	No. of responses
001	Improve traffic flow and capacity / Reduce congestion in the area	175
004	Improve road safety / reduce accidents	109
008	Prevent / discourage rat running on adjacent roads	73
003	Reduce journey times / improve travel times	60
010	Separate local and long-distance traffic	32
005	Allow the A595 to deal with incidents better (resilience / reliability)	28
002	Improve transport links to/from West Cumbria (e.g. from the M6 motorway)	22
006	Attract economic growth / regeneration	18
011	Ensure that the road can cater to future traffic	10
009	Improve air quality / reduce pollution	7
007	Ensure that money is well spent / not wasted	4

Code	Identified improvements to meet objectives	No. of responses
151	Make the A595 dual carriageway (either option)	140
100	Build a bypass (no location details)	85
101	Bypass Whitehaven (no further details)	85
150	Improve the A595 (including widening)	49
105	Bypass the whole study area (Howgate / Lowca / Parton to Sellafield / south of Egremont)	33
153	Improve traffic light timings to reduce waiting times	25
156	Improve junction/roundabout layouts (including grade separation)	16
103	Bypass Bigrigg	14
152	Reduce the number of traffic lights / signals	12
154	Replace traffic lights with roundabouts	12
164	Introduce traffic light/roundabout at junction	11
165	Improve Drainage	11
161	Limit the number of Junctions/ Roundabouts	10
102	Bypass Egremont (no further details)	8
162	Limit/ Control Access Points to A595	8
158	Ban HGVs / Lorries from the A595	7
155	Remove roundabouts	6
106	Bypass Parton	5
163	Improve Signage	5
108	Ensure bypass alignment is not developed	3
160	Alter priorities in Junctions	2
107	Ensure bypass is well designed (alignment / gradient)	1
157	Ban cyclists from the A595	1

Code	Objectives in wider area	No. of responses
181	Widen / improve adjacent routes / alternatives to A595	29
180	Improve access onto A595 (e.g. from adjacent roads)	22
170	Whole A595 (Carlisle to Barrow / Barrow in Furness)	17
172	A595 south of Whitehaven (towards Barrow / Barrow in Furness)	8
182	Improve the roads South of Sellafield	5
171	A595 north of Whitehaven (towards Carlisle / Cockermouth)	3
183	Limit the number of Junctions/ Roundabouts	1

Code	Other objectives	No. of responses
204	Improve cycling/walking infrastructure (e.g. cycle lanes)	65
203	Improve public transport services/ infrastructure for the same (e.g. buses and trains)	32
200	Initiatives to reduce traffic from Sellafield (e.g. car share / flexitime)	28
214	Improve Access to Hospitals	21
201	Improve access into / out of Sellafield	18
202	Lower speed limits / better enforcement of speed limits (by police / speed camera)	14
209	Emergency access from Sellafield should be a key objective	9
211	Improve Parking Provision	9
210	Maintain / improve the environment / avoid disruption	8
213	Repair/ Maintain A595 in the study area	8
205	Enforce better driver behaviour (by police)	7
207	More study / analysis of route	7
208	Plan roadworks better (less disruption / better communication)	6
206	Accommodate Moorside nuclear development traffic	2
212	Improved Traffic Management	2
Code	Objective: Improve junction on A595	No. of responses
335	Westlakes junction	7
321	Pelican Garage junction (New Road)	6
323	Mirehouse Road junction	5
322	Moor Row junction (Scalegill Road)	4
336	Bigrigg junctions (blacksmiths)	3
338	Egremont roundabouts	3
320	Howgate Roundabout	2
324	Bransty Road junction	2
330	Hospital Roundabout (Homewood)	2
333	Inkerman Terrace junction	2
339	Parton Junction	2
326	Lowca Junction	1
327	Rosehill Junction	1
328	Low Moresby Junctions	1
329	Victoria Road / Sunny Hill	1
332	Highlands Junction	1
Code	Disagree / concern comments	No. of responses
700	Do nothing / leave A595 alone	8
998	Non-relevant comment	8
999	No comment / nothing to add	4
702	Limited scope to improve A595	2
980	General negative comment about consultation	2
701	Don't run out of money / overspend	1

### Question 7: What specific benefits do you feel improvements should deliver, and what benefits are most important to you?

Code	Benefits to A595 users and the wider community	No. of responses
004	Improved road safety / fewer accidents	349
003	Reduced journey times / improved travel times	278
005	More reliable journeys /resilience (A595 dealing with incidents better)	191
011	Less traffic rat running through local community (use location code 8XX if present)	173
001	Improved traffic flow and capacity / Reduce congestion in the area	107
009	Improve air quality / reduce pollution	76
016	Better access to hospital (less delays for ambulances)	54
010	Reduced noise pollution	52
006	Better access to/from A595 from adjacent routes / streets	47
008	Prevent / discourage rat running on adjacent roads	47
017	Less severance, better connectivity and access across the A595	36
013	Safer for cyclists	30
030	Economic growth / regeneration	29
012	Safer for pedestrians	25
002	Improved transport links to/from West Cumbria (e.g. from the M6 motorway)	16
033	Will still be easy / will be easier to visit Whitehaven	14
031	Better access to Moorside / Sellafield	13
007	Less traffic congestion during peak hours	12
015	Reduced car use / more use of alternatives (e.g. bus / train)	11
019	Better drainage	7
032	Better Emergency access to Moorside / Sellafield	7
014	Safer for children / schoolchildren	4
018	Less HGV / Lorry traffic running along the existing A595	4

Code	Location codes	No. of responses
806	St Bees	22
807	Egremont	4
811	Pelican Garage junction	2
801	Distinguon	1
803	Mirehouse	1
804	Cleator Moor	1
805	Bigrigg	1
810	Calder Bridge	1

Code	Suggest alternative to improving the route	No. of responses
953	Suggest alternative improvements	29
954	Dual carriageway	12
950	Improve public transport instead	3
951	Employers should introduce Flexitime (flexible working hours)	1

Code	No perceived benefit from improving the route	No. of responses
970	Don't see any benefit / pointless / doesn't go far enough	15
978	Won't prevent / discourage rat running on adjacent roads	3
979	No air quality improvement	3
972	Won't improve transport links to/from West Cumbria (e.g. from the M6 motorway)	1
973	Won't reduce journey times	1
975	Won't make journeys more reliable (A595 won't deal with incidents better)	1
980	No impact on traffic running through local area	1

993	Will increase air pollution	1
995	Lack of a fast route could be an advantage to Sellafield security	1

Code	Other responses	No. of responses
998	Non-relevant comment	6
999	No comment / nothing to add	2
9999	Answered as a closed question	143

**Question 8: The information provided in the consultation brochure concludes that improvements to the existing A595 through Whitehaven should not be taken forward for future development as these would not solve the identified issues. Do you agree?**

Code	Agree (don't develop the existing A595) and consider other alternatives	No. of responses
050	Build a bypass / bypass is needed	92
003	Pointless upgrading the existing A595 / wouldn't solve problems	55
002	Can't upgrade the existing A595 (too constrained)	54
057	Build a bypass but also improve existing A595	21
004	Existing A595 isn't fit for purpose / can't cope / outdated	20
007	Existing A595 has too many junctions / roundabouts / traffic signals	20
051	Without a bypass, congestion will not be eased	17
005	Improving the existing A595 would just move problems to other locations	16
103	Instead, improve the A595 south of study area (towards Barrow / Barrow in Furness)	14
056	Build dual or three lane carriageway bypass / relief road	12
001	Don't upgrade the existing A595	11
058	Bypass will take through traffic away from town	10
031	Be aware of rat runs nearby	7
100	A595 improvements aren't needed (e.g. Moorside may not happen)	7
102	Instead, improve the A595 north of study area (towards Carlisle)	7
009	Improving existing road increase traffic / mean congestion elsewhere	6
052	Without a bypass, journey times will not improve	6
053	Without a bypass, safety will not improve	6
101	Improve the A595 elsewhere (non-specific)	5
006	Improving the existing A595 would be expensive	4
055	Bypasses have worked elsewhere, do it here too	4
030	Upgrade adjacent road	3
054	Without a bypass, severance between communities will continue	3
008	Improving the existing A595 would have a negative effect on local communities	1
Code	Disagree, A595 should be improved	No. of responses
400	Obvious that improvements to existing A595 are needed	61
401	Improvements to junctions on existing A595 are needed	23
405	Existing A595 is congested	22
404	Existing A595 has safety issues / accident blackspots	17
402	Improvements to existing A595 could deliver real benefits (quick wins)	14
406	Existing A595 gets congested at peak times / commuting hours	10
403	Existing A595 road not fit for purpose / not enough capacity	9
407	Improvements to the existing A595 need to go further than the study area	9
408	Improve access to Whitehaven Town Centre / don't make it less accessible	8
453	Improve existing A595 if no relief road is built / developed	8
418	Dual carriageway would solve the problem	7
412	New road is a long-term solution	5
413	Improvements are needed in short term	5
415	Bypass would be expensive	4
409	Improve access to hospitals / medical facilities	3
410	Developments in Whitehaven will increase traffic, so improvements needed	3
414	Traffic Management solutions are enough for existing A595	3
416	Build Bypass between Westlake & Howgate	3
417	Wrong issues identified	3
419	Will significantly benefit road users & residents	2
420	Lack of parking / parking issues in Whitehaven	2



Code	Don't improve A595 or build a relief road	No. of responses
480	Don't improve the A595 or build a relief road	4
454	Bypass will just move traffic elsewhere	2
481	Don't build a relief road (nothing else said)	1
Code	Other improvements are needed	No. of responses
450	Need to do something / any improvement is better than nothing	36
500	Improvements to public transport needed (rail / bus)	15
502	Improve cycle facilities on existing A595	9
501	Improve pedestrian facilities on existing A595	7
452	Access to Sellafield needs to be improved (especially if Moorside goes ahead)	6
504	Better enforcement / driver behaviour	4
451	Emergency access to Sellafield needs to be improved	4
505	Improve embankments / flooding issues	2
Code	Other comments / criticisms	No. of responses
982	Not enough detail provided / need more information	22
983	Don't understand the question / unclear	10
998	Non-relevant comment	7
984	Criticism of the question	6
999	No comments	2
970	Criticism of Cumbria County Council	1
971	Criticism of Highways England	1
972	Criticism of the government	1
981	Issue with map	1

### Question 9: Do you feel a Whitehaven Relief Road would solve the identified issues and provide benefits for the route?

Code	Agree a Whitehaven Relief Road would solve problems generally	No. of responses
001	Yes, this would be a good thing / overdue	90
005	Yes, would reduce congestion / traffic problems	45
060	Agree, but must go further than Whitehaven / do more	42
003	Yes, would split local and long-distance traffic	41
042	Yes, would improve safety / reduce accidents	32
004	Yes, would route traffic away from town	31
065	Agree, but needs to be a dual carriageway	26
090	Agree, but need more detail on proposed route (including type)	25
041	Yes, would reduce journey times	23
062	Agree, but need to improve the A595 south of study area (towards Barrow in Furness)	23
006	Yes, would solve peak time traffic congestion / commuting	21
002	Yes, the existing A595 can't be improved enough	15
044	Yes, would encourage development / regeneration	14
007	Yes, would reduce the amount of rat-running	11
008	Yes, would reduce the amount of air pollution on existing A595	11
011	Yes, would solve most of the issues in and around Whitehaven	11
012	Yes, will make life easier	11
013	Yes, nothing else can work	11
061	Agree, but need to improve A595 north of study area (towards Carlisle)	10
092	Agree, but needs to be done properly	10
064	Agree, but Sellafield access needs to be improved	9
010	Yes, Existing A595 isn't fit for purpose / can't cope / outdated	8
043	Yes, would improve access	7
063	Agree, but public transport improvements also needed	7
101	Agree, but improvements also needed on parallel roads	7
009	Yes, would have fewer junctions than the existing A595	6
093	Agree, but might make bottlenecks on the end and beginning	6
091	Agree, but consider need for more capacity in future	5
067	Anything that helps keep traffic moving would be good	4
100	If accident on relief road, can diversion routes cope?	4
068	Agree, but only solve problems in short and medium term	3
070	Agree, but only if no loss to residents	3
040	Yes, relief roads have worked elsewhere	2
069	Agree, But Ribbon Development should not be allowed	2
066	Agree, but only if Moorside goes ahead	1
Code	Neutral / don't know comments	No. of responses
200	Would solve some problems, but what about access to/from the relief road?	25
201	Not sure this would solve all the issues	16
203	Depends on route / options	14
204	Need to do something / Anything is better than present situation	8
205	Agree, but won't help cyclists and pedestrians	6
206	More concerned about existing road junctions	5
202	Will take too long to build, improvements are needed now	2
Code	Disagree that a Whitehaven relief road will solve problems	No. of responses
422	Will just move congestion/traffic problems elsewhere	21
400	It isn't needed / pointless	13

423	Needs to go further / bypass other areas e.g. Egremont	10
401	Too expensive / will cost too much	9
427	Wrong Issues have been identified	9
405	This would just move the traffic not reduce it	7
421	Wouldn't solve traffic problems / congestion outside Whitehaven	7
442	Won't be needed if Moorfield is cancelled	7
404	Will be bad for Whitehaven Town Centre	6
420	Wouldn't solve traffic problems / congestion in Whitehaven	6
424	Drivers behaviour is the main cause	5
428	Rat-running won't stop	5
402	Negative environmental impact	4
407	Traffic Management would be more appropriate	4
403	Adjacent roads aren't adequate to support relief road	3
443	Need to build cycle paths	3
408	Area is too constrained for a relief road (housing/geography)	2
409	Just improve the A595 instead	2
426	Just a short-term solution	2
406	Better access required for Whitehaven hospital	1
425	Consider toll system in some areas	1
429	Problem junctions will remain	1

Code	Other comments / criticisms	No. of responses
982	Not enough detail provided / more information needed	22
998	Non-relevant comment	4
980	General negative comment about consultation	1
981	Issue with map	1
983	Negative comments about Highway England	1

**Question 10: If a Whitehaven Relief Road was taken forward for development, what would be your key concerns with a potential improvement of this kind?**

Code	No concerns, see benefits from relief road	No. of responses
001	No concerns about relief road	126
002	This is needed / has to happen	49
005	A price worth paying / worth the negative effects for the benefits	25
387	Don't delay / do it quickly	15
030	Will improve traffic flow and capacity / Reduce congestion in the area	13
063	Reduced air pollution along existing A595	12
035	Will reduce journey times / improve travel times	11
036	Will improve road safety / fewer accidents	11
003	Overdue / should have been done years ago	10
061	Will be safer for local children / away from residential areas	8
062	Reduced noise along existing A595	8
004	Bypasses have been built elsewhere without issues	7
032	Will take traffic away from the town	7
031	Will reduce congestion during peak hours	5
064	Needed, to support developments (e.g. Moorside)	5
034	Will provide improved transport links to/from West Cumbria (e.g. from M6 motorway)	4
037	Will mean more reliable journeys (A595 dealing with incidents better)	4
060	Will improve access to hospitals / medical facilities	4
065	improved quality of life	4
033	Will reduce the amount of rat running	3
Code	No concerns, but suggest change / addition	No. of responses
082	Fine, if work is carried out sensitively / minimise environmental impact	30
086	Improvements should go beyond the study area	27
087	Fine, but should be a dual carriageway / tidal flow system	23
080	Fine, but include a cycleway / footpath	13
088	pedestrian crossings / footbridges	11
085	Include green bridge / wildlife crossing of the relief road	5
083	Fine, but consider using a tunnel to reduce visual impact	4
084	Incentivise the use of the relief road	3
081	Fine, but monitor traffic speeds / speed camera enforcement	2
089	Tree screening is needed	2
091	Use existing roads where possible	2
090	Flexi working hours	1
Code	Concerned about impact	No. of responses
300	Impact on people living nearby / residential property	134
331	Visual impacts / landscape / scenery	119
330	Impact on wildlife or wildlife habitats	115
332	Increased noise impact	69
362	Impact on road safety / more accidents/ new road should be safer for drivers	64
333	Increased air pollution	54
364	Impact of construction traffic/ negative impact of construction as a whole	42
366	Ensure good connection to existing roads / junctions	29
361	Would move congestion elsewhere	27
384	Cost of the scheme / value for money	22
301	Negative effect on retail in Whitehaven town centre /Local business	21
305	Safety of users and people nearby	20

363	Concerned about speeding on new road	14
303	Concerned about loss of land (e.g. farmland)	13
302	Moving traffic to areas which are currently quiet	10
367	Concern about rat runs	10
360	Impact on the surrounding road network	9
306	Ensure access to hospital	8
383	New relief road eventually won't cope, previous relief road didn't	7
365	Increased car use in the area	6
308	New relief road as a barrier / severance	4
307	Housing being developed along new stretch	2
304	Concerned about loss of properties (e.g. buildings)	1

Code	Suggest alternatives / requirements	No. of responses
380	Scheme isn't needed	10
382	Improve public transport	9
381	Improve other routes instead	7
385	Ensure that route is resilient to weather (e.g. flooding / ice / snow)	7
386	Improve existing A595 road	5

Code	Other comments / criticisms	No. of responses
982	Not enough detail provided / need more information - as to which route is decided.	29
9999	All of the above	20
980	General negative comment about consultation	17
998	Non-relevant comment	10
999	No comments	7
981	Issue with map	6

**Question 11: What other improvements would you like to see on the route in the future?**

Code	Suggest general improvements	No. of responses
003	Better enforcement of speed limits (e.g. use cameras / traffic calming)	39
008	Provide street lighting	21
001	Safety improvements (use 8XX location code if mentioned)	19
006	Improve road maintenance	13
002	Faster journey times / quicker travel speeds	9
007	Improved signage and road markings (Electronic signs / matrix signs on route)	9
009	Improve priority at roundabout/ junctions	7
005	Improve infrastructure to attract investment / development	6
010	Enforce Better driver behaviour	3

Code	Suggest improvement to A595 in study area	No. of responses
021	Route needs to be a dual carriageway (Including overtaking lanes)	135
024	Improve traffic light timings	34
020	Relief road would be helpful	30
027	Widen the route/ Improvements in the road structure	25
026	Improve access onto / from the A595	24
030	Ensure drainage is adequate / prevent flooding / a good road surface	22
029	Bypass another location (use 8XX location code if mentioned)	21
022	More use of roundabouts if possible	18
031	Discourage rat runs	14
028	Remove traffic lights (use 8XX location code if mentioned)	12
023	Put in filter/turn lanes at junctions	10
032	Improve the existing A595	8
025	Ban right turns from side roads	1

Code	Suggest wider improvements	No. of responses
080	Better connections to M6 (Improve transport links to/from West Cumbria)	47
042	Improve the A595 south of study area (towards Barrow / Barrow in Furness)	30
041	Improve A595 north of study area (towards Carlisle)	23
083	All of A595 to be upgraded	23
043	Improve public transport	13
040	Go further / do more (use 8XX location code if mentioned)	9
044	Agree, but Sellafield access needs to be improved	3
082	Improve parallel routes to A595	3

Code	Other possible improvements	No. of responses
202	Improved cycle infrastructure	93
203	Improved pedestrian infrastructure (e.g. crossings)	44
200	Improve bus links / bus services	19
214	More efficient road works / less disruption	17
201	Improve rail links / rail services	16
213	Traffic management measures (Restrictions / Speed Limit)	15
212	Improve parking provision / park and ride	14
205	Measures to reduce car use	13
211	Better conditions for emergency vehicles/ Emergency situations	12
204	Provide better access to Sellafield	8
209	Protect wildlife (e.g. green bridges)	8
210	Wider improvements to A66/ A5086	8
206	Provide a service station on the route	7



207	Provide rest areas / laybys	6
208	Landscaping of route needed (trees etc.)	4

Code	Suggested junction improvements / alterations on A595	No. of responses
321	Pelican Garage junction (New Road)	6
338	Egremont roundabouts	6
339	Improve junctions on study section (not specified)	5
323	Mirehouse Road junction	4
320	Howgate Roundabout	3
325	Thornhill Junction	3
340	Roundabouts (in general)	3
341	Blackbeck Roundabout	3
326	Lowca Junction	2
335	Westlakes junction	2
322	Moor Row junction (Scalegill Road)	1
324	Bransty Road junction	1
328	Low Moresby Junctions	1
333	Inkerman Terrace junction	1
337	Ironbridge junction	1

Code	Location codes	No. of responses
806	Bigrigg	13
811	Calder Bridge	6
808	Egremont	4
814	Whitehaven	4
803	Parton	1
805	Cleator Moor	1
807	St Bees	1
812	Holmrook	1
813	Bootle	1

Code	Other comments / criticisms	No. of responses
999	No comment / nothing to add	27
998	Non-relevant comment	17
997	Small improvements would not solve problem	3
250	Retain current speed limits	1

### Question 12: Are there any specific constraints we need to be aware of along the route and in the local area?

Code	Not aware of any constraints	No. of responses
001	No constraints / can't think of any	106
050	Don't know / not sure	29
002	None - just build the road / get on with it	9
051	Don't know - need more information (e.g. a route)	6
003	No constraints - would be a beneficial development	3
004	No, trust the experts	3
Code	Transport / infrastructure constraints	No. of responses
101	Bottlenecks on the A595	13
106	Constraints are beyond the study area	11
103	Disruption during construction	8
109	Slower traffic / limited overtaking opportunities	8
105	No provision for cyclists	5
102	Roundabouts / traffic lights on A595	4
108	Lack of / Poor Alternative roads	4
107	Bus stops on the road	3
104	Increased tourist traffic	2
100	Utility / service supplies to the area (water / gas / electricity)	1
Code	Environmental constraints	No. of responses
152	Wildlife Habitats / nature reserves / national park	20
154	Potential flooding / issues during bad weather	15
350	Old mineworking/ quarry	12
150	Visual impacts on local amenities / natural beauty	8
153	Vegetation / flora and fauna	8
353	Potential for landslides	8
155	Impact on rivers or watercourses	6
157	Increased noise / air pollution	3
352	Lack of space for development	3
151	Impact on tourism / tourist attractions	2
351	Local landscape (hilly)	2
Code	Wider constraints	No. of responses
205	Impact on new houses / residential developments	28
251	Potential Nuclear industry developments (e.g. Moorside / Sellafield)	20
401	Rat running on adjacent roads	12
252	Commuting workers at Sellafield (large numbers)	10
202	Schools traffic	9
200	Ensure needs of people / communities come first	6
201	Access / needs of those travelling around the area	6
250	Cost of building / expensive	6
404	Bridges in the study area	6
408	Does Moorside delay have an impact on scheme	6
206	Ability to cross the route (overpasses or underpasses)	5
400	Needs of hospital patient transfers / ambulance traffic	5
403	Sellafield Evacuation	5
405	Use appropriate speed limits and enforcement	5
207	Increased speed / Faster traffic (legally)	4

300	Potential for worsening road safety	4
406	Needs of pedestrians	4
301	Limitations of driver ability	3
203	Loss of farmland	2
204	Severance / splitting of farmland	2
302	Potential for speeding (driving over limit)	2
407	Relief road should not have too many junctions / for long distance traffic	2
208	Local opposition	1
253	Need cost contributions from developer	1
254	Impact on Whitehaven town economy	1
402	New out of town development / urban sprawl	1

Code	Other comments / criticisms	No. of responses
999	No comments	23
090	Do it, regardless of the impact	11
984	Suggest Alternative Improvement	8
980	General negative comment about consultation	7
998	Non-relevant comment	7
985	Needs to be Future Proof / have sufficient capacity	5
982	Not enough detail provided / need more information	3
983	Leave A595 alone/ Costs outweigh benefits	1
080	Not worried as won't happen	1

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