

# Kirkby Ireleth Parish Council

CHAIRMAN: Mr. G. Grieve, Estuary Lodge, Askew Gate Brow, Kirkby-in-Furness, LA17 7TE

## **A595 Grizebeck Road Improvement Consultation Response (July 2021)**

Kirkby Ireleth Parish Council continue to welcome the proposed development of a new road to improve the A595 in Grizebeck. The Parish Council continues to support the need for this development and appreciates the opportunities it has been given in consultation, having input and various meetings that Cumbria County Council have facilitated on this very crucial project.

To date, the Parish Council feels any concerns it has raised have been listened to and have been acted upon and that our contributions and local knowledge, as well as being a conduit for the views and input of residents, has been appreciated and respected. We look forward to this continuing through the progress of this development.

Regarding the current consultation, the Parish Council would make the following representations:

### **CHAPELS:**

#### **Speed:**

The Parish Council is gravely concerned that issues already experienced with vehicle speed, travelling the A595, will only be exacerbated by this development. The current road from Chapels towards Grizebeck is of such that it naturally prohibits speeding – however with the introduction of this development and with that a 60-mph speed limit, albeit reduced to 40-mph as it approaches Chapels, will only serve to promote traffic continuing at high speed. The speed limit heading south from Chapels toward the main body of Kirkby-In-Furness is a 40-mph limited, however this is regularly and excessively exceeded.

In relation to speed management and mitigation the Parish Council would:

- 1) Strongly impress upon CCC for the installation, as part of the development, for active fixed speed enforcement equipment, covering both directions and within the 40-mph speed limit section in Chapels.
- 2) Request prominent 'rumble strips' which are audible and prominent to any road user. In addition to this prominent road markings clearly stating the speed limit of 40-mph as well as 'SLOW' markings.
- 3) Request prominent electronic 'speed reactive' road signage in both direction and promoting compliance with the speed limited of 40-mph.
- 4) Request additional speed mitigation is installed and utilised further south of Chapels as the A595 progresses towards the main body of Kirkby-In-Furness.

**This is a very substantial concern of not only the Parish Council but also residents and other community groups – current proposals within the consultation document will not be sufficient. It cannot be denied that the development, although welcomed in principle, will only serve to increase this substantial area of concern, thus creating a dangerous situation.**

### **Connectivity:**

As the development is aimed at improving traffic flow and thus ensuring vehicles can maintain, not exceed, the set road speed limit it is crucial that consideration is given to pedestrians, cyclists, and others to having enough safe and secure means of crossing points. Equally crucial is ensuring that access throughout the village and individual hamlets is improved and made safer.

In relation to connectivity and improvements the Parish Council would:

- 1) Request that a new pedestrian footpath, to the same specification as that on the opposite side of the road, is constructed from junction of Chapels / A595 heading south to Marshside where it can join the existing pavement adjoining the south bound carriageway improving connectivity between Chapels and the main body of the village and thus reducing the need for pedestrians to cross the A595 after alighting from buses at the bus shelter.
  - a. Additionally, this would allow the Parish Council or others to utilise a common area of land known locally as ‘Mylie Walkers Hen Pen’ with a bench or other items to promote community facilities.
- 2) Request the installation of an additional pedestrian crossing on the A595 in the area of Marsh Garth / Marshside to again promote the safe connectivity of the village and its hamlets for pedestrians and others.

### **Flooding / Water Courses:**

The area of Chapels, Marsh Garth and Marshside has in recent years suffered from substantial flooding. Several water courses congregate in the area adjoining the A595 near Chapels. It is noted that the development includes the creation of a substantial drainage pond adjacent to the Chapels / A595 junction. The Parish Council would strongly request that CCC utilise this drainage pond for not only road drainage but to assist in alleviating flooding and the treatment of flooding within this area.

Further to this there is a proposal to ‘break in’ to the water course culvert running under Chapels and bring this water course into an open form and run it across an adjoining field, to the rear of Chapels Row. Again, consideration should be given to how this may impact on the threat of flooding and indeed if it can be done in a way to improve / alleviate flooding.

The Parish Council would ask that CCC ensures that as well as consulting with the actual landowner in this respect, they must also consult with the tenant of this land.

### **BUCKHORN LANE:**

It is acknowledged that the intention is for Buckhorn Lane to remain open, and we welcome the re-designed junction of Buckhorn Lane / Chapels. However, it must be ensured that Buckhorn Lane is made solely for the use of those residing along it and those requiring access to their land.

In relation to Buckhorn Lane the Parish Council would:

- 1) Request that Buckhorn Lane is clearly signed as ACCESS ONLY at both ends, as well as clear signage stating DO NOT USE SAT NAV, again at both ends. The reason for this being that currently Satellite Navigation devices route via Buckhorn Lane creating 'a rat run'.
- 2) Request a form of traffic deterrent is developed and deployed at the north end of Buckhorn Lane in the form of a forced give way, which are utilised in other locations locally such as Dalton-In-Furness. This should be in such a way as to so dissuade general traffic from using the road but maintains sufficient access for residents and landowners / operators of Buckhorn Lane.

### **CURRENT A595 DOVE BANK (TO BE FORMER):**

The Parish Council very much welcomes that the former A595 will be closed to traffic and will only be used by pedestrians, cyclists, and residents only.

### **PEN HILL CUTTING:**

The Parish Council welcomes the proposed development, and the plans appear to show an adequate level of screening of the road in this area by the formation of a large embankment which should serve to screen the road from most visual angles, but most importantly the nearest residents at Dove Bank. It is hoped that this screening will also serve as sound screen but would strongly implore CCC to ensure that all necessary mitigation is taken to ensure sound pollution throughout the route of the entire development.

### **BANK END (MOUSE TRAP):**

The Parish Council agrees with the proposal to close the current road at Bank End – however it must be noted, and mitigated for, that this will increase the volume of traffic that will now continue along the A595 into Grizebeck utilising the new junction.

### **CURRENT A595 GRIZEBECK (TO BE FORMER):**

The current A595 is in a poor state of repair, and although it is going to be replaced with the results of this development, in its entirety, it should be noted that the sections that are to be retained, such as that which will run from Grizebeck to the Village Hall are in a poor condition and the boundary wall along the south bound carriageway has collapsed into the road. This road will continue to be utilised to not only access residents' properties but also the Village Hall. Advantage must be taken to repair, improve and future proof this section

of road – it will still need to be used and given the level of development it will be a perfect opportunity to undertake this crucial remedial works.

#### **A595 / A5092 PROPOSED JUNCTION:**

The Parish Council is becoming increasingly concerned with the proposed junction design suggested for this location and we are aware that several residents and local community groups have very serious and justified concerns. It is our strong belief that the proposed junction will not provide a safe solution and indeed will create potential for a very dangerous junction. There are many factors which contribute towards this position:

- 1) There are already very prevalent issues along the A595 / A5092 with excessive speeding, along the length of the A5092 as it runs west to east and east to west through Grizebeck. Whilst it is acknowledged that there is a proposal to reduce the current speed limit, it is felt that this will not be sufficient to reduce traffic speed in this area and that simply reducing the speed limit is not the answer.
- 2) There are several properties adjacent to the A5092 / A595, all of which have vehicular access to the main road. The proposed junction will impact upon these resident's access.
- 3) The proposed junction will create what will be in effect three lanes of traffic, with traffic travelling in both directions and with a centre filter land for both those turning left and right as well as several access points to properties.
- 4) We are of the strong opinion that the current proposed junction, although grand in scale, is not the safest or most practical solution. The proposed junction very much replicates the previous, and dangerous, junction that was at Greenodd at the junction of the A5092 / A590 which was a well-known accident black spot and was subject to many serious and fatal collisions and was, as a result, subsequently replaced with a roundabout.

The Parish Council is of the very strong position that the proposed junction should be a roundabout, there are many benefits to this which we believe to be:

- 1) A roundabout will provide a 'speed break' within the road, this will apply to all traffic in all directions, but will allow vehicles to maintain control momentum / progress while traversing in each direction.
- 2) A roundabout will provide safer access for residents to their properties.
- 3) A roundabout will allow traffic progressing along the A595 from Kirkby and heading towards Greenodd to join the A5092 easier and safer, in particular larger vehicles, HGV's, and agricultural vehicles.

Although not experienced in these matters, we can see no reason as to why a roundabout cannot be constructed in this area given the availability of open land and that already earmarked for development as part of this project.

#### **Speed:**

Again, the Parish Council is gravely concerned that issues already experienced with vehicle speed, travelling the A5092 / A595 will only be exacerbated by this development. The

current road, being the A5902 / A595, running through Grizebeck suffered from excessive speeding to such a degree that a local community group was formed to address this. Although it is proposed to reduce the speed limit to 40-mph, this alone will not be enough to mitigate the excessive speed along this road.

Again, in relation to speed management and mitigation the Parish Council would:

- 1) Strongly impress upon CCC for the installation, as part of the development, for active fixed speed enforcement equipment, covering both directions and within the 40-mph speed limit section at both points as the A5092 / A595 enters and exits Grizebeck.
- 2) Request prominent 'rumble strips' which are audible and prominent to any road user. In addition to this prominent road markings clearly stating the speed limit of 40-mph as well as 'SLOW' markings.
- 3) Request prominent electronic 'speed reactive' road signage in both directions and promoting compliance with the speed limit of 40-mph.
- 4) Request additional speed mitigation is installed and utilised in locations both east and west of Grizebeck.

**This is a very substantial concern of not only the Parish Council but also residents and other community groups – current proposals within the consultation document will not be sufficient. It cannot be denied that the development, although welcomed in principle, will only serve to increase this substantial area of concern, thus creating a dangerous situation.**

#### **Crossing:**

Although there is not currently a pedestrian crossing on the A595 / A5092 within Grizebeck, it must be recognised that this area is widely used by those walking and cycling and also by residents and children. The Parish Council is of the firm position that the current proposed pedestrian crossing is not fit for purpose and will not provide sufficient safety. Despite the type of junction constructed, this will become an extremely busy and fast-moving section of road – considering the additional traffic utilising the road due to the closing of Bank End. A better solution to that what is currently proposed must be sought as it will only serve to create a dangerous crossing.

The Parish Council would:

- 1) Request that a safe pedestrian crossing is constructed in the form of a pedestrian underpass. If this is not possible then a suitably constructed footbridge must be encompassed into the development to allow safe connectivity.

**It must be noted that Grizebeck, and the area immediately adjacent to the A595 / A5092, is a bus route for local schools and a bus stop is located at this site. This being used by school children, usually at peak times which coincides with peak time traffic and excessive speed. We do not believe that current provisions will provide either sufficient safety or confidence in such a crossing.**

**SCREENING:**

The Parish Council would request further information on proposed planting schemes and plans for screening of the development for its length. From the plans provided it would not appear that any screen by means of planting is being proposed. The Parish Council would encourage CCC to utilise area of created open space and embankments to be planted with screening vegetation at the first opportunity for both visual amenity and also to assist with reducing of noise pollution.

**GENERAL:**

- 1) The Parish Council has an interest in ensuring that the Victorian road signs and aged mile markers along the current route of the A595 are retained, preserved, and utilised within the development of the new route.
  
- 2) The Parish Council would request the consideration be given to provision of an area of hard standing being constructed adjoining the A5092 opposite Grizebeck Service Station for the provision of an emergency vehicle / speed enforcement vehicle to be positioned from time to time.

Gary Grieve  
The Chairman  
Kirkby Ireleth Parish Council