



A591 Low Wood Bay

objectives

- Reduce the impact of the A591 'bisecting' the site
- Maintain and extend the cycle and pedestrian routes to the area from Ambleside and key destinations to the South
- Improve the safety and visibility of the existing junctions to the site



Gateway feature on approach to the section of highway where pedestrians are expected to be crossing.



PLEASE NOTE...

The Optimising Connectivity outline design for the A591 at Low Wood has been included in the consultation but will **not be progressing** to implementation at the current time.

The re-prioritising of the A591 Low Wood scheme reflects the limited funding and timescale available to implement the Optimising

Connectivity schemes and the need to ensure that our schemes align with future development at the key visitor destinations.

We are happy to collect comments on the outline design if you still wish to give feedback but we will not be undertaking any further design work on this scheme.



Potential location for gateway feature to make motorists aware that they are entering an area of increased activity and inform visitors that they have reached their destination. The feature could be a stone pillar displaying the name of 'Low Wood Bay'

Change in surface colour from blacktop to a light grey coloured asphalt.

Reduction in camageway lane widths to 6.1m is to encourage slower speeds and make motorists show more caution as they pass through

Retain and improve existing bus stop on the northbound (lake) side of the A591.

Retain existing bus stop on the southbound (hotel) side of the A591.

Courtesy crossing points connecting to hotel entrance and garden access

Hedge replaced with low wall to improve views of lake and provide structural edge for new footway.

New 3m wide footway (potential to incorporate cycleway in future when north and south links can be achieved)

Footway resurfacing

Access to existing water sport centre and future convention centre

Potential location for gateway feature to make motorists aware that they are entering an area of increased activity and inform visitors that they have reached their destination. The feature could be a stone pillar displaying the name of 'Low Wood Bay'

LOW WOOD HOTEL

Changes proposed by Outline Design to:



General traffic

Pedestrians

Cycling

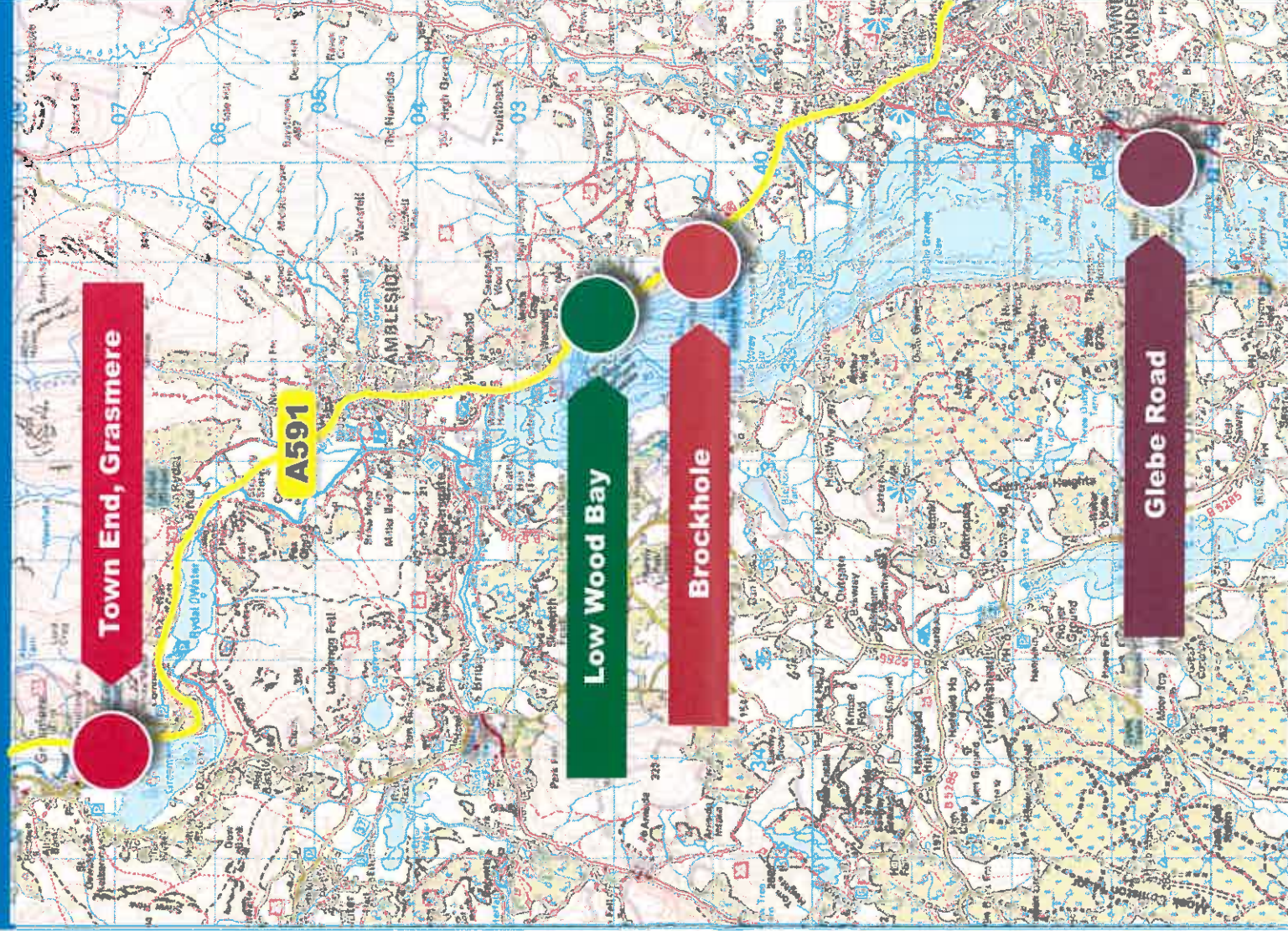
Service buses & facilities

Parking

Mobility impaired



Cumbria County Council, the Lake District National Park and South Lakeland District Council are working together to develop highway improvements at four visitor locations in the South and Central Lake District:



The chosen locations are key sites in the Windermere Waterfront Programme, part of the Core Strategy for the Lake District National Park (policy CS08) and are expected to see future investment at nearby visitor destinations.

Our project is called 'Optimising Connectivity' because we want to improve transport connections for visitors accessing these destinations.

Our aim is to:

- Provide high quality transport infrastructure at key visitor arrival points
- Improve links between arrival points and popular destinations
- Enhance connections for those travelling by local bus and boat services, walking, and cycling
- Improve safety and visibility on the highway; reduce the 'barrier' effect of the road

Funding and phasing

Optimising Connectivity is supported by the **Cumbria Local Economic Partnership (LEP)** and has been allocated up to £2 million from the Local Growth Deal over the next two years. We are aware that the funding that is available each year may not be sufficient for all schemes to be delivered in the same period and we are exploring ways of phasing the delivery.

Progress to date

In December 2014 and January 2015, Cumbria County Council held community drop-in events at Grasmere, Ambleside, Low Wood, Brockhole, and Bowness Bay. These events were held to inform local residents about the 'Optimising Connectivity' project and to discuss highway issues that are affecting the locations. The information collected was used to inform the development of Outline Designs. We now want to hear your views on the designs before we progress the detailed plans for the schemes.

Have your say

The consultation is open from **1 April to 21 April** and you can see the designs for all four schemes:

- on this display
- online at: www.cumbria.gov.uk/optimisingconnectivity
- at one of our staffed drop-in events:

Grasmere Village Hall Monday 13 April, 3pm to 6pm

Brockhole Visitor Centre Thursday 16 April, 11am to 2pm

Windermere Library Thursday 16 April, 3pm to 5pm

If you would like to give us feedback on the outline designs, please use one of the feedback forms provided or alternatively send your comments to:

Sarah Williams (Area Engagement Officer)

 **email:** sarah.williams@cumbria.gov.uk

 **post:** Cumbria County Council, Kendal County Hall, Busher Walk, Kendal, LA9 4RQ

 **tel:** 01539 713405



Palette of materials

Colours and textures have been chosen to complement the rural character of the scheme locations.

A combination of materials can be used to achieve the look and a proposed palette is shown here.

The use of each material will be determined by the sensitivity of the location, the design requirements, and the available budget.



Westmorland Green Slate

A combination of setts and flag paving could be used as a surface treatment for priority areas, as well as used to create gateway features.

This high quality stone offers a beautiful variation of colours and is sourced from local quarries. The stone is commonly used for building within this area and a recent example of this is the Jerwood Centre, Town End.



Granite kerb

Granite is a high quality stone that has excellent wearing properties and a very low water absorption rate. These factors make it ideal for use as kerbstones and drainage channels within the carriageway.



Natural Green Resin Bond Gravel

This treatment provides a textured surface that has colour variations which complement the local stone of the area. Its gravel-like appearance is suited to rural settings and it is properties make it appropriate for use in footways, cycleways and for occasional vehicular access.



Concrete kerb (conservation style)

This edging treatment replicates the look of more expensive granite units but is a lower cost alternative. It has a finish which closely resembles that of natural stone.



Coloured asphalt

A coloured asphalt surface can be used as an alternative to blacktop to indicate to road users that they are entering an area of 'different' activity. A light grey asphalt surface is proposed for the main carriageway finish between gateway features at either end of the scheme locations.

An alternative 'buff' colour surface could be used at pedestrian crossing points to provide a contrast to the light grey surface. Both of these options are as hard wearing as normal blacktop so would not require additional works to maintain them.



Blacktop asphalt

This is the standard material used for highway surfacing and is the lowest cost option for footway and carriageway treatments.



Concrete kerb

The standard choice for kerbs in the highway. This unit is the lowest cost option available for kerbing.

This table shows the options available for surface treatments at various highway features within the designs

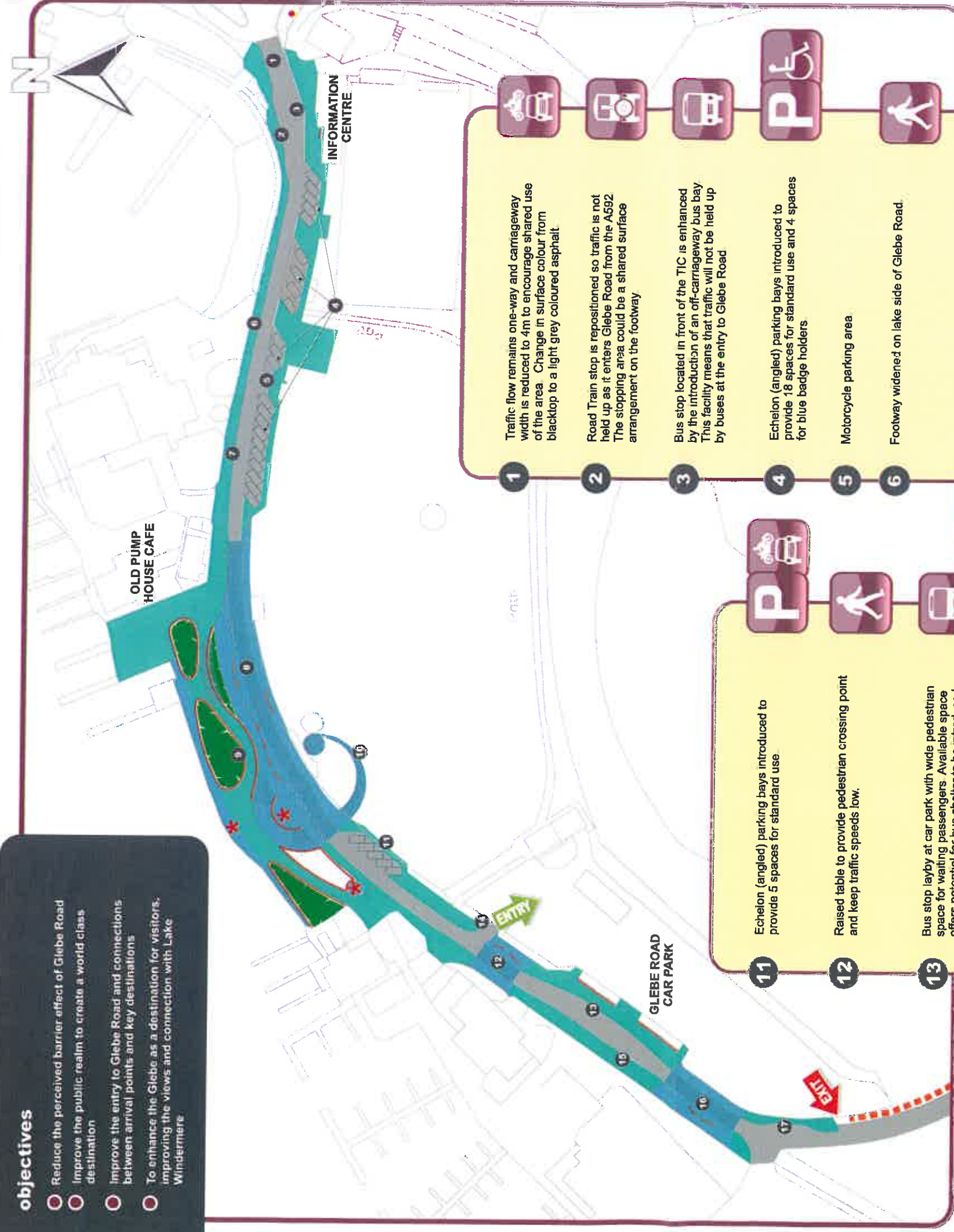
	Footways	Pedestrian crossings	Pedestrian refuge	Parking bays	General carriageway surface	Kerbs
Enhanced quality material option	A C	A E	A C	A E	E	B
Medium quality material option	C	E	C	E	E	D
Standard quality material option	F	E	F	F	F	G



Glebe Road, Bowness-on-Windermere

objectives

- Reduce the perceived barrier effect of Glebe Road
- Improve the public realm to create a world class destination
- Improve the entry to Glebe Road and connections between arrival points and key destinations
- To enhance the Glebe as a destination for visitors, improving the views and connection with Lake Windermere



1 Traffic flow remains one-way and carriageway width is reduced to 4m to encourage shared use of the area. Change in surface colour from blacktop to a light grey coloured asphalt

2 Road Train stop is repositioned so traffic is not held up as it enters Glebe Road from the A592. The stopping area could be a shared surface arrangement on the footway

3 Bus stop located in front of the TIC is enhanced by the introduction of an off-carriageway bus bay. This facility means that traffic will not be held up by buses at the entry to Glebe Road

4 Echelon (angled) parking bays introduced to provide 18 spaces for standard use and 4 spaces for blue badge holders

5 Motorcycle parking area

6 Footway widened on lake side of Glebe Road.

7 2m wide partial bay for load/unloading. Surface to match footway material

8 Long section of raised table to create a shared 'level' surface to improve pedestrian movement between the Glebe and lake shore

9 Public realm improvements in area between the highway boundary, the Old Pump House Coffee Shop and wishing well. The existing stone panorama plinth will be retained as part of the design. South Lakeland District Council are contributing towards the cost of this area

10 Improvements made to allow people to access the rocky outcrop and enjoy views across Lake Windermere.

11 Echelon (angled) parking bays introduced to provide 5 spaces for standard use

12 Raised table to provide pedestrian crossing point and keep traffic speeds low.

13 Bus stop layby at car park with wide pedestrian space for waiting passengers. Available space offers potential for bus shelter to be introduced

14 Glebe Road car park entrance retained with kerblines adjusted to match narrowed carriageway and provide more footway space

15 2.4m wide partial bay for load/unloading. Surface to match footway material

16 Raised table to provide pedestrian crossing point and keep traffic speeds low.

17 Footway constructed to allow for occasional large vehicle manoeuvres in and out of the marina



Changes proposed by Outline Design to:



General traffic
Pedestrians



Cycling



Parking



Mobility impaired



Service buses & facilities



An artist's impression of the potential public realm improvements works to the foreshore area on Glebe Road and new access route to the elevated rocky outcrop on the recreation area.

South Lakeland District Council are contributing towards the cost of this area which will make the whole space more accessible and a pleasant place to use.



Option A

New parking layout that has vehicles angled away from the carriageway. This echelon arrangement will accommodate 64 spaces. This is greater than the number of spaces which are currently available using the kerbside parallel parking system in this area of Glebe Road.

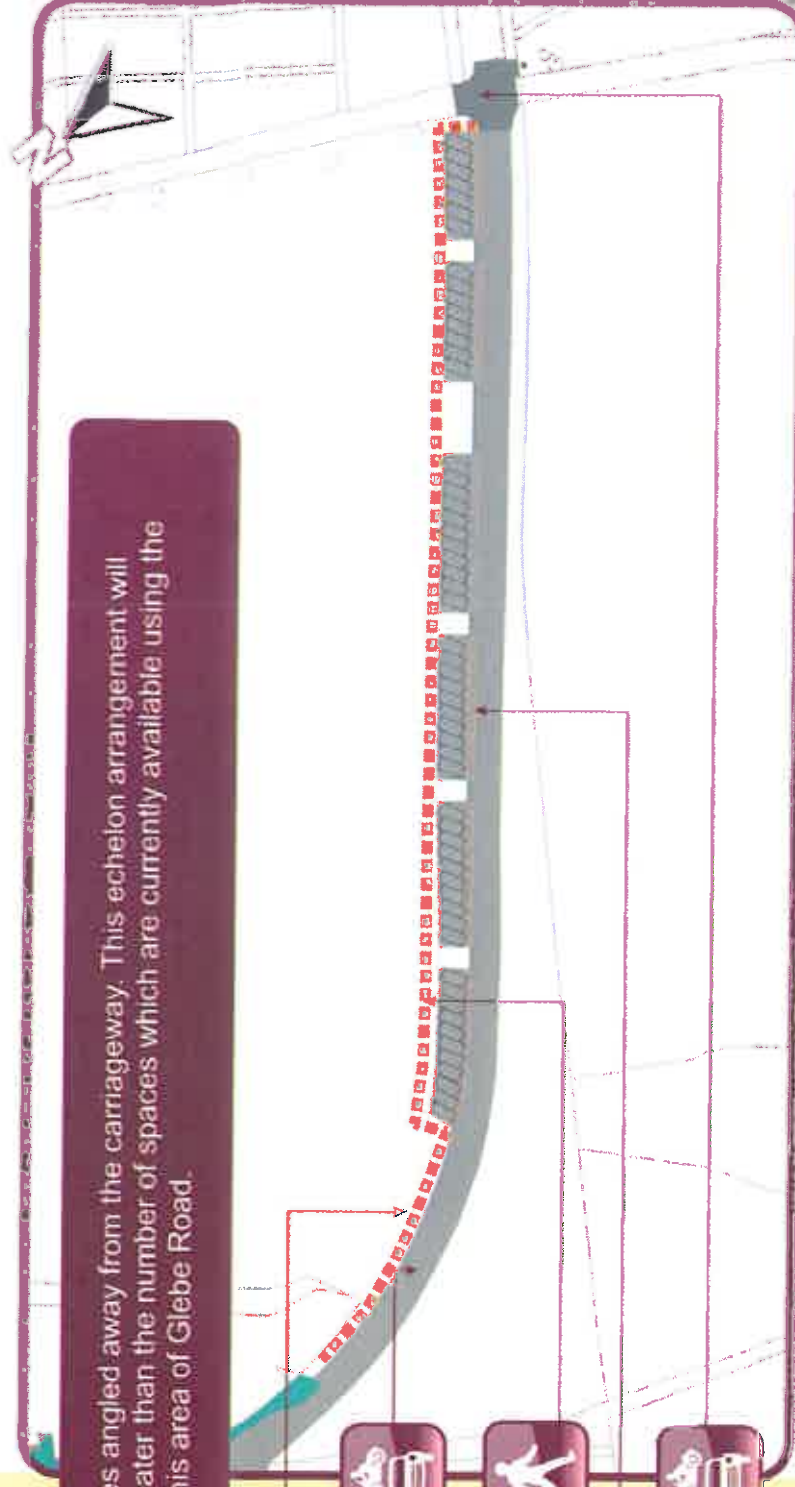
Existing metal fence to be repositioned to allow for parking spaces and footway/cycleway

Change in surface colour from blacktop to a light grey coloured asphalt

3m wide shared footway and cycleway at rear of parking bays

1.2m wide buffer zone for motorists using the parking spaces

Raised junction to highlight pedestrian and cyclist activity at this location



Option B

This option proposes **no changes** to the current kerbside parking and carriageway width in this section.

Raised junction to highlight pedestrian and cyclist activity at this location.

