



Cumbria County Council

**Grizebeck transport
improvement study
consultation update**

Introduction

- Purpose of presentation
- Background
- Scheme funding and the Major Road Network
- Scheme objectives
- Scheme options: longlist and shortlist
- Public consultation
- Response to public consultation
- Preferred route and the business case
- Next steps

Purpose of presentation

- To provide feedback to community on the results of the consultation
- To explain what we are doing to respond to the consultation responses
- To ensure community support for the scheme prior to submission of the business case

Background

- Proposals for improving A595 near Grizebeck have a long history
- Recent study work (West of M6) identified transport improvements, including A595, as key to supporting economic growth
- Potential scheme identified as short-term priority in A595/A66 Strategic Outline Business Case

Major Road Network (MRN)

- Secretary of State announcement in September 2018
- A595 Grizebeck scheme invited for early submission to secure funding available for the Major Road Network
- Being one of the first schemes allows entry to the first year of the MRN improvement programme

MRN funding criteria

- MRN scheme funding needs to meet criteria aligned to national transport objectives:
 - ease congestion
 - upgrade important routes
 - unlock economic and job creation opportunities
 - enable new housing
 - support all road users
 - support the Strategic Road Network

MRN funding criteria

- Critical for A595 Grizebeck scheme to align with MRN criteria – will not secure funding otherwise
- This has fed through into the scheme objectives, and option prioritisation and development

Improvement objectives

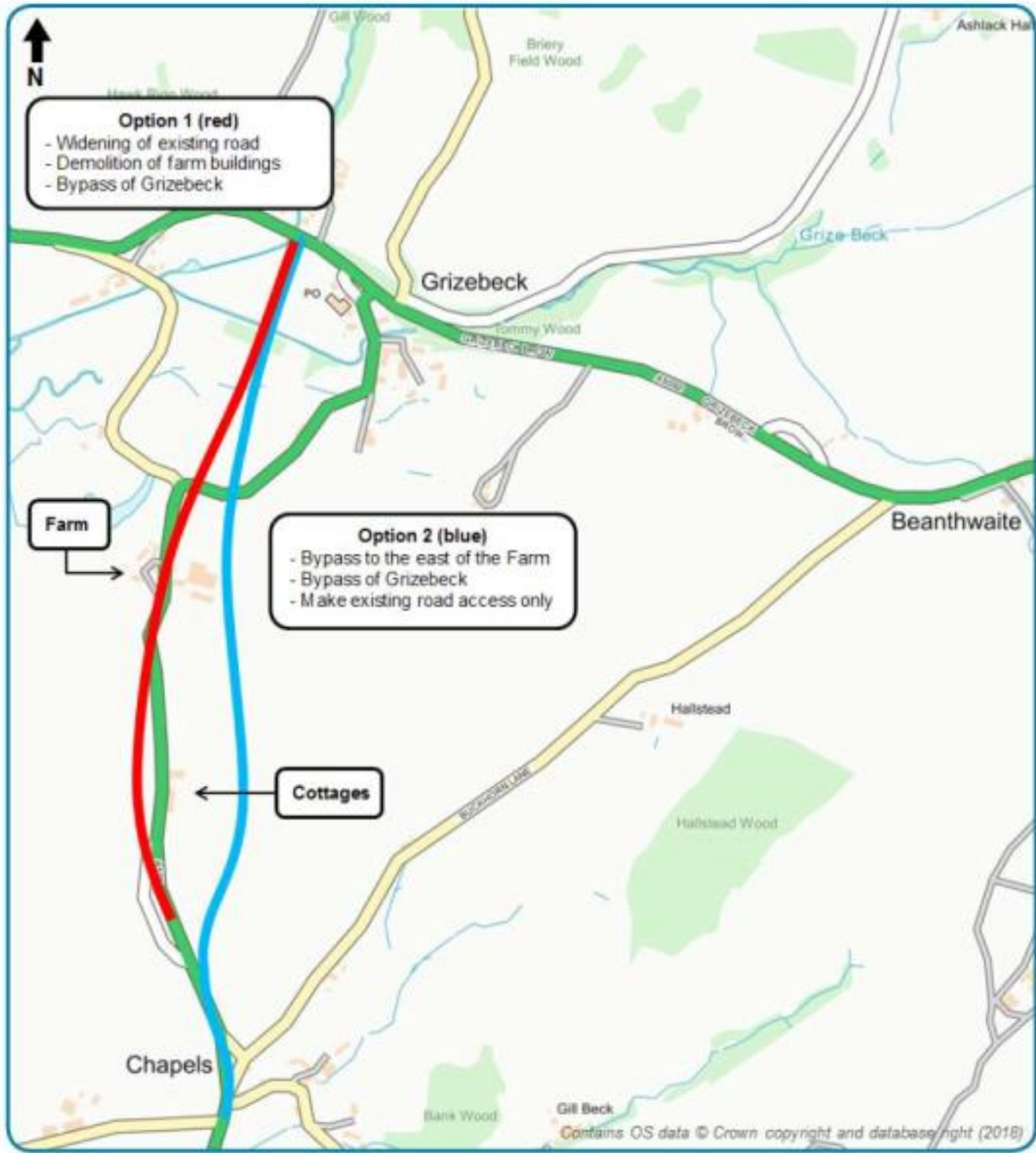
- Support economic growth in Cumbria by improving journey times on the A595
- Improve the A595 to make it suitable for freight traffic accessing existing and proposed major developments
- Improve resilience and journey time reliability, particularly when the road is used as a diversion route
- Improve road safety by reducing the number and seriousness of incidents
- Minimise adverse impacts on the environment and reduce carbon emissions
- Reduce the impact of the A595 on severance in Grizebeck

Scheme development: long list

- A long list of options was developed, including traffic lights and different route options
- Sifting to select prioritised options for further development – evidence-based assessment on how option could meet objectives, achieve benefits, environmental impacts, deliverability

Scheme development: short list

- Prioritised schemes were developed further
- Work included indicative alignment, environmental assessment, geotechnical assessment, engineering assessment, economic appraisal
- Two options (red and blue routes) taken forward to public consultation



Consultation approach

- A four week consultation was held from 19 October to 16 November 2018
- Two drop-in events at Grizebeck Community Hall
- 312 attendees signed-in
- 258 consultation responses (feedback forms)
- Information and results to be presented in report, which will be published on website

Consultation results

- Results show key scheme priorities are road safety (82%), easing congestion (75%) and improving journey times (37%)
- Results show opposition to red route (61% oppose) – impact on farm, online construction, and property impacts
- Results show support for blue route (66% support), but with caveats – safety, access and property impacts

Consultation results

- Results show that blue route preferred to red route (75% prefer or slightly prefer)
- Statutory authorities raised specific comments and issues, but displayed no preference in route options
- Interest organisations provided cautious support for improvement in principle, but stressed need for further consultation
- Results broadly consistent across public respondent types, although commuters tended to support both options slightly more, and residents slightly less

Consultation themes

- Different routes should be considered
 - Buckhorn Lane, West of Bank End
- Safety
- Access to properties and land
- Impacts to properties

Response: different options

- Buckhorn Lane option meets resilience objective, but low journey time and poor greenhouse gas impacts
 - would not meet scheme objectives and could not demonstrate value for money
- West route meets objectives and journey time benefits, but crosses flood plain with poor ground conditions so expensive and high risk
 - deliverability concerns and could not demonstrate value for money

Response: safety

- Stage 1 road safety audit being undertaken early
- Further work on junction strategies (layout, non-motorised user provision) and other accessibility provision
- Scheme designed to recognised standards which take into account safety
- “Safety in Design” is core principle of designs

Response: access and impacts

- Access to land and properties being considered in more detail to inform cost estimate
- Access to land and properties will still be provided
- Property impacts to be considered in more detail in next stage of development, to inform mitigation

Preferred route

- Consultation results feed in to selection of preferred route, but are not the only factor – will also consider how scheme meets objectives, environmental impact, engineering assessment, economic appraisal, and deliverability
- Preferred route needed for the business case

Business case

- Business case submission anticipated at end of March
 - Strategic case – how scheme meets objectives
 - Economic case – value for money
 - Commercial case – procurement strategies
 - Management case – governance, risk, deliverability
 - Financial case – scheme cost

Next steps

- Submit business case (March 2019)
- Funding outcome (2019)
- Further scheme development, including preliminary design, surveys, environmental assessment (EIA) and public consultation (2019)
- Planning application (2020)
- Detailed design (2020/21)
- Construction (2021/22)

Questions

- Question and answer session

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