A595 Grizebeck Improvement

Public Consultation

How to respond to the consultation

The consultation is open until 16 November 2018. Information about the potential improvement is included in this document.

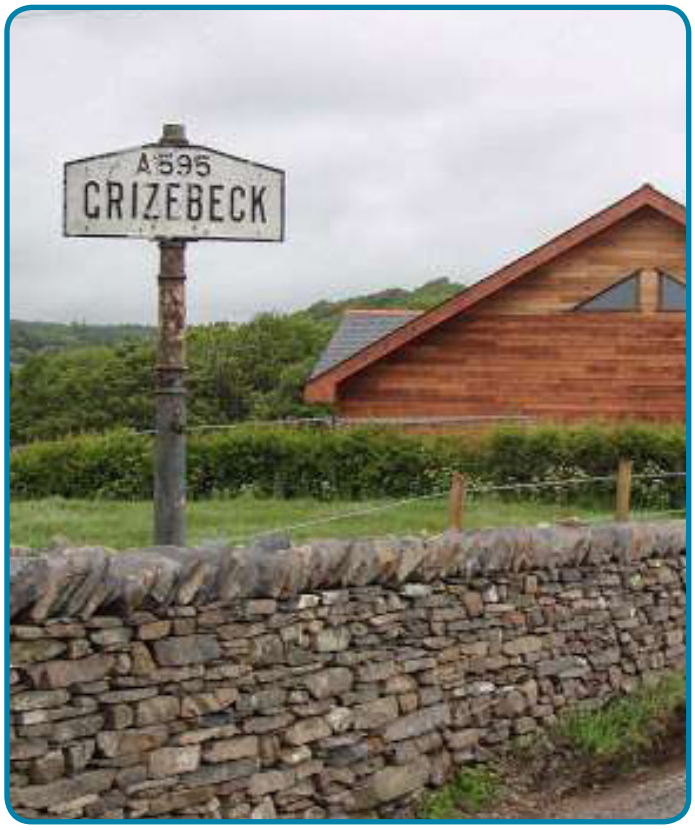
You can respond to the consultation in a number of different ways:

- Respond on line at **cumbria.gov.uk/a595grizebeck**
- Complete and return the paper questionnaire at the end of the document to **FREEPOST CUMBRIA COUNTY COUNCIL**
- Attend a public consultation event

A series of drop-in consultation events will provide an opportunity to review the proposals and speak with members of the team who can provide further detail.

The drop in events will be held in Grizebeck Village Hall

- Friday 19 October between 12noon and 6pm
- Wednesday 7 November between 3pm and 7pm



For more information or to comment, visit **www.cumbria.gov.uk/a595grizebeck**
Email: **a595grizebeck@cumbria.gov.uk**

What's the issue?

The A595 is a primary route in Cumbria between Carlisle in the north and Dalton-in-Furness in the south, and it forms the key link between Barrow-in-Furness and West Cumbria. Study work undertaken by Cumbria County Council and the Cumbria Local Enterprise Partnership concluded that making sure the main transport links in Cumbria are fit for purpose is key to supporting economic growth.

One area identified through this study work as needing improvement is the A595 south of Grizebeck. This section of road is undulating and meandering with narrow road widths, and the average speed of traffic is lower than that expected of a main road. This includes a section where the road passes through a farm yard.

In addition to this, the A595 is used as the diversion route when the A590 is closed between Dalton-in-Furness and Greenodd. When the route is used as the diversion route, the narrow road width causes significant congestion.

We support improvements to the A595 at Grizebeck due to the benefits it would bring to journey times, safety, resilience and the wider economy. We have lobbied Government to ensure they recognise the strategic importance of the road. Government have acknowledged this and have included the A595 at Grizebeck as one of the first five improvement schemes to be developed further on the newly identified Major Road Network. We are now working with Government to understand their requirements and the work we need to do to secure the funding. This will include the production of a business case for the scheme.

Your feedback from this consultation will inform the type of improvement that is developed and will feed in to the business case needed to secure funding. Further public consultation on more detailed proposals would happen in the future as the scheme is developed further.

What are we trying to do?

This study aims to develop an improvement scheme which addresses the journey time, reliability, safety and severance issues arising as a result of the poor road width and alignment on the A595 between Chapels and the A5092 junction at Grizebeck.

The objectives of the scheme are to:

- 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; and
- Reduce the impact of the A595 on severance in Grizebeck.

What have we done so far?

We have reviewed existing data, including:

- Accident records over the last five years
- Topographical surface models
- Journey to work data for major employers in the area
- Local development plans
- Data on planned schemes and developments in the area
- Traffic data
- Previous study work (including the West of M6 Strategic Connectivity Study)
- Existing and historical environmental data including flood zone data
- Existing geotechnical information

Some of the key constraints are the flood zones and ground conditions. Further details on these are shown on the accompanying maps.

Using this data a number of possible schemes have been developed to address the problems on this section of road.

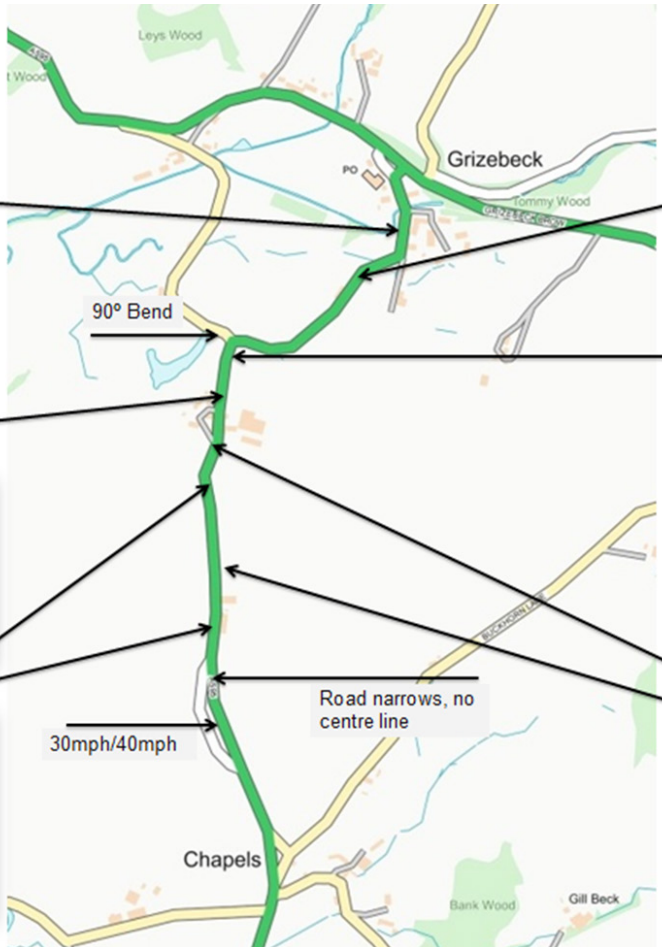
Grizebeck Map and Area Issues

Narrow and tight bend through village

Building pinch point

Passing point and retaining wall

Existing properties to east of road



Narrowing past Community Centre

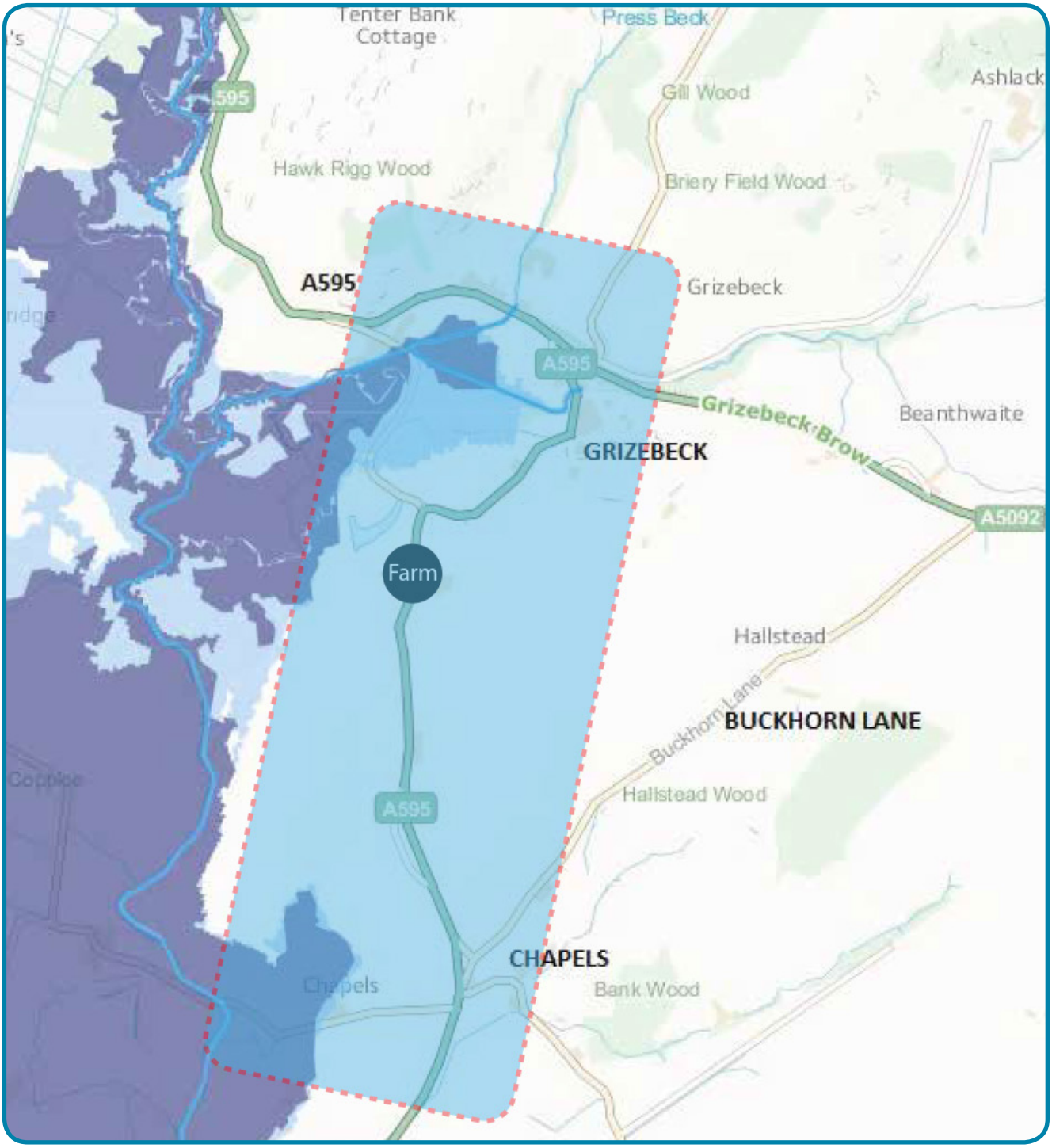
Limited visibility

Farm yard entrances

Narrowing

What are the constraints?

Flood zones

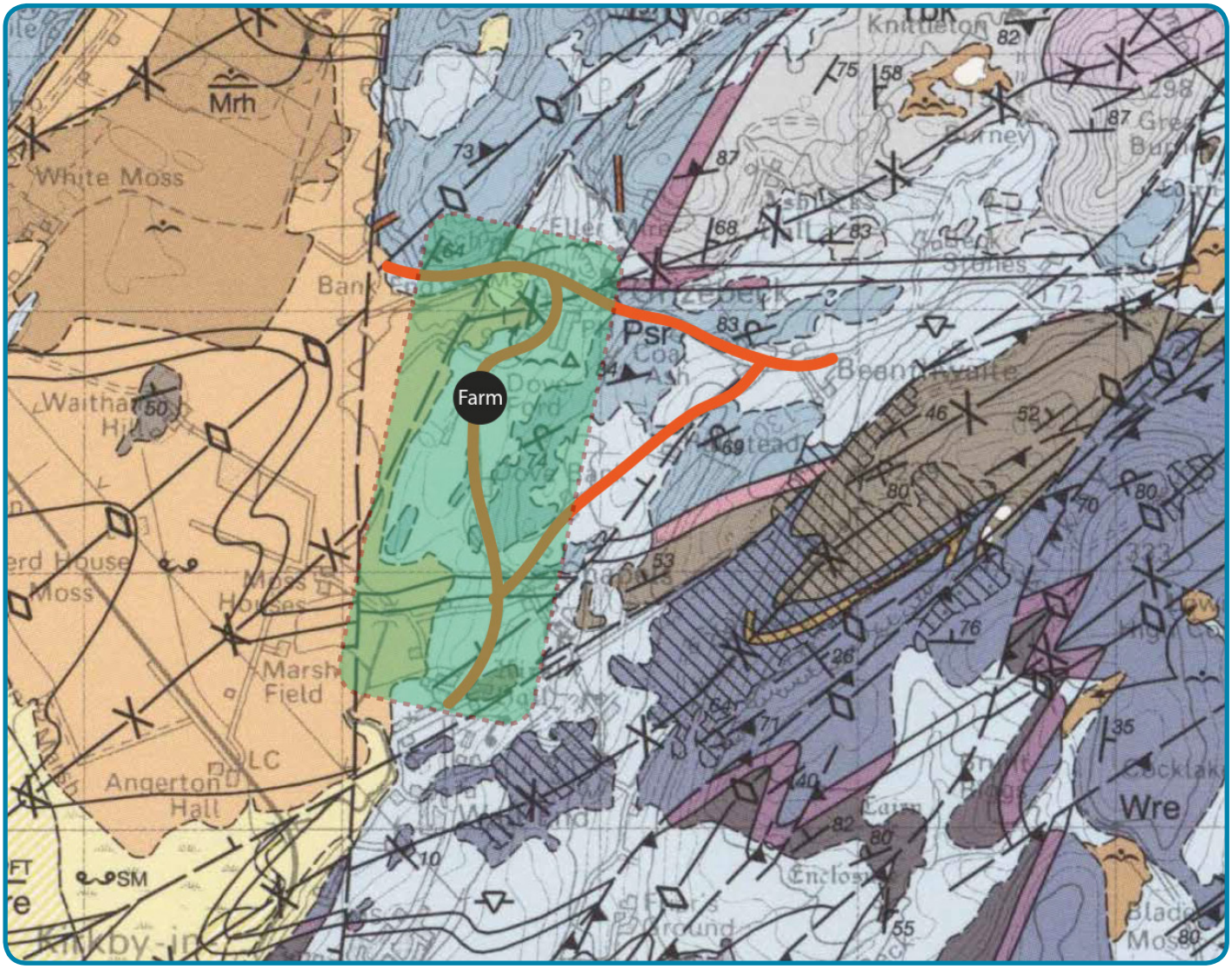


The area to the west of the existing A595 is subject to coastal flooding and the Environment Agency assesses the likelihood of flooding accordingly:

- **Very low risk** (unshaded) means that each year this area has a chance of flooding of less than 0.1 per cent.
- **Low risk** (light blue) means that each year this area has a chance of flooding of between 0.1 per cent and 1 per cent.
- **Medium and high risk** (dark blue) means that each year this area has a chance of flooding of greater than 1 per cent.

While these percentages look small they do mean flooding may occur and the road and structures need to be designed accordingly.

Ground conditions



This plan shows the existing geological conditions for the route. The following ground types are found in the study area for this scheme:

Light Blue: glacial till, a common ground type and suitable for building on.

Mid Blue: exposed rock, this is good to build on and provides a suitable foundation, but is hard and expensive to cut through. This can be seen on the land to the west of the existing A595, south of the village.

Orange: marine deposits typical of the coastal flood plain.

Yellow: alluvium, a very soft and compressible soil ground type. There is a small area of this to the west of the village.

The ground conditions of the area need to be considered accordingly in the design.

What have we considered?

Using the available data and observations of existing conditions we developed a number of possible schemes to address the problems on this section of road.

We carried out a sifting exercise to identify the strengths and weaknesses of each possible option, and narrow down those options to the two options with the best potential for meeting the scheme objectives. Some of the options which were considered but rejected were:

Traffic Lights

The simplest method of control to reduce conflicts is traffic lights. The longest feasible length for lights is around 120 metres which would still require road widening, and the lights would create delays even when traffic flows are lower outside of the peak periods.

Bypassing the farm to the west

The land to the west of the existing A595 is lower and encroaches on the flood zone, as well as the associated poor soil and ground conditions. The engineering requirements of building a bypass here would increase the cost significantly.

Bypassing the A595 south of Grizebeck

Bypassing the section of road from Chapels to the farm would provide some benefit but would still leave conflict points by the Community Hall and through the village.

Upgrading Buckhorn Lane

Upgrading this existing lane would avoid constraints around the flood zone, and there is more space for a larger junction with the A5092. However, this route would be considerably longer for the predominant west-south traffic movement and would not improve journey times.

What are the options?

Option 1. Widening with a bypass of Grizebeck (red line on map)

This option would follow the existing alignment of the A595 as closely as possible from Chapels to the farm. It would then divert from the existing road and bypass the village of Grizebeck. This option would impact on the farm buildings and would create a new junction with the A595 to the west of the existing junction.

This route has the advantage of staying close to the original alignment and taking the shortest route. The new junction on the A595 would improve access from the west and east. The existing roads would provide access for local users.

Option 2. Full bypass to the east of the farm (blue line on map)

This option would leave the existing road to the north of Chapels, bypassing the existing narrow sections of road to the east of the cottages and the farm. The route would then cross the existing road south of the village of Grizebeck and continue to the west of the village to meet the A595. The bypass of the village and the new junction would be a similar arrangement to that proposed for the first option.

This route would be easier to construct as it is away from the existing road although the line it would take is restricted by the lay of the land in this area. The existing A595 would become a road for local users.

Route Options

The two route options are shown on the following map: