

# North Pennines Route Strategy Evidence Report Technical Annex

April 2014



## Document History

### North Pennine route-based strategy evidence report Technical annex

Highways Agency

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## Table of Contents

<b>A Future considerations</b>	<b>1</b>
A.1 Economic growth additional Information	1
<b>B Stakeholder Event Summary</b>	<b>3</b>
B.1 Background	3

## Tables

Table A.1 Housing and economic growth proposals by Local Authority .....	1
Table A.2 Cumbria SEP aspirational SRN schemes .....	2
Table B.1 List of invited stakeholders .....	3
Table B.2 Stakeholder Event Record .....	6

## A Future considerations

### A.1 Economic growth additional Information

A.1.1 Table A.1 below lists the housing and economic growth proposals by Local Authority. Where possible, these are taken from the adopted local plan. For authorities without an adopted local plan, figures are a 'best estimate' based on options which the authority has placed in the public domain. This is a list of the information summarised and aggregated at Local Enterprise Partnership level in Figure 3 of the main report.

**Table A.1 Housing and economic growth proposals by Local Authority**

Local Enterprise Partnership	Local Authority	Anticipated growth			
		2011 – 2015	To 2021	To 2031	
Cumbria LEP	Allerdale			6100 homes	
	Barrow-in-Furness			14000 jobs	1300 homes
	Copeland				4500 homes
	Carlisle			300 jobs plus 158ha employment land	12450 homes
	Eden				3050 homes
	South Lakeland				5300 homes
North East	County Durham	7850 homes	15700 homes	31400 homes	
		7836 jobs	15671 jobs	31342 jobs	
	Gateshead	486 homes	2517 homes	4854 homes	
		2269 jobs	5963 jobs	6938 jobs	
	Newcastle	2055 homes	6311 homes	14746 homes	
		3489 jobs	7193 jobs	8392 jobs	
	North Tyneside	1969 homes	3939 homes	7877 homes	
		4421 jobs	8842 jobs	17684 jobs	
	Northumberland	4985 homes	7548 homes		
	South Tyneside	1405 homes	2810 homes	5620 homes	
		1552 jobs	3105 jobs	6210 jobs	
	Sunderland	4541 homes	13682 homes	17383 homes	
		2617 jobs	5226 jobs	8583 jobs	

In December 2014 the Local Enterprise Partnerships submitted draft strategic economic plans (SEP) to the Department for Communities and Local Government (CLG). The SEPs, which set out the strategic investment priorities for the LEP areas, include plans for strategic investment including in transport. Cumbria LEP has identified a number of aspirational schemes on or affecting the strategic road network which are shown in Table A.2 below. However, at the time of publication these

schemes do not have committed funding or inclusion within a forward programme of works. The SEP documents produced by North East LEP and Tees Valley Unlimited do not contain specific investment priorities which directly affect the route.

**Table A.2 Cumbria SEP aspirational SRN schemes**

Location	Scheme Type	Timescale	Anticipated Benefit
Junction 45 of M6	New junction to allow access for traffic from the north	Medium/Long Term	Maximise the economic potential for the redevelopment of MOD Longtown which may be restricted in the future if improvements are not implemented.
A66 east of Penrith to Cumbria County Council boundary	Dualling of outstanding sections	Medium/Long Term	Maximise benefits for the economy through improved access to key employment sites along M6 corridor
A595/Rosehill ('Coal Road')	Traffic signals due to poor visibility and slow moving side road traffic onto A595.	Medium Term	Improved access required for HGVs from Whitehaven Commercial Park
A595/A5094 Inkerman Terrace/B5295 Ribton Moor Side	Higher capacity signals and extra capacity on all arms	Long Term	It will alleviate bottleneck with regard to the critical link between residential and employment land on the east side of Whitehaven and the Town Centre. It will also improve access to the A595 from the Town Centre particularly southbound.
A66 Ramsay Brow /A596 Washington Street	Higher capacity signals, extra capacity on all arms and more space on A66	Long Term	Alleviation of bottleneck on A66 for HGV's to Port of Workington and industry along coast between Derwent Howe and Siddick.

## B Stakeholder Event Summary

### B.1 Background

B.1.1 The following stakeholder events affecting the route were held during September and October 2013:

- Middlesbrough: 10 September 2013
- Northallerton: 12 September 2013
- Shap, nr Kendal: 17 September 2013
- Newcastle upon Tyne: 2 October 2013

B.1.2 Table B.1 provides details of stakeholders and the events to which they were invited.

**Table B.1 List of invited stakeholders**

Name	Organisation	Attended
<b>17 September, Shap nr Kendal</b>		
Chris Clouter	ABP Port of Barrow	N
Graham Hale	Allerdale Borough Council	N
Peter Webster	ARUP (GSK)	Y
Jackie Arnold	BAE Systems Cumbria	N
Steve Solsby	Barrow Borough Council	N
Kevin Storey	British Gypsum	Y
Helen Kerry	British Horse Society	Y
Jane Meek	Carlisle City Council	N
Chris Hoban	Copeland	Y
John Groves	Copeland Borough Council	N
John Pearson	Cumbria	Y
Andrew Harper	Cumbria	Y
Mike Foster	Cumbria	Y
Rob Lewis	Cumbria	Y
Rob Johnston	Cumbria Chamber of Commerce and Industry	N
Andrew Moss	Cumbria LTB	N
Richard Greenwood	Cumbria Tourism	Y
Alistair Speedie	Dumfries and Galloway Council	N
Paul Fellows	Eden District Council	Y
Gwyn Clark	Eden District Council	N
Kate Willshaw	Friends of the Lake District	Y
Stuart Klosinsky	Furness Enterprise	Y
Harry Knowles	Furness Enterprise	N
Pat Mclver	GlaxoSmithkline	N
Jonathan Reade	Highways Agency	Y
Simon Woods	Kimberly-Clark	N
Ross Nicolson	Kingmoor Park	N

Name	Organisation	Attended
Chris Warren	Lake District NPA	N
Stuart Walker	McBride	N
Mike Sanderson	National Farmers Union	Y
Mike Sanderson	NFU	N
Jeff Marriott	RHA Northern Region	N
Paul Mair	Sellafield	N
Dan Hudson	South Lakeland District Council	Y
Neil McPhillips	Stobart Group	N
Robin Jacobs	Transport Scotland	N
John Collins	Tronic Ltd	N
Raymond McGahon	University of Cumbria	N
<b>2 October, Newcastle</b>		
Steven McCloy	ARUP	Y
Hilary Knox	Association of North East Councils	N
Neil Raper	Autolink	Y
Kathy Atkinson	British Horse Society	Y
Douglas Kell	CECA (North East)	Y
David Laux	City of Sunderland	Y
Lynn Cramman	Cobalt Park	Y
Mark Duggleby	DfT	Y
Dave Wafer	Durham County Council	Y
Adrian White	Durham County Council	N
	Durham University	N
Rob Carr	Environment Agency	Y
	Federation of Small Business	N
Nick Clennett	Gateshead Council	Y
Andrew Haysay	Gateshead Council	N
Peter Jordan	Housebuilders Association	N
Simon Tucker	Metrocentre	Y
Paul Bentley	Metrocentre	Y
Steve Beverley	Metrocentre	N
Sarah Green	NE CBI	N
Heather Evans	NE Cycle Touring Club	Y
	NE Regional Freight Council	N
Nick Best	NECTAR	Y
Graeme Mason	Newcastle Airport	N
Harry Emms	Newcastle City Council	Y
Rachelle Forsyth	Newcastle City Council	N
Ray King	Newcastle City Council	N
Ray King	Newcastle City Council	N
Gary MacDonald	Newcastle City Council	N
Tim Townsend	Newcastle University	N
Mark Tewdwr-Jones	Newcastle University	N

Name	Organisation	Attended
Tim Townshend	Newcastle University	N
Helen Matthews	NEXUS	N
Richard Potts	NFU	N
Glen Walker	Nissan	N
Mark Stephenson	North East Chamber of Commerce	N
Jonathan Walker	North East Chamber of Commerce	N
John Cram	North Tyneside Council	Y
Ruth Bendell	Northumberland CC	N
Paul Nicol	Northumberland County Council	Y
Richard McKenzie	Northumberland Couty Council	Y
	Northumberland NPA	N
Jude Leitch	Northumberland Tourism	N
	Northumbria University	N
Keith Wilson	Port of Tyne Authority	N
Malcolm Dodds	RHA Northern Region	N
Trevor Walker	Roadlink (A69) Ltd	N
Rob Dickson	Scottish Borders Council	N
Trevor Male	South Tyneside Council	Y
David Hall	Sustrans	N
David Hamilton	Transport Scotland	N
Ainslie McLaughlin	Transport Scotland	N
	Tyne Tunnel Authority	N
Ray King	Tyne & Wear UTMC	Y
John Seagar	UK Land Estates	N

B.1.3 Table B.2 lists all the issues raised during the stakeholder events. Comments are collated into common themes, with location specific information ordered generally from south to north.

B.1.4 Table B.2 also records the results of the prioritisation exercises undertaken within the events. These have been used to inform the preparation of the main route based strategy report.



**Table B.2 Stakeholder Event Record**

Location	Description of Challenge	Type of Challenge	When critical?				Evidence on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
			Already is	Pre 2018	2018-21	After 2021							
A590	Journey time reliability and lack of technology (VMS)	Capacity	Y				No	y			Furness Enterprise	6	
A590	Disruption and incidents on the A590 cause delay on the route	Asset Condition	Y				Yes	Y			KC		
A590	Pavement condition on A590 requires improvement (co-ordinated maintenance programme and budget)	Asset Condition		Y			No	y			Furness Enterprise	2	
A590 Newby Bridge to Barrow	Peak hour delays now experienced with large industry / supermarkets which will worsen with future growth	Capacity	Y				Yes	Y		Y	SK to provide detailed capacity issues	Furness Enterprise	4
A590 Ulverston, Barrow	Severance issues are experienced in both these locations. Economic development in Barrow is constrained by capacity limitations on the local road network.	Capacity	Y				No	y			South Lakeland District Council	3	
A590 (Backbarrow)	Noise	Environmental	Y				No	y	-		-	JR	1
Penrith M6 / A66 J40	Future housing and employment sites generating additional traffic at junction	Capacity				Y	Y	Y			Eden District Council	2	
A1(M)/A66	Limited access junction	Capacity, Operation	Y				n	y	Refer to junction layout		DBC	5	
A19 and A66	Cycle accidents	Safety	Y				n	y	Study report	Y	KM, HA	MBC	4
A19/A66	Queuing back onto SRN from local road network, Weaving	Capacity, Safety	Y				n	y	TVU AAP	Y	CT, TVU	CPRE	3
Sellafield, West Lakes & National Grid locations, and Nationally Significant Infrastructure Projects	Not included on the maps	N/A	Y				No		National infrastructure		HA to check?	Copeland Borough Council	5
Roads close to Auction sites / Farm holdings	Legitimate uses and users are part of the existing problems – slow moving vehicles, access onto the SRN etc.	Operational	Y				No		-		-	National Farmers Union	
Signage Policy	Inconsistency in policy implementation	Policy					N						

Location	Description of Challenge	Type of Challenge	When critical?				Evidence on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
			Already is	Pre 2018	2018-21	After 2021							
SRN / LHN Interface	Improve relationship between SRN and LHN. Users see it as one road network. Need holistic approach.	Policy					N						
Trans Pennine resilience issues	Ability to keep M62, A66 and A69 open in bad weather	Operational						y					
Whole network	Horse Riders contribute £750m/year to North Yorkshire Economy. Severance and safety of public network by fast vehicles	Safety	Y				N		North Yorkshire County Council Right of Way Statistics	Y		CB, British Horse Society	
Whole network	Most of current network was and still is rural A roads. Upgrading to motorway needs to consider how SRN is feeder to local network rather than a bypass. Improvements need to ensure economic viability rather than leave the area bypassed.						N						
Cumbria	What is the role of the SRN in Cumbria?	All	Y				No		-		-	JR	
Cumbria	Seasonal fluctuations in travel patterns create congestion on highway network. Some of these fluctuations can be predicted (e.g. bank holidays). Conflict between tourists, locals and industry vehicles and farming / rural users.	Operational, Capacity	Y				No	y				Cumbria Tourism	7
Cumbria	Poor cycling routes & poor facilities / infrastructure	Safety / Operational	Y				No	y	HA A590 Cycling Safety Study	Y	JR (HA)	Friends of the Lake District / Cumbria County Council	2
Cumbria	Greater reliance on travel by car due to poor bus and rail networks. Rail stations are too far from key destinations to be useful. Trains don't stop at all stops, and no Sunday services operate along the West Coast.	Society	Y				No		85% of visitors travel to Cumbria by car.	Y		Cumbria Tourism	
Cumbria	Access to services is paramount to residents, SRN plays a key role.	Society	Y				No		-		-	Cumbria County Council	
Cumbria, Particularly in Kirby Lonsdale	The condition of surfacing on SRN pavement is variable. Greater frequency of repairs is required.	Asset Condition	Y				Yes	Y	DH has further evidence of damage to route surface	Y		Cumbria Tourism	
East to West movements	Establishing the needs of freight handlers	Operational	Y										0
EDR's	Diversion routes when innocents occur pass large volumes of traffic through villages and local roads which are not designed for them.	Safety, Environmental, Society	Y				N						

Location	Description of Challenge	Type of Challenge	When critical?				Evidence on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
			Already is	Pre 2018	2018-21	After 2021							
General	Highways Agency / DfT focus on transport economics of specific schemes rather than economic benefits to the region / area	General					-				Cumbria County Council		
General	Signage to draw attention to smaller areas, Also sign national parks to encourage economy	Other					N					2	
General	Connectivity between towns and sub-regional centres	Other					N					2	
General	Ongoing HA monitoring of NMU issues at crossing points	Other, Severance					N				Cycle Touring Club, TR	0	
General	COBA Assessment doesn't favour NMUs. Leaves cycle improvement schemes undervalued. Better scoring system needed.	Severance	Y				N				Cycle Touring Club, TR		
General	Maximise opportunity to improve other modes, e.g. rail	Other					N				IS. City of York Council	0	
General	There is trouble gaining an evidence base of cyclist accidents as no data is available from 20 years ago. More data is available now but there are fewer cycle movements now due to higher traffic volumes on the network.	Other, Evidence Base	Y				N				Cycle Touring Club, TR		
General	Guidance documents commonly talk of parallel routes along the trunk road network; however, it is more important to provide better crossing facilities across the trunk road and keep cyclists on the local road network.	Other, Policy	Y				N				Cycle Touring Club, TR		
General	Opportunity to combine resurfacing of carriageway with small improvements to reduce cost	Other					N						
General	Need to align with economic strategies. Should RBS drive local growth or respond to it? Which drives which and will RBS be flexible to changing circumstances?	Policy					N						
General	HA and Local Authorities must use same evidence base otherwise different evidence at interface between SRN and LHN.	Policy					N						
General	HAPMS does not accurately reflect pavement condition	Asset Condition											
General	Depot / winter maintenance provision	Operational										1	

Location	Description of Challenge	Type of Challenge	When critical?				Evidence on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
			Already is	Pre 2018	2018-21	After 2021							
General	Flooding off adjacent land	Environment, Operation											1
General	Arrangements to funding improvements	General											1
General	Prior knowledge of improvements. Need to understand when and where improvements will be happening in advance to plan vehicle movements from large generators	Operational	Y										
Northern part of network	Depot capacity	Operational						y					
Trunk road	Poor drainage and lack of drainage data on trunk road network	Asset condition, Environment	Y				n	y	Further information could be provided by Environment Agency	Y			
Various locations	Asset condition	Asset condition	Y	Y	Y	Y	n	y	No account of other assets; the pavement condition is only as important as other structures, drainage and barriers for keeping the road open				
Various locations	Flooding	Environment	Y				n	y	The A66 should show greater areas as at risk of flooding				
Whole Network	Impact of HS2, HS2 will impact on junctions in Sheffield and Leeds	Capacity				Y							2
Whole Network	Junction need to be improved. Main line improvements are no good if junctions are not improved.	Capacity	Y				n		Maps only show main line capacities				
Whole network	Improving safety	Safety	Y				Not fully		The map should include operatives as well as users –are the locations considered as safe to enter the network really safe?				4
Whole network	Accommodating freight traffic	Capacity, Safety, Operational	Y										1

Location	Description of Challenge	Type of Challenge	When critical?				Evidence on maps?	HA Evidence on the maps or elsewhere	If not, what evidence is there to show this is/will become a challenge?	3rd Party Evidence	Promises to provide supporting evidence by	Raised by	Dots
			Already is	Pre 2018	2018-21	After 2021							
Whole network	More data / more consistent data	Capacity, Safety, Operational	y					Traffic data for Darrington to Dishforth	Y	Alistair Snart, RMS			
Whole network	More / improved technology (to measure delay), ITS not considered to be 'real time' with SATNAV companies giving better information than overhead gantries	Capacity, operation	y								BL, TS, R3	10	
Whole network	Large sections of pavement will require replacement before 2020	Asset condition		y	y		Y	Y					
Whole network	Keeping network moving, Journey time reliability	Operational	y									6	
Whole Network	Abnormal loads. Could be changes to vehicles allowing different weight, height and width.	Operational				y							
Whole Network	Joints failing on viaducts	Maintenance	y					y					
Whole Network	Pavement Condition	General Condition					n	y	Maps show theoretical design life rather than how it is coping on the ground.				
Whole network	Delivering results (not just asking questions / collecting data)	All	y									3	
Whole network	Defining role of the route	All	y									19	
Whole network	Trunk roads should be built to the same standard as Motorways if they have similar level of vehicles	Asset management	Y				No				ABMP	1	
Whole network	Areas of traffic management appear too long in distance and duration compared with other countries	Operation, Safety, Capacity	Y				No – not applicable				R3	1	
Whole network	Traffic brakes heavily for average speed cameras causing safety and capacity problems	Safety, Capacity	Y				No – not applicable				TS, BL		

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