

KENDAL HIGHWAYS AND TRANSPORT IMPROVEMENTS STUDY



CONTENTS

1. INTRODUCTION	3
2. BASELINE INFORMATION	6
3. KENDAL NORTHERN ACCESS ROUTE	10
4. TOWN CENTRE IMPROVEMENTS	16
5. SUMMARY & NEXT STEPS	20

1. INTRODUCTION

The impacts of the major Storm Desmond flood event that affected Kendal and the wider area in late 2015 has demonstrated the need for transport infrastructure improvements, and has served as a catalyst in recent years to progress development work on strategic transport infrastructure for Kendal. South Lakeland's Local Plan provides the framework for all future development in Kendal and sets out the planned housing and employment growth. South Lakeland District Council has embarked on a review of the Local Plan for the period 2016-2040. This plan needs to take account of the infrastructure required to support future development

The Kendal Strategic Transport Infrastructure Study (completed in 2017) identified a Northern Access Route as the preferred strategic transport investment scheme for the town. Following on from this, the Kendal Highways and Transport Improvements Study (developed during 2018 and 2019) has progressed further technical work on the Northern Access Route scheme, as well as engagement with key stakeholders, most notably the Environment

Agency who are currently working to improve the resilience of Kendal to future flood events.

However, it is recognised that the Northern Access Route in isolation will not solve Kendal's transport and infrastructure challenges. There is also a need for highway improvements in the town centre, together with improvements to cycling and walking infrastructure in order to help reduce the number of journeys by car through the town.

This Highways and Transport Improvements Study has therefore identified a number of key walking, cycling and public realm schemes for Kendal town centre, building on the aspirations and vision of the emerging Kendal Town Centre Strategy (being developed by South Lakeland District Council). These investments would deliver enhanced town centre environmental quality, and improved links and connections for all users of the town centre including shoppers, workers and visitors. The town centre schemes will help enable Kendal to realise the full benefits of investment in a strategic transport infrastructure scheme and support the delivery of the Local Plan.



1. INTRODUCTION

This study forms a new comprehensive ‘whole place’ approach for transport investment in Kendal, linked to the Local Plan. The schemes identified through the study would help address further transport network constraints and support the future growth of the town, as articulated in the South Lakeland Local Plan, which is now in the process of being updated to a future year of 2040.

The study integrates the phasing, planning and delivery of future transport improvements to help realise the full potential for Kendal. These investments would stimulate opportunities for economic growth to help enhance the vitality, environmental quality and economic prosperity of the town.

The study, and the remainder of this report covers the following four elements:

Section 2: Baseline Information Review

- Review of transport, socio-economic and environmental context for Kendal.
- Review longer term growth proposals in Kendal relating to the South Lakeland Local Plan, Kendal Town Centre Strategy and the Environment Agency’s work to improve Kendal’s flood resilience.
- Set out the evidence of need for a Kendal Northern Access Route and town centre improvements.

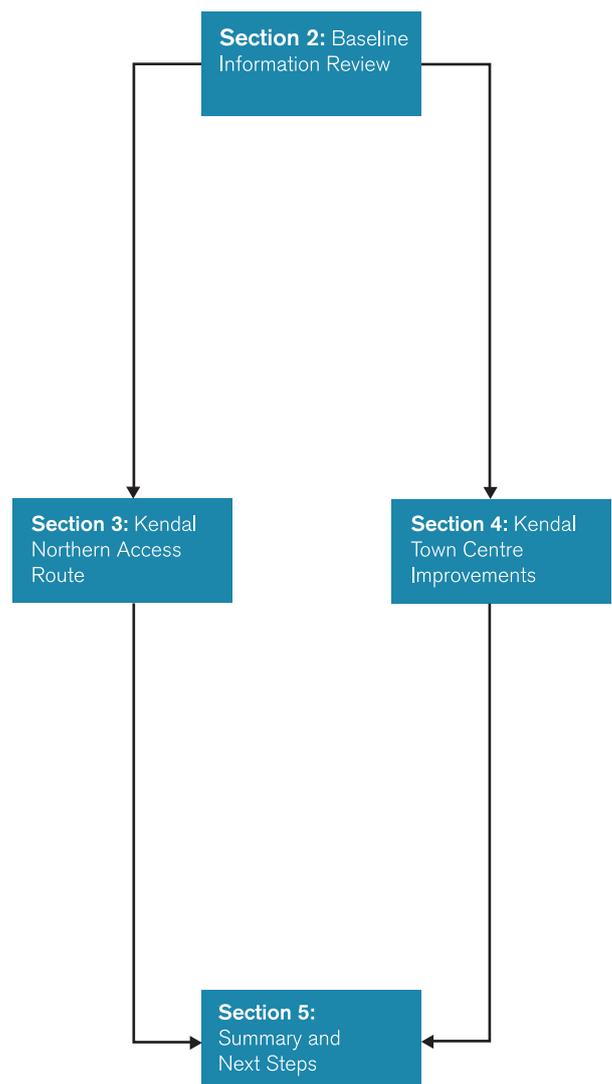
Section 3: Kendal Northern Access Route

- Assess environmental and geotechnical scheme considerations for the Northern Access Route scheme.
- Analyse the high level economic benefits of the Northern Access Route Scheme.

Section 4: Kendal Town Centre Improvements

- Identify schemes to enhance access and movement within the town centre.
- Prepare cost estimates for each of the schemes.
- Analyse the indicative economic benefits of the schemes within the preferred package of works.

Section 5: Summary and Next Steps



1. INTRODUCTION



2: BASELINE INFORMATION REVIEW

Strategic Location

Kendal is South Lakeland's largest settlement - with a population in excess of 28,000, equating to around 26% of South Lakeland District's total population. The town is located to the south east of the Lake District National Park and the River Kent bisects Kendal in a north-south direction. Junction 36 of the M6 is a 15-minute drive to the south east of the town, accessed via the A6, A591 and A590.

Kendal is a focal point for the regional economy as a place to live, work and shop and this increases the demand on the transport network that serves the town. However there are poor linkages between the main employment areas across Kendal and the M6 to the north and south, leaving vehicles, including HGVs, reliant on narrow, low-capacity routes for access between Kendal and the motorway. For key businesses, particularly those in the Shap Road corridor, highway congestion and severance represent a major constraint for productivity, employee attraction and retention and growth.

To the west of the town, the A591 provides the primary north-south access route around Kendal. The A591 meets the A590 approximately 4 miles south of the town, providing wider connectivity to the west of Cumbria including towards the nationally significant Energy Coast.

The hilly topography surrounding the town however means that a number of key routes in and out of Kendal are characterised by sharp bends and steep sections of carriageway, adversely impacting upon the safety of these routes and their suitability to carry large volumes of traffic.

Local Access

Kendal has a historic town centre environment alongside a range of modern properties. These combine to create a distinctive environment, with the main pedestrianised shopping artery of Stricklandgate creating an attractive processional route and frontages through the town.

Despite this setting, links between the shopping centres, indoor market and other shopping areas within the town could be improved to support further retail growth in Kendal.

Moreover, the narrow and low capacity streets and pavements within the town centre add to levels of local congestion and can increase the difficulty with which users navigate the town centre on foot, by bicycle and in vehicles. During peak hours of the day, several junctions are congested. Victoria Bridge is also the only town centre bridge which supports cross river movement from west to east, and the bridge has been subject to periods of closure following Storm Desmond, significantly reducing town centre network connectivity. There have been further closures of Victoria Bridge during 2019 on the back of further heavy rain which has weakened the structure to the point that it is deemed unsafe and required closing to traffic, leading to further disruption.

An Air Quality Management Area (AQMA) is also in place for the town centre, where levels of nitrogen dioxide are currently failing to meet government targets. In particular, HGV and bus access from the south of the town towards the Shap Road corridor is via Lowther Street, which has been subjected to the AQMA since 2000 as a result of ongoing poor air quality.

The town is well connected to local, regional and national connections by bus and rail. Regular bus services connect Kendal to its suburbs as well as to regional destinations including Barrow, Lancaster and Penrith. Kendal Rail Station provides connections to Windermere to the north as well as Oxenholme to the south, from where onward connections can be taken towards Scotland to the north and London to the south on the West Coast Mainline.

2: BASELINE INFORMATION REVIEW

M6 Emergency Diversion Route

When a major incident occurs on the M6 and the north and/or southbound carriageway is shut between Junctions 36-39, the Emergency Diversion Route is activated. This sees motorway traffic routed through Kendal town centre, creating serious congestion and adding significant delay to journey times. Whilst full closures of the M6 are typically infrequent events, they can be in place for up to 24 hours.

In recent years, the number of major carriageway closures on this stretch of the M6 has been steadily increasing. Between January 2011 and May 2019, Highways England recorded 98 incidents that required a full carriageway closure on either one or both sides of the motorway. Within this same period, motorway traffic has routed through Kendal on many more occasions as a result of additional delay and congestion on the M6 related to one of the 111 incidents between Junctions 36-39 that have led to a lane closure for more than 3 hours. This routing of motorway traffic through Kendal adversely impacts upon local connectivity and journey times, damaging local economic prosperity.

Flooding

Storm Desmond in December 2015 produced the largest ever recorded flooding in Kendal, with over 2,000 homes, businesses and schools affected by flood water. Vital services including doctors' surgeries and hospitals were severely hampered and the county's strong visitor economy was adversely impacted for months. Within Kendal town centre, several key roads and bridges became impassable to traffic, cutting off access routes to education and employment.

Significant investment is now being delivered by local and national bodies to repair the flood damage and improve the flood resilience of the River Kent. Cumbria County Council has delivered repair, replace and resilience schemes for 1,200 bridges, carriageways and slopes across the county as part

of a £120 million programme. This has included upgrades to the carriageway at Stramongate Bridge, improving the flood resilience of this route.

Through the Environment Agency's Flood Risk Management Scheme for Kendal and the surrounding area, in the region of £55 million is being invested in flood defence infrastructure along the River Kent. A planning application for Phase 1 of the scheme to deliver linear walls and embankments along the River Kent through the town centre was approved in May 2019, though no new bridge structures are expected to form part of the proposals. Later phases of the Environment Agency's work are expected to deliver an upstream flood storage area to the north of Kendal. Potential flood storage area to the north of Kendal could have implications for the delivery of a potential Northern Access Route alignment between Kendal and Burneside. This is therefore considered further within later sections of this report.

Housing and growth context

Investment has been delivered in a wealth of attractive new housing stock across Kendal in recent years including at Strawberry Fields, with further investment being made at locations such as Stonecross Meadows. However, as a result of current high levels of congestion in the town and poor transport connectivity to key sites allocated in the Local Plan, progress on bringing forward new employment development has been slow. Key issues include poor HGV access to the Shap Road area and this has directly led to limitations having to be placed on the types of development that can come forward on strategic sites.

The next South Lakeland Local Plan is expected to cover the period 2016-2040 and whilst development needs beyond the current Local Plan period to 2025 have not yet been assessed, it is expected that future housing and employment development will place added strain on the local highway network. Deliverability of key sites will be significantly enhanced if strategic transport links to these sites are improved.

2: BASELINE INFORMATION REVIEW

Transport in Kendal: what has been achieved?

Kendal Town Centre Strategy

The Kendal Town Centre Strategy is being developed by AECOM on behalf of South Lakeland District Council and at the time of writing has been prepared in draft.

The Strategy provides a framework that will form the foundation of a sustainable town centre and help ensure Kendal becomes an even more desirable place to live, work and visit. The Strategy will help guide the forthcoming Local Plan.

For transport and infrastructure development, the Strategy recognises gaps in town centre cycle routes and the need to deliver enhanced pedestrian crossing facilities in key locations. The need to improve walking and cycling links to public transport facilities including the bus station and town centre rail station are also identified.

The Strategy sets the context for town centre transport investment for this Kendal Highways and Transport Improvements Study as set out in Section 4, highlighting the need to rethink the town centre transport network including improvements to pedestrian and cyclist facilities.

Local Development Fund Improvements

Cumbria County Council completed the Kendal Local Development Framework Transport Improvements Study in 2012 to identify and cost transport measures required to support Local Plan development proposals in Kendal, Burneside, Natland and Oxenholme.

Since the completion of the study, over £2m of improvements have been delivered or are planned to be delivered in Kendal including junction widening, signalisation and traffic management schemes, as well as walking and cycling improvements. Schemes included new signals and pedestrian crossing facilities at the A6 Milnthorpe Road/Romney Road junction as well as the new Burton Road walking and cycling route that connects Kendal with Oxenholme.

There is now an opportunity to develop further improvements for Kendal's town centre transport network as set out in Section 4 of this study. Potential new schemes would build on the aspirations of the Town Centre Strategy.

2: BASELINE INFORMATION REVIEW

Transport in Kendal: what can we achieve?

Northern Access Route

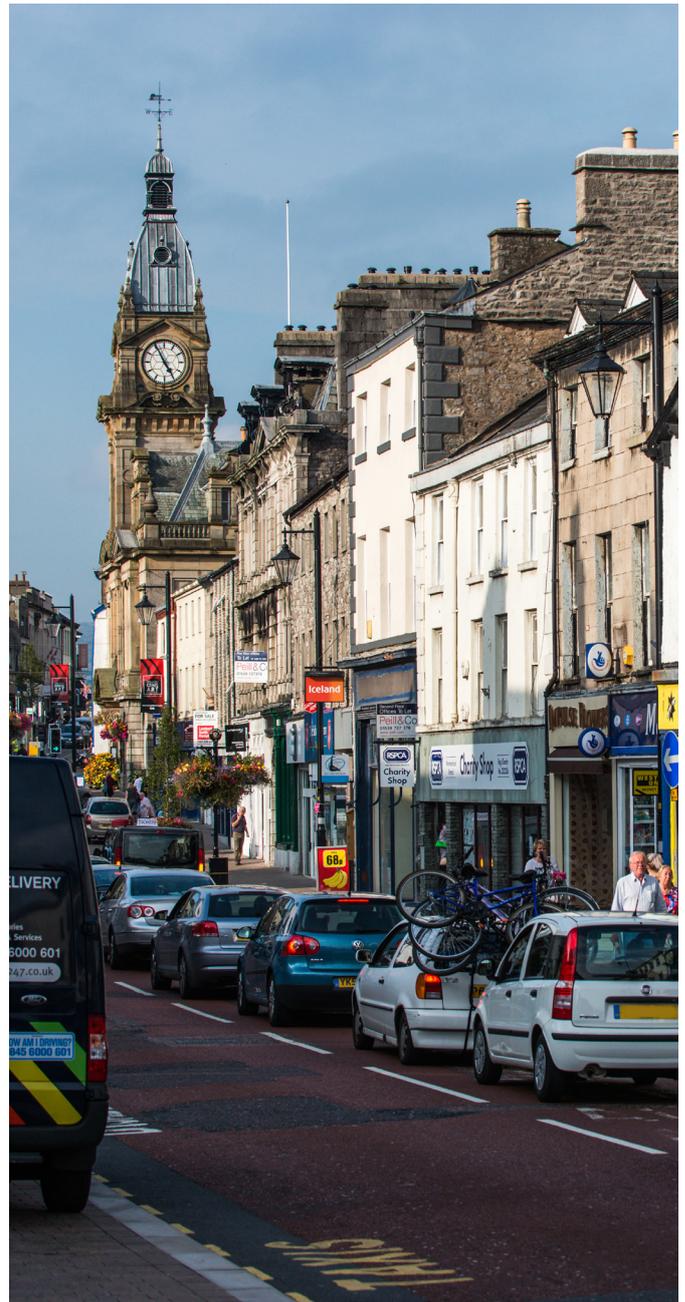
A Northern Access Route has been identified as a scheme for Kendal to address the key contextual issues that have been outlined in this report, namely:

- Poor strategic highway connections to existing businesses and to key future growth sites.
- Low resilience of the town to closures of the M6 and activation of the M6 Emergency Diversion Route.
- Constrained town centre transport network and extensive localised congestion.
- Low resilience of the town to major flood events.

Fundamentally, a Northern Access Route can shape and facilitate the future sustainable growth of Kendal.

Town Centre Improvements

As has been specifically highlighted within the Kendal Town Centre Strategy, significant investment is required to improve the transport network and urban realm within the town centre to unlock further growth of Kendal. The delivery of the Northern Access Route and routing of through traffic away from the town centre would reduce congestion and deliver improvements to local air quality. This in turn presents opportunities for Cumbria County Council, South Lakeland District Council, Kendal Town Council and other key stakeholders to deliver schemes to support more walking and cycling within the town centre. Section 4 of this study outlines the proposed investments that should be delivered to improve local access and movement and stimulate economic growth and prosperity.



3: KENDAL NORTHERN ACCESS ROUTE

Context and Objectives

The Kendal Northern Access Route was first identified within the Kendal Strategic Transport Infrastructure Study (completed 2017) as being able to:

- Deliver the future strategic growth of the town and ensure that high levels of growth and investment can be achieved across Kendal.
- Reduce levels of through traffic and congestion within Kendal town centre.
- Improve the resilience of Kendal's transport network so that connectivity to, from and within the town is retained during potential future flood events.
- Improve accessibility to existing as well as proposed employment areas.
- Enhance the resilience of the M6 corridor in the Kendal area, so that traffic is not reliant on single lane bridges and narrow town centre streets through Kendal when the M6 Emergency Diversion Route is activated between junctions 36 and 39.

A long list of 8 potential investment options was considered through the Kendal Strategic Transport Infrastructure Study. These were as follows:

1. Northern Access Route South of Burnside

Link between the A591 and A6 Shap Road, south of Burnside

2. Northern Access Route North of Burnside

Link between the A591 and A6 Shap Road, north of Burnside

3. Eastern Orbital Access Route 1

Link between A6 at Queen Katherines Avenue to A65 at Helm Lane

4. Eastern Orbital Access Route 2

Link between the A6 at Queen Katherines Avenue to the A65 at Low Barrows Green/A590

5. Southern Orbital Access Route 1

Link between A591/A6 junction and the A65 Low Barrow Road, north of Natland

6. Southern Orbital Access Route 2

Link between the A590/A591 junction and the A65 Low Barrow Road, south of Natland

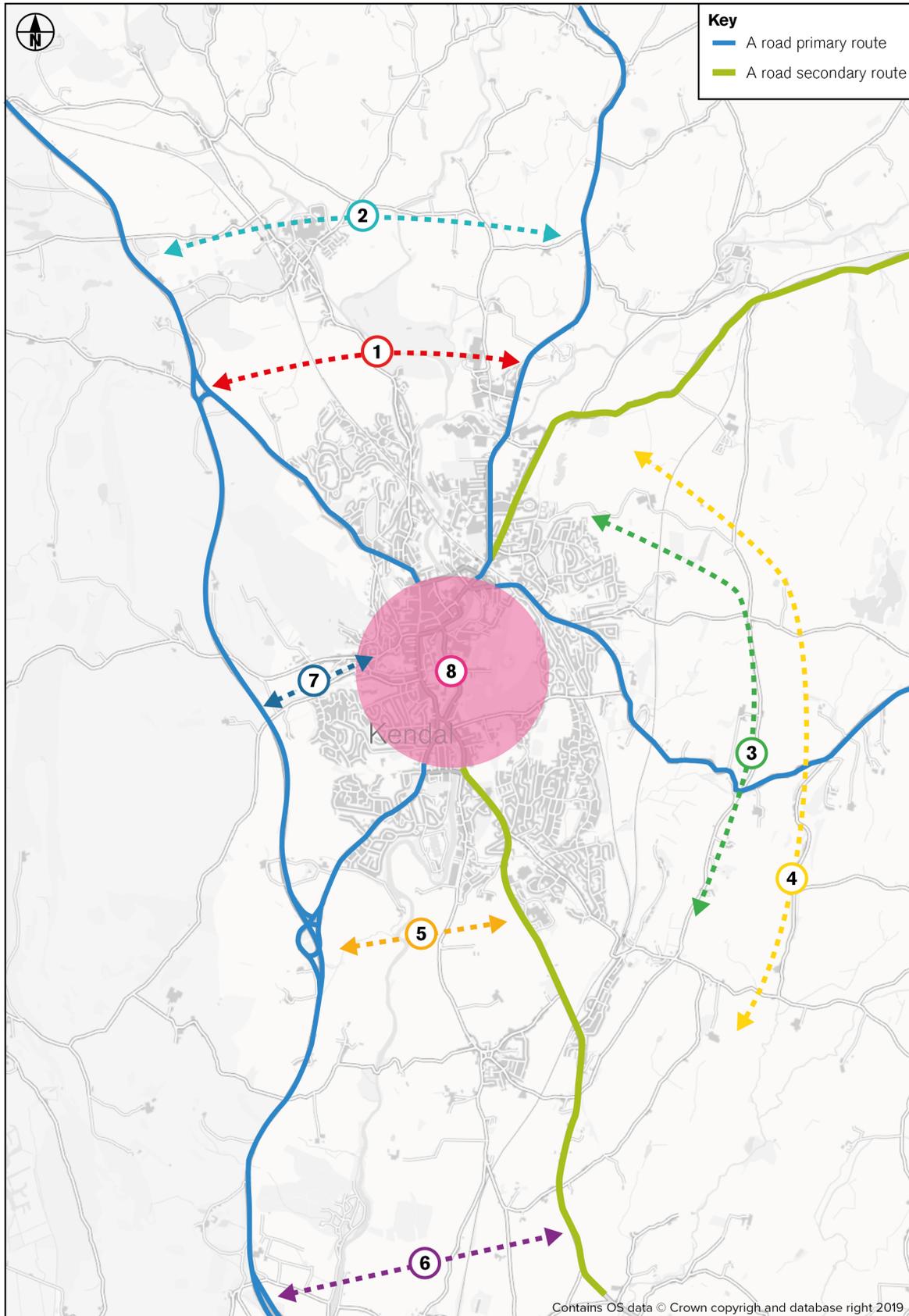
7. Western Town Centre Access Route

Link between A591 in the vicinity of Brigsteer Road and Highgate in the vicinity of Beast Banks

8. Cross River Access

New or wider bridges at Lound Road and Aynam Road to facilitate a change in the gyratory to the south of the town centre

3: KENDAL NORTHERN ACCESS ROUTE



3: KENDAL NORTHERN ACCESS ROUTE

Initial Preferred Investment Option

As part of the Kendal Strategic Transport Infrastructure Study, following an initial high-level qualitative assessment of potential benefits and deliverability for each of the longlisted schemes, a smaller shortlist of options was appraised quantitatively using the Kendal Transport (SATURN) Model.

This initial appraisal resulted in the 'Northern Access Route south of Burneside' being identified as the scheme to best meet the objectives for investment in strategic transport infrastructure for Kendal and deliver maximum return on investment.

The local highway network capacity released by the Northern Access Route will assist in enabling development to come forward to help meet the future growth needs of Kendal, as articulated through the South Lakeland District Council Local Plan.

However, discussions with the Environment Agency have revealed challenges with their work on upstream flood defences to the north of Kendal and there is an appreciation that this work could cause conflict and potential deliverability issues with any infrastructure scheme to the south of Burneside.

Consequently, through this Kendal Highways and Transport Improvements Study, both a Northern Access Route corridor south as well as north of Burneside have now been identified as options that will require further assessment.

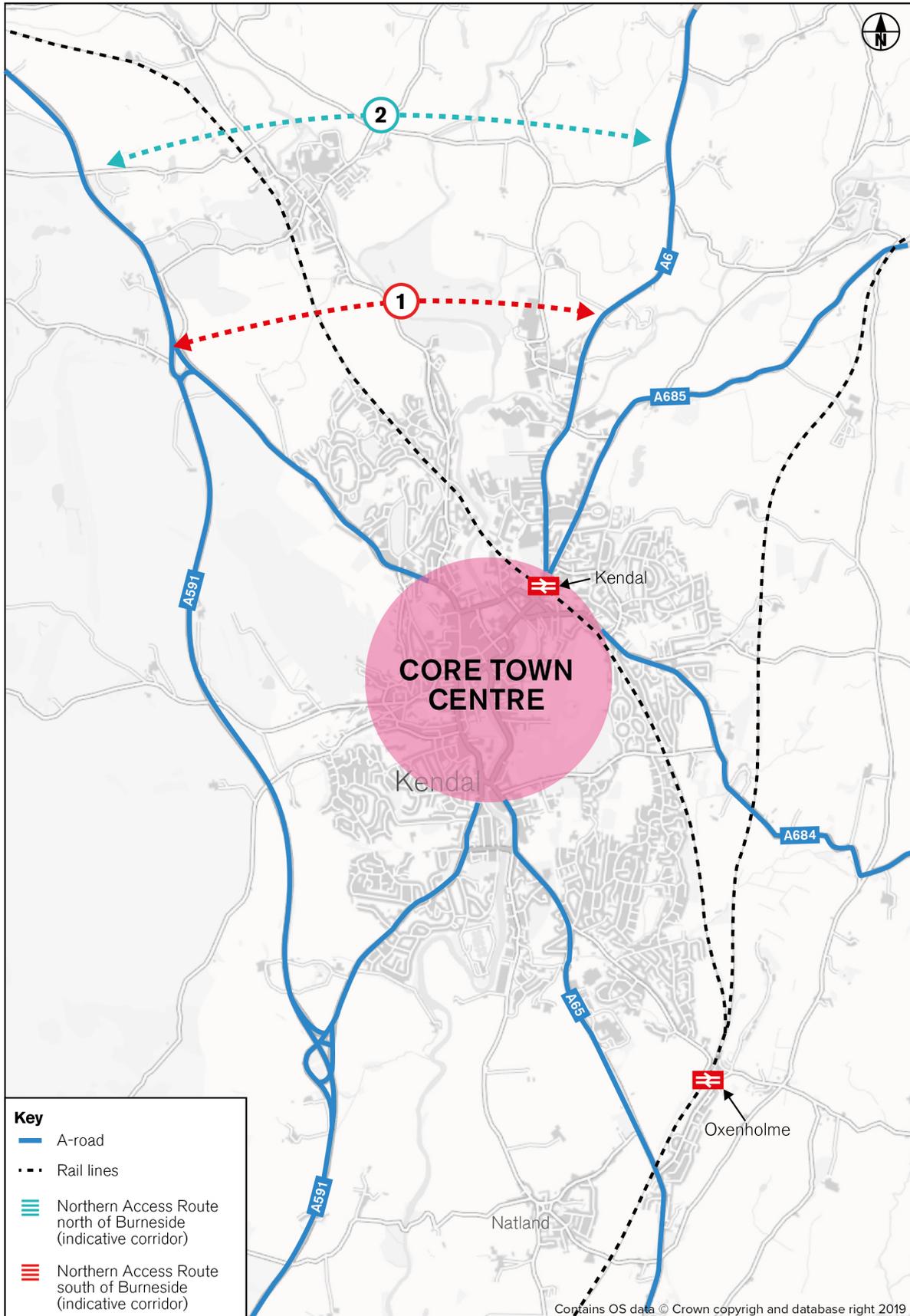
Environmental and Geotechnical Assessments

Geotechnical and environmental risks for a potential Northern Access Route have been identified through desktop analysis of a broad study area to the north of Kendal. Key risks identified within the area that a Northern Access Route could be routed included variable ground conditions, contamination from landfill sites and ground gas and groundwater. These risks were considered in the development of options for a Northern Access Route, with more detailed work on the risks required as the scheme progresses.

Following the completion of the environmental and geotechnical assessments, the initial high level search options for the two variants of the Northern Access Route were refined. The area to the south of Burneside is slightly shorter and more of a direct link between the A591 and A6 which will reduce journey times but could potentially be impacted by the Environment Agency's flood defence programme.

The area to the north is slightly longer and further from Kendal town centre and therefore will deliver marginally less journey time benefits compared to the south. However this is balanced against the fact that this area would probably not be affected by the Environment Agency's work. In summary, potential geotechnical and environmental constraints have been identified for both corridors and will need to be carefully considered during any future appraisal of options.

3: KENDAL NORTHERN ACCESS ROUTE



3: KENDAL NORTHERN ACCESS ROUTE

Possible Scope

The anticipated headline details of the route, regardless of which of the Northern Access Route options is progressed, are as follows:

- The route would connect the A591 to the north and west of Kendal with the A6 to the north and east of Kendal.
- The link road would comprise of a 7.3m wide carriageway, with a 2.0m wide footway, a 3.0m shared use cycleway, and 1.0m wide verges on each side of the highway.
- An intermediate signalised junction would be provided to connect with Burneside Road or Hall Road.
- All other junctions with existing roads along the Northern Access Route would be priority junctions

Scheme Costing

High level scheme costs have been produced for both broad options but are strictly indicative estimates. Lower and higher rates for key project costs have been considered and varying levels of risk and inflation have also been accounted for, helping form the low and high cost for each corridor.

In the absence of designs to scale and full detail on land values, there can be no certainty regarding the cost estimates provided at this stage and they should be treated as purely indicative. However, the assumptions made are considered appropriate for the maturity of the scheme at this stage and provide an indication of the relative cost difference between each option.

Northern Access Route south of Burneside
Cost: £22M - £54M

Northern Access Route north of Burneside
Cost: £29.5M - £51M

Economic Appraisal

Using the two broad corridors, a high-level economic appraisal has been undertaken to ascertain the potential level of economic benefits for a Northern Access Route.

The Kendal SATURN Model was used to produce the appraisal. Following a data collection exercise, the model was updated to a base year of 2017 and is now considered to be more representative of the existing local highway network compared to the model used for the initial appraisal as part of the Kendal Strategic Transport Infrastructure Study.

The appraisal that has been undertaken includes demand forecasts up to the year 2036, as at the time of the study work this was in line with the timeframe for the expected next South Lakeland District Local Plan period (now expected to be to 2040). The new economic appraisal of the two Northern Access Route corridors suggests the option running to the south of Burneside could achieve medium/high value for money, while the option to the north of Burneside could achieve medium/low value for money.

Strategic Outline Business Case

A Strategic Outline Business Case for a Northern Access Route, first prepared in July 2017, was updated in July 2019 to take account of the new technical work and economic appraisal that has been completed for the scheme through this Kendal Highways and Transport Improvements Study.

This Strategic Outline Business Case (supported by Transport for the North) was submitted to the Department for Transport for scheme development costs from their Large Local Majors programme. This funding would be used to fund development of an Outline Business Case, the required next stage of development for the Northern Access Route. The updated Strategic Outline Business Case demonstrates the case for investment in a Northern Access Route highway scheme to deliver the strategic transport investment for Kendal which is vital for supporting continued sustainable growth and economic prosperity in Kendal and the wider area. The next steps for the Northern Access Route are set out in Section 5.

3: KENDAL NORTHERN ACCESS ROUTE



4: TOWN CENTRE IMPROVEMENTS

Movement to, from and within Kendal town centre is constrained by the existing highway network and the town centre suffers from regular localised traffic congestion. This creates issues for access and movement and limits opportunities for growth.

The Kendal Highway and Transport Improvement Study explored opportunities in the town centre to improve local access and movement and create a greater sense of place in Kendal, providing a more attractive town centre for residents, businesses and visitors alike. This built on the work undertaken by South Lakeland District Council in the Kendal Town Centre Strategy.

Options Assessment

A long list of potential town centre transport and access investment options was generated using the outcomes of key recent studies and building on the range of ideas that were put forward within the Kendal Town Centre Strategy

The long list, of options was assessed to identify the compatibility of the schemes with the objectives for town centre transport investment. The objectives were as follows:

1. To make Kendal town centre more attractive to live in and visit by creating more high-quality 'dwell space'
2. To support the economic growth and vitality of Kendal town centre
3. To make it easier to walk, cycle and take the bus, thereby reducing demand for car travel
4. To address air quality issues in the town centre
5. To reduce congestion in the town centre
6. To create a better sense of arrival for visitors, particularly from Kendal rail and bus stations
7. To make better use of the River Kent a 'green corridor'

The result of the assessment was a final average score for each option. The lowest ranked quarter of interventions were discounted, and remaining options were then compiled to establish two distinct packages of works.

Option A - consisted of options that would likely require a lower scale of intervention, focusing on public realm, walking and cycling and public transport improvements.

Option B incorporated all options from option A plus potential highway and infrastructure improvements to deliver a major re-configuration of the town centre highway network.

Preferred Option

Both packages were put forward to the Kendal Highways and Transport Improvements Study Steering Group in November 2018 and it was agreed that Option A would be taken forward as the Preferred Option.

This decision was taken on the basis that the larger interventions in Option B may not deliver benefits proportional to their high costs. Traffic modelling also suggested that reconfiguring the town centre transport network may just push issues to another area of the town centre, Schemes within Option A have been assessed in line with Department for Transport guidance. The package of schemes looks to enhance existing infrastructure, particularly for active modes and public transport.

The schemes would enhance Kendal's public realm to make the town centre more attractive to live, work and visit. Walking and cycling accessibility would be strengthened in and around the town centre and a more attractive pedestrian environment would be developed in line with the Kendal Town Centre Strategy.

The investments seek to strengthen the role that the River Kent plays in supporting a strong town centre pedestrian environment and overall town centre vitality. The options also look to enhance air quality and promote more sustainable travel within the town centre.

4: TOWN CENTRE IMPROVEMENTS



4: TOWN CENTRE IMPROVEMENTS

Town Centre Improvement Schemes

Concept designs have been prepared for each of the Option A schemes, and a high level cost and benefit exercise undertaken, based on benchmarking against similar walking, cycling and public realm schemes. The next steps for the town centre improvements are set out in Section 5.

Kendal Rail Station and Town Centre Connectivity

Improve pedestrian links between Kendal Rail Station and the town centre to provide a clear link between the two areas and increase footfall along the route.

Blackhall Road Improvements

Enhance the public realm along Blackhall Road, remove the existing image as a back-of-house street and support the potential aspiration for economic development along the corridor.

New Road Improvements

Build on the previous improvements of the public green space bound by New Road and River Kent to create a high-quality pedestrian environment.

Link Three Streets

Create a seamless connection between the three streets that form the spine of the town centre; Stricklandgate, Highgate and Kirkland, to encourage greater dwell space for pedestrians and increase footfall within the town centre.

Bus Station Improvements

Enhance the image of bus travel and make travel by bus more accessible for users through the revitalisation of Kendal bus station.

Burnside Road Cycle Route

Upgrade the existing walking and cycling route along the western side of the River Kent to better cater for cyclists, linking Burnside Road with the town centre.

Kendal Gateway

Create a new 'gateway' around Kendal Rail Station that provides a strong entrance for visitors into Kendal and the wider Lake District from the station through improved pedestrian facilities and public realm upgrades.

Mintsfeet Cycle Route

Upgrade the existing footpath between Dockray Hall Road and Mintsfeet Road to serve the wider industrial estate, making the route suitable for cycling and better connecting the town with employment opportunities.

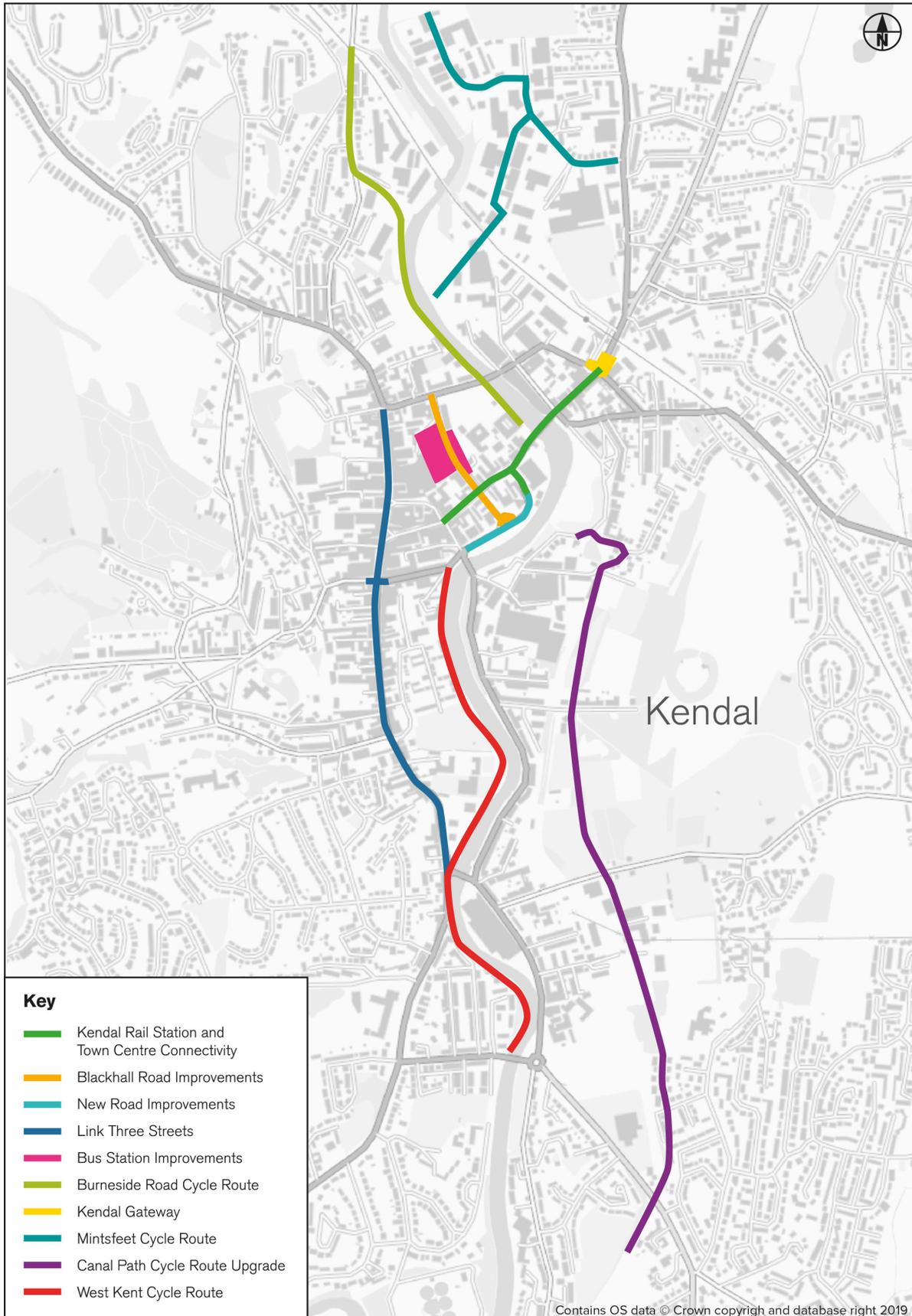
Canal Path Cycle Route Upgrade

Upgrade the existing Canal Path route to the east of the River Kent as a walking and cycling route, promoting more trips on foot and by bicycle, improving safety for users and removing a sense of isolation for the route.

West Kent Cycle Route

Provide a defined cycle route along the west side of the River Kent to formalise cycling along the riverside route and provide a high-quality link between the town centre and residential areas to the south.

4: TOWN CENTRE IMPROVEMENTS



5. SUMMARY AND NEXT STEPS

This document has provided a summary of the technical work that has been progressed through the Kendal Highways and Transport Improvements Study. The need for investment in both a strategic transport scheme for Kendal as well as more localised improvements with the town centre have been clearly demonstrated. The proposed next steps for the Kendal Northern Access Route and the Town Centre Improvements is set out below.

Local Plan

Further scheme development would be undertaken in the context of and alongside the emerging South Lakeland Local Plan and associated Infrastructure Delivery Plan. In terms of the current South Lakeland Local Plan (2003-2025), this is currently being reviewed, and is at the scoping and evidence-gathering stage. The updated Local Plan is now proposed to cover the period 2016-2040. The first stage of the process is early engagement, working towards issues and options next year. Based on current timescales, the plan is expected to be adopted in 2023, with publication early 2022 and submission by late 2022, updates to the Local Development Scheme will confirm likely timescales in this respect.

Northern Access Route

Following completion of the Strategic Outline Business Case for the Northern Access Route, the scheme was identified by Transport for the North as one of their priority transport improvements for the North of England. Transport for the North's list of scheme priorities has been submitted to the Department for Transport, with a request for Government funding to progress the next stage of scheme development to Outline Business Case .

Subject to securing the relevant funding approvals, as part of this Outline Business Case development, further technical work will be undertaken on the Northern Access Route, and this would incorporate detailed public and stakeholder engagement.

In addition to working with the Department for Transport and other regional and national bodies to secure scheme development funding, Cumbria County Council, South Lakeland District Council and Kendal Town Council will work closely with the Environment Agency as the Kendal Flood Risk Management Scheme develops. As highlighted, the potential delivery of upstream flood storage for the River Kent could influence the deliverability and costs for a Northern Access Route south of Burneside. Therefore, in collaboration with the Environment Agency, Cumbria County Council, South Lakeland District Council and Kendal Town Council will ensure any risks to the Northern Access Route scheme are identified and mitigated at the earliest possible opportunity.

Separate to the ongoing work and engagement with the Environment Agency, wider development needs for Kendal and the wider district are being explored through the emerging South Lakeland Local Plan which is being developed by South Lakeland District Council.

The new Local Plan will be supported with an Infrastructure Delivery Plan, which will identify the infrastructure needs for the Local Plan period. Both documents will need to set out proposals for strategic transport improvements as well as infrastructure improvements within the town centre to support growth and development of new housing and employment sites.

Alongside this, Kendal Futures regeneration partnership are working to achieve the vision set out in the Kendal Economic Growth Plan. The plan identifies Kendal's key challenges to economic growth, particularly those relating to the need to deliver infrastructure improvements. During the development of this study, businesses have identified that the town's infrastructure issues are severely affecting their operations, including restricting growth plans and increasing costs.

5. SUMMARY AND NEXT STEPS

The Northern Access Route is likely to be reliant upon wider development to help secure access to key regional and national level funding streams and therefore the Northern Access Route will be placed within the context of the Local Plan, highlighting the potential of the scheme to bring forward transformational growth for the area.

South Lakeland District Council will work with Cumbria County Council to resource and deliver both the KNAR and development required to support long term growth in South Lakeland, through its Local Plan and Infrastructure Delivery Plan process.

Town Centre Improvements

Beyond the Kendal Highways and Transport Improvements Study, the preferred package of schemes will feed back into the Kendal Town Centre Strategy. The development work that has been undertaken on the schemes will place South Lakeland District Council and partners in a strong position to attract funding opportunities as they arise, including future rounds of the Department for Transport's High Street Fund. Whilst no funding or delivery mechanisms have been identified for the town centre improvements at this stage, partners will work together to develop business cases to secure external funding for schemes to support the next Local Plan and delivery of the associated Infrastructure Delivery Plan.

Further to this, through combining schemes together into larger schemes or packages, it is likely that total scheme benefits could be greater than when each scheme is considered in isolation.

Particularly for the walking and cycling schemes, combining schemes together into packages will help to deliver more continuous and joined up networks with greater cumulative benefits. Strengthening the case for investment in the schemes will place Cumbria County Council, South Lakeland District Council, Kendal Town Council and key local stakeholders in a better position to attract funding to progress the schemes. Partners will also help ensure that the schemes are given local priority and are included within relevant local delivery programmes.

At the relevant time, public consultation will be undertaken on the schemes to give the public and key stakeholders the opportunity to help shape the development of the schemes and ensure that the investment can best meet local aspirations for enhanced walking, cycling and public realm infrastructure.

Produced by:

M

M

MOTT
MACDONALD

