



Carlisle Southern Link Road

Consultation Feedback Report

June 2018



Quality Management

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1. Executive Summary

Cumbria County Council (CCC) held a Public Consultation for a Carlisle Southern Link Road (CSLR) between 26th January and 9th March 2018. This report details the feedback related to the consultation.

A CSLR would be located to the South of Carlisle. The area considered for the route of the road is between the A595 at Peter Lane in the west and Junction 42 of the M6 motorway in the east.

The consultation sought opinions on two road options: the Orange Route (to the north of Durdar), and the Green Route (to the south of Durdar); see Figure 1. The focus of the consultation was to gather responses through a questionnaire, with supplementary meetings and workshops, the results of which are summarised on the following pages.

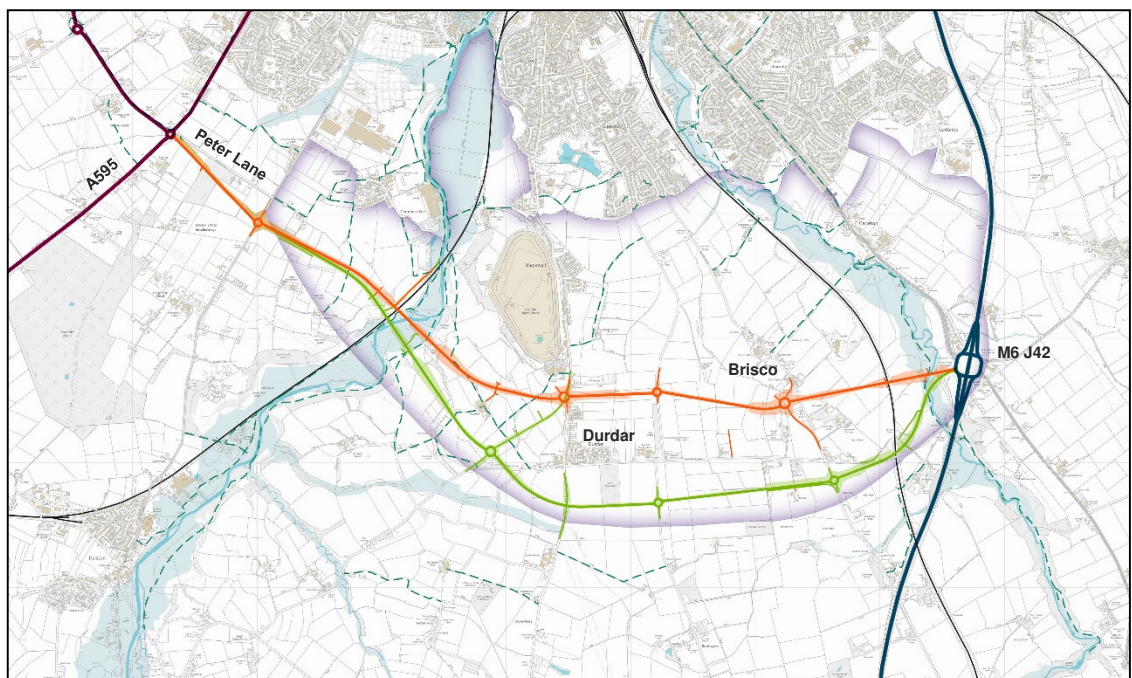


Figure 1 – CSLR Route Options

1.1. Consultation Methods

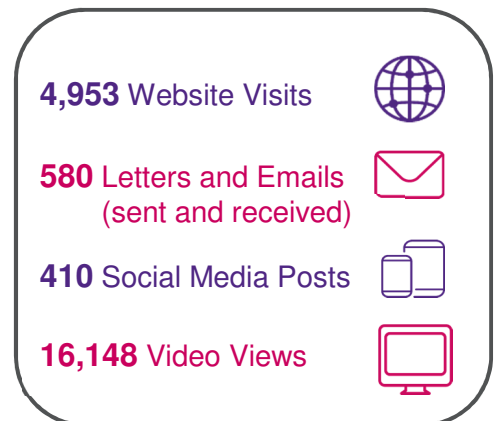
Following a stakeholder mapping exercise, a programme of consultation for a CSLR was implemented. The consultation focused on gaining feedback on the route options by engaging project stakeholders via direct communications and through local public consultation events. All communications encouraged responses through a project specific questionnaire. Responses were also received as letters, social media posts and emails.

The public consultation was advertised using a variety of methods including letters, leaflets, emails, advertising posters, and social media. All affected landowners, statutory agencies and political organisations were contacted directly by letter with follow up meetings attended where requested.

A consultation document was produced alongside a series of complementary consultation display materials including large plans and video fly-throughs to assist the public with interpretation of the project options. Materials were displayed at public consultation events and made available on a project website.

The feedback has been presented in three main strands:

- **Public Consultation**
 - Feedback from public consultation events
 - Analysis of questionnaire results
 - Commentary on social media posts
- **Interested Parties**
 - Feedback from interested organisations
 - Landowner representations
- **Statutory Agencies**
 - Political feedback
 - Statutory consultation



1.2. Public Consultation

1.2.1. Location of Respondents

There were approximately 1,000 attendees at the public consultation events. The attendees to the events were primarily from Carlisle and the surrounding villages.

There were 1,025 respondents to the questionnaire and they covered a slightly broader section of Cumbria, as shown below:

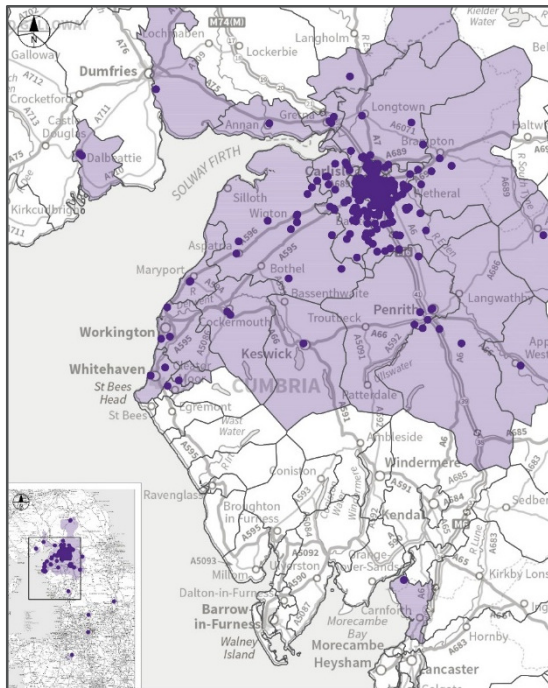


Figure 2 – Location of consultation event attendees

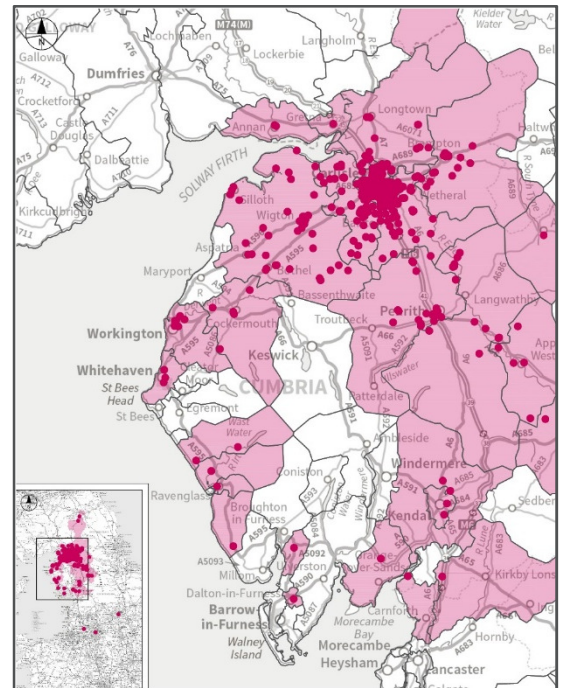


Figure 3 – Location of questionnaire respondents

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963 Event Attendees (that signed in)

1,025 Questionnaire Responses



1.2.2. Demographic Split

The questionnaire engaged a broad range of ages, skewed slightly towards the younger generations and towards males. The average age of respondents was 45, and around 4% considered themselves disabled. The majority were local residents, with approximately one in five declaring a business interest.

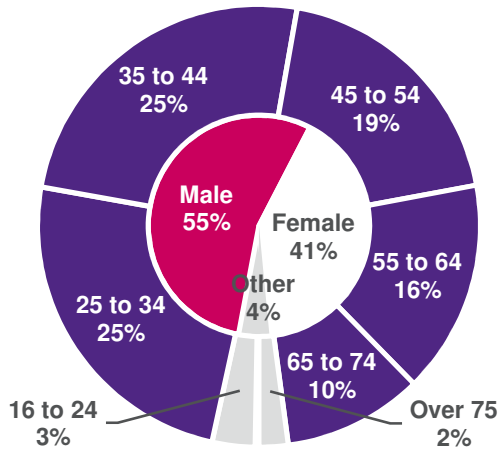


Figure 4 – Age Range and Gender

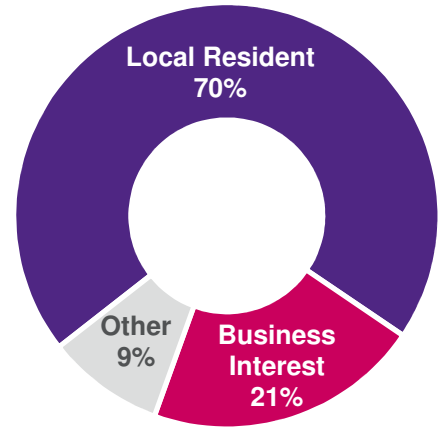


Figure 5 – Respondent Type

1.2.3. CSLR Support

The questionnaire feedback showed that the overwhelming majority of people were in favour of the principle of a CSLR. Around three quarters of the respondents supported one route or the other; approximately one in eight respondents objected to both routes. This assessment was generated by combining the responses to two separate questions.

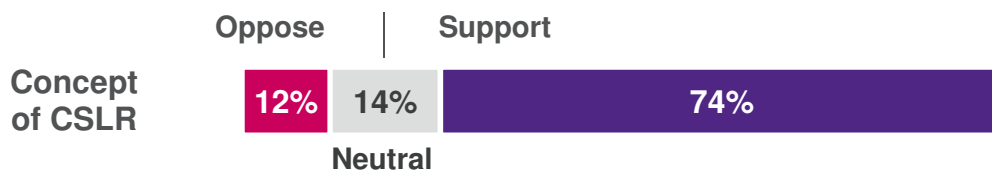


Figure 6 – CSLR Scheme Support

Route Preference (Public Consultation)

When given a choice between the two routes, more than twice as many public consultees preferred the Green Route (60%) compared to the Orange Route (29%). More people also strongly preferred the Green Route.

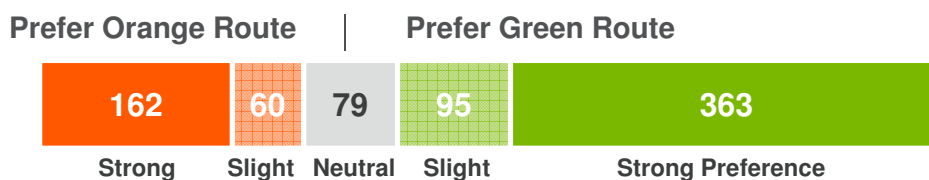


Figure 7 - Route Preference

1.3. Interested Parties

Letters were sent to directly affected landowners, and leaflets were dropped to properties within 250 metres of the route. Meetings were also held when requested. Due to the nature of being directly impacted by the route, a high number of the detailed comments from landowners were negative. While some landowners objected to the CSLR, there was still a degree of support for the road in principle.

Concerns raised from affected landowners largely related to the disruption the road would cause on their farms and businesses, and the environmental impact on residential properties near to the route. There were positive comments related to the potential reduction in traffic and accidents in the villages, particularly for the Green Route.

Route Preference

In general, the feedback showed that the Green Route was preferred by interested parties and landowners, although a minority were strongly in favour of the Orange Route.

1.4. Statutory Agencies

Letters were sent to statutory agencies and other representatives including the affected parish councils. Meetings were also held when requested.

Key comments from statutory agencies focused on: the broad support for the scheme and strategic growth of Carlisle; the need for consideration of impacts on the environment and heritage of the area; and the need for consideration of impact on communities including Brisco, Durdar, and Cummersdale. Several of the agencies reserved judgement until more information was available.

Route Preference

In general, the feedback showed that the Green Route was preferred by statutory agencies, although some required further information.

1.5. Desired Route

All of the methods of consultation showed a general preference for the Green Route.

As shown in Figure 8 below, when combining the results from all methods of consultation, the Green Route was desired by twice as many consultees as the Orange Route.

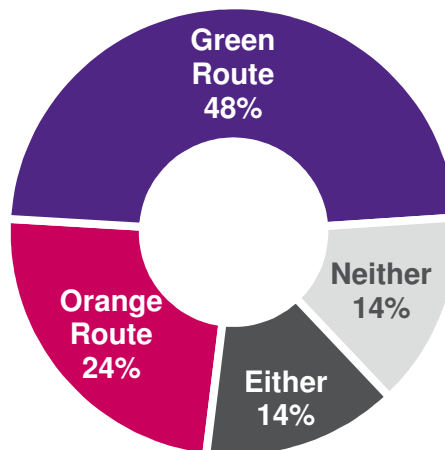


Figure 8 – Route Preference

1.6. Feedback Themes

Each individual feedback comment was organically assigned one of 43 themes, and then grouped into 11 broad categories to simplify reporting. A description of the categories is provided in Table 1 on the following page.

In relation to the desired Green Route, the majority of the positive comments related to reduced *Disruption*. There were also positive comments about *Development*, *Location*, *Design*, *Environment*, *Severance*, and *Journey Time*.

The negative comments for the Green Route were mainly focused on *Environment*, *Journey Time*, and *Design* issues.

In relation to the Orange Route, the majority of the positive comments were about reduced *Journey Time*.

The negative comments for the Orange Route were mainly focused on *Disruption*. There were also negative comments about *Severance*, *Environment*, and *Design* issues.

Category	Theme Description	Total Comments
Congestion	Issues related to congestion of roads in and around Carlisle as well as specific comments regarding local roads including Durdar Road and the Carlisle Northern Development Route (CNDR).	322
Cost	Issues related to the cost of the scheme including the funding stream and headline costs of each route option as well as the economical case for the road vs other public improvements.	116
Design	Issues related to the design of the road including single and dual carriageway, road safety and crossings, roundabouts, cycleways, non-motorised-user infrastructure and structures including bridges and underpasses. The category also includes comments regarding screening and noise bunds on the scheme.	544
Development	Issues related to the wider issues of development focused on development of the route itself (its footprint), wider housing in Carlisle, the proposed St Cuthbert's Garden Village, and the population growth of Carlisle.	294
Disruption	Issues related to disruption of farming and business practices when the scheme is operational as well as disruption to adjacent residents and businesses in Durdar, Brisco and Cummersdale when the scheme is in construction, in particular use of local roads.	854
Environment	Issues related to the natural and cultural heritage especially ecological and flood impacts and opportunities on the rivers Petteril and Caldew. The category also includes comments regarding reduction in driver stress and impacts of noise and air pollution caused by the road.	676
General	Issues related to none of the other categories in particular timescales and process for the project, consultation methods, the need for the scheme, and unrelated general comments.	702
Journey Time	Issues related to access to the new road, connectivity of the road and other local roads, the journey time and length on the road for each option and time spent in traffic jams.	712
Location	Issues related to where the two road options are located and their footprint across particular parcels of land and in relation to prominent local features and places including villages and community facilities.	366
Severance	Issues related to the severance of communities including the potential Garden Village locations. The category also covers severance of farmland and smaller parcels of land or residences.	356
Strategic	Issues related to the strategic fit and position of the road in Cumbria and the North in particular in relation to the wider road network, communities, places and workplaces.	136

Table 1 – Theme Category Descriptions

1.7. Clarity of Process

Most consultees felt they received enough information to express their opinion. There were some suggestions on how the information could be improved. Some nearby residents felt that they should have been consulted in advance of the general public.

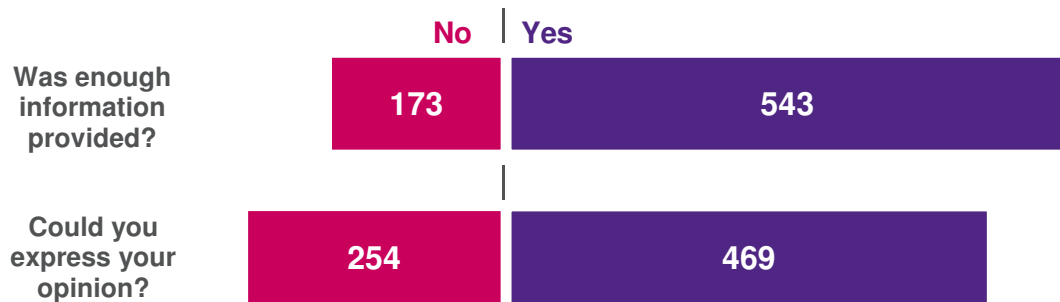


Figure 9 – Process Clarity

1.8. Conclusions

All methods of consultation showed a strong preference for the Green Route.

The preference expressed for the Green Route will be used to inform the preferred route selection process.

The comments that included suggestions for improvements for the preferred route will be passed to the Design Team to give them the opportunity to incorporate the comments in the future scheme development.

1.9. Next Steps

Following a decision on a preferred route option the project will proceed through an outline design process with the aim of submitting a planning application for the project.

Further public consultation will be undertaken on the outline proposals if funding is secured in the future.

2. Introduction

Cumbria County Council, working in partnership with Carlisle City Council, are taking the next step to develop the options for a new link road to the south of Carlisle. The Carlisle Southern Link Road (CSLR) will provide east to west connectivity between Junction 42 of the M6 and the A595 near Peter Lane while helping to reduce congestion on the southern radial routes and in the city centre. The link road will be key to the delivery of mixed use development to the south of the city as outlined in Carlisle City Council's Local Plan 2015-2030, and as recognised in the recently awarded Garden Village status for St Cuthbert's.

In accordance with the Consultation Mandate, a consultation exercise was undertaken to hear the views of stakeholders on factors influencing the CSLR Stage 2 DMRB¹ route design and the selection of a preferred option, specifically:

- Applicable strategic policies, legal requirements, regulations, standards and best practice.
- Political opinion representative of the views of local constituents.
- Specific needs and/or aspirations of community interest groups i.e. accessibility requirements, aesthetics.
- Financial and legal interests, for instance property ownership and rights of access (excluding possible compensation).
- Opinions of the public with a general interest, particularly those with 'local knowledge' i.e. direct experience or historical understanding.

This is required so that Cumbria County Council can select and develop a preferred option for the CSLR to a Stage 2 DMRB design level which:

- Can be reasonably foreseen at this stage in the design development process to conform to all applicable strategic policies, regulations and standards;
- Has broad political backing and acceptance;
- Takes account of the requirements/desires of stakeholders with a vested interest in the scheme; and
- Take account of all reasonable foreseeable constraints that may influence the acceptability of the design in later stages of the project.

Two routes were selected for consultation: the Orange Route, and the Green Route.

This report outlines the consultation process undertaken, and summarises the feedback related to the consultation.

¹ Design Manual for Roads and Bridges, by Highways England

3. Consultation Process

3.1. Consultees

The Communication Management Plan for the project identified four main groups of stakeholders (Project Delivery, Statutory Agencies, Interest Organisations, and the General Public). All of these four groups were invited to engage with the Consultation.

3.2. Consultation Methods

The primary method of consultation was through a questionnaire. The questionnaire was made available in an online form and a paper form for completion. Consultees were requested to complete the questionnaire to ensure their feedback was considered.

To provide information about the two routes a consultation booklet was created. This was supplied to consultees through a combination of online, direct mailing, and deposit locations. The consultation questionnaire was also publicised through a variety of means.

Opportunities to clarify information about the consultation were provided both through email, phone, and through direct meetings. Four days of public consultation events were also held and staffed by technical members of the delivery team to answer questions. In accordance with the Communication Plan, these events were advertised in advance through both direct mailing and digital communications.

These public consultation events were conducted in parallel with Carlisle City Council's consultation for St. Cuthbert's Garden Village.

The methods of engagement included:

- Online questionnaire
- Consultation document with freepost questionnaire
- Public consultation events
 - Held on 4 days over two Friday's and Saturday's
 - Included display boards, video, and technical staff
- Public exhibition of display boards
- Briefings to stakeholders including MP, councillors, businesses, committees
- Meetings with local landowners
- Local press releases
- Letters to affected landowners and parish councils
- Leaflet drop within 250 metres of proposed routes
- Site notice posters advertising consultation events and website
- Project website and social media posts
- Dedicated project email address

3.3. Consultation Timeline

A summary of the main consultation events; more detail is available in Appendix A.



3.4. Consultees Engaged

A summary of consultee interactions; more detail is available in Appendix B.



963 Event Attendees
(that signed in)

580 Letters & Emails
(sent & received)



410 Social Media Posts

1,025 Questionnaire
Responses



4,953 Website Visits

16,148 Video Views



3.5. Locations with Consultation Materials

Posters advertising the public consultation events were displayed on parish notice boards, in various public buildings, and some shops. They were also attached to fingerpost signs where public rights of way connect with the road network in the locality of the scheme.

Flyers with details of the consultation and/or copies of the consultation document were placed in all the local Community Centres, various public buildings, and some shops. See Figure 10 below:

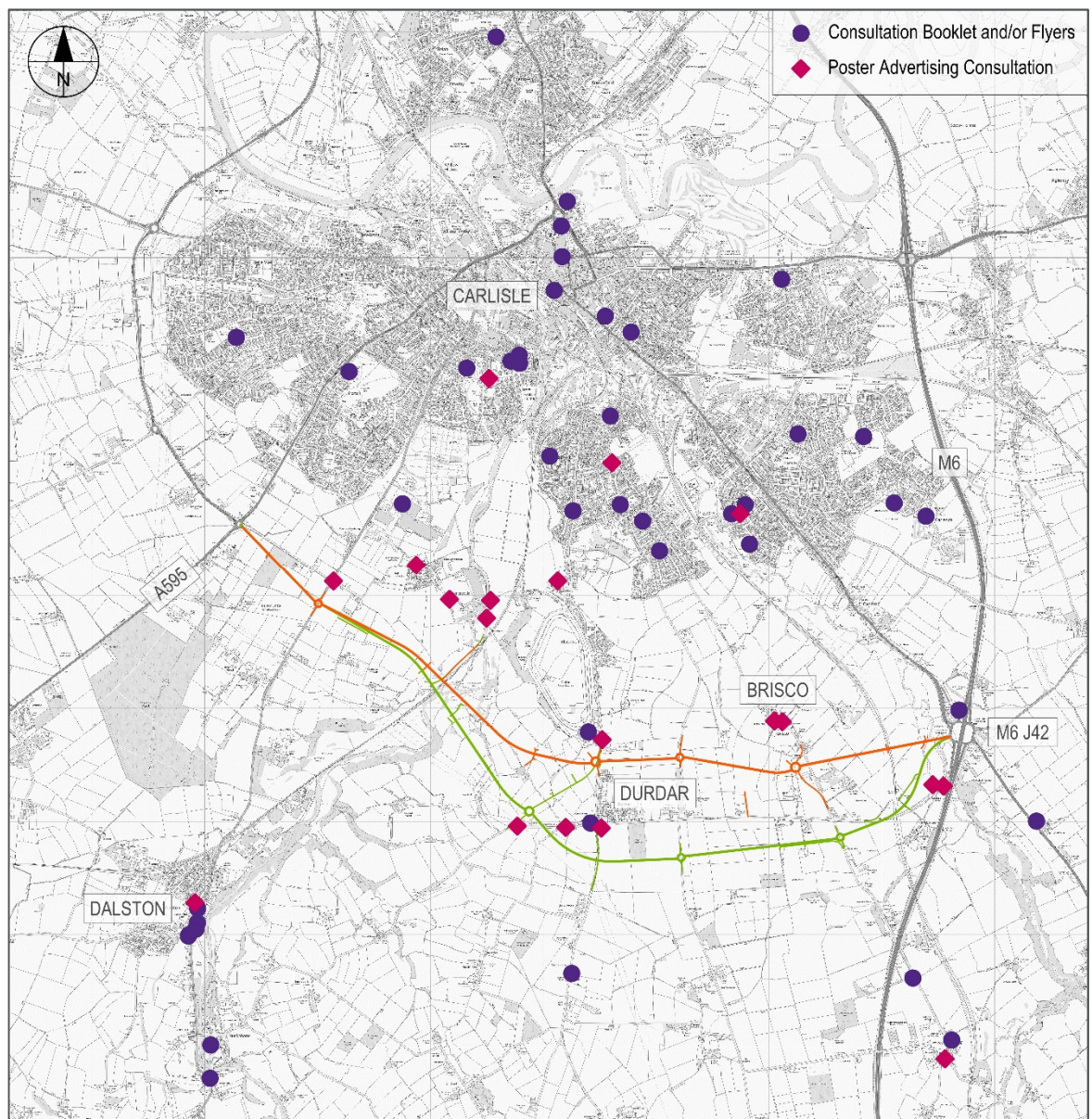


Figure 10 – Locations of consultation materials

Note: Locations are drawn to centre of post code areas and may not represent actual building locations.

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4. Public Consultation: Events

Public Consultation Events were held at Carlisle Racecourse (2nd and 3rd February) and The Lanes Shopping Centre (9th and 10th February). The events were run in parallel with Carlisle City Council's consultation for St. Cuthbert's Garden Village. The events were staffed by both Cumbria County Council and Capita to help attendees with any questions they had. These events were publicised in advance through press releases, advertising posters, social media, leaflet drops, and direct mailing of letters.



Figure 11 – Photos of Consultation Event at Carlisle Racecourse, 2nd February 2018

Detailed feedback was requested from attendees to the public consultation events via an online or postal questionnaire. Paper copies were provided to those that requested them. Approximately 1,000 people attended the consultation events. In order to capture the direct feedback received during the events, the technical staff attending the events provided summaries of the themes discussed with the consultees.

These summaries have been combined on the following pages. Note that these summaries will not capture all comments made verbally during the events. They are included to give a general impression of the comments aired during the events and should not be taken to be comprehensive.

4.1. Route Preference

There were many comments about strategic priorities and funding, particularly with regard to maintenance of existing roads.

Comments that a route further south, from Dalston to Junction 41, or from a new J41A, would be a better route. Concern raised this wasn't part of the original options appraisal.

Mixed opinions as to whether it would be better to have development on both sides of the route (as with the Orange Route), or contained within the route (as with the Green Route).

People who lived in the villages to the south of Carlisle tended to prefer the Green Route. Residents of Carlisle tended to prefer the Orange Route as it was closer to Carlisle, but also appreciated that there would be an impact on the residents of Brisco and Durdar.

Cheaper costs were cited as a reason for choosing the Orange Route.

There were comments on the psychology of the colours chosen, potentially implying a preference; particularly with green commonly used for environmentally friendly things.

4.1.1. Public Consultation Event at Carlisle Racecourse

The stakeholders that attended on Friday were almost all in favour of the Green Route, largely because this was dominated by homeowners in Durdar and Brisco. The majority were in favour of the Green Route; not necessarily that they liked the Green Route, but they were opposed to the Orange Route.

Saturday was more evenly split, with approximately 60% of stakeholders in favour of the Green Route as a link road. Those in favour of the Orange Route also seemed to be more in favour of a multi-community garden village, with small settlements either side of the Orange Route. Approximately 10% of stakeholders were opposed to both routes.

4.1.2. Public Consultation Event at The Lanes Shopping Centre

At The Lanes Shopping Centre consultation event, approximately 70 to 80% of stakeholders were in favour of the Green Route on both days.

4.2. Orange Route

Widespread negativity was received about the impact of the Orange Route on the severance of communities of Brisco and Durdar. Scotby was cited as an example of a divided village.

Concerns raised about non-motorised users crossing the route, especially children. There was a feeling this would be worse when the Garden Village is developed. Suggestions that the speed should be less than 60mph and grade separated crossing(s) were needed.

Those who would not be directly affected by the route, but who would use the route, were in favour of the Orange Route as the shorter, more direct option, with quicker access.

Concerns were raised about whether the proximity of the roundabout on Durdar Road to the racecourse would cause problems on race days, with traffic queueing onto the CSLR.

General concerns about the roundabouts being too close to residential properties; statements that Brisco Roundabout would never work and would ruin the village.

Concerns about an increase of traffic on Durdar Road when a CSLR is built; they felt more people would use this road to get into Carlisle, and that existing speeding would be worse.

Query as to why Durdar Road is not bypassed like it is on Green Route, with suggestions to move Durdar Roundabout west and bypass the road by connecting to Dalston Road.

Query over what would happen to the old Newbiggin Road with regard to “rat running”, and the parking at the motorway bridge.

4.3. Green Route

There was broad support for the Green Route option; but some did state a preference for the Orange Route because the Green Route was “too long” and “too far from Carlisle”.

People liked that it went around the proposed Garden Village; they didn’t want a 60mph road through the middle. Also stated this should be the boundary for future development.

Concern over the locations of the roundabouts / bridges and whether all roundabouts were needed. Also concern about the bridge outside Durdar being visually intrusive.

General concern over junction arrangements around Durdar. Suggestion to move the Scalegate roundabout from Burthwaite Road to Ivegill Road. Locals perceived that traffic was busier on Ivegill Road, with lots of northbound farm traffic turning right towards J42.

Strong objections to going through the ancient woodland; they were keen to see lots of tree and hedge planting on the scheme.

The stakeholders also had concerns over “rat running” on bypassed roads, particularly Newbiggin Road; suggestions for traffic calming and/or road narrowing.

4.4. General Comments

4.4.1. General

The majority of attendees supported the principle of a CSLR – with, or without, the Garden Village development. There were strong general feelings about “just getting it done”, but also statements that it was a waste of money, too expensive, or that it will never happen.

Homeowners had concerns that uncertainty over the route might impact on house prices; early announcement of preferred route might help. Strong feelings on local impacts.

4.4.2. Access

Several cyclists were very positive about the provision of a cycleway alongside the route, however some remained concerned about how the route would impact on existing roads that they use for cycling, and how they might navigate the roundabouts.

Concern about a CLSR impacting on road running and cycling events which start at the Racecourse by severing the existing course routes.

The public were keen to understand where existing roads would be stopped up, suggesting that this should be shown on maps used during future consultation.

It was noted that, alongside the Carlisle Northern Development Route (CNDR), it would be a good diversion route from the M6.



Figure 12 – Photos of Consultation Event at The Lanes Shopping Centre, 9th February 2018

Photos copyright Stuart Walker Photography © 2018.

4.4.3. Design

Strong desire for dual carriageway, crawler lane or laybys / pull-off areas to let traffic past.

There was a desire for fewer roundabouts; statements that the CNDR roundabouts are too busy and poorly used, with suggestions the A595 roundabout will need to be enlarged.

Comments that CNDR roundabouts are all similar; hard to know where you are, especially at night. Suggestion to add features (e.g. sculptures / planting) for easier navigation.

Proximity of Peter Lane roundabout after the hill at Brow Nelson could lead to accidents.

Concern over the junction arrangement at Durdar; suggested the need for a roundabout on Durdar Road to access the schools, perhaps in lieu of Burthwaite Road roundabout.

The public were interested in the visual impact of the bridge structures and the impact on leisure facilities / the natural environment in the river valleys, mainly the River Caldew.

Not much interest in the structures with regard to opportunities for flood attenuation.

4.4.4. Environmental

The tranquillity of the River Caldew area should be maintained. Suggestions to provide parking next to the River Caldew to provide access for fishing and the Cumbria Way route.

Wet ground / flooding was a recurring theme, with areas within the Garden Village boundary described as 'boggy', with statements that the area floods too often already.

Suggestions that the drainage ponds are integrated with the Garden Village masterplan for wildlife parks, with public access to the ponds, and that lots of trees be planted.

General comments to ensure native planting, wildflower seeding are used throughout.

People were keen to understand the impact of a CSLR on traffic flows on radial routes, with concerns about congestion, speeding issues, and the quality / standard of the routes.

Several comments relating to the anti-social behaviour at the car park near M6 J42, and that this would be worse if the existing Newbiggin Road becomes a cul-de-sac.

4.4.5. Garden Village

Due to the nature of the joint consultation events with Carlisle City Council, numerous comments were received in relation to the Garden Village. These are summarised for reference, but have been passed to Carlisle City Council to incorporate in their scheme.

Comments that the event lacked information about the Garden Village location, and that some areas were clearly not suitable. There was frustration a masterplan was not available to view the CSLR routes in the context of the Garden Village development, and that the selection of route relies on this masterplan which is still being drafted.

There was confusion as to the extent of the Garden Village. It was unclear that the purple hatching shown for the garden village designation was not all going to be built on, and that there would be green spaces between the areas of development.

There were general concerns related to the Garden Village in terms of the number of cars increasing, leading to congestion, and also where everyone would work.

4.5. Event Feedback

Feedback was predominantly positive for the CSLR consultation, with comments that it was “well arranged with knowledgeable staff”. People commented that they felt “there was a need for the road” and most were supportive of the Council’s proposals.

Affected residents aired frustration at finding out about the consultation in the press, rather than being contacted in advance.

The consultation materials were well received; people liked the option to take the consultation document away with them.

Comments were made on the route plans; while the large plans were useful they did not have a key describing the Garden Village boundary and existing public rights of way. Also that they struggled to compare the routes, a combined route plan would have been useful.

In addition, requests were made for a larger copy of the plan as the images in the press and publications were too small to read. There were also comments that the plans and videos weren’t available on the CCC website at the time.

People focussed on the large maps on the tables. A possible improvements would be to make it clearer on these maps what would happen to the existing infrastructure (i.e. where would the roads be stopped up) and where the bridges / accesses would be located.

Those who were not so familiar with the location of the road in relation to Carlisle commented they would have liked to have seen a map showing the whole of Carlisle, rather than it being clipped to the south Carlisle area.

The events attracted people from the Durdar / Brisco / Blackwell areas, Carlisle city (particularly from the Morton / Upperby areas) and visitors to the area who were “just interested about what was going on”.

4.6. Social Media Promotion

A variety of social media were used to engage with the public and advertise the consultation exercise and questionnaire. A total of 109 comments were made on publically accessible social media posts, which are summarised in this section.

In general, the comments posted were largely negative. Most of these negative posts related to strategic policy decisions linked to Government or Council funding priorities or the Local Plan and are therefore outside the scope of this consultation.

There were some negative comments related to the consultation process; generally relating to the perception that Cumbria County Council do not take account of the views of the public.

The positive posts were almost all in favour of the Green Route.

The comments made in relation to the route generally expressed a preference for a higher quality dual carriageway link with grade separated junctions instead of roundabouts.

A summary of comments on social media posts is included in Table 2 below. In addition a survey conducted on Twitter indicated, out of 28 participants, 46% favoured the Orange Route and 54% favoured the Green Route.

Comment Type	Positive	Neutral	Negative	Total
Orange Route	3	0	0	3
Green Route	21	0	0	21
Both Routes	2	2	8	12
General / Process	1	1	11	13
Strategic / Local Plan	1	3	41	45
Total Comments	28	6	60	94
<i>Online Vote</i>	28	-	-	-
<i>Sharing Post</i>	-	21	-	-
<i>Other Non-Scheme</i>	-	1	-	-

Table 2 - Social Media Summary

Note: Where a single post included both a positive and negative comment, these have been separated.

5. Public Consultation: Questionnaire

5.1. Introduction

A questionnaire was created to allow more specific quantitative assessment to be conducted. The questionnaire was the main form of consultation, and consultees were requested to complete it to ensure their feedback was included. It was completed by 1,025 respondents, mostly online (972 respondents) but also in paper copy (53 respondents). Selected questions from both forms were combined and graphically summarised below.

5.2. Respondents

5.2.1. Demographic Split

As shown in Figure 13 below there was a reasonably even split across age groups, slightly skewed towards younger generations, with a weighted average age of 45. There was limited engagement from those under 25 or over 75. The respondents preferred identifying as male. Around 4% considered themselves disabled.

Nearly three quarters of respondents identified themselves as a local resident. Roughly one in five people declared a business interest in the area; either as an employer, an employee, or a commuter to the area. See Figure 14 below.

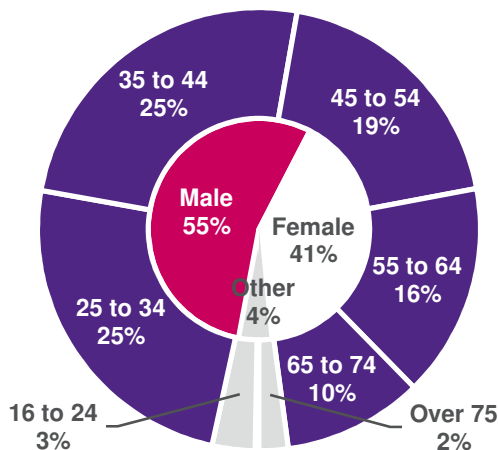


Figure 13 – Age Range and Gender

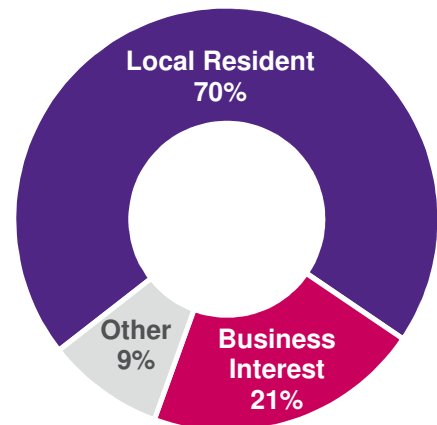


Figure 14 – Respondent Type

5.2.2. Location

Over three quarters of respondents identified themselves as a local resident. The locations of consultees that attended a consultation event or responded to the questionnaire are mapped on Page 25. Note that not everyone that responded provided a postcode, and some postcodes provided were invalid or incomplete and so not mapped. Locations shown at the centre of the postcode areas and do not align to actual properties.

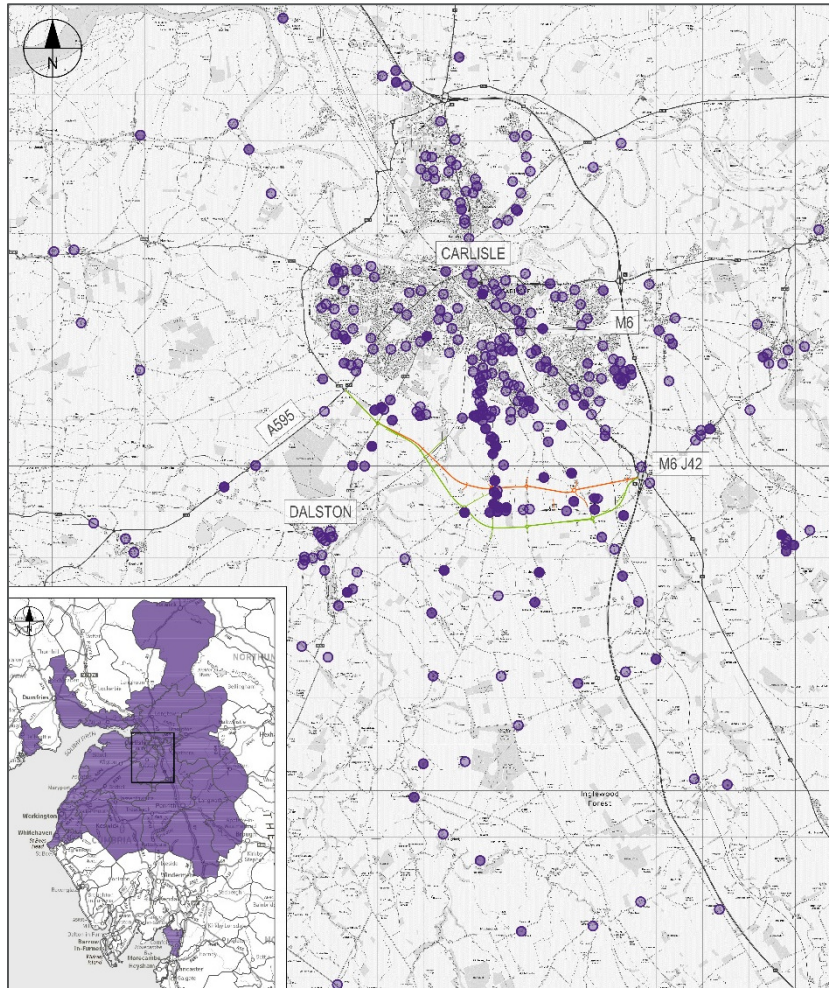


Figure 15 – Location of people attending Public Consultation Events

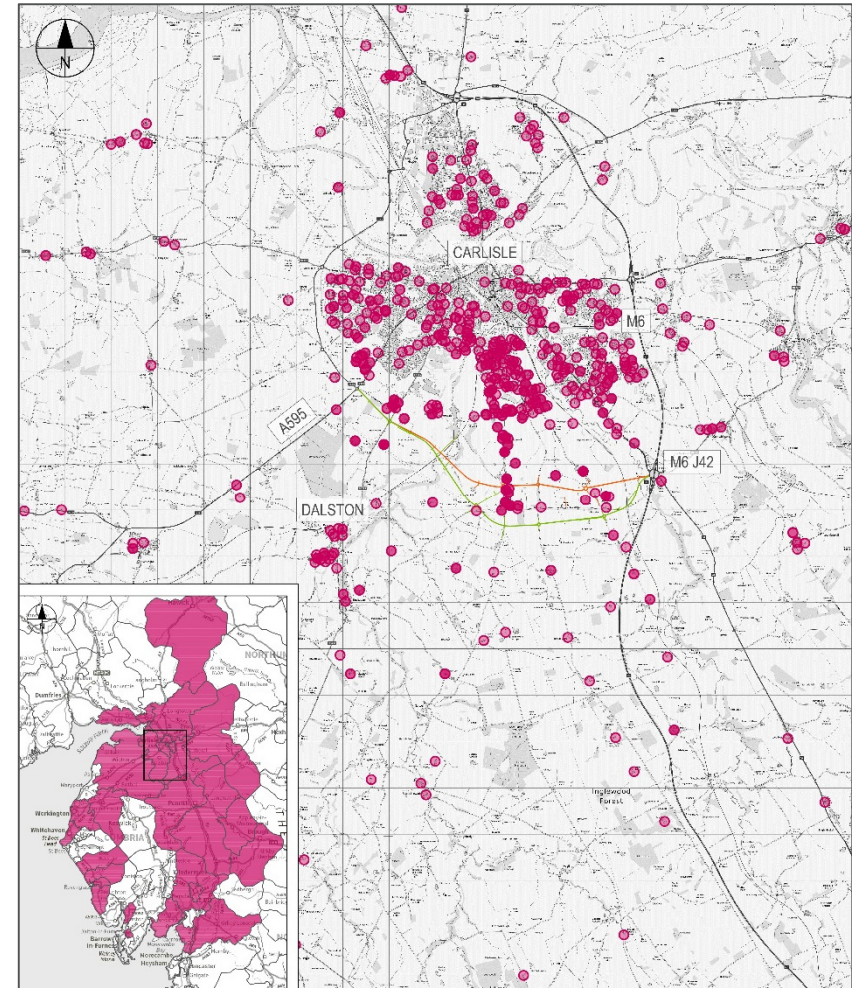


Figure 16 – Location of people responding to Questionnaire (Online and Postal)

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5.3. Route Preference

From the questionnaire responses, nearly three quarters (74%) of respondents supported the concept of a CSLR by being in favour of either one or both routes. 12% of respondents objected to the concept of a CSLR. This result has been interpreted by combining the answers from two questions; the methodology is included in Appendix A.

Also shown in Figure 17 below, twice as many people are opposed to the Orange Route than the Green Route (283 vs. 132). In addition, less people support the Orange Route than support the Green Route (275 vs. 415).

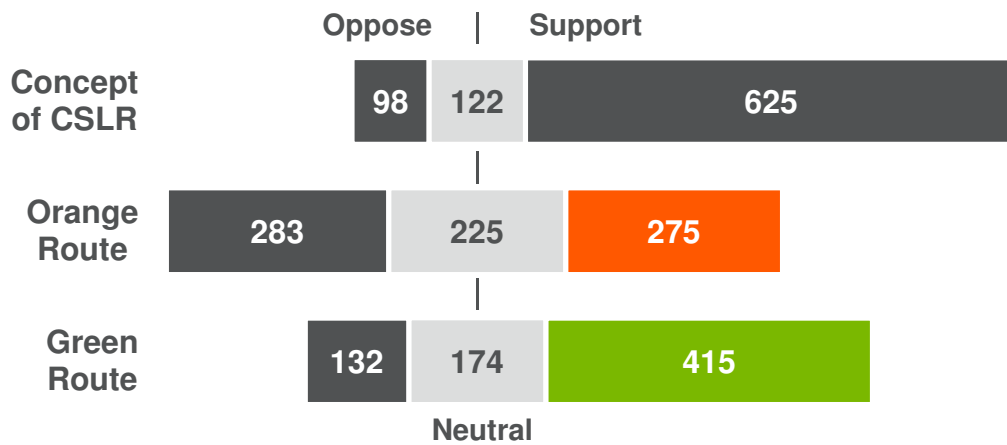


Figure 17 – Route Support

When given a choice between the two route options, about twice as many respondents prefer the Green Route than the Orange Route (60% vs. 29%); see Figure 18 below. This aligned well with feedback received through other consultation methods (see Section 6).

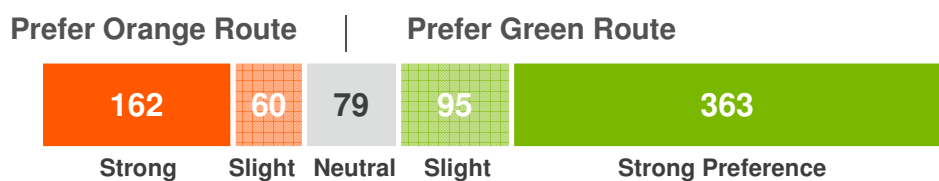


Figure 18 – Route Preference

5.4. Scheme Priorities

When asked to choose their top five priorities from a pre-defined list of options, most people were in favour of easing congestion and improving journey time. Respondents were also keen to ensure safe access for non-motorised users while providing space for wildlife and farming activities. The full list of responses are shown in Table 3 below.

To avoid any bias created by the options included on the pre-defined list, a written response could also be entered. In addition, freeform written responses were also collected for other questions. An analysis of these responses is included in Section 5.5.















Category	Selections	Percent	Rate
Easing traffic congestion	585	60%	
Improving journey time between M6 J42 and A595	467	48%	
Ensuring road safety and safe road crossing points	391	40%	
Providing of footpaths, cyclepaths and bridleways	365	37%	
Providing places for wildlife and species	356	36%	
Protecting land and farming activities	299	31%	
Providing flood alleviation	240	25%	
Ensuring thriving local businesses	206	21%	
Reducing air pollution and carbon emissions	206	21%	
Reducing noise from traffic and construction	185	19%	
Protecting historic buildings and places	180	18%	
Access to and providing community facilities	161	16%	
Other (please specify)	64	7%	
Total Respondents	976		
<i>Skipped</i>	49		

Table 3 – Scheme Priorities

Note: Where paper questionnaire respondents selected more than 5 priorities, all selections are included.

5.5. Thematic Summary

5.5.1. Comment Tone

In addition to the questions with a restrictive response, a total of 2,325 individual freeform written comments were made in response to the online questionnaire, and 270 comments from the paper questionnaires.

These comments have been individually reviewed by a member of the design team. They were assessed as either a Positive or Negative feeling about each route. Every comment has been individually read and reviewed; no automated computer processing was used in this assessment.

As can be seen below, more people had negative comments about the Orange Route, and more people had positive comments about the Green Route. This aligns well with the responses to the structured questions.









Question	Positive	Negative	+ve / -ve
Q5: What do you <i>like</i> about the Orange Route?	385	77	
Q6: What do you <i>dislike</i> about the Orange Route?	25	556	
General comments about the Orange Route	21	117	
Total	431	750	
Q8: What do you <i>like</i> about the Green Route?	490	32	
Q9: What do you <i>dislike</i> about the Green Route?	54	334	
General comments about the Green Route	73	35	
Total	617	401	

Table 4 - Comment Summary

Note: Where a single post included multiple comments, these have been separated. Where the word "Nothing" was entered as a response, this was assumed to invert the tone of the question. Where "None", "No", or "N/a" was entered as a response, these were equated to skipping the question.

5.5.2. Categorisation Process

Due to the wide ranging nature of these comments, it was necessary to group the comments to draw out common themes. The themes were organically created by reviewing individual comments, and creating a new theme when a comment couldn't be easily assigned to an existing theme. Every comment has been individually read and reviewed; no automated computer processing was used in this assessment. Where a comment covered multiple topics, the comment was split into each relevant theme.

Based on the comments received, 43 themes were created. These were further grouped into 12 broad categories to simplify reporting, and are summarised on the following pages. A list of the themes contained within each category, and the total number of comments assigned to each, is included in Appendix E.

Each comment has also been assessed as to whether it raised a question, requested more information, or whether it had an impact on the next stage of the scheme development. A summary of these design impacts will be provided to the design team for use in the next stage of scheme development.

5.5.3. Orange Route Comments

The positive comments covered a broad range but generally highlighted the shorter more direct route would bring benefits for journey time, access to properties, and convenience, while reducing construction cost.

The majority of the negative comments for the Orange Route were related to the proximity of existing residents giving rise to increased disruption and environmental impacts from noise. Concerns about the roundabouts and potential congestion were raised. The severance of both existing villages and the proposed Garden Village also featured prominently.

The responses also included suggestions to reuse more of the existing roads.

Category	Positive	Negative	Overall	+ve / -ve
Journey Time	210	8	202	
Cost	21	6	15	
Strategic	1	11	-10	
Location	35	48	-13	
Development	9	26	-17	
Congestion	31	59	-28	
General	19	47	-28	
Design	29	82	-53	
Environmental	31	111	-80	
Severance	4	118	-114	
Disruption	20	180	-160	
Total	410	696	-286	

Table 5 – Thematic Summary for the Orange Route

Note: Where a single post included multiple comments, these have been separated.

5.5.3.1. Orange Route Positive Comments

The positive comments predominantly focussed on journey time, with comments that the route is shorter, more direct, and provides quicker and easier access to all routes but particularly the M6 and A595.

There were also comments that it would be expected to help congestion by easing traffic through the city centre, and reducing excessive traffic on Durdar Roads and the crossroads at the Black Lion. There were comments from some respondents stating it was good it was closer to the existing Carlisle city boundary.

5.5.3.2. Orange Route Positive Quotes



5.5.3.3. Orange Route Negative Comments

The negative comments were more broadly spread, but there was a focus on disruption and severance issues. There were comments that it was too near to established settlements, too close to the racecourse, and that it cuts directly through farmland. Several comments related to the perceived negative effect this route would have on property values. There were concerns it splits the villages of Durdar and Brisco in two, and that it cuts straight through the middle of the proposed Garden Village.

Other concerns covered a wide range of topics including location, environmental, design, and congestion issues. Some thought the location was too close to the Carlisle city boundary. Others thought the proximity to existing villages and the racecourse would cause increased traffic in the local area, particularly on race days.

The environmental concerns related to the destruction of green belt land, impact on wildlife, increased noise and air pollution, as well as potential flooding along the route. Negative comments were received in relation to the use of roundabouts, the number of junctions, the lack of dual carriageway standard road, and that Peter Lane and existing roads are not better utilised.

5.5.3.4. Orange Route Negative Quotes

“ Too disruptive ”

“ Will blight local housing ”

“ Could create traffic chaos on race days ”

“ This route will bifurcate the area of expansion ”

“ Cuts Durdar and Brisco in two ”

“ Scant consideration has been given to safe crossing by bicycle, horse or foot ”



5.5.4. Green Route Comments

The positive comments highlighted that the route was further from existing residents with the associated reduction in disruption and severance while maximising the availability of development land.

The negative comments largely related to environmental concerns, as well as perceived increases in journey time and cost from locating the road further south.

Category	Positive	Negative	Overall	+ve / -ve
Disruption	171	32	139	
Development	66	12	54	
Severance	46	4	42	
Location	63	30	33	
General	52	37	15	
Congestion	29	18	11	
Design	55	59	-4	
Strategic	0	10	-10	
Cost	4	16	-12	
Environmental	53	86	-33	
Journey Time	44	79	-35	
Total	583	383	200	

Table 6 – Thematic Summary for the Green Route

Note: Where a single post included multiple comments, these have been separated.

5.5.4.1. Green Route Positive Comments

The positive comments on the Green Route were more widely spread than the Orange Route, but were predominantly focused on disruption. It was perceived that the route could be built with less impact on the existing road network, and that disruption to the existing settlements in the area would be reduced.

There were positive comments related to the location of the route; mainly that this was further away from Carlisle and therefore allowed more space for the Garden Village while acting as a boundary to future development. It was also seen as a positive that the route was further away from the existing communities of Durdar and Brisco.

Positive comments were also received in relation to the design utilising the existing road network more effectively and reducing traffic and accidents at Durdar Road crossroads. It was also perceived that this route is better environmentally, with less risk of flooding, less disruption to wildlife, and less noise pollution to residents.

5.5.4.2. Green Route Positive Quotes



5.5.4.3. Green Route Negative Comments

The negative comments for the Green Route related to environmental issues, as well as journey time and cost issues related to the longer length of the route. The environmental issues were mostly related to the use of green belt and agricultural land, and the associated disruption to wildlife and habitat loss. There were comments that it was too far from Carlisle city boundary, longer and less direct, and was too close to some residents.

5.5.4.4. Green Route Negative Quotes



5.5.5. General Feedback

There were comments made that either related to both routes, or about the scheme in general. These were also categorised into themes.

Generally most of these comments were negative, largely related to concerns over disruption and environment impacts including flooding. There were also suggestions to pursue a dual carriageway, and reduce the number of roundabouts. Most of the positive comments related to reducing congestion or improving connectivity and journey times.

Category	Positive	Negative	Overall	+ve / -ve
General	35	19	16	
Journey Time	8	4	4	
Congestion	12	11	1	
Cost	1	7	-6	
Severance	0	6	-6	
Location	0	7	-7	
Disruption	2	15	-13	
Development	3	26	-23	
Strategic	2	39	-37	
Design	3	41	-38	
Environmental	3	46	-43	
Total	69	221	-152	

Table 7 – Thematic Summary for the Orange Route

Note: Where a single post included multiple comments, these have been separated.

5.5.5.1. Frequently Asked Questions

A summary of the recurring questions or suggestions from each theme are shown below:

Congestion / Journey Time

- With the Orange Route, how will Durdar Road, an already busy route, cope with additional traffic especially on race day events?
- Will the new routes encourage additional traffic to the local area, is this scheme mindful of existing residents or is the priority to serve those going east to west?
- The purpose of the bypass is to relieve traffic; does the 10,000 new homes [for the Garden Village] not undermine this?
- Requests for further details on traffic flow data.

Cost

- What are the true costs of each proposed route including compensation?
- Comparative cost breakdowns of the two proposed routes to aid in decision making.

Design

- Why include so many roundabouts when they disrupt traffic flow?
- Why does neither route utilise Peter Lane as a starting point?
- Why only a single carriageway and not dual carriageway?
- More information regarding cycle and footways.
- Suggestions that road markings on roundabouts caused problems on CNDR.
- What measures are being put in place to prevent vehicles and HGV's continuing to use the Bridge End to Durdar route as a shortcut?
- Speeding on Durdar Road needs to be addressed, especially if traffic increases.

Development

- Are there jobs in and around Carlisle to support the Garden Village residents; has the extra burden on existing services such as Carlisle hospital been considered?
- More information on the Garden Village such as layout / massing.

Disruption

- Number of houses / people impacted and how they will be compensated.
- Why consider the Orange Route when it causes more disruption to communities?
- What provisions are being put in place to reduce noise, light, and air pollution?

Environmental

- Would like information on environmental / wildlife impact.
- Will either route improve flood remediation?
- What measures are being taken to protect the environment and wildlife?

Location

- Could the Orange Route be further out to the south?

Strategic

- Why construct a new bypass when existing roads in the area need repair work?
- Why rip up the countryside when there is nothing wrong with the road already connecting the A595 and the M6?
- How will you deal with increased traffic on feeder roads such as Durdar Road and Currock Road?
- Is this bypass actually necessary?

Severance / Garden Village

- Why does the Orange Route cut through existing communities Durdar and Brisco?
- Why does the Orange Route run through the middle of the Garden Village?

Process

- When the Orange and Green routes are on different pages, how do you expect people to compare?
- Larger more detailed maps with the ability to zoom would have be useful.

5.5.5.2. *General Comments Summary*

The majority of the negative comments and suggestions refer to issues that will be considered during the Detailed Design phase of the project. The schedule of comments received will be retained on file for consultation by the Designer as the scheme develops.

Some of the comments related to reusing more of the existing road network. It should be noted this option was considered but then discounted earlier in the process due to a requirement to comply with design standards.

5.6. Clarity of Process

Most people thought that enough information was provided, and that they were able to express their opinion. Of those who thought not enough information was provided, the majority of these related to information about St. Cuthbert’s Garden Village, as well as details of the planning process.

Several people requested that larger and more detailed plans should be available, as well as traffic figures related to the existing road network. Some local residents expressed frustration they were not contacted in advance of the consultation.

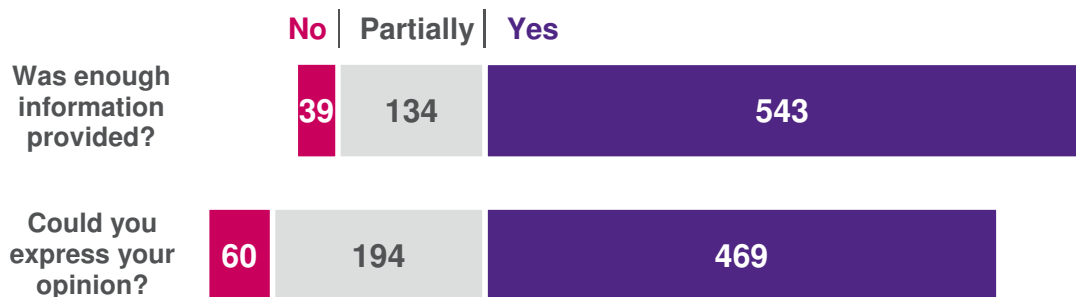



Figure 19 - Process Clarity

5.6.1.1. Clarity of Process Quotes

“ Social media coverage has been well presented ”

“ The consultation day at Carlisle Racecourse was excellent ”


“ Glad to see the scheme moving forward. Well done CCC and good luck ”



“ The map is not very easy to read ”

“ What I think is not printable ”

“ I feel landowners should have had more information ”



6. Interested Parties

6.1. Introduction

The consultation related to interested parties includes both interested organisations, landowner feedback, and engagement from others that are not a statutory agency.

6.2. Interest Organisations

Interest organisations include stakeholders with a vested interest in the scheme, either financially or socially. For example, this group contains local businesses, schools, community facilities, conservation groups, access groups, and transport providers.

Above and beyond the wider consultation process no specific meetings were held with interested (non-statutory) organisations, however correspondence was received from one interest organisation. The feedback has been summarised below. The original letters and minutes have been kept on file to allow the opportunity to address these issues during scheme development.

The feedback expressed a strong preference for the Orange Route.

Generally, the feedback focussed on the theme of Development.

6.2.1. Development

The primary stated benefit was the Orange Route better facilitated development by allowing development to be progressed on both sides of the road at the same time. This would assist in meeting housing delivery targets earlier in the plan period.

It was thought the Green Route is longer and so likely more expensive, making delivery more difficult. This route is also disconnected from the existing infrastructure so would take longer to deliver, and would not facilitate the delivery of multiple sites at the same time.

6.3. Landowners

Letters were sent to directly affected landowners outlining the consultation and the questionnaire. When requested by the landowners, meetings were held to review the materials and discuss any concerns raised. In addition, direct correspondence has been received from several landowners as well as from the general public.

The feedback has been summarised below. The original letters and minutes have been kept on file to allow the opportunity to address these issues during scheme development.

Due to the nature of being directly impacted by the route a lot of the comments from landowners were negative. While some landowners objected to a CSLR, there was still a degree of support for the road in principle. Of those that expressed a preference, most of the landowners preferred the Green Route with a couple of exceptions.

Generally, the consultation with landowners highlighted the main recurring themes of Severance, Disruption, and Environmental issues.

6.3.1. Disruption

Viability of business operations:

- Segregation and safe access from a CSLR make farm operations harder
- Reduction in overall farm area may mean reduced size of herds become unviable
- All existing farm structures need to be retained after the scheme
- Value of existing plantations and crops should be considered
 - Some are long term investments with up to 6 year horizons
- Impact on other income streams reduces diversification and increases risk
 - Rate of return on existing infrastructure investments may be reduced

Negative impact on property values, blight, resale issues:

- Concerned about severance of property from the rest of the village
- Concern that without a formal announcement blight is not available and properties will not be able to be sold, particularly for retirees downsizing

6.3.2. Severance

- The routes segregate areas of the same farm creating access issues
 - Concern that additional accesses will become a security problem
- Size and shape of residual land parcels will be unviable to operate economically
- The need to maintain two accesses to businesses for logistical reasons
- Concern over proximity of the road to existing property entrances being unsafe
 - Some have around 60-80 vehicle movements a day, more on weekends
- Access problematic on race days with the Orange Route due to racecourse traffic
- Must ensure CSLR is not a barrier for equestrians, cyclists, & pedestrians crossing
 - Particularly a concern for road running / cycling events from the racecourse

6.3.3. Environmental

Environmental pollution and screening:

- Negative impact on amenity value of the properties
 - Concern of views from the property being diminished
- Proximity of the route to properties increasing noise, air, light pollution etc.
 - Statements that the Green Route would have less impact on the villages
- Concern that mitigation of bunds, trees, planting will increase land take
- Concern over loss of woodlands, particularly at Durdar and Peter Lane
- Concern over impact on existing wildlife including deer, owls, bats, hedgehogs
- Potential old tip located on the approach to Peter Lane / A595

Increase in anti-social behaviour from shared use footways:

- Suggested CNDR experienced increase in litter, damage to fences, and trespass
- CSLR will lead to increased numbers of the public using footpaths through land
- Threat to welfare of livestock from increased public access adjacent to fields

6.3.4. Other

- Statements concerning accident blackspots on A595, Durdar & Brisco crossroads
 - Statements that the Green Route would make the crossroads safer
- Crossing the road will be dangerous for children, particularly for the Orange Route
 - Particular concerns for Durdar Road from Black Lion to Low Moor Avenue
- Concerns related to drainage and water supplies

6.3.5. Suggestions

Some suggestions for scheme improvement were also noted:

- Suggested screening and bunds to limit noise and visual impacts are welcome
- Suggested grade separated crossings for pedestrians, cyclists on desire lines
- More bridleways are needed for horse use; need to avoid CSLR being a barrier
- Access width and heights should be maintained during and after construction

6.4. Others

6.4.1. Emails to CSLR Project Email Address

In addition to meetings held with landowners, and letters received, there were 17 email conversations held with the CSLR project email address:

- Four queries regarding the process,
- Three requests for further information,
- One land agent providing letters from landowners,
- Three consultation responses from the public,
- Six consultation responses by Authority Stakeholders,
 - Eden Rivers Trust,
 - Environment Agency,
 - Natural England,
 - United Utilities,
 - CCC Commons Officer,
 - CCC Development Control Team.

There were also two related calls to the Cumbria County Council Highways Hotline seeking further information.

7. Statutory Agency Consultation

Workshops and meetings have been held with the interested stakeholders and written feedback requested. A summary of this feedback is included below for each of the groups of stakeholders referred to in the Communication Management Plan. For the purposes of this summary, Political Stakeholders have been separated from Authority Stakeholders.

7.1. Political Stakeholders

Meetings were held with stakeholders with political influence, namely members of parliament, local authority councillors, parish councils, and neighbourhood forums. The output from these meetings was that generally there was no strong preference for a particular route, although there was a slight preference for the Green Route. The consensus was that either route would be beneficial for Cumbria.

Note that the summaries below include general discussions, thoughts, and suggestions which may not represent the opinion of the Council as a whole.

7.1.1. Cumbria County Council Members

7.1.1.1. *Workshop with Cumbria County Council Members (12 October 2017)*

General Feedback

- CSLR should mark the boundary of development to prevent it going too far south.
- Concern that bridges should not be used as dams and should be designed to allow the water through; limited opportunity for flood alleviation this far downstream.
- One Member would like to see an iconic bridge structure.
- Concerns were raised over the capacity of infrastructure with the Garden Village; Brisco Road would need to be improved to accommodate the additional traffic.
- Maintain access to the M6 Junction 42 picnic area and Wreay woods footpath.
- Footways / cycleways into Carlisle alongside existing roads should be provided.
- The Orange route offers potential to improve cycleway provision to Cummersdale.
- Newbiggin Road could provide improved provision for cyclists with less traffic.

Green Route

- The Green Route would help give Durdar more of a 'village feel' by reducing the amount of traffic running through the middle of the residential area.
- The Green Route appealed as it is furthest away from existing communities.
- The Green Route would resolve the existing problems at Durdar crossroads.
- The 'swan neck' section near M6 Junction 42 should be kept to slow traffic down.
- The existing railway bridge over the West Coast Main Line should be used.
- Concerns about high loads passing the bridge for Durdar Road.
- Concerns of anti-social behaviour at bridges near residential areas.
- Concern expressed over noise impact on Durdar.

Orange Route

- The Orange Route has negative impact 'cutting through' Durdar and Brisco.
- The Orange Route helps to free up land on both sides of the road but there is concern over urban sprawl and a need to mark where development should stop.
- The Orange Route would not 'fix' several junctions with high accident rates.
- Offers potential to close Brisco Road, as Scalegate Road and Brisco Road meet.
- Offers potential to improve cycleway provision near Cummersdale.
- The legacy infrastructure near to Junction 42 of the M6 could be used as an access only route for houses or as an 'Emergency Vehicle Access' route.
- A junction on Scalegate Road was needed; number of other junctions acceptable.
- Development land to the south of Cummersdale could be landlocked by the road; an additional junction or link road to provide access should be added.
- Brisco Road should not be joined to the CSLR to avoid increased traffic in Brisco.

7.1.2. Cummersdale Parish Council*7.1.2.1. Parish Council Meeting (5 February 2018)*

Two Councillors declared an interest as landowners of the proposed CSLR.

Council resolved to defer consideration until the next meeting [2018-03-05]; see below.

7.1.2.2. Parish Council Meeting (5 March 2018)

Members neither support nor oppose a CLSR at this stage.

7.1.3. Dalston Parish Council*7.1.3.1. Parish Council Meeting (14 March 2018)*

The Parish Council strongly support a CSLR.

The Green Route is favoured, but more details are needed to make an informed decision.

The Parish Council would prefer a roundabout between Durdar Crossroads going south towards Penrith, as opposed to the proposed bridge, as it is a well-used road.

7.1.4. St Cuthbert's Without Parish Council 5 March*7.1.4.1. Parish Council Meeting (22 March 2018)*

The Parish Council recognise the importance of the proposals and support the concept.

- Requested evidence for justification for the scale of the Garden Village.
- Disappointed by the lack of proactive engagement with the Parish Council.
- Concerns about environmental issues and impact on historic assets.
- Serious concerns over the impact of the Orange Route, particularly on Brisco.
- Highlighted the need for sustainable development and transport options.

7.2. Authority Stakeholders

Letters were sent to stakeholders with powers of authority; namely governmental and local authority departments and regulators. These included:

- Carlisle City Council
- Cumbria County Council
 - Environmental Health
 - Development Control Team
 - Flood and Development Management
 - Planning
 - Public Rights of Way
 - Waste Management
- Cumbria Fire and Rescue
- Environment Agency
- Highways England
- Historic England
- Local Access Forum
- Natural England
- Network Rail

Where responses have been received, a summary of the response is included below. Note that some of this engagement occurred prior to the formal consultation period and therefore may relate to elements of the scheme that have since changed. Engagement with authority stakeholders is ongoing and so the statements below may not align with the current position; they are presented as an historical record of the consultation only.

7.2.1. Carlisle City Council / Townscape

7.2.1.1. *Heritage Assets Meeting (17 August 2017)*

In addition to the designated assets already identified, Brisco and Cummersdale areas could have assets of heritage potential. These properties should not be considered in the assessments for Stage 2.

An aerial photographic survey of South Carlisle has recently been completed resulting in new entries on the Historic Environment Record (HER). The 2016 HER is now out of date.

Recommended that Historic England were consulted in terms of assigning value and assessing the significance of impacts on historic assets.

No other statutory consents / procedures were likely to apply other than those dealt with through the Local Authority Planning Process.

7.2.2. Cumbria County Council Development Control Team

7.2.2.1. Letter from CCC (2 March 2018)

The response expressed a preference for the Green Route as it would have a lesser impact. It also provides the most flexibility for delivering effective mitigation, realising wider environmental benefits and flood risk management.

- The crossing of the River Caldew presents the greatest potential for adverse environmental, visual, and landscape impacts for both routes.
- Integration and delivery of improvements to the cycling and public rights of way network.
- CSLR should include multifunctional SUDs alongside the route.
- Provide utility corridor to serve future development and network resilience.
- Build-in / incorporate renewable energy generation technology along the route.
- Expand and re-create native woodland resource along the route to screen / buffer / filter the road and capture carbon dioxide.

7.2.3. CCC Flood and Development Management (FDM)

7.2.3.1. Workshop with Authority Stakeholders (20 July 2017)

The main concerns relate to the development of the Garden Village as this type of development has the potential to increase the amount of surface water runoff.

In terms of the CSLR, there will be an increase in surface water runoff and need to ensure water quality is maintained. Alterations to existing water courses should be minimised.

7.2.3.2. Meeting with CCC Flood and Development Management (17 October 2017)

The Environment Agency's hydraulic model for Carlisle has been calibrated to the flood event of 2015 and identifies the amount of flood water storage potentially required. 'Scenario testing' for the CSLR could be undertaken to inform the outline design for the bridge structures.

The crossing points for both routes offer limited flood alleviation opportunities on the River Petteril due to limited capacity upstream and the topography of the land. There is more opportunity if the crossing was further north. There is more potential on the River Caldew.

7.2.4. CCC Planning

7.2.4.1. Workshop with Authority Stakeholders (20 July 2017)

Were keen to explore how impacts on local habitats including noise are avoided.

There are a number of archaeological and heritage features of interest which require survey and recording to ensure potential impacts are avoided or minimised.

Current appraisals were good so far; keen to see how it will fit in the existing landscape.

Impact assessments will need an understanding of the distribution of future housing.

7.2.5. CCC Rights of Way and Access

7.2.5.1. *Workshop with Authority Stakeholders (20 July 2017)*

Stressed the importance of learning lessons from the Carlisle Northern Development Route (CNDR) and how wider connectivity wasn't considered at the early stages so access had to be retrofitted for desire lines.

Opportunity to link into the Caldew Cycle Way near Peter Lane; this would be difficult to do after the development. There should also be links into the future housing estates.

7.2.6. Environment Agency (EA)

7.2.6.1. *Workshop with Authority Stakeholders (20 July 2017)*

Both parties can work closely to maximise their opportunities with regards to mitigating flood risks but there needs to be clear sight of the project.

Some concerns over the River Petteril as not much scope for flood attenuation / mitigation due to impounding levels, volume flood peaks. More opportunities on the River Caldew.

Need to fully consider the impacts of the Garden Village development; flooding is high on the agenda. There are future EA meetings on a long list of upstream storage options.

7.2.7. Highways England

7.2.7.1. *Workshop with Authority Stakeholders (20 July 2017)*

Proposed that CCC should think more widely about traffic impacts. Raised concern of potential traffic reassignment from the CNDR to the CSLR, negatively impacting M6 J42.

Proposed looking at both the M6 Junction 42 and 44 to understand the movement of the extra 10,000 people (regarding the Garden Village).

Highways England want to be involved in the cumulative impact assessment, modelling review and scenario testing. Scope of the traffic modelling to be reviewed.

Prefer to see less junctions on the CSLR.

7.2.8. Natural England

7.2.8.1. *Workshop with Authority Stakeholders (20 July 2017)*

The main concern is adverse effects on the Special Area of Conservation. There are opportunities for improvement to biodiversity and increasing the amount of wetland.

Once the preferred route has been selected, Natural England want to be involved to look at any protected species and woodlands. There is concern of the stability of the banks / slopes at river crossing points and they want to be involved in these elements.

The scheme is likely to require a Full Habitat Risk Assessment / Appropriate assessment.

Carlisle Flood Action Group should be added to the list of consultees.

Eden River Trust have worked on the River Caldew looking at possible river restoration.

7.2.8.2. *Letter from Natural England (9 March 2018)*

Based upon the information submitted, Natural England are not in a position to state which their preferred route is. Further information is required regarding the impact on:

- The Rivers Caldeu and Petteril
- Air quality
- Land and soil
- Landscape

Natural England reiterated that both of the proposed routes involve crossing the River Caldeu which forms part of the River Eden SAC² & SSSI³. The routes would be subject to a Habitat Regulations Assessment (HRA), informed by detailed hydrological and geomorphological modelling.

7.2.9. **Network Rail**

7.2.9.1. *Meeting with Network Rail (10 November 2017)*

Concept designs for the two crossing points based on integral beam and abutments solutions are potential solutions. No concerns were raised but they would need to go through the formal approvals process at the appropriate time.

A tunnel solution is an acceptable solution in theory; Network Rail were cautious having seen failures during construction. Failures were due to the construction method (unbalanced backfilling over the tunnel), but this solution could be approved.

7.2.10. **United Utilities**

7.2.10.1. *Email from United Utilities plc (21 February 2018)*

No preference expressed between the two routes. Highlighted that existing infrastructure and easements are present. Stated that no surface water or highway drainage should discharge directly or indirectly into the public sewerage system.

² Special Area of Conservation

³ Site of Special Scientific Interest

8. Overall Feedback Summary

As outlined in Sections 3.5 and 5, the consultation process used a variety of methods to engage with key stakeholders. This section aggregates the results from the different methods to help draw a consensus opinion.

8.1. Desired Route

One of the main aims of the Consultation was to identify if there was a strong preference for either of the two routes. All forms of consultation showed a desire for the Green Route as shown in Table 8 and Figure 20 below. There was strong support for the concept of the CSLR in general, with 86% of respondents supporting one or both routes.

Consultation Method	Orange	Green	Either	Neither	Responses*
Online Questionnaire	26%	47%	15%	12%	670
Paper Questionnaire	18%	57%	8%	28%	53
Social Media Comments	9%	62%	6%	24%	34
Twitter Vote	46%	54%	-	-	28
Other Consultation Methods	9%	36%	0%	55%	14
Weighted Average	24%	48%	14%	14%	799

Table 8 – Desired Route Summary

** Only those respondents that expressed a preference are shown. Note: Values may not sum due to rounding.*

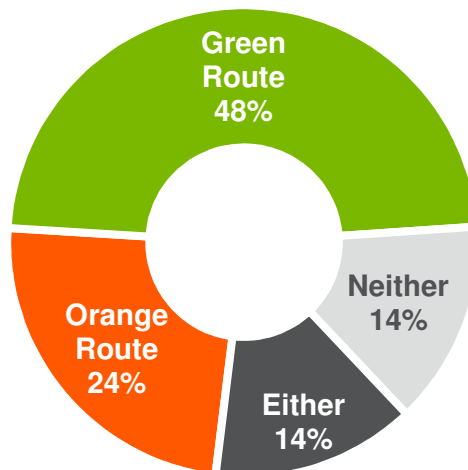


Figure 20 – Desired Route

9. Conclusions

All methods of consultation showed a strong preference for the Green Route.

The preference expressed for the Green Route will be used to inform the preferred route selection process.

The comments that included suggestions for improvements for the preferred route will be passed to the design team to give them the opportunity to incorporate them in the future scheme development.

9.1. Lessons Learnt

The video materials proved popular on social media; it is recommended these should be used in future consultations to maximise engagement opportunities.

Larger sizes of plans should be provided and made available on the Council's website, which also should include a key for clarity. Also include a plan that shows all route options on one plan for comparison.

The plans should indicate which roads and rights of way are to be stopped up.

If social media posts link direct to the questionnaire, additional consultation information should be provided to assist in completion of the questions.

Consideration should be given to contacting affected residents and landowners in advance of consultation press releases.

9.2. Next Steps

Following a decision on a preferred route option the project will proceed through an outline design process with the aim of submitting a planning application for the project.

Further public consultation will be undertaken on the outline proposals if funding is secured in the future.

Appendix A Consultation Timeline

A list of the main events forming part of the consultation:

- 2017-07-13 Letters to Authority Stakeholders
- 2017-07-20 Workshop with Authority Stakeholders
 - CCC Flood and Development, Planning, Public Rights of Way
 - Environment Agency
 - Highways England
 - Natural England
- 2017-08-23 Letters issued to affected landowners
- 2017-08-17 Heritage Assets Meeting with Carlisle City Council / Townscape
- 2017-10-12 Workshop with Cumbria County Council Members
- 2017-10-17 Meeting with CCC Flood and Development Management
- 2017-11-10 Meeting with Network Rail
- 2018-01-17 Briefing with Lead Council Members
- 2018-01-18 Emails advising Authority Stakeholders of Consultation Event
- 2018-01-23 Briefings with:
 - John Stevenson MP
 - Cumbria LEP
 - Carlisle City Council
 - Cumbria County Council, Carlisle Local Committee (via email)
- 2018-01-24 Briefing with Press / Media
- 2018-01-25 Letters issued to:
 - Landowners within garden village area
 - Landowners directly affected by CSLR
 - Key Businesses, Parish Councils, Authority Stakeholders
- **2018-01-26 Start of Consultation Period**
 - Cumberland News Article
 - Leaflets delivered to properties within 250m of CSLR
 - Posters displayed
 - Material published to website and social media
- 2018-01-31 Meetings with Landowners
- **2018-02-02 Two Day Public Consultation Event, Carlisle Racecourse**
- 2018-02-08 Meeting with Landowner
- **2018-02-09 Two Day Public Consultation Event, The Lanes Shopping Centre**
- 2018-02-05 Cummersdale Parish Council Meeting
- 2018-03-08 Meeting with Landowner
- **2018-03-09 End of Consultation Period**
- 2018-03-14 Dalston Parish Council Meeting
- 2018-03-22 St Cuthbert's Without Parish Council Meeting
- 2018-04-05 End of period for Parish Council comments

Appendix B Consultee Interactions

The numbers of consultees engaged using each method are detailed below. Note that the same consultee may have interacted using more than one method.

Consultation Method	Number of Interactions
Leaflet Drop within 250m of Routes	345
<i>Letters to Garden Village Area²</i>	<i>120</i>
Letters <i>to</i> Affected Landowners / Councils	45
Letters <i>to</i> Other Stakeholders	41
Letters <i>from</i> Affected Landowners	7
Letters <i>from</i> Other Stakeholders	5
Meetings with Landowners	5
Meetings with Parish Councils	3
Meetings with Other Stakeholders	4
Public Consultation – Racecourse¹	526
Public Consultation – The Lanes¹	437
Online Questionnaire	972
Paper Questionnaire	53
Project Website Visits ³	4953
Project Email Enquiries ³	17
Calls to Highways Hotline	2
Social Media Shares / Likes ³	273
Social Media Comments ³	109
Social Media Online Vote ³	28
CCC YouTube Video Views ³	362
CCC Twitter Video Views ³	1,296
CCC Facebook Video Views ³	8,690
ITV Border Video Views ³	5,800
Total Interactions	24,093
<i>Advertising Notice Poster Locations</i>	<i>20</i>
<i>Locations with Consultation Materials</i>	<i>50</i>

Table 9 – Number of Consultee Interactions

¹ Number of consultees that signed in; actual number of consultees attending was higher.

² Letters sent by Carlisle City Council advertising joint consultation event.

³ Online and Social Media figures correct as of 12th March 2018.

Appendix C Methodology for Route Support

Two questions were asked within the questionnaire related to support for each route:

- Q4: How do you feel about the development of the Orange Route?
- Q7: How do you feel about the development of the Green Route?

Each question permitted the responses of “Support”, “Neither support nor oppose”, or “Oppose”. Alternatively the question could be skipped.

By combining the individual responses for questions 4 and 7 it is possible to give a broad indication of the level of support for the CSLR. Similarly, this can also indicate which, if any, of the routes was desired.

Table 10 below shows how these two questions have been combined. A conservative assessment was made for neutral responses or where the question was skipped.

Q4: Orange Route	Q7: Green Route	Desired Route	CSLR Support	Total	Rate
Support	Support	Support Either	Support CSLR	107	
Support	Neither	Support Orange	Support CSLR	72	
Support	Oppose	Support Orange	Support CSLR	79	
Support	Skipped	Support Orange	Support CSLR	25	
Neither	Support	Support Green	Support CSLR	99	
Neither	Neither	Neutral	Neutral	79	
Neither	Oppose	Oppose Both	Oppose CSLR	13	
Neither	Skipped	Neutral	Neutral	41	
Oppose	Support	Support Green	Support CSLR	235	
Oppose	Neither	Oppose Both	Oppose CSLR	25	
Oppose	Oppose	Oppose Both	Oppose CSLR	52	
Oppose	Skipped	Oppose Both	Oppose CSLR	7	
Skipped	Support	Support Green	Support CSLR	8	
Skipped	Neither	Neutral	Neutral	2	
Skipped	Oppose	Oppose Both	Oppose CSLR	1	
			Total	845	
Skipped	Skipped	-	-	180	

Table 10 – Methodology for CSLR Support

Appendix D Questionnaire Responses

Tabulated summary results of selected questionnaire responses are included on the following pages. Questions with freeform answers have been excluded.

D1. Location

Question 1: What is your postcode?

A summary of postcode sectors with 10 or more respondents is included below:

Response	Online Responses	Paper Responses	Total Responses	Rate
CA1 2xx	62	1	63	
CA1 3xx	74	2	76	
CA2 4xx*	203	24	227	
CA2 5xx	38	0	38	
CA2 6xx*	72	3	75	
CA2 7xx	61	0	61	
CA3 0xx	20	0	20	
CA3 9xx	34	0	34	
CA4 0xx*	58	6	64	
CA4 8xx	21	2	23	
CA5 6xx	28	1	29	
CA5 7xx*	64	9	73	
CA6 4xx	21	1	22	
CA8 1xx	10	0	10	
CA10 1xx	10	0	10	
Total Responses	938	53	991	
<i>Skipped</i>	<i>34</i>	<i>1</i>	<i>35</i>	

* For reference, the CSLR is located within these postcode sectors:

CA2 4xx including Blackwell, Durdar, Currock, and Upperby

CA2 6xx including Cummersdale, Morton, and Longsowby

CA4 0xx including Brisco, Wreay, Burthwaite, and Southwaite

CA5 7xx including Dalston, Buckabank, and Ratten Row

D2. Reason for Interest

Question 2: Which of the following best describes the reason for your interest in this consultation? (Tick one only)

Response	Online Selections	Paper Selections	Total Selections
Local resident	728	45	773
A local business owner	33	3	36
Employed in Carlisle	77	2	79
A visitor to the area	12	1	13
A commuter to the area	49	0	49
Not local but interested in the scheme	23	0	23
Other (please specify)	28	14	42
Total	950	65	1015
<i>Skipped</i>	<i>22</i>	<i>0</i>	<i>22</i>

Note: Where paper questionnaire respondents selected more than one response, all selections are included.

D3. Important Issues

Question 3: With regard to the development of a Carlisle Southern Link Road, which issues are most important to you? (Select up to 5)

Response	Online Selections	Paper Selections	Total Selections
Ensuring road safety and safe road crossing points	365	26	391
Easing traffic congestion	556	29	585
Improving journey time between Junction 42 of the M6 and the A595	451	16	467
Providing of footpaths, cyclepaths and bridleways	349	16	365
Protecting land and farming activities	271	28	299
Ensuring thriving local businesses	192	14	206
Providing flood alleviation	222	18	240
Access to and providing community facilities (e.g. schools, clubs or churches etc...)	150	11	161
Providing places for wildlife and species	338	18	356
Protecting historic buildings and places	173	7	180
Reducing air pollution and carbon emissions from traffic and construction vehicles	188	18	206
Reducing noise from traffic and construction vehicles	164	21	185
Other (please specify)	54	10	64
Total Respondents	923	53	976
<i>Skipped</i>	<i>49</i>	<i>0</i>	<i>49</i>

Note: Where paper questionnaire respondents selected more than 5 responses, all selections are included.

D4. Orange Route Support

Question 4: How do you feel about the development of the Orange Route?

Response	Online Responses	Paper Responses	Total Responses
Support	275	8	283
Neither support nor oppose	225	7	232
Oppose	283	36	319
Total	783	51	834
<i>Skipped</i>	<i>189</i>	<i>2</i>	<i>191</i>

D5. Green Route Support

Question 7: How do you feel about the development of the Green Route?

Response	Online Responses	Paper Responses	Total Responses
Support	415	34	449
Neither support nor oppose	174	4	178
Oppose	132	13	145
Total	721	51	772
<i>Skipped</i>	<i>251</i>	<i>2</i>	<i>253</i>

D6. Route Preference

Question 10: Please can you indicate on the scale below your preference for either the Green or the Orange Route?

Response	Online Responses	Paper Responses	Total Responses
Prefer Orange	155	7	162
Slightly prefer Orange	59	1	60
No preference	73	6	79
Slightly prefer Green	93	2	95
Prefer Green	328	35	363
Total	708	51	759
<i>Skipped</i>	<i>264</i>	<i>2</i>	<i>266</i>

D7. Gender

Question 12: To which gender do you identify?

Response	Online Responses	Paper Responses	Total Responses
Female	287	21	308
Male	385	29	414
Transgender Female	0	0	0
Transgender Male	1	0	1
Gender Variant / Non-Conforming	1	0	1
Not Listed (specify if you wish)	6	0	6
Prefer not to Answer	27	0	27
Total	707	50	757
<i>Skipped</i>	<i>265</i>	<i>3</i>	<i>268</i>

D8. Disability

Question 13: Do you consider yourself to be disabled?

Response	Online Responses	Paper Responses	Total Responses
Yes	26	7	33
No	672	45	717
Total	698	52	750
<i>Skipped</i>	<i>274</i>	<i>1</i>	<i>275</i>

D9. Age Range

Question 14: What age are you?

Response	Online Responses	Paper Responses	Total Responses
Under 16	2	0	2
16 to 24	22	1	23
25 to 34	172	2	174
35 to 44	176	4	180
45 to 54	136	6	142
55 to 64	110	7	117
65 to 74	72	16	88
Over 75	15	14	29
Total	705	50	755
<i>Skipped</i>	<i>267</i>	<i>3</i>	<i>270</i>

D10. Available Information

Question 15: Did we provide enough information for you to respond to the consultation?

Response	Online Responses	Paper Responses	Total Responses
Yes	435	34	469
Partially	180	14	194
No	59	1	60
Total	674	49	723
<i>Skipped</i>	<i>298</i>	<i>4</i>	<i>302</i>

D11. Expression of Opinions

Question 16: Did the questionnaire allow you to express your opinions fully?

Response	Online Responses	Paper Responses	Total Responses
Yes	509	34	543
Partially	123	11	134
No	36	3	39
Total	668	48	716
<i>Skipped</i>	<i>304</i>	<i>5</i>	<i>309</i>

Appendix E Theme Categories

Theme categories are listed below, together with the themes assigned to each one.

E1. Congestion

- Congestion; traffic flows in the local area
- Congestion on Durdar Road; traffic backing up from racecourse
- Relief; reduction of traffic from city centre and surrounding roads

E2. Cost

- Cost; money spent on project and perceived maintenance
- Economical; Money, time and effort expended on Carlisle

E3. Design

- Cycle & Footway; request for cycle & footways on route
- Design; alignment and side road route / layout
- Design Peter Lane; utilisation of Peter lane
- Dual Carriageway; request for dualing of carriageway along route
- Lay-bys; request for lay-bys along route
- Roundabouts; amount and location of proposed roundabouts
- Structures; e.g. bridges

E4. Development

- Development; urban sprawl and residential housing
- Garden Village; general remarks on Garden Village development
- Population; additional people living in the area

E5. Disruption

- Disruption; impact on communities, farm land, roads, existing infrastructure
- Proximity of Residents; position of road near residential properties

E6. Environmental

- Driver Stress; induced stress while travelling the route
- Ecological; protection of wildlife
- Environmental; protection of environment and/or green belt land
- Environmental Pollution; air and noise pollution
- Flooding; flood risk to route or adjacent land
- Heritage; protection of local heritage assets

E7. General

- Dialogue; direct consultation with member of the public
- General Comment; comments with no specific theme
- Maintenance; ability to maintain the route
- Maps; the maps and plans provided during the consultation
- Necessity; whether the route is required
- None; no issues to express
- Process; the way in which the consultation was conducted
- Timescale; scheme programme
- Video; the videos provided during the consultation

E8. Journey Time

- Access; opportunities to join existing network or settlements
- Length; length of the route
- Traffic; road users in the area

E9. Location

- Location; route position in regard to existing infrastructure

E10. Severance

- Garden Village Impact; severance of future development
- Land; land ownership impacts
- Severance of Villages; the splitting or cutting off of location villages

E11. Strategic

- Strategic; related to strategic processes, funding, or the local plan

E12. Theme Totals

The numbers of positive and negative comments for each theme are listed below:

Category	Theme	Orange +ve	Orange -ve	Green +ve	Green -ve	General +ve	General -ve
Congestion	Congestion	27	35	20	16	11	5
Congestion	Congestion Durdar Rd	4	24	9	2	1	4
Cost	Cost	19	6	4	16	0	3
Cost	Economical	2	0	0	0	1	0
Design	Cycle & Footway	5	4	4	6	1	5
Design	Design	11	17	26	17	0	2
Design	Design Peter Lane	3	3	0	3	0	1
Design	Dual Carriageway	0	6	1	6	0	12
Design	Lay-bys	0	1	0	0	0	0
Design	Roundabouts	6	37	9	14	1	11
Design	Safety	1	12	10	3	1	5
Design	Safety Durdar Road	1	1	2	1	0	1
Design	Structures	2	1	3	9	0	0
Development	Development	6	16	53	9	1	1
Development	Garden Village	3	9	12	2	2	3
Development	Population	0	1	1	1	0	1
Disruption	Disruption	12	61	77	27	1	9
Disruption	Proximity of Residents	8	119	94	5	1	2
Environmental	Driver Stress	2	0	2	0	0	0
Environmental	Ecological	2	13	9	12	0	3
Environmental	Environmental	20	42	14	63	0	18
Environmental	Environmental Pollution	3	40	22	6	1	11
Environmental	Flooding	3	10	4	3	2	8
Environmental	Heritage	1	6	2	2	0	3
General	Dialogue	0	0	0	0	0	0
General	General Comment	19	33	51	25	32	21
General	Maps	0	1	0	3	0	1
General	Necessity	0	7	1	6	2	9
General	None	0	0	0	0	0	0
General	Process	0	4	0	0	1	1
General	Timescale	0	2	0	3	0	1
General	Video	0	0	0	0	0	0
Journey Time	Access	31	7	18	5	1	2
Journey Time	Connectivity	24	1	12	0	3	0
Journey Time	Direction	71	0	7	10	0	0
Journey Time	Journey Time	30	0	6	14	3	0
Journey Time	Length	54	0	1	49	1	1
Journey Time	Traffic	0	0	0	1	0	1
Location	Location	35	48	63	30	0	5
Severance	Garden Village Impact	0	33	20	0	0	1
Severance	Land	1	4	1	3	0	1
Severance	Severance of Villages	3	81	25	1	0	1
Strategic	Strategic	1	11	0	10	2	5
	Total:	410	696	583	383	69	158

Appendix F Social Media Posts

A list of the relevant posts with engagement figures, correct as of 12th March 2018.

F.1.1. Cumbria County Council YouTube

- 2018-02-07 Overview Video (CSLR-CAP-GEN-AF-C-003_S3_P01.15)
<https://www.youtube.com/watch?v=pfGltLZqiW8>
 0 Likes, 0 Dislikes, **221 Video Views**.
- 2018-02-07 Flyover Video (CSLR-CAP-GEN-AF-C-0004_S3_P01.6)
<https://www.youtube.com/watch?v=SIA2q-ikANA>
 0 Likes, 0 Dislikes, **141 Video Views**.

F.1.2. Cumbria County Council Twitter

- 2018-03-07 <https://twitter.com/CumbriaCC/status/971471838109892608>
 3 Retweets, 1 Like, 1 Comment.
- 2018-03-06 <https://twitter.com/CumbriaCC/status/971107913321369600>
 3 Retweets, 2 Likes.
- 2018-03-01 <https://twitter.com/CumbriaCC/status/969310571219898368>
 3 Retweets, 0 Likes, 3 Comments.
- 2018-02-27 <https://twitter.com/CumbriaCC/status/968475822838427649>
 3 Retweets, 0 Likes.
- 2018-02-23 <https://twitter.com/CumbriaCC/status/967130746270965760>
 1 Retweets, 2 Likes.
- 2018-02-09 <https://twitter.com/CumbriaCC/status/961975258885574656>
 1 Retweet, 3 Likes.
- 2018-02-08 <https://twitter.com/CumbriaCC/status/961590709613625352>
 8 Retweets, 3 Likes. 28 Votes; 46% Orange, 54% Green.
- 2018-02-02 <https://twitter.com/CumbriaCC/status/959379505281404928>
 0 Retweets, 2 Likes.
- 2018-02-02 <https://twitter.com/CumbriaCC/status/959365666150207488>
 6 Retweets, 6 Likes, 1 Comment, **398 Video Views**.
- 2018-02-01 <https://twitter.com/CumbriaCC/status/959110995611447296>
 1 Retweet, 5 Likes.
- 2018-01-31 <https://twitter.com/CumbriaCC/status/958738163169624064>
 3 Retweets, 0 Likes.
- 2018-01-29 <https://twitter.com/CumbriaCC/status/957915921745678337>
 0 Retweets, 1 Like.

- 2018-01-29 <https://twitter.com/CumbriaCC/status/957915737359900677>
0 Retweets, 0 Likes.
- 2018-01-28 <https://twitter.com/CumbriaCC/status/957708993903906816>
11 Retweets, 10 Likes, 3 Comments, **898 Video Views.**
- 2018-01-27 <https://twitter.com/CumbriaCC/status/957217893736951810>
0 Retweets, 2 Likes, 1 Comment.
- 2018-01-27 <https://twitter.com/CumbriaCC/status/957199037467365376>
0 Retweets, 2 Likes, 1 Comment.
- 2018-01-26 <https://twitter.com/CumbriaCC/status/956976329966186496>
3 Retweets, 1 Like.
- 2018-01-26 <https://twitter.com/CumbriaCC/status/956842516380291074>
6 Retweets, 3 Likes.

F.1.3. Cumbria County Council Facebook

- 2018-03-09 Promoting Online Questionnaire "Last Chance!"
5 Shares, 3 Likes.
- 2018-03-08 Promoting Online Questionnaire "1 Day Left!"
- 2018-03-07 Promoting Online Questionnaire "2 Days Left!"
- 2018-03-05 Promoting Online Questionnaire "4 Days Left!"
1 Share, 1 Like.
- 2018-03-01 Promoting Online Questionnaire
35 Shares, 25 Likes, 59 Comments.
- 2018-02-27 Promoting Online Questionnaire
2 Shares, 5 Likes.
- 2018-02-25 Flyover Video
<https://en-gb.facebook.com/CumbriaCC/videos/1625306707515503/>
1 Share, 2 Likes, 3 Comments, **742 Video Views.**
- 2018-02-24 Promoting CSLR Website with Orange Route
0 Shares, 1 Like.
- 2018-02-23 Promoting CSLR Website with Orange Route
1 Share, 1 Like.
- 2018-02-21 Promoting CSLR Website
- 2018-02-09 Promoting Consultation at The Lanes, with photos.
0 Shares, 1 Like.

- 2018-02-07 Promoting Consultations and Website, with Overview Video.
<https://en-gb.facebook.com/CumbriaCC/videos/1611904388855735/>
24 Shares, 34 Likes, 13 Comments, **7582 Video Views.**
- 2018-02-07 Promoting Consultations and Website, with Overview Video.
1 Share, 0 Likes, **122 Video Views.**
- 2018-02-02 Promoting Consultation at Carlisle Racecourse, with Flyover Video.
<https://en-gb.facebook.com/CumbriaCC/videos/1600620753317432/>
2 Likes, 1 Comment, 17 Interested, **73 Video Views.**
- 2018-01-30 Promoting CSLR Website, with ITV Border Video
1 Share, 2 Likes.
- 2018-01-28 Promoting CSLR Website, with Overview Video.
<https://en-gb.facebook.com/CumbriaCC/videos/1600699819976192/>
2 Shares, 1 Like, 4 Comments, **293 Video Views.**
- 2018-01-27 Promoting CSLR Website, with Orange Route Image.
6 Shares, 0 Likes.
- 2018-01-27 Promoting CSLR Website, with Orange Route Image.
6 Shares, 2 Likes.

F2. Press Articles

Selection of press articles released during the consultation period.

F.2.1. ITV Border

- 2018-02-11 Carlisle bypass plans
<http://www.itv.com/news/border/update/2018-02-11/carlisle-bypass-plans/>
- 2018-01-26 Plans unveiled for southern bypass in Carlisle
<http://www.itv.com/news/border/update/2018-01-26/plans-unveiled-for-southern-bypass-in-carlisle/>
- 2018-01-26 Southern Bypass Plans, with Video (via Facebook)
<https://en-gb.facebook.com/itvborder/videos/1566103920111010/>
12 Shares, 22 Likes, 23 Comments, **5800 Video Views.**

F.2.2. Cumberland News

- 2018-01-26 Southern city bypass routes are revealed
- 2018-01-26 MP meeting minister to put case for bypass funds

F.2.3. News & Star

- 2018-01-26 The possible routes for the proposed southern bypass for Carlisle
<http://www.newsandstar.co.uk/news/Revealed-The-possible-routes-for-the-proposed-southern-bypass-for-Carlisle-232cb467-631a-4c51-9a9e-997498c51b7e-ds>

F.2.4. Cumbria Crack

- 2018-01-26 Public invited to have their say on St Cuthbert's Garden Village and Southern Link Road proposals
<https://www.cumbriacrack.com/2018/01/26/public-invited-say-st-cuthberts-garden-village-southern-link-road-proposals/>

Appendix G Letters from Stakeholders

Summary of written responses, letters, and emails received which have been included in this feedback report. Dates listed are the date stated on the correspondence, which may not match the date received by CCC.

G1. Authority Stakeholders

2018-03-09	Environment Agency
2018-03-09	Natural England
2018-03-02	CCC Development Control
2018-02-21	United Utilities

G2. Interest Organisations

*Landowner names replaced with a unique identifier for compliance with the Data Protection Act (1998).
A confidential map showing the references has been kept on file as CSLR-CAP-LLO-DR-Z-0003.*

2018-03	Landowner "A1"
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G3. General Public

*Landowner names replaced with a unique identifier for compliance with the Data Protection Act (1998).
A confidential map showing the references has been kept on file as CSLR-CAP-LLO-DR-Z-0003.*

2018-03-03	Landowner "O2"
2018-02-23	Landowner "Q2"
2018-02-23	Landowner "Y"
2018-02-23	Landowner "X"
2018-02-23	Landowner "K2"

Appendix H Meetings Held

Summary of meetings and workshops with stakeholders that are included in this report.

H1. Political Stakeholders

2018-03-22	St Cuthbert's Without Parish Council Meeting
2018-03-14	Dalston Parish Council Meeting
2018-02-05	Cummersdale Parish Council Meeting
2017-10-12	Meeting with Cumbria County Council Members

H2. Authority Stakeholders

2017-11-10	Meeting with Network Rail
2017-08-17	Meeting with Carlisle City Council Heritage / Townscape
2017-07-20	Workshop with Authority Stakeholders <ul style="list-style-type: none"> • Carlisle City Council • Cumbria County Council Planning • CCC Flood and Development Management • CCC Public Rights of Way • Environment Agency • Highways England • Natural England

H3. Interest Organisations

Organisation names replaced with a unique identifier for compliance with the Data Protection Act (1998).

A confidential map showing the references has been kept on file as CSLR-CAP-LLO-DR-Z-0003.

2018.03.01	Interested Organisation II01
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H4. General Public

Landowner names replaced with a unique identifier for compliance with the Data Protection Act (1998).

A confidential map showing the references has been kept on file as CSLR-CAP-LLO-DR-Z-0003.

2018-03-08	Landowners "V, R1, Z1"
2018-02-08	Landowner "A"
2018-01-31	Landowner "M"
2018-01-31	Landowner "S"
2018-01-31	Landowner "E1"

Produced for Cumbria County Council on behalf of Capita Property and Infrastructure, 2018



CAPITA

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