



Carlisle Southern Link Road

Consultation Feedback Summary

June 2018



1. Introduction

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

A Carlisle Southern Link Road 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.

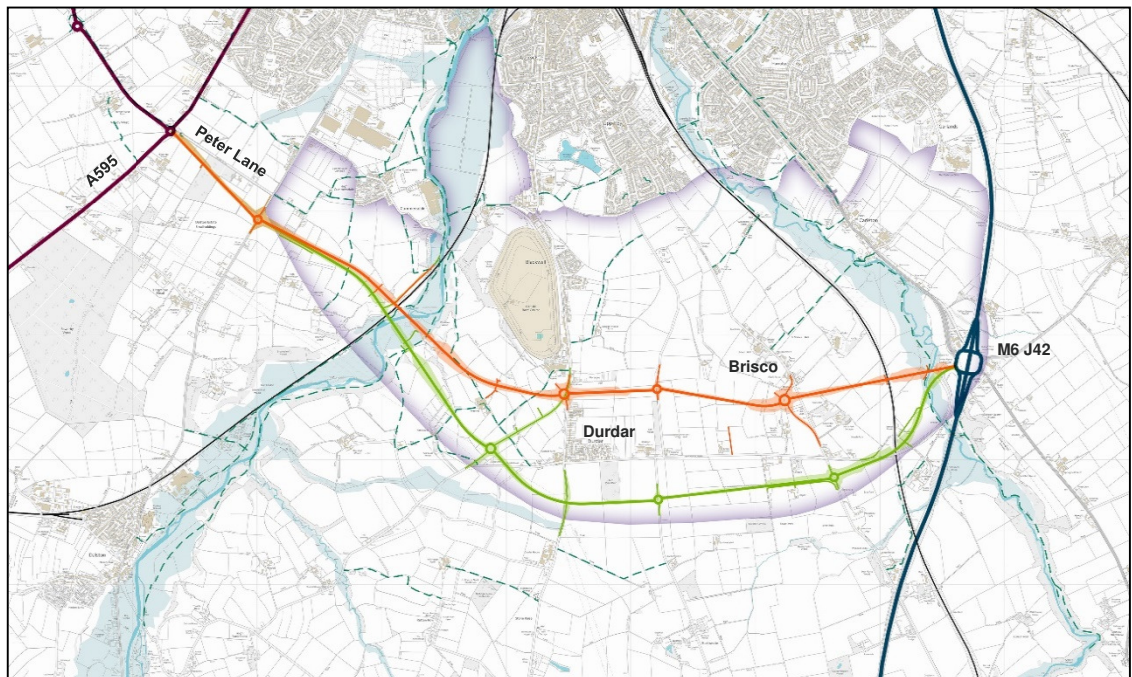


Figure 1 – Carlisle Southern Link Road Route Options

1.1. Consultation Methods

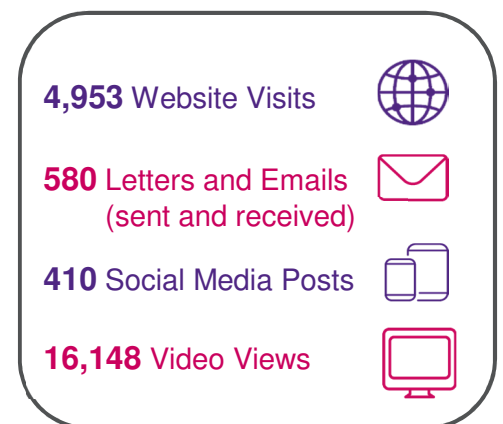
Following a stakeholder mapping exercise, a programme of consultation for a Carlisle Southern Link Road was implemented. The consultation focused on gaining feedback on the route options by engaging project stakeholders via direct communications and through local public consultation events. All communications 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
- **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:

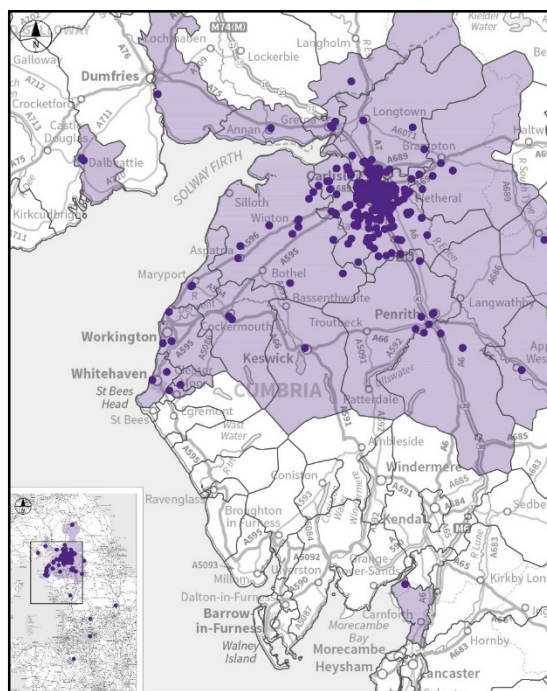


Figure 2 – Location of consultation event attendees

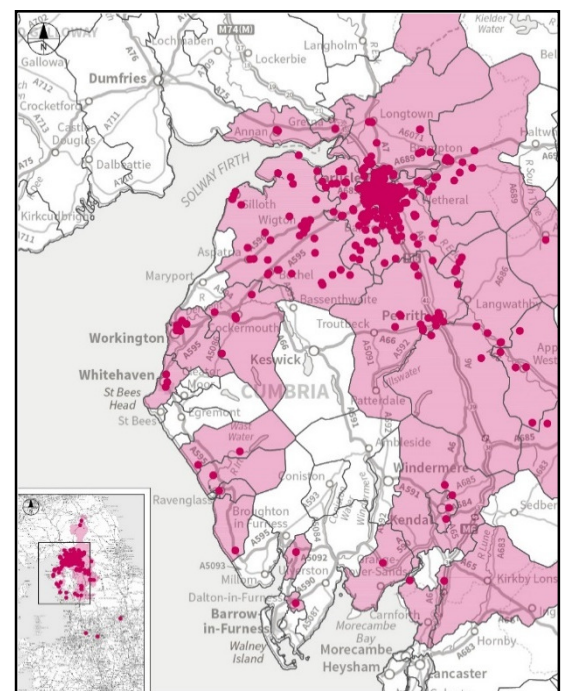


Figure 3 – Location of questionnaire respondents

Contains Ordnance Survey data © Crown copyright and database right 2017
Contains public sector information licenced under the Open Government Licence v3.0



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.

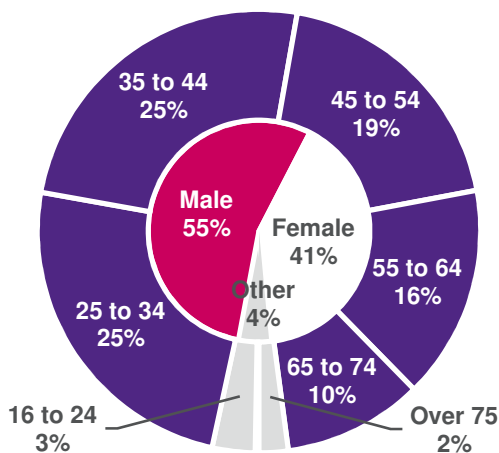


Figure 4 – Age Range and Gender

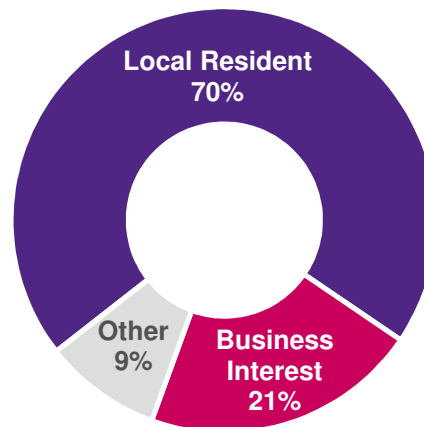


Figure 5 – Respondent Type

1.2.3. Carlisle Southern Link Road Support

The questionnaire feedback showed that the overwhelming majority of people were in favour of the principle of a Carlisle Southern Link Road. 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.

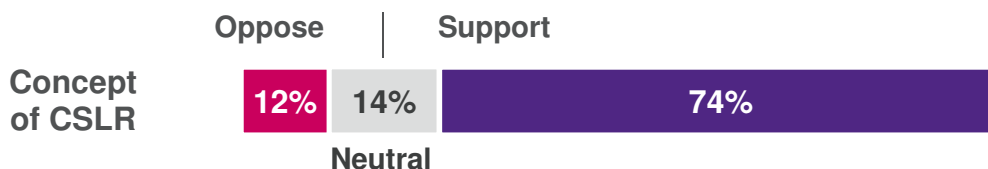


Figure 6 – Carlisle Southern Link Road (CSLR) Scheme Support



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.

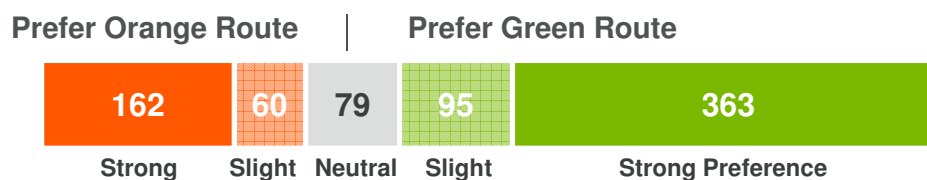


Figure 7 - Route Preference

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 Carlisle Southern Link Road, there was 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.

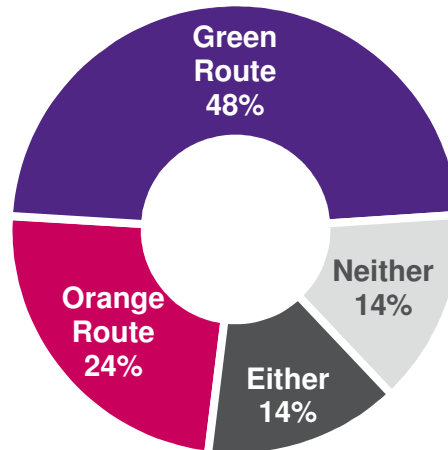


Figure 8 – Route Preference

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.

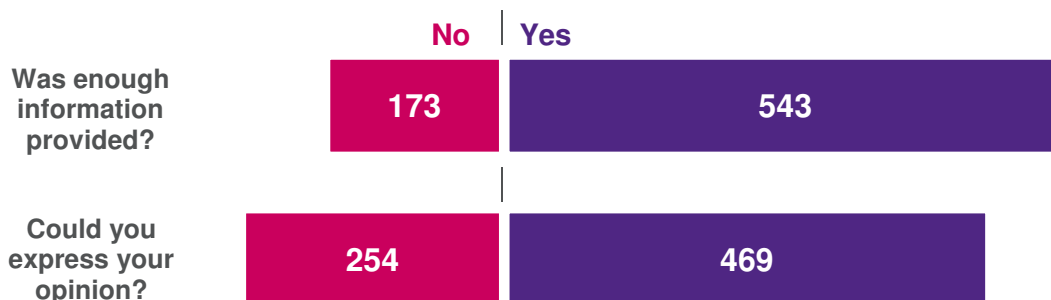


Figure 9 – Process Clarity

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.

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



CAPITA

This report has been prepared by Capita Property and Infrastructure Limited (Capita) in favour of Cumbria County Council ("the Client") and is for the sole use and benefit of the Client in accordance with the agreement between the Client and Capita under which Capita's services were performed. Capita accepts no liability to any other party in respect of the contents of this report.