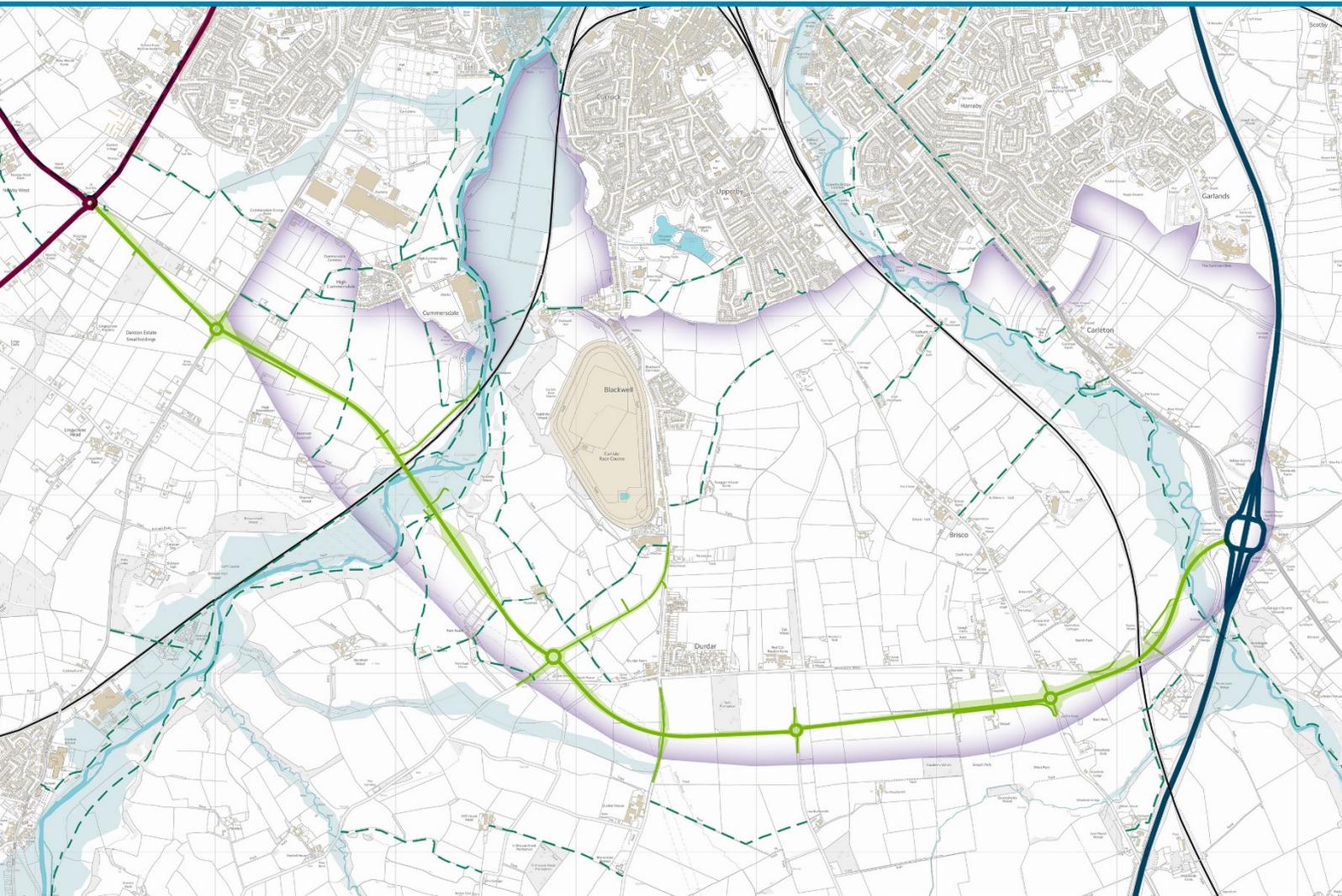


Carlisle Southern Link Road

Consultation Feedback Summary
September 2019



Introduction

The Carlisle Southern Link Road (CSLR) will be located to the South of Carlisle, connecting the A595 at Newby West to the M6 at Junction 42.

Cumbria County Council held a Public Consultation for the CSLR between 31 May and 12 July 2019. This report details the feedback related to the consultation.

The consultation aimed to seek views on the improvements that have been made to the scheme since the Preferred Route was announced in June 2018 and to make the scheme the best it could be before the planned submission of the planning application in Autumn 2019.

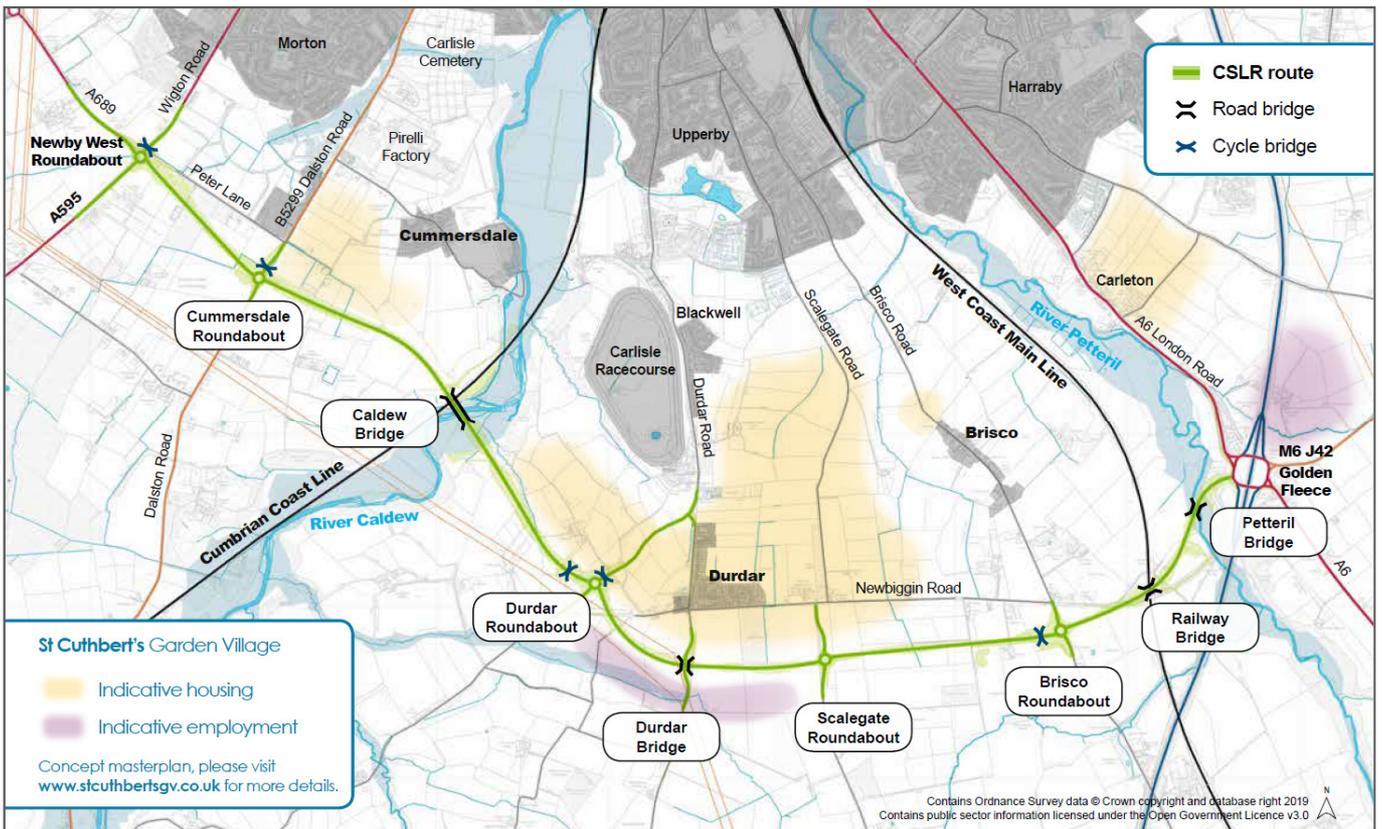


Figure 1 – Carlisle Southern Link Road

Consultation Methods

Following identification of stakeholders, a programme of consultation for the CSLR was implemented. The consultation focused on gaining feedback on the proposed route 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.

This public consultation was the second six-week consultation period for the CSLR. The first consultation was held between 26th January and 9th March 2018 and sought views on the Orange Route and Green Route to assist in identifying a preferred route. The second public consultation was held between 31 May and 12 July 2019 and sought views on the improvements made since the first consultation.

The consultation was advertised using a variety of methods including letters, leaflets, emails, advertising posters, local media coverage including TV, radio and newspaper and social media platforms. All affected landowners, statutory agencies and political organisations were contacted directly by letter and invited to attend an invite only public consultation event.

A consultation leaflet 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 scheme. Materials were displayed at public consultation events, on social media and made available on a dedicated project website www.cumbria.gov.uk/cslr.

The feedback has been presented in three main strands:

Public Consultation

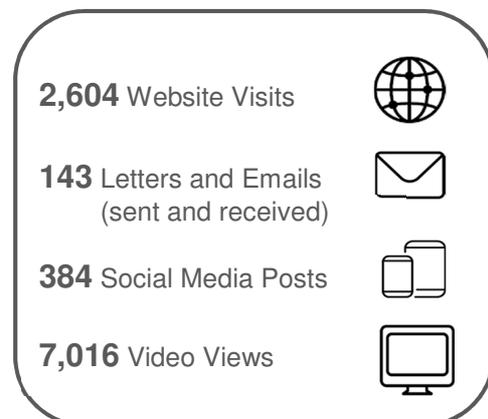
- Feedback from public consultation events
- Analysis of questionnaire results
- Commentary on social media posts

Interested Parties

- Feedback from interested organisations
- Landowner representations

Statutory Agencies

- Political feedback
- Statutory consultation



Public Consultation

Location of Respondents

There were 869 attendees at the public consultation events. The attendees to the events were primarily from Carlisle, the borders, and the surrounding villages.

There were 146 respondents to the questionnaire, including 37 paper responses. The locations of consultation event attendees and questionnaire respondents is shown below:

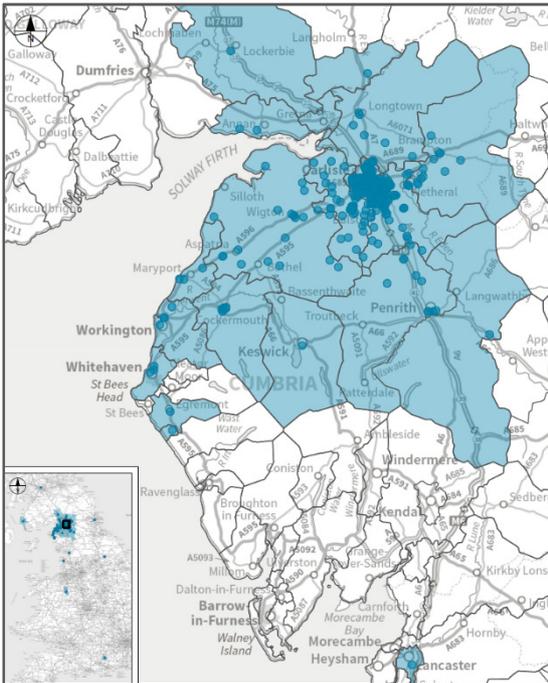


Figure 2 – Consultation event attendees

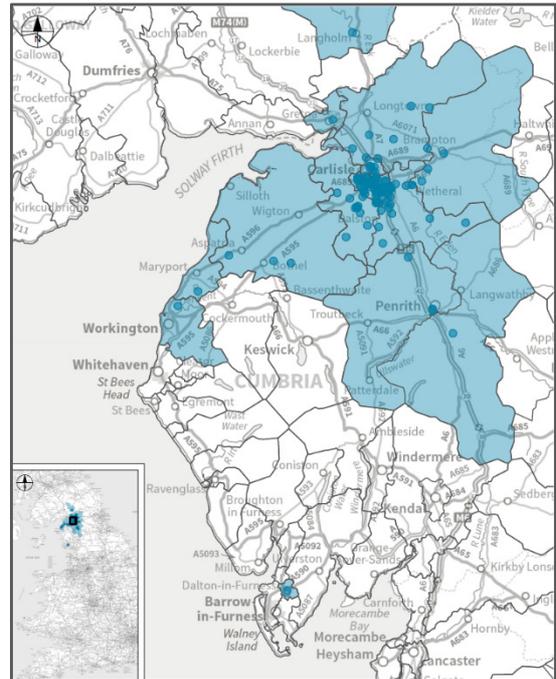


Figure 3 – Questionnaire respondents

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869 Event Attendees

146 Questionnaire Responses



Demographic Split

The questionnaire engaged a broad range of ages. Approximately twice as many males as females responded. The average age of respondents was 53, and around 5% stated they have a disability. The majority were local residents, with approximately one in six declaring a business interest.

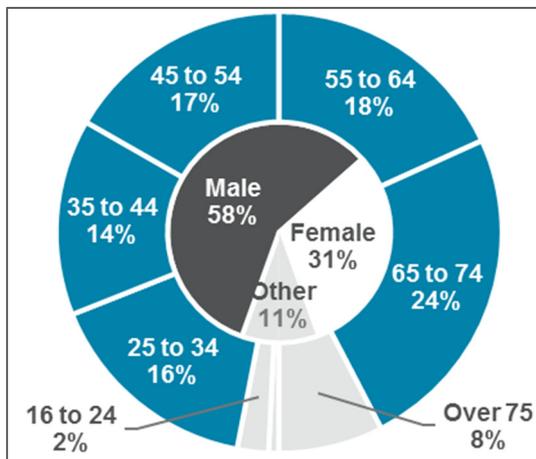


Figure 4 – Age Range and Gender

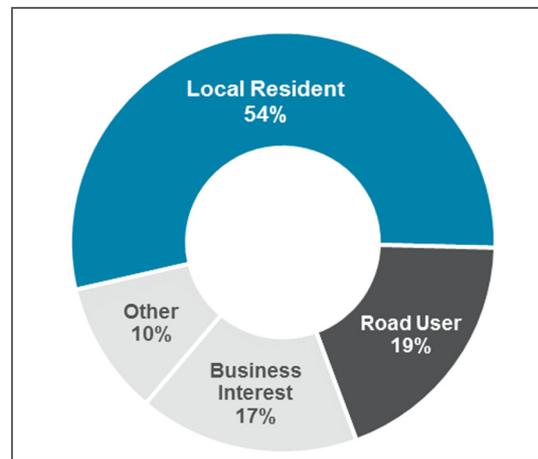


Figure 5 – Respondent Type

CSLR Support

Feedback showed that over two thirds of consultees (72%) supported the scheme. In addition, over half of questionnaire respondents (52%) strongly supported the scheme.

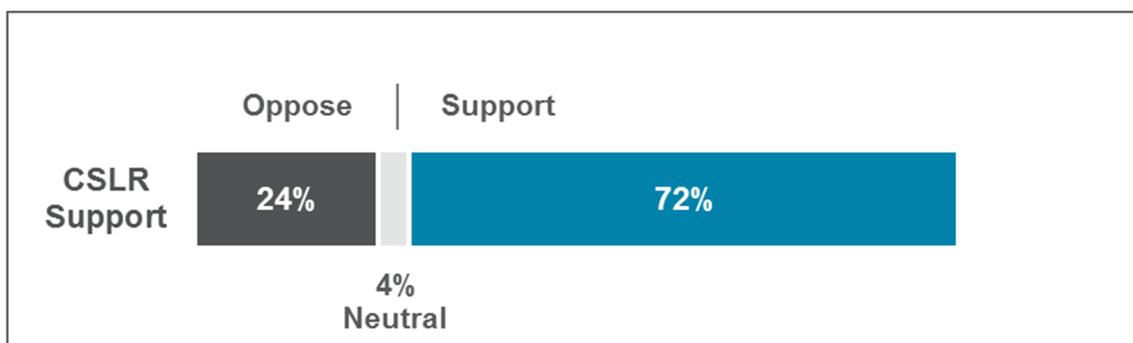


Figure 6 – CSLR Scheme Support

Interested Parties

Letters were sent to directly affected landowners, leaflets were dropped to properties within approximately 450 metres of the route, and meetings were 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. A certain amount had objections to the potential construction of the road, rather than the road itself.

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 a number of positive comments which related to the potential reduction in traffic and accidents in the villages in the vicinity of the road.

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. Concerns were raised over potential safety issues, primarily the close proximity of a 60mph road to residential properties and schools.

Satisfaction

As shown in Figure 7 below, respondents were generally satisfied with the different elements of the scheme. They were most satisfied with the landscaping and footpath provision, but least satisfied with congestion and noise pollution.

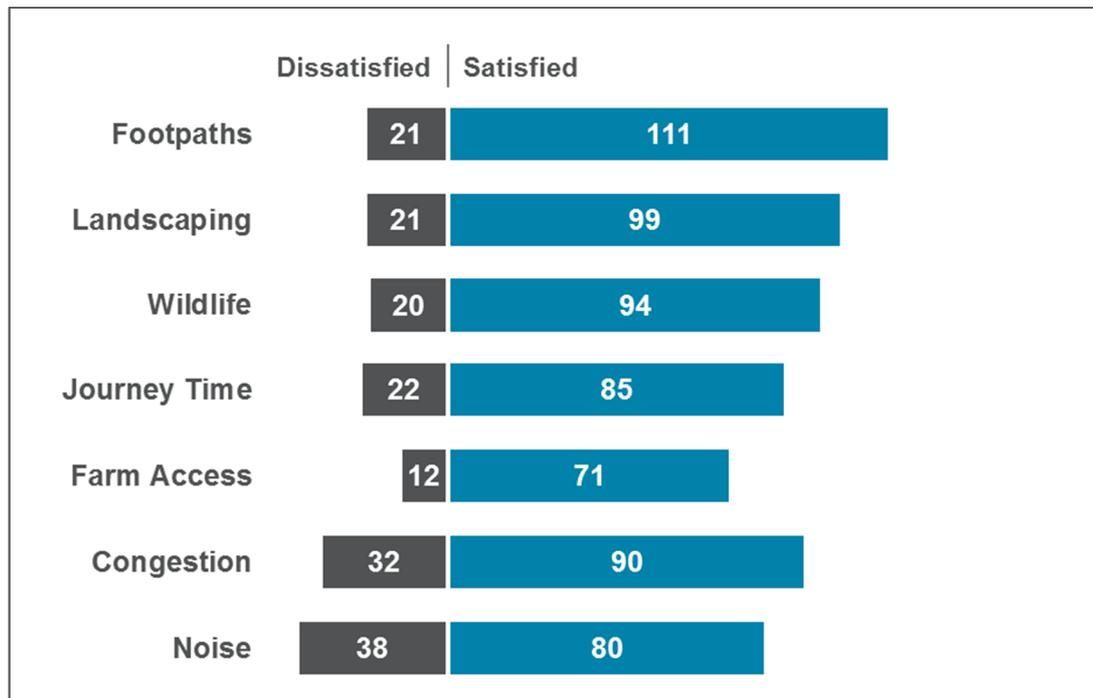


Figure 7 – Satisfaction

Feedback Themes

Each individual feedback comment was 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.

The most comments received were in relation to *Design*, *Disruption*, *Environment* and *Journey Times*.

The majority of the positive comments related to reduced *Disruption*. There were also positive comments about *Development*, *Location*, *Design*, *Environment*, *Severance*, and *Journey Time*, and a small number regarding the proposed *Cycle & Footway* layouts.

The negative comments were mainly focused on *Environment*, *Journey Time*, and *Design* issues, with some also raising concerns regarding the *Cycle & Footways*.

Category	Category 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).	10
Cost	Issues related to the cost of the scheme including the funding stream and headline costs as well as the economical case for the road vs other public improvements. In particular for potential improvements to the existing or construction of new cycleways	11
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 mitigation on the scheme.	60
Development	Issues relating 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.	6
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.	29
Environment	Issues related to the natural and cultural heritage especially ecological and flood impacts and opportunities on the rivers Patteril and Caldew. The category also includes comments regarding reduction in driver stress and impacts of noise and air pollution caused by the road.	25
General	Issues related to none of the other categories in particular, including timescales and process for the project, consultation methods, the need for the scheme, and other general comments.	16
Journey Time	Issues related to access to the new road, connectivity of the road and other local roads, the journey time and length of the road for each option and time spent in traffic jams.	22
Location	Issues related to where the road is located and its footprint across particular parcels of land, and in relation to prominent local features and places including villages and community facilities.	1
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.	7
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.	6

Table 1 – Category Descriptions

Clarity of Process

Most consultees felt they received enough information, and that they could fully express their opinion, as shown in Figure 8 below.

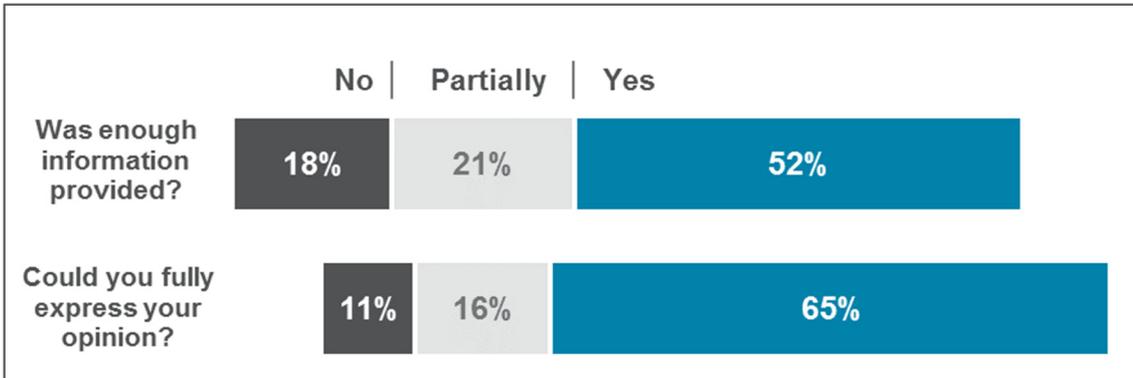


Figure 8 – Process Clarity

Conclusions

The comments that included suggestions for improvements have been passed to the design team to give them the opportunity to incorporate the comments in to the scheme development prior to the submission of a planning application.

Next Steps

The project will proceed through completion of the preliminary design process with the aim of submitting a planning application for the project.

Produced for Cumbria County Council on behalf of Capita Property and Infrastructure, 2019



CAPITA

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