



# Carlisle Southern Link Road

## Public Consultation on Route Options for a Carlisle Southern Link Road

Consultation:  
26 January - 9 March 2018





## About this consultation

### How to respond to the consultation

The consultation is open until 9 March 2018. Information about the route options for a Carlisle Southern Link Road is included in this document. You can respond to the consultation in a number of different ways:



Respond online at [cumbria.gov.uk/cslr](http://cumbria.gov.uk/cslr)



Complete and return the paper questionnaire at the end of this document to FREEPOST CUMBRIA COUNTY COUNCIL.



Attend a public consultation event.

### About the events

A series of drop-in consultation events will provide an opportunity to review the proposals and speak with members of the project team who can provide further detail. These are joint events with Carlisle City Council who are consulting on proposals for St Cuthbert's Garden Village in parallel.

Venue	Date	Time
Carlisle Racecourse	Friday 2 February	1pm-8pm
Carlisle Racecourse	Saturday 3 February	10am-5pm
Central Carlisle Inside The Lanes Shopping Centre - opposite Clarks	Friday 9 February and Saturday 10 February	10am-5pm

### For more information about this consultation:

Email [cslr@cumbria.gov.uk](mailto:cslr@cumbria.gov.uk) or call Highways Hotline **0300 303 2992** (Select option 3)

This consultation is being carried out by  
Cumbria County Council.



Images courtesy of  
Eden Housing Association;  
Story Homes and  
Stuart Walker Photography.

If you require this document in another format (eg CD, audio cassette, Braille or large type) or in another language, please telephone

আপনি যদি এই তথ্য আপনার নিজের ভাষায় পেতে চান তাহলে অনুগ্রহ করে 01228 226329 নম্বরে টেলিফোন করুন।

如果您希望通过母语了解此信息, 01228 226329 请致电

Jeigu norėtumėte gauti šią informaciją savo kalba, skambinkite telefonu 01228 226329

W celu uzyskania informacji w Państwa języku proszę zatelefonować pod numer 01228 226329

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Bu bilgiyi kendi dilinizde görmek istiyorsanız lütfen 01228 226329 numaralı telefonu arayınız

Cumbria County Council is seeking your views on two route options for a new Carlisle Southern Link Road. The road would provide a high quality road link south of Carlisle, connecting Junction 42 of the M6 to the A595 at Peter Lane.

Initial work to date shows that a Carlisle Southern Link Road would bring significant benefits; in particular it would directly support delivery of the St Cuthbert's Garden Village currently being developed by Carlisle City Council.

A new link road would also reduce congestion in the city centre, improving travel within and around Carlisle, while enhancing links to west Cumbria. These benefits would help underpin the future growth of Carlisle and increase opportunities for residents and businesses.

We want to hear your views to help inform a decision about which of the two route options should be taken forward to the next stage of the development process.

Delivering a Carlisle Southern Link Road is dependent on securing government funding. If funding is secured there would be further public consultation.

### This document covers:

- How we have got to this point.
- Details of the two route options.
- Explanation of the next steps.
- The consultation questionnaire.
- Details of consultation events.

### St Cuthbert's Garden Village

In parallel with this consultation, Carlisle City Council is consulting on the concept and vision for St Cuthbert's Garden Village.

When complete, St Cuthbert's will deliver up to 10,000 new homes together with community, employment, retail, educational and greenspace infrastructure. This will provide the city with a sustainable and long term supply of housing land that will support the economic growth aspirations of Cumbria and the wider Borderlands area. The designation of the Garden Village follows the identification of land to the south of Carlisle as a focus for future development within the Carlisle District Local Plan.

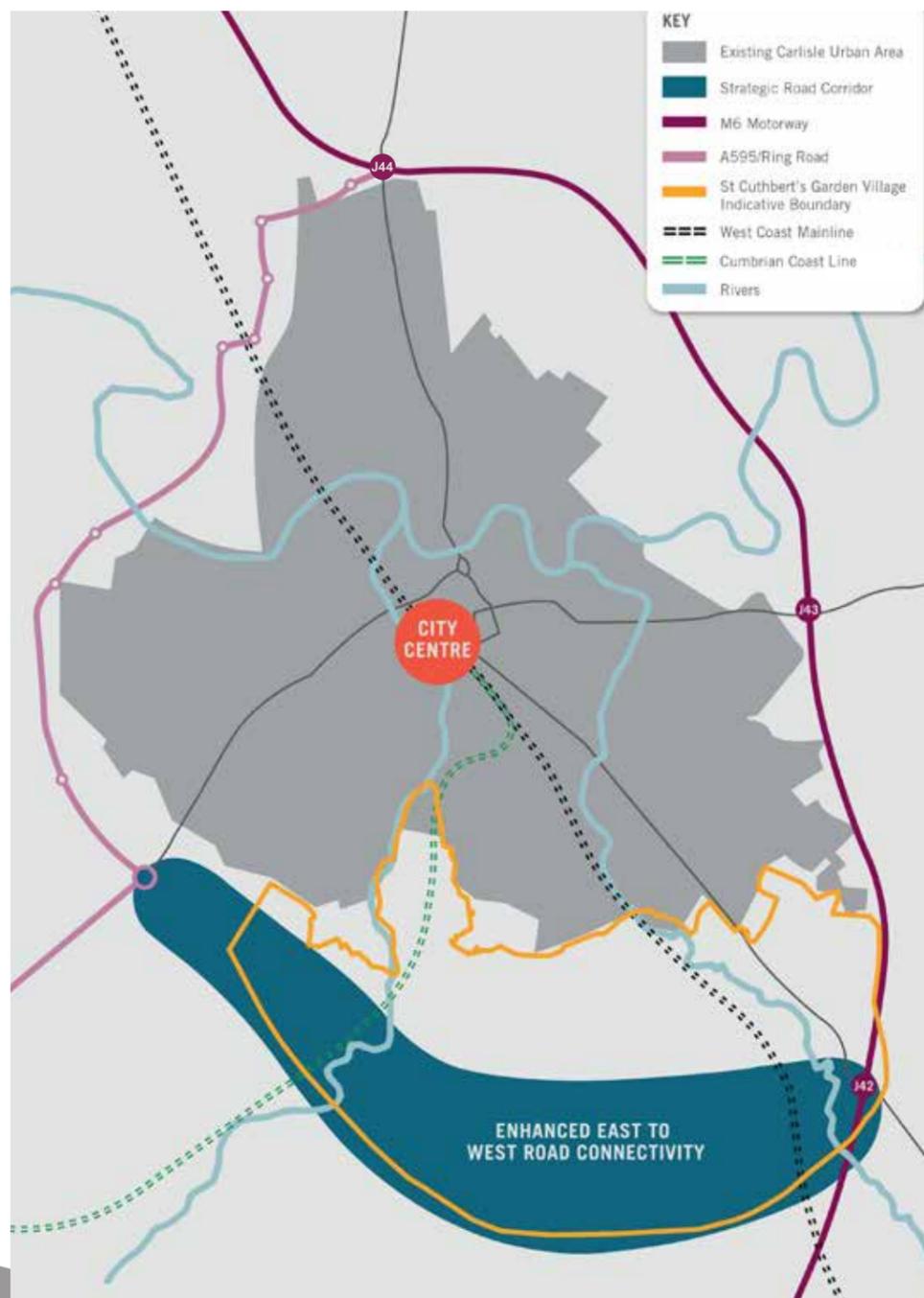
You can find out more, and respond to Carlisle City Council's consultation at: [stcuthbertsgv.co.uk](http://stcuthbertsgv.co.uk)





## Area under consideration

A Carlisle Southern Link Road (CSLR) would be located to the South of Carlisle. The area considered for the route of the road is between Junction 42 of the M6 Motorway in the east and the A595 at Peter Lane in the west. Route options pass the villages of Brisco, Durdar and Cummersdale and to the south of Carlisle Racecourse. The route will cross two railways, the West Coast Mainline and the Cumbrian Coast Line and two rivers, the River Petteril and the River Caldew.



## Why a Carlisle Southern Link Road is needed

Cumbria has immense potential, with a growing economy worth £11bn, 23,600 businesses, 240,000 people in employment and particular strengths in advanced manufacturing, nuclear and energy. These strengths are projected to drive further growth, with a range of major investments planned across the county.

To realise the potential within the county, there are a number of strategic challenges that need to be overcome. These include a declining workforce, skills shortages, poor connectivity limiting access for business and workers, and environmental vulnerabilities, including flooding.

**Given this context we believe there are strong arguments in favour of the development of a Carlisle Southern Link Road. These are set out in more detail below.**

### Support the development of St Cuthbert's Garden Village

Carlisle is the largest settlement in Cumbria, providing services across a wide area including west Cumbria and southern Scotland. The city has grown strongly with the construction of 1,462 new homes over the past three years. This growth has been supported by an expanding local economy including the Kingmoor Park Enterprise Zone, the delivery of strategic employment land at Durranshill, and new investments being delivered across the city centre.

However, if housing delivery is to be sustained, a long term plan approach is critical. The inclusion of St Cuthbert's Garden Village in the Government's garden villages programme, and the City Council's ambitions for this area would lead to the delivery of high quality and attractive housing in a prominent location, supporting expected future population growth.

Development of the scale proposed would require improved transport infrastructure. Assessments demonstrate that a Carlisle Southern Link Road would provide the increase in road capacity critical to unlocking and accelerating large scale housing growth. The route would also support opportunities for walking, cycling and public transport within the wider development.

### Improve access to west Cumbria and the north east

Carlisle plays an important role as a strategic transport hub for the wider area. The M6 traverses the county district from south to north, and provides important connections to Scotland; heading west the A595 links to the Port of Workington and Sellafield and to the east the A69 links the county to Newcastle.

Given the scale of the energy development proposals planned along the west coast of Cumbria, provision of a Carlisle Southern Link would significantly improve access to and from west Cumbria for businesses and employees. This would help maximise the economic benefit to the county from these developments and reduce the cost of doing business for those already here.

The strategic importance of this scheme is highlighted by its prioritisation within the Local Enterprise Partnership's Cumbria Infrastructure Plan.



## What has been done so far

### Improve resilience and local journeys

Assessment of existing roads and travel patterns shows that there are a number of problems with the southern approaches to the city. For example, London Road faces congestion at busy times during the day. The future growth of the city, including the Garden Village, would worsen congestion and increase journey times without improvement.

The city has only two crossings of the River Caldew - Bridge Street and Nelson Bridge. This means that any disruption to these routes can create severe problems. By connecting Junction 42 of the M6 to the A595, a Carlisle

Southern Link Road would significantly improve access to the city and also transform the resilience of the network by creating a third crossing of the River Caldew. This should improve access to jobs, schools and services within the city.

### Opportunities for flood alleviation

We are in ongoing discussion with the Environment Agency about how the development of a Carlisle Southern Link Road could contribute to defending Carlisle from future flooding.

### What we want from a Carlisle Southern Link Road

We have identified a number of objectives for the development of a Carlisle Southern Link Road. A scheme that meets these objectives would address the needs we have identified:

Strategic Objectives	Transport Objectives
<ul style="list-style-type: none"> <li>• Enable the delivery of St Cuthbert's Garden Village.</li> <li>• Improve road access to South Carlisle and improve connectivity from the M6 to the A595.</li> <li>• Improving flood resilience to Carlisle where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• Make a significant contribution to the transport network in the North-West region.</li> <li>• Provide a corridor for the movement of people and goods.</li> <li>• Reduce traffic congestion and improve the reliability of transport.</li> <li>• Improve road safety for all road users.</li> <li>• Improve transport resilience in Carlisle by providing additional crossings of the River Caldew.</li> </ul>
Economic Objectives	Environmental Objectives
<ul style="list-style-type: none"> <li>• Enable economic development along the strategic M6 corridor.</li> <li>• Improve access to training and employment opportunities.</li> <li>• Enable placemaking as part of the master planning process.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimise impact on the quality of the environment.</li> <li>• Reduce carbon emissions in areas of Carlisle currently affected by congestion.</li> <li>• Improve accessibility for non-car users.</li> <li>• Support the objectives of Cumbria's Biodiversity Action Plan.</li> </ul>

Following a technical assessment process in line with government guidance, a broad list of transport options were developed which could meet the requirements for St Cuthbert's Garden Village, while reducing pressure on the highway network.

#### The transport options were:

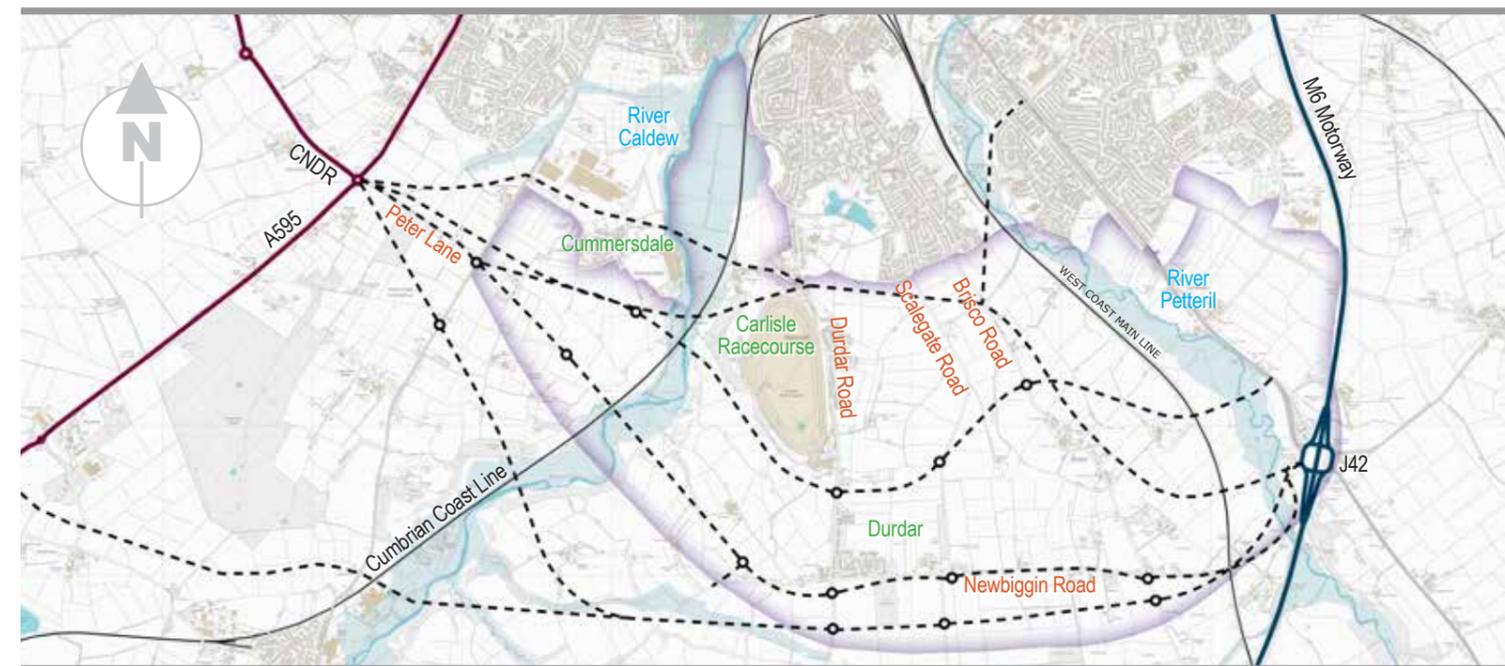
- Improvements to existing roads.
- A Light Rail system.
- Park and Ride facilities.
- A Carlisle Southern Link Road.

As a result of the assessment, a Carlisle Southern Link Road was identified as the preferred transport option.

Further technical assessment was then carried out which examined a long list of route options for a Carlisle Southern Link Road. Some of these options had been explored previously in 1993.

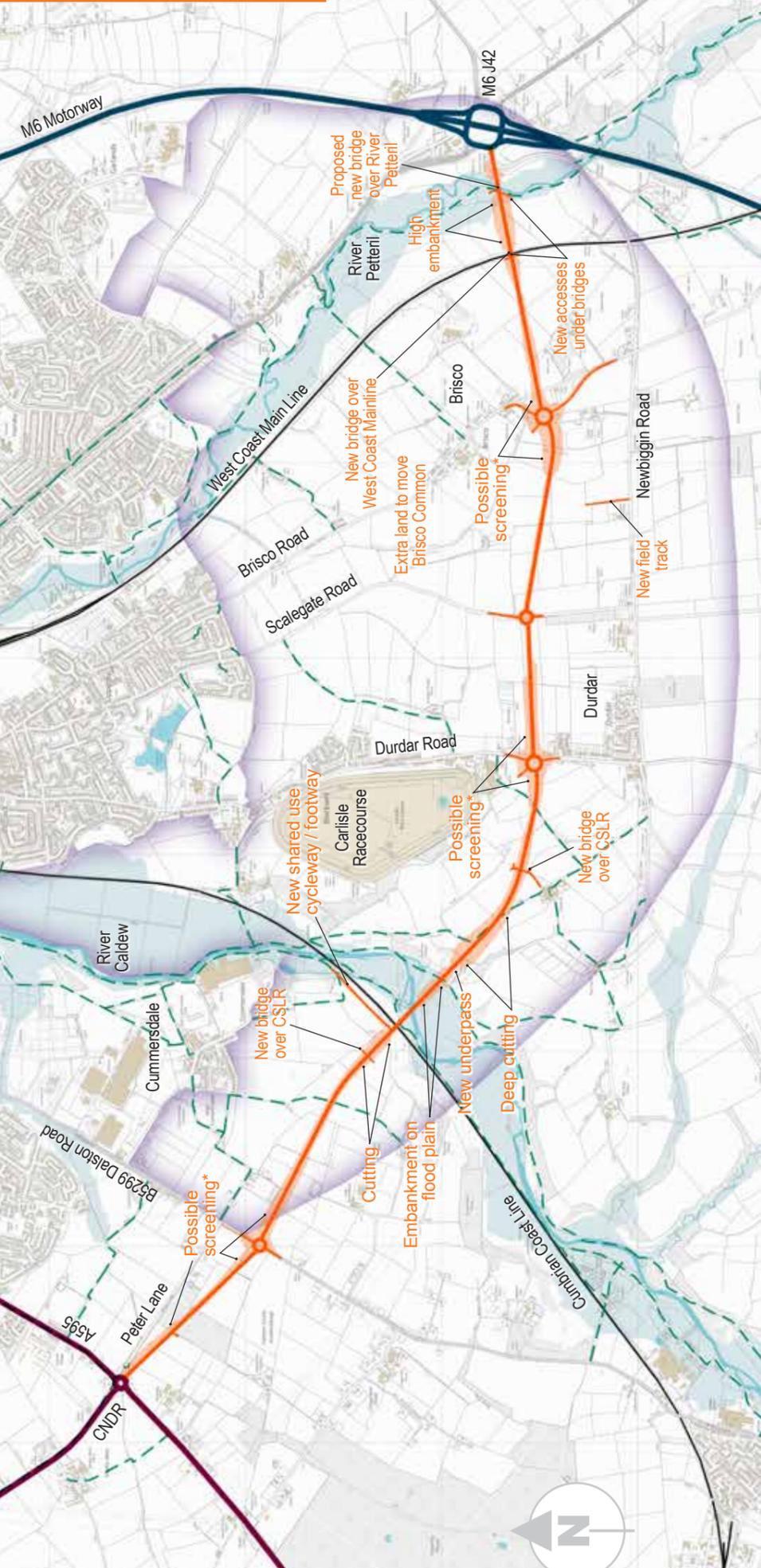
The assessment resulted in the identification of two route options to take forward to this public consultation.

**The image below shows those route options which have been considered but are now discounted.**



#### Routes were discounted for the following reasons:

- The route option provided a poor link into the A595 / CNDR Junction.
- The route option now has housing in the way.
- The route option has a larger environmental impact compared to other routes.
- The route option does not align with the vision and potential for St Cuthbert's Garden Village.



## Routes for consultation

Two route options for a Carlisle Southern Link Road have been identified. These are referred to as the Orange route and the Green route. It is these two routes that we would like to hear feedback on.

We have conducted initial assessments to compare the route options. Our findings are:

### Journey Times

Both options improve journey times from the A595 to the M6. As the Orange route is shorter, it has slightly better benefits.

### Engineering Standards

The Green route approach to the M6 is not as straight as the Orange route. The junctions on the Green route will be easier to design as there are fewer residential properties close by.

### Cost

Both options are estimated to cost around £100-150m. As it is slightly shorter, the Orange route is slightly less expensive.

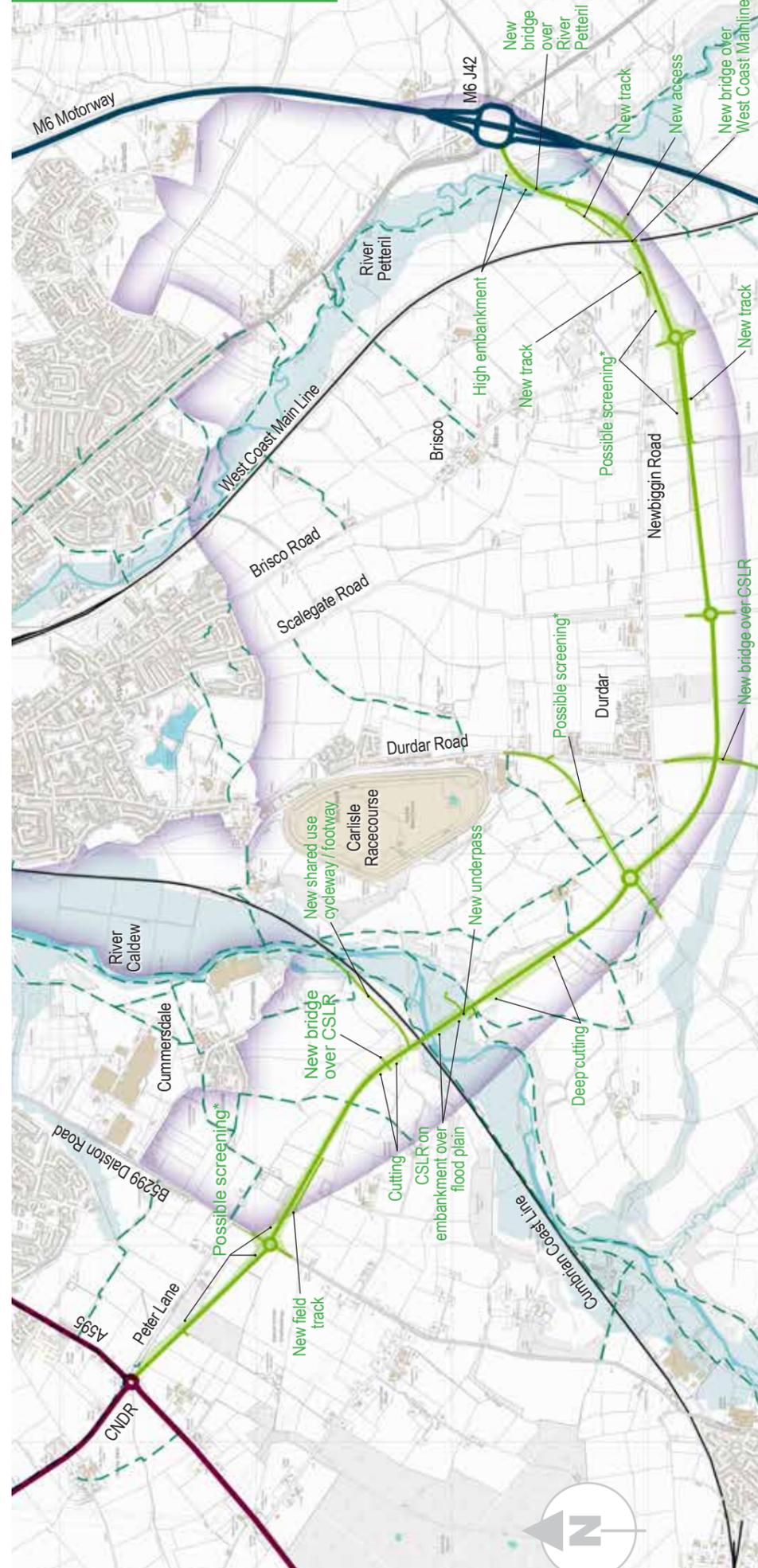
### Air Quality

Both options have the potential to result in localised impacts on air quality. As it is further away from larger clusters of existing residential properties, the Green route offers less public impact.

### Cultural Heritage

Important historical assets are not expected to be directly affected by either option. Impacts on the historical setting of listed buildings are likely to be greater on the Orange route due to the proximity to Brisco.

\* Screening might include earth bunds, fencing, and/or planting.



### Nature Conservation

The removal of vegetation used by wildlife will be required for both options. Mitigation will seek to replace valuable habitats lost. Whilst the Green route will require the most land take, the Orange route would result in greater fragmentation of habitats.

### Landscape Character and Visual Impact

Both options would remove important landscape features like mature woodland and hedgerows. Replacement planting would seek to screen views of the road. The Green route offers the most potential for this mitigation to be effective.

### Outdoor Access

Both options provide an opportunity for new shared use paths, but both also result in the severance/loss of existing Public Rights of Way. The Orange route will impact on Brisco Common and compensatory open space would need to be provided.

### Noise and Vibration

Both options could increase and decrease noise levels in specific areas. Overall the Green route has a greater potential to deliver beneficial noise effects for existing properties.

### Water Quality and Flood Risk

The Green route crosses fewer water courses and is generally at a higher elevation. This option has the lowest potential to impact on water quality and presents the lowest risk of surface water flooding.

### Effects on Agricultural Land

The Orange route requires less agricultural land to be taken. It also has the least impact in terms of severance, affecting the fewest individual landowners.

### Geology and Soils

The Orange route is the shortest and most direct route and requires the least alteration to the topography. The Green route is longer and runs close to a former landfill site - this presents risks to construction.

\* Screening might include earth bunds, fencing, and/or planting.



## Local features

We aim to minimise the impact of a Carlisle Southern Link Road by protecting and enhancing special environmental features where possible. Many of these features are 'designated' which ensures protection under law or policy. The following maps show the location of some of the local features we have considered when comparing route options:

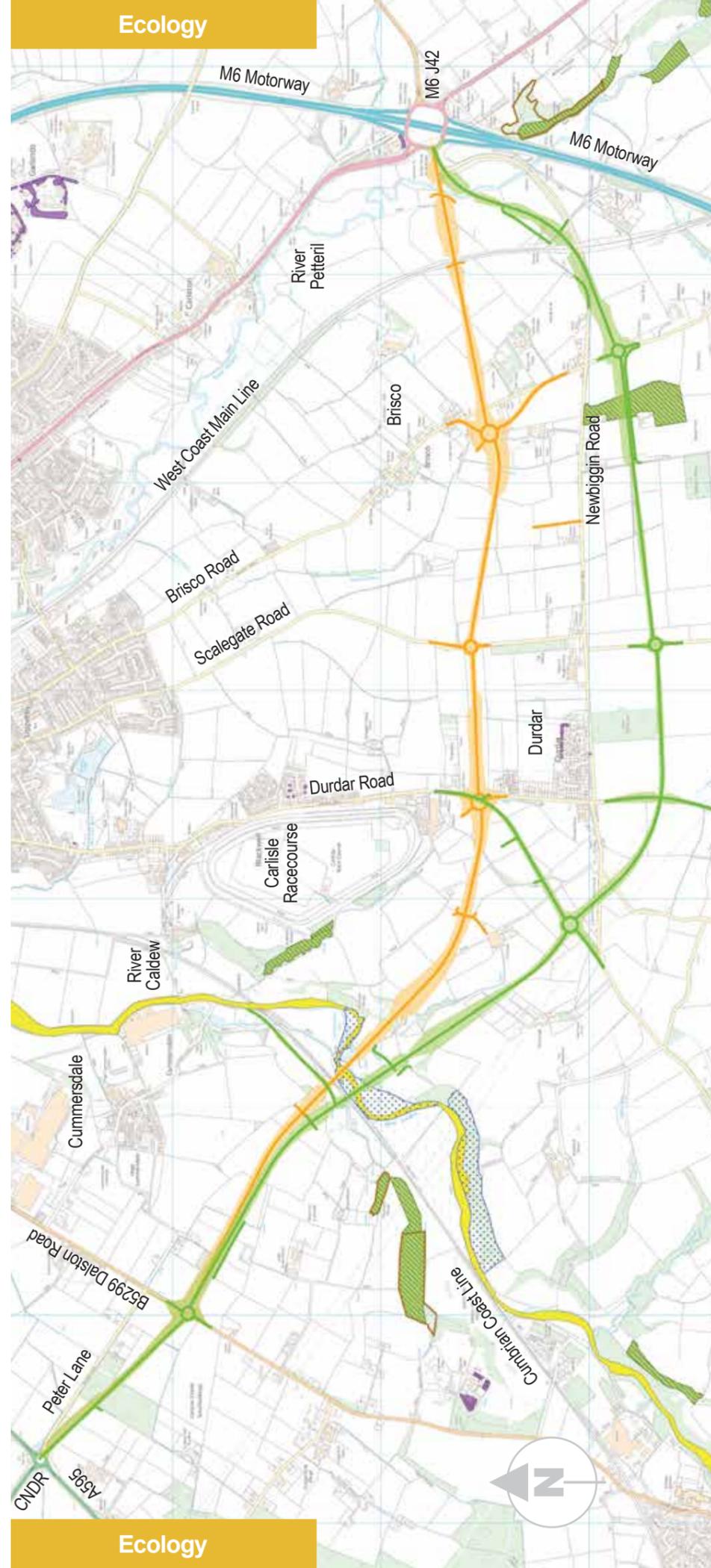
### Heritage Assets

Heritage assets can be buildings or areas of land with historic or architectural interest. Important assets include Bishops Dyke Scheduled Monument, Holme Head Conservation Area and several Listed Buildings, notably clustered around Brisco and Newbiggin Hall.

#### Listed Buildings

Nationally important standing structures with architectural or historic interest. Listed buildings are graded to reflect their relative importance.

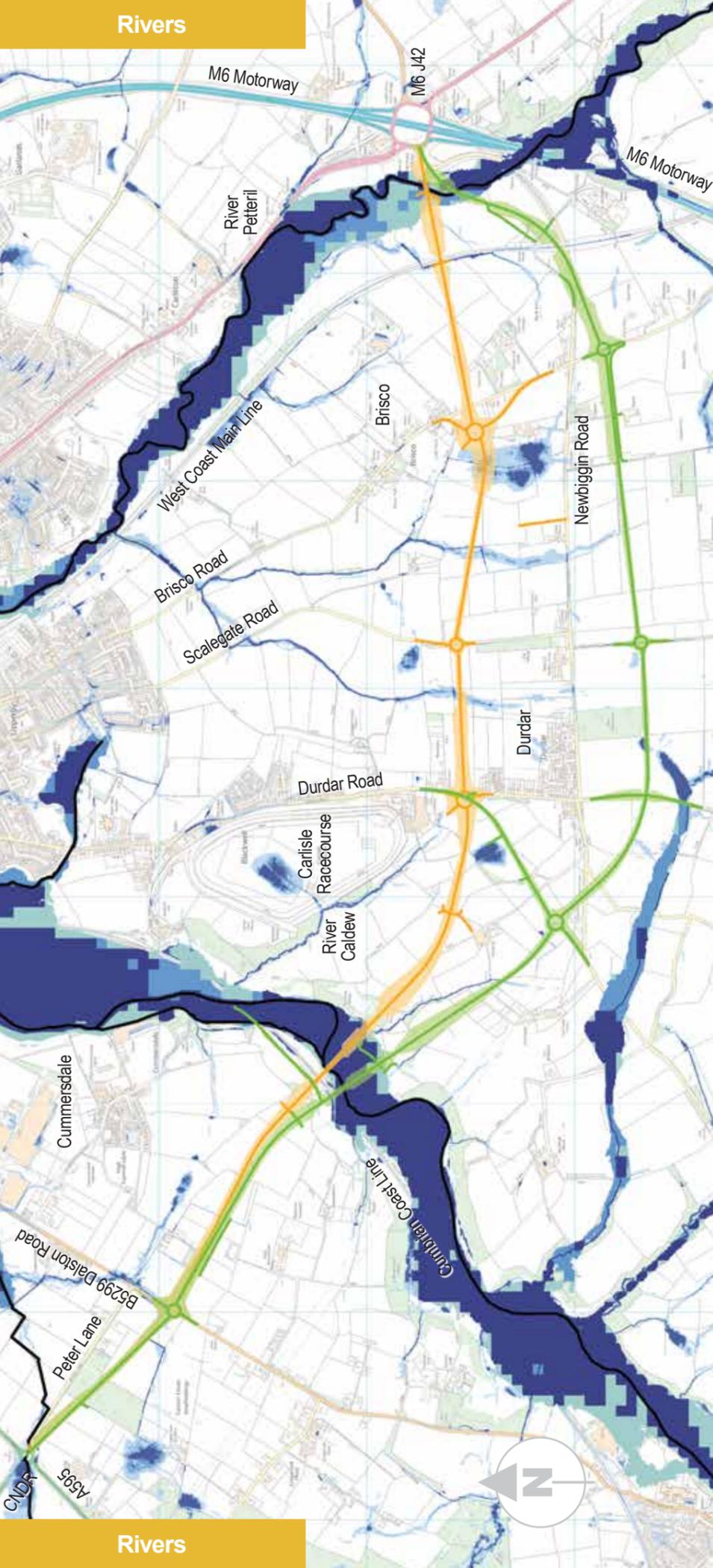
-  **Grade II\***  
(Buildings of more than special interest)
-  **Grade II**  
(Buildings of special interest)
-  **Conservation Area**  
Areas of local architectural or historic character and appearance.
-  **Historic Environment Record (HER)**  
Other known areas of historic interest.
-  **Scheduled Ancient Monument**  
Nationally important archaeological sites or historic structures.



## Ecology and the Natural Environment

Important habitats and the species they support require protection. Both routes will cross the River Calder which forms part of the River Eden Special Area of Conservation and a Site of Special Scientific Interest. This is a key area for ecology.

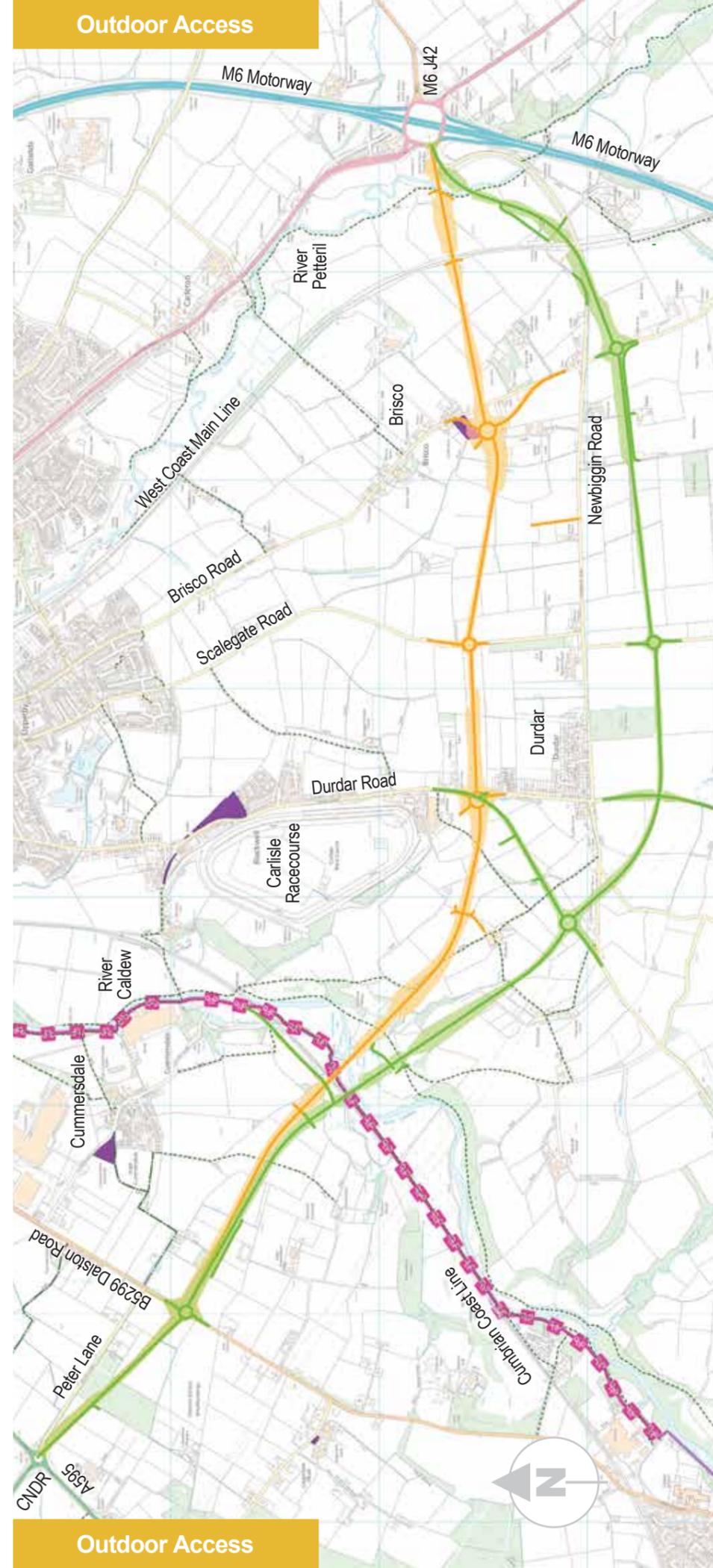
-  **Sites of Special Scientific Interest (SSSI)**  
Areas of national importance designated to conserve special wildlife or geology.
-  **Special Areas of Conservation (SAC)**  
Habitats and species worthy of conservation at a European level.
-  **Ancient Woodland**  
An area of woodland that has existed continuously since 1600AD. These areas are given national protection.
-  **County Wildlife Site**  
Areas recognised as being of at least county importance for their nature conservation value.
-  **Site of Invertebrate Significance**  
Sites known to have importance for invertebrates.
-  **Groups** **Tree Preservation Orders**
-  **Singles** Applied by the Local Planning Authority to protect specific trees or woodland.



### Rivers and Flood Risk

The River Petteril and River Caldew are key features of the landscape and new bridges will be required over both. An understanding of the flood risk will help to inform the design of these structures.

- Main Rivers**  
Larger rivers and streams under the authority of the Environment Agency.
- Risk of Flooding from Rivers and Surface Waters**
  - High: Land having an annual chance of flooding greater than 3.3%.
  - Medium: Land having an annual chance of flooding between 1% and 3.3%.
  - Low: Land having an annual chance of flooding between 0.1% and 1%.



### Outdoor Access and Recreation

The area offers numerous opportunities for walking, cycling and other forms of recreation. Key routes run through the River Caldew Valley and include the Cumbria Way and National Cycle Network Route 7 (C2C). Brisco Common provides an area open to public access.

- Public Rights of Way**  
Routes that may be used by the public for walking and other activities, depending on status.
- Footpath**
- Bridleway**
- Promoted Routes**  
Routes promoted by the Local Authority for recreation.
- Cumbria Way**
- National Cycle Route**  
Safe, traffic-free paths and quiet on-road routes for cycling and walking promoted by Sustrans.
- Common Land**  
Areas open to public access, with potential other privileges for local people.



# What the road could look like

## The concept design of the route options includes:

- A 60mph, single carriageway road with roundabouts.
- A shared use cycleway / footway along its length.
- Bridges or diversions for existing footpaths.
- Earth mounds to reduce noise or screen the route from nearby houses.
- Ponds to control water and give opportunity for habitat creation.
- Hedgerows, shrubs, and trees planted to replace any lost during construction.

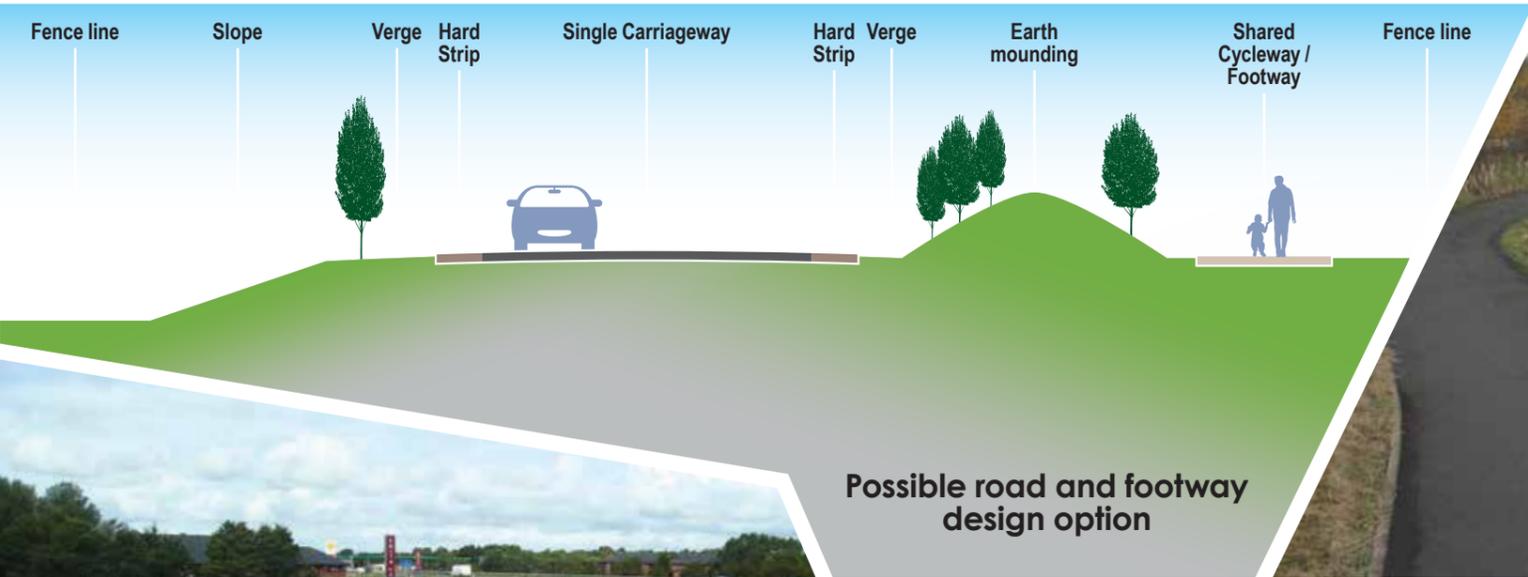
### Tree/Hedgerow planting

- Create high biodiversity value areas.
- Attracts insects, birds and small mammals.
- Provides attractive features along the road.
- Provide habitats for wildlife.



### Pedestrians, Cyclists and Equestrians

- A continuous shared footway/cycleway along the road route, with some provision for horse riders.
- Separated from the road to reduce noise and fumes where possible.
- Integrated with existing public rights of way to create opportunities for short circular routes. Some existing rights of way would be diverted to maintain links.
- Safe crossing points would be provided including underpasses.



Possible road and footway design option

### Earth Mounding

- Provides screening.
- Integrates the road into the landscape.
- Provides reduction in noise impacts.
- Provides areas for planting.



### Boundary hedge planting

- Defines highway boundary.
- Native Species hedgerow benefits wildlife.
- Provides screening.
- Provide habitats for wildlife.



### Drainage pond

- Prevent flooding.
- Collect and retain surface water run-off.
- Treat run-off to remove major pollutants.
- Release cleansed water into local streams.
- Provide habitats for wildlife.





## Looking to the future

The development of a Carlisle Southern Link Road is still in the early stages. The immediate next steps following the end of this consultation will be:

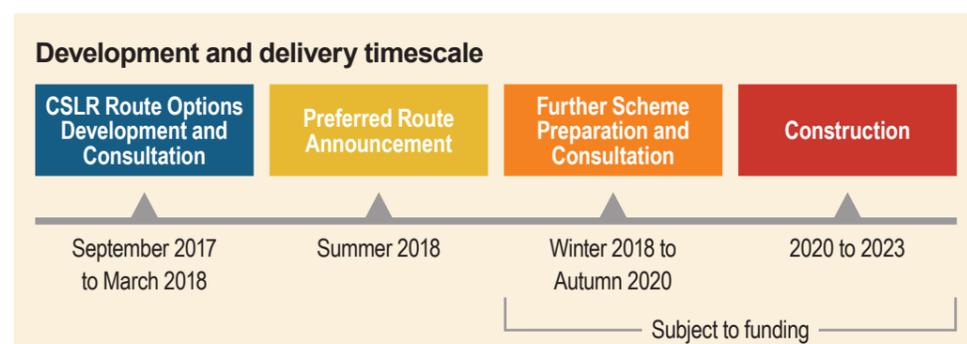
- Responses will be analysed and summarised into a consultation feedback report.
- The two route options will be refined in light of the feedback received.
- Technical assessment work and reporting for the route options will be completed.
- A preferred route will be identified taking into account consultation feedback and technical factors.
- An Outline Business Case will be prepared to assist in securing Government funding to deliver the link road.

### Funding for further development and delivery

At this time, while a funding bid has been submitted to the Government, no funding has yet been secured. Without funding, it will not be feasible to undertake further scheme design, or build the road.

However, given the benefits of the scheme we are confident that a strong case for investment can be made. In addition to Government funding a contribution from developers would be required.

If funding is secured, the preferred route will progress to the next stage of development. This would include additional design work and environmental assessments. At this point further public consultation would be carried out on the preferred route, before submission of a formal Planning Application.



## Respond to the consultation

If possible, please respond online at [cumbria.gov.uk/cslr](http://cumbria.gov.uk/cslr)

If you do not have internet access please complete the following questionnaire and return it to FREEPOST CUMBRIA COUNTY COUNCIL **before 9 March 2018**.

### Your interest in this consultation

Please provide the following information to help us understand why you are interested in this consultation. This will be used to help the analysis of the information we receive.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 and the Environmental Information Regulations 2004. Under the FOI, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations among other things.

**1 What is your postcode?**

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

- |   |   |
|---|---|
| <input type="checkbox"/> Local resident         | <input type="checkbox"/> Employed in Carlisle                   |
| <input type="checkbox"/> A local business owner | <input type="checkbox"/> A commuter through the area            |
| <input type="checkbox"/> A visitor to the area  | <input type="checkbox"/> Not local but interested in the scheme |
| <input type="checkbox"/> Other (please specify) |   |

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

- Ensuring road safety and safe crossing points
- Easing traffic congestion
- Improving journey time between Junction 42 of the M6 and the A595
- Providing footpaths, cyclepaths and bridleways
- Protecting land and farming activities
- Ensuring thriving local businesses
- Providing flood alleviation
- Access to and providing community facilities (eg schools, clubs or churches etc)
- Providing places for wildlife and species
- Protecting historic buildings and places
- Reducing air pollution and carbon emissions from traffic and construction vehicles
- Reducing noise from traffic and construction vehicles
- Other (please specify)

### Your views on the Orange Route

- 4 How do you feel about the development of the Orange Route?**  
 Support     Neither support nor oppose     Oppose

- 5 Please tell us what you like about the Orange Route?**

- 6 Please tell us what you do not like about the Orange Route?**

### Your views on the Green Route

- 7 How do you feel about the development of the Green Route?**  
 Support     Neither support nor oppose     Oppose

- 8 Please tell us what you like about the Green Route?**

- 9 Please tell us what you do not like about the Green Route?**

### Your route preference

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

- Prefer Orange     Slightly prefer Orange     No preference  
 Slightly prefer Green     Prefer Green

- 11 Use the space below to provide any further comments, in particular any specific issues or opportunities you would like to see addressed, or any concerns you may have and how we should take them into account.**

### About you

This information will allow us to analyse how different groups of people feel about the proposals.

- 12 To which gender do you identify?**

- Female     Male  
 Transgender Female     Transgender Male  
 Gender Variant/Non-Conforming     Prefer not to Answer  
 Not listed (specify if you wish)

- 13 Do you consider yourself to be disabled?**

- Yes     No

- 14 What age are you?**

- Under 16     45-54  
 16-24     55-64  
 25-34     65-74  
 35-44     75+

## About this consultation

These questions are optional and are intended to help us develop our approach to public consultation.

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

Yes

Partially

No

**16 Is there any additional information that you think would be helpful?**

**17 Did the questionnaire allow you to express your opinions fully?**

Yes

Partially

No

**18 Do you have any further comments on the consultation process (not the proposals themselves).**

**Return this questionnaire to: FREEPOST CUMBRIA COUNTY COUNCIL.**

**Thank you for your response to this consultation.**