

Consultation on **Carlisle Southern Link Road**



Feedback
summary

September
2019

Background

Cumbria County Council have held 12 weeks of Public Consultation for Carlisle Southern Link Road (CSLR) between 26 January and 9 March 2018 and 31 May and 12 July 2019. This summary report details the feedback related to both of these consultation periods.

The proposed CSLR will be located to the south of Carlisle between the A595 at Newby West in the west and M6 at Junction 42 in the east.

All responses have been assessed and improvements have been included where practical.

Responses have been grouped into the following three themes:

- **Scheme design**
- **Environmental**
- **Strategic**



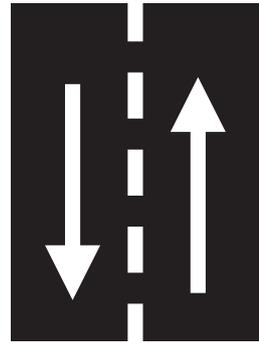
St Cuthbert's
Garden Village
Carlisle

Scheme Design



Why is the CSLR not a dual carriageway?

- The predicted traffic flow is not high enough to justify a dual carriageway. In addition a dual carriageway would increase the amount of land required, as well as costs, and would have a higher environmental impact.
- Additional lanes have been added to the entry and exit of all the roundabouts to help the flow of traffic. The A595 roundabout has also been enlarged to ensure sufficient traffic capacity.
- The road has been designed to current standards and at least 30% of the road allows for overtaking opportunities. Additional lanes have been included to aid traffic flow between M6 Junction 42 and Brisco Roundabout, and between the Caldew Bridge and Durdar Roundabout.



Why are there so many roundabouts?

- The number of roundabouts on the CSLR has been provided to allow access to the future St Cuthbert's Garden Village development and to maintain access to side roads.
- A balance has been struck between minimising journey times, whilst still providing access to the Garden Village and existing communities. There are five roundabouts on the CSLR; this compares to nine on the Carlisle Northern Development Route (CNDR).
- The roundabouts and road markings on the CSLR will generally have two lane exits with opportunities for traffic to merge, which is an improvement over that provided on the CNDR and will help reduce congestion.
- Consideration is being given to make the roundabouts look different to one another to aid navigation and give a 'sense of place'.



Why not use Newbiggin Road to reduce the cost of scheme?

- A route that used more of Newbiggin Road (the 'Blue' Route) was considered early in scheme development, but was rejected due to its closer proximity to properties, its inability to meet required design standards, and potential increased safety risks.
- Newbiggin Road will be closed to traffic except for access between Scalegate Road and Brisco Road to avoid 'rat-running'.



Will there be dedicated cycle paths and footpaths?

- A 3m wide cycle path will be provided on the northern / city side of the CSLR and will run for the full length of the scheme. This path will be shared with pedestrians and will generally be separated from the road by a 2.5m wide verge. This helps to separate vehicles from pedestrians and cyclists. This design is appropriate for the anticipated volume of use.
- Cycle bridges have been added to the scheme. These take cyclists and pedestrians over the A595 Wigton Road, the B5299 Dalston Road and the new Durdar link road. The CSLR can be crossed by bridges at Durdar and Brisco. This helps further to keep vulnerable road users separate from vehicles.
- The cycle path will be extended from the CSLR to connect with the A6 northbound towards Carlisle.
- Where earth mounds are used, these will be on the landowner side of the shared use cycle path.



What has been done to reduce congestion?

- The CSLR will be a high quality route designed to current standards which aims to reduce the amount of traffic on some of the heavier congested roads in Carlisle city centre.
- Transport surveys and modelling have been carried out to assess the number of vehicles that could use the road, to ensure the design can cope with the predicted traffic and minimise congestion, whilst at the same time providing value for money.
- The access routes for construction traffic have been selected to reduce impact on local residents. Construction vehicles larger than 3t will be banned from using inappropriate roads.



Environment



What measures are being taken to protect the environment and wildlife?

- An 'Environmental Impact Assessment' (EIA) was carried out at the options comparison stage. The findings provided in a detailed 'Environmental Report' and a Non-Technical Summary can be found here: cumbria.gov.uk/cslr
- The EIA has been reviewed and updated and additional surveys were carried out to inform the assessments. Findings of the EIA will be presented in an 'Environmental Statement' submitted with the planning application.
- Part of the EIA process is to identify the impacts on the environment and wildlife and include measures to either avoid the impact or reduce the severity of the impact. For example, crossing points and tunnels for animals eg badgers have been added.



What measures are being taken to reduce environmental pollution?

- An EIA has been carried out to identify the significant effects on the environment. Opportunities to enhance the environment have been reviewed where practical.
- The final details are reported in the 'Environmental Statement' which will be submitted as part of the planning application.
- Earth mounds, fences, and screening planting are proposed to reduce noise along the route and where they would benefit residential properties.
- The predicted concentrations of air pollutant are below National Air Quality Objectives (NAQOs).



What flood control measures are being taken?

- The Environment Agency are being consulted on an ongoing basis about potential flood alleviation opportunities.
- Ponds will be used to store storm water before it is released into watercourses at a controlled rate.
- In keeping with best practice, a 'three-stage treatment' will be in place for all drainage systems. This includes those that outfall into the River Caldew and the River Petteril. Drainage basins which are appropriately planted will be used to help filter pollutants. They will have penstock valves (which is a sluice) to allow any spillages to be contained.



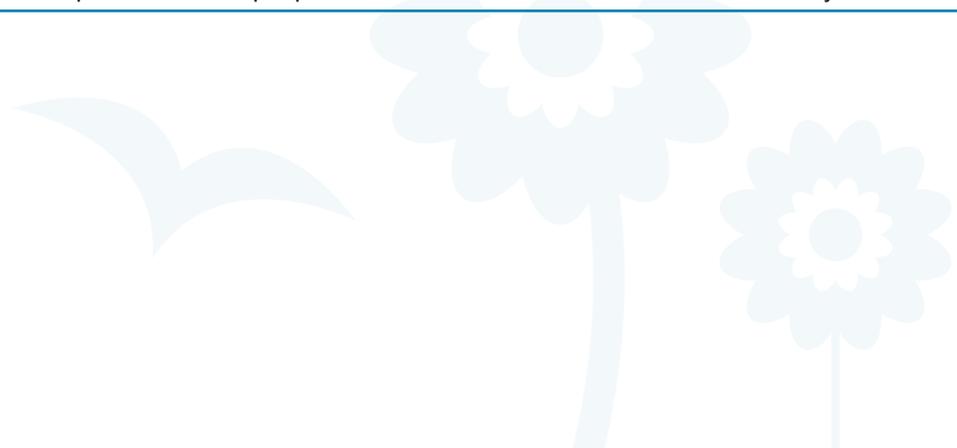
How will sustainable travel options be included?

- Ongoing detailed masterplanning for the Garden Village continues to explore how sustainable travel options can be maximised. These could include park and ride facilities.
- Bus companies are a stakeholder on the scheme and have been invited to comment on our proposals.
- The proposals include a cycle/footpath throughout its entire length.
- The reduction in traffic flow on London Road, Blackwell Road and Durdar Road should improve the reliability of existing bus services accessing the south of the city.



What measures are being taken to minimise disruption during construction?

- We will work with the team building the road to minimise the closure of roads and footpaths during the construction period. For example the Caldew Riverside path.
- Access will be retained to existing properties throughout construction.
- The public will be kept up to date with details of diversion routes and any road closures.





Strategic



Why is the route needed, and what is the proposed time frame?

- The route is required to enable the development of St Cuthbert's Garden Village.
- The need for the route is defined in the Cumbria LEP 'Infrastructure Plan' from May 2016, and the 'Carlisle District Local Plan 2015-2030' adopted by Carlisle City Council in November 2016.
- Construction is estimated to take approximately two years from 2021 to 2023.

Spring - Spring



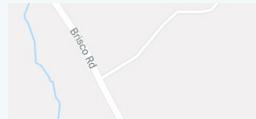
Would the money not be better spent on other things?

- The main source of funding for the CSLR is from central government's 'Housing Infrastructure Fund' (£102m). This fund is to provide the infrastructure to open up sites for housing development. It is separate from funding the council receives from government to provide its services.



Why are existing roads not being improved first?

- Improvements to feeder roads to the CSLR will be considered as part of the planning process for St Cuthbert's Garden Village, including Durdar Road, Scalegate Road, and Brisco Road.



What impact will the Garden Village have?

- Carlisle City Council has consulted on the proposals for St Cuthbert's Garden Village. Comments received related to the Garden Village have been passed to the City Council for their consideration. More information can be found here: www.stcuthbertsgv.co.uk
- Detailed masterplanning for the Garden Village remains ongoing and is being led by Carlisle City Council.



What compensation will there be for local properties?

- Following property owners' concern over uncertainty that were expressed during the consultation, the announcement of the 'Preferred Route' was brought forward. The 'Preferred Green Route' was announced on 22 June 2018.
- Compensation may be due to owners of properties in close proximity of the route. Guidance on how to claim for the effects on your property of new or altered roads is available at: www.gov.uk/compensation-road-property-value



Next Steps

- All comments received have been individually read and reviewed and suggested changes and improvements have been made where practical.
- A planning application will be submitted in autumn 2019 which will include more detailed plans and information.
- Subject to planning approval, construction is anticipated to start in 2021 and take two years to complete.
- For more details, please see the 'Consultation Feedback Report' available at: www.cumbria.gov.uk/cslr