



District of Lancaster Highways and Transport Masterplan

Consultation Report – Draft Masterplan

September 2016

1. Introduction

- 1.1 This report provides details of the consultation and engagement of the draft Lancaster Highways and Transport Masterplan. The draft Lancaster Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for the Lancaster.

2. Main Points Arising from the Consultation

- 2.1 Across all consultation groups support was given to the Lancaster Highways and Transport Masterplan.
- 2.2 There were calls for an additional crossing of the River Lune to ease and congestion and aid developments on Luneside.
- 2.3 There were various suggestions made for new infrastructure, corrections and additional references to be included.
- 2.4 There were various suggestions made for rail improvements including, electrification, increased services and additional stations.
- 2.5 There was support for proposals to reconfigure the gyratory and a number of suggestions as to how this could be achieved, however there were concerns expressed that this could lead to localised 'rat running' and limit connectivity between south Lancaster and Morecambe and Heysham.
- 2.6 The proposals to integrate the prom and town centre at Morecambe were welcomed
- 2.7 The proposals for a rapid transit system were welcomed.
- 2.8 The proposals to reconfigure J33 of the M6 were welcomed and a number of suggestions were proposed in terms of how traffic could bypass Galgate.
- 2.9 A number of cycling infrastructure suggestions were proposed to link the city and major employers.
- 2.10 Whilst a park and ride at J34 was welcomed it was emphasised that this must be priced realistically, offer regular services and incorporate bus priority measures
- 2.11 Calls for joined up working between the various planning authorities
- 2.12 A full list of all comments received as part of the consultation are included as Appendix 1.

3. Consultation and Engagement

- 3.1 A nine week consultation on the draft Lancaster Highways and Transport Masterplan was carried between 23 March and 22 May 2015. Views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.
- 3.2 Consultation and engagement was sought with a wide variety of stakeholders. Consultation events, with staff on hand to answer any queries relating to the draft Lancaster Highways and Transport Masterplan were held at various locations throughout the Lancaster district; these included: Lancaster, Morecambe and Carnforth.

- 3.3 To publicise the masterplan two news releases were issued with details of the consultation period (18 March 2015 – PR15/0133) and one with details about the time extension of the consultation (24 April 2015 – PR15/0186). The two press releases generated seven articles printed in the local media and was mentioned six times on BBC Radio Lancashire. For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all Lancaster masterplan related articles is 4.8 (fairly positive).
- 3.4. For more details relating to media activity see appendix 2.

4. Questionnaires

- 4.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft Lancaster Highways and Transport Masterplan. This identified key aspects and sought views on whether the masterplan captures the issues and challenges facing the Lancaster.
- 4.2 Key findings included:
- For developing the masterplan, respondents were most likely to agree with option 3 – improve and extend (74% agree).
 - For developing the masterplan, respondents were most likely to disagree with Option 1 – do only what we need to (78% disagree).
 - Around two-thirds of respondents (65%) agree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south.
 - Around three-fifths of respondents (59%) agree with our proposals for Lancaster city centre place-shaping.
 - Around three-fifths of respondents (61%) agree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be.
 - Around nine in ten respondents (87%) agree that it is important to make sure that traffic doesn't rat run through residential areas.
 - Around two-thirds of respondents (67%) agree that Junction 33 of the M6 should be relocated to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable.
 - Around seven out of ten respondents (68%) agree with the proposal for a South Lancaster Park and Ride/Cycle facility at the relocated junction.
 - Around three-quarters of respondents (74%) agree with the proposal for a rapid transit service between Heysham and South Lancaster.
 - Around four-fifths of respondents (81%) agree with the proposal for an integrated multi-use/cycling network for the district.
 - Three-fifths of respondents (60%) agree with the proposal for a district wide Ultra Low Emission Vehicle (ULEV) Strategy.

- Around three-fifths of respondents (58%) agree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre.
- Around three-fifths of respondents (59%) agree that Carnforth town centre should be made more pedestrian friendly.
- Respondents were asked how strongly they agree or disagree that there needs to be better connectivity around Morecambe Bay by rail, cycle and road. Respondents were most likely to agree that there needs to be better connectivity around Morecambe Bay by rail (87% agree) and least likely to agree that there needs to be better connectivity around Morecambe Bay by road (66% agree).
- Three-quarters of respondents (75%) agree that Morecambe needs better rail connectivity.
- Around two-thirds of respondents (63%) agree that the Bentham line needs to be improved.
- Around seven out of ten respondents (71%) agree that there should be northbound connectivity from Carnforth station.
- Around all respondents (96%) agree that connections into and out of the rural area for people without a car must be maintained.

4.3 Further detail and analysis from the questionnaires are included as Appendix 3.

5. MPs, Councillors and Political Parties

5.1 A briefing for County Councillors was held on the draft Lancaster Transport and Highways Masterplan during the consultation. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. A briefing was also given to the MP for Lancaster and Fleetwood and to Lancaster councillors. Representation was also received from 2 political parties. Issues to emerge include:

- Calls for a new bridge of the Lune linking major employment sites
- A new railway station at Lancaster University
- Calls for an additional junction rather than relocate J33 north of Galgate
- Concerns expressed in terms of how the masterplan will be delivered and calls for more detail proposals and funding information
- Support offered for the Caton Road Gateway, emphasising the need for dedicated bus priority, with additional suggestions to improve the built environment along this corridor.

6. District Councils

6.1 Responses were received from 3 District Councils; Lancaster City Council, Wyre Borough Council, and Ribble Valley Borough Council. Issues raised include:

- Concern that the proposals to relocate junction 33 will impact on travel from Wyre.
- Calls for a railway station at Garstang and Lancaster University.

- Calls for the masterplan to explore increased connectivity between areas in the South Lakes.
- Suggestions for a bridge over the River Lune to serve the ongoing Luneside development.
- Calls to commence the Lancaster City Centre Action Plan as a matter of urgency.
- Calls for elements of the Masterplan to be accelerated to ensure full compliance with the EU air quality standards by 2020.
- Calls that the evidence work which will underpin the Masterplan is prepared at an appropriate time to coordinate with the preparation of the local development plan.

7. Town and Parish Councils

7.1 Town and Parish councils within and adjacent to the Lancaster were consulted.

8. National Stakeholders and Local Stakeholders

8.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used in terms of identifying recommended statutory and no statutory stakeholders.

8.2 Responses from stakeholders were received by letter, email, and online questionnaire. Responses were received from both national bodies and local stakeholders. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- Requests made from specific stakeholder groups for their interests to be more widely represented within the masterplan.
- Calls from various stakeholders to be informed as the masterplan progresses.
- Concern expressed at the lack of focus on the needs of bus passengers.
- Emphasise the need to address access to and from the motorway at J33 of the M6.
- Disappointed at lack of reference to the role of heritage.
- Detailed infrastructure improvements to enhance cycling between the city centre and the university.
- Concerns expressed in terms of securing funding for the projects outlined within the masterplan.
- Calls for the development proposals at Whinney Carr to be incorporated into the masterplan.

9. Members of the Public

9.1 78 comments came via letter, printed and online questionnaires. Issues raised included:

- Calls to reopen the mainline platforms at Carnforth.
- Calls for a new crossing of the Lune.
- Specific infrastructure suggestions.

- Calls for a Galgate bypass with detailed route suggestions.
- Concern expressed in terms of connectivity between South Lancaster and Morecambe and Heysham if the gyratory is severed.
- Suggestions given in terms of reconfiguring the gyratory system

10. Conclusions

10.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in the Lancaster. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public.

10.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft Lancaster Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

10.3 Appendix 1 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

10.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.

Appendix 1: List of Comments Received

DISTRICT COUNCILS	
Lancaster City Council	<p>With regard to the current consultation taking place on the above document.</p> <p>Due to the full-authority local elections on 7 May Lancaster City Council is unable to obtain the approval of elected members in order to provide a formal response before the conclusion of your consultation period on 22 May. Following the election of a new Mayor and Deputy Mayor on the 22 May the council will meet to allocate portfolios and committee memberships on the 26 May.</p> <p>The City Council fully recognises the importance of this document of this document in addressing transport and highway matters within Lancaster District and welcomes the opportunity offered to submit a detailed formal consultation response once the new Council administration is formally in place.</p> <p>Following discussions with Hazel Walton, Transport Planning Manager, the City Council welcomes an extension of time in submitting comments on this document until the end of July 2015.</p>
Lancaster City Council	<p>With regard to the above document. As advised by your email of the 13th May, Lancaster City submitted a holding response, stating that due to local elections Lancaster City Council was unable to submit a formal representation by the close of the consultation period (22 May) but would seek to provide formal comments as soon as possible, no later than the end of July. The Council is now in a position to submit a formal representation on the Draft Masterplan following its discussion at Council's Business Committee on Thursday, 25 June.</p> <p>The Council welcomes the opportunity to comment on the Draft Highways and Transport Masterplan and recognises the importance of this document in its ability to address transport and highway matters in Lancaster District. The City Council has now had chance to consider the content of the Draft Masterplan and would wish to offer in principal support to the Transport Vision set out and agree that the most appropriate way of achieving this vision is through the delivery of Option 3 – to improve and extend our</p>

existing transport network.

Whilst the City Council supports the overarching principals in this document, there are a number of issues that should be given due consideration when finalising the Masterplan and implementing its content. The Masterplan needs to consider how faults in the system can be fixed, given the financial constraints under which we must operate and it needs to indicate prioritisation within the actions under consideration.

The City Council acknowledges that the development of the Heysham/M6 Link Road provides not only improved accessibility to Morecambe and the Heysham Peninsula, but also the chance of a generational opportunity to influence changes within the local transport system, using the road capacity created by the new link road to incentivise other forms of sustainable travel which are integrated, user friendly and offer environmental improvements for the busy centres of the district. These alternatives should be provided at the same time as the opening of the Link Road to support the changes to people's travel habits, delay in providing such alternatives may result in lost opportunities.

We accept the multiple advantages of the ongoing enhancement of junction 34, and the potential for reducing congestion of the City's gyratory system – but we would encourage urgent investigation of apparently simple "fixes" for the perceived problems, such as:

- A short link from Willow Lane to Aldcliffe Lane and a reconfiguration of the south end of the gyratory system to permit a right turn from Aldcliffe Lane and
- A reconfiguration of the approach from the north so as to permit a right turn into the Sainsbury car parking area.
- Permitting traffic from the north and east and from the Bus Station to turn right down Damside Street to access St Georges Quay with its expanding housing area.

These modifications would allow many vehicles to avoid going round the entire circuit and would ease

the congestion currently experienced. Changes to the City's gyratory should also be considered against the creation of any potential rat-runs through residential areas as drivers seek alternative routes. Such rat-runs should be avoided through appropriate traffic management measures.

We also advocate detailed consideration of a two-way bridge for private vehicles over the Lune from the ongoing Luneside development area to the M6 Link which would further reduce pressure on the gyratory system from the housing developments across the district.

The opportunities for shifting towards more sustainable modes of transport should not be lost and to achieve such change the outcomes of some of the forthcoming studies will be vitally important, in particular the preparation of Lancaster's City Centre Action Plan. We support moves away from carbon-based fuels for both private vehicles and public transport, but provision of charging points for electric vehicles is not an immediate priority. We are concerned about the likely delay before funding is available to implement any as yet unspecified rapid transit system.

The Action Plan should seek to address the challenges of providing a positive change to traffic movements in Lancaster City Centre in the long term, but also look at how the impacts that such changes will have in the short-term on peoples travel habits on route to achieving the positive vision sent out in the Masterplan.

It is the view of the City Council that work should commence on this Action Plan as soon as possible in order to have a clear understanding of how long terms shifts to sustainable forms of transport and improvements to air quality can be achieved. This should gather evidence of all types of traffic movement, including commuter movements, leisure trips, commercial deliveries, hospital appointments and visits, the journeys to and from schools including taking children to breakfast clubs before commuting and all the journeys by residents of rural areas to access the urban centres in the district. The problems for rural residents are not solved by promoting a

modal shift from cars to cycling and walking, but could be relieved by a modal shift to the use of rail, in turn facilitated by the re-opening for passengers and electrification of the line to Heysham, when public funding is again available. Greater provision of rail services could in the long term include new stations for commuters but more services from Carnforth in the near future would enhance links to the north of the district and to Cumbria.

The delivery of an effective Transport Masterplan is fundamental to the improvement of air quality in Lancaster District, this document will form a key element of Air Quality Action Plans in the district and is therefore welcomed in principal. However, it is difficult to assess the likely impact of the plan due to the reliance on future evidence. This reliance of future evidence does not provide the urgency needed to address air quality issues. It would therefore be welcomed if the elements of the Masterplan can be accelerated to ensure full compliance with the EU air quality standards by 2020. The Masterplan should also seek to reference the City Council's Air Quality Strategy which was adopted in 2013. In particular, it was anticipated that the opening of the M6 Link would both improve air quality at the junction of Market Street with Lancaster Road and Scotland Road at Carnforth and reduce the numbers of HGVs and other vehicles using the Coastal Road and the main roads through Morecambe to access the port of Heysham. These predictions and possible sources of pollution need to be tested and the effect of the backing up of traffic from the Tesco traffic lights needs to be considered before alternative plans in the Carnforth area are evaluated.

There is concern that the Masterplan, as currently written, is over-reliant on the preparation of future evidence-based work and that it currently does not provide sufficient interventions which will introduce long-term change and address short-term interim challenges. Whilst this concern exists it is accepted that a number of variables exist which restrict the ability of the Masterplan to directly address transport matters. These variables include the stage of preparation of the City Council's own development plan and the implications of the opening of the M6/Heysham Link Road. Given these variables it is

important that the evidence work which will underpin the Masterplan is prepared at an appropriate time to coordinate with the preparation of the local development plan and to understand the short and long term impacts of the Link road on the existing transport network. Once such issue is the development of plans for the construction of a bypass for Galgate, linked to a reconfiguration of junction 33 with an additional access point to the M6 (33A) between the main Lancaster University campus and Galgate, a commitment to which would address existing issues in Galgate but could also facilitate potential new housing development in south Lancaster should it be identified in the City Council's Local Development Plan.

Lancaster City Council recognises that the role of the Masterplan will be to address both the existing transport issues and also the impact of future development within the district, as planned for via the local development plan which will be prepared by the City Council. It will be important for the Masterplan to adapt flexibility to the direction of future growth within the district to ensure that the local planning authority can appropriately meet its future development needs in accordance with national planning policy. In order to ensure synergy between the Transport Masterplan and the Local Development Plan the City Council would welcome a close working relationship with the County Council.

Given the issues raised above and the localised matters which will arise from the implementation of specific highways and transport schemes it is very important that a continuing dialogue is established between authorities – both at Member and Officer level to discuss the future assessment and study work which will underpin this Masterplan and delivery of specific schemes. It is therefore recommended that formal mechanisms are agreed to establish future involvement and address issues of governance.

For your reference and information I have also attached a note from the City Council's Political Group Leaders who met and discussed the Masterplan document on 18th June.

I trust this information will be of assistance and look

forward to your response on this matter.

- M6 Link road is not open yet, so not possible to accurately predict how it will interact with the existing network, change traffic movements and influence people's choices in movement.
- The County Council will be commissioning a number of reports and studies over the next 12 months that allow the development of projects and interventions. These should be listed and described.
- More detailed action plans describing projects and interventions for Lancaster and Morecambe will come later as formal appendices to the adopted Masterplan.
- The potential for re-working the gyratory system in Lancaster.
- The challenge of having a Park and Ride Service at Junction 34 operable by the time of the opening of the M6 Link as required by a condition of the Development Consent Order (the planning permission).
- Possibility of significantly revising Junction 33 of the M6 to accommodate housing allocations at south Lancaster, facilitate the growth at Lancaster University and the Innovation Park, and address congestion and air pollution issues in Galgate. How these could be funded.
- The order in which things happen – whether houses would be built first and the junction changed later, or should the infrastructure be in place before building new homes; or can development proceed on the basis of commitments to provide improved infrastructure
- The Masterplan's commitment to the investigation into a Rapid Transit System (for example guided buses) to provide fast and dependable transport from the University to Heysham.
- Would like to see improvements to rail network with improved services Morecambe and Heysham.
- Implications for transport on planned investment decisions including the recent decision by National Grid to transmit power from proposed new power plants at Moorside (Cumbria) via a tunnel under the bay.
- Would be useful to link Middleton Road to the existing Heysham bypass by completing a short

	<p>new link piece of road.</p> <ul style="list-style-type: none"> • Need to make sure that the M6 link will remove heavy traffic out of town through the use of Traffic Regulation Orders, road signage and naming and Sat Nav. • Need for plans that are flexible enough to adapt to changing circumstances. • Proposals to re-route traffic from Morecambe promenade are not at a detailed stage yet, desire to see proposal and detail when available. • Would like to restrict HGVs on Marine Road. • Links between the local plan and the Transport Masterplan' must fit together. • Problem with the condition of Skerton and Greyhound Bridges, vital links between Morecambe and Lancaster, to be assessed after the M6 link settles in. • Will the park and ride have spaces for travellers who wish to car share, a 'park and share' section? • Whether there are plans for a 'low emission zone'. • The traffic model in Preston, Fishergate has had a positive effect on footfall and there are few empty shops since it was introduced. Could something similar be adopted here that allowed similar easy access to car parking on the perimeters? • Park and Ride in Exeter was an excellent example.
Wyre Borough Council	<p>Thank you for contacting Wyre Council in relation to the public consultation on the above document. The Council's observations regarding the District of Lancaster Highways and Transport Masterplan are as follows.</p> <p>Page 38 of the Masterplan considers a relocation and reconfiguration of junction 33 of the M6 which is currently located approximately one mile north of the Wyre Borough boundary at Hampson Green. This would entail moving the existing junction to the north of Galgate whilst potentially leaving the south facing slip roads of the existing junction operational (loop allowing traffic on to the motorway in a southerly direction and the slip road allowing traffic off travelling north). Whilst this would have some remaining benefit for traffic to and from Wyre, even if existing south facing slip roads remained operational it would mean that some journeys for Wyre residents would become less convenient. Those travelling south on the M6</p>

may either need to exit at new junction 33 and travel through Galgate or exit at junction 32 and then travel northwards back into the borough. Meanwhile, those wanting to travel north on the M6 may need to drive through Galgate to new Junction 33 or go south to Junction 32.

Given that there is no existing motorway junction within Wyre Borough and that there are congestion issues around the southern part of the A6 which links to M6 junction 32 it is important that the consequences of relocating junction 33 are considered upon the wider highway network and not simply the benefits from such a proposal for Lancaster City Centre, south Lancaster and Galgate. Wyre Council therefore objects to the proposal as it stands because in our opinion it would disadvantage Wyre residents and consequently we would wish to be involved in future discussions with partners on this matter under Duty to Co-operate requirements. In this respect, there is a need to understand the level of Wyre traffic accessing junction 33 and travelling north and exiting at Junction 33 to travel south into Wyre.

Page 38 of the Masterplan also mentions the possible need for a new heavy rail station at south Lancaster. Wyre Council has previously had unsuccessful discussions with Network Rail regarding a new station at Garstang. Any discussions regarding connections to the West Coast Mainline need to consider those rail network connections holistically across Masterplan area boundaries, if necessary to decide priorities. In view of road capacity issues on the A6 which is constraining future growth potential in the wider Garstang area, the need for a railway station to serve Garstang and the surrounding rural areas needs to be weighed in the balance against other potential connections to the West Coast Mainline.

Page 46 of the Masterplan promotes partnership working to establish evidence for improving connections around Morecambe Bay. This would include improvements to the Bay Cycle Way between Walney Island and Glasson. The draft Fylde Coast Highways and Transport Masterplan proposes the completion of the Fylde Coastal Way, which will be part of a multiuser route linking with the Bay Cycle Way and therefore a cross reference to this as well as

	<p>consideration of links to the wider network in Lancashire would be appropriate in the Lancaster Masterplan. Further communication and co-operation with Wyre Council on this matter is also considered necessary.</p> <p>Finally, as there has been very limited previous communication with Wyre in relation to the above we consider that it is essential that Wyre Council are involved in future discussions with partners on these matters under Duty to Co-operate requirements established by paragraph 110 of the Localism Act 2011.</p> <p>Please do not hesitate to contact me if you wish to discuss further.</p>
<p>South Lakeland District Council</p>	<p>As a Local Authority area bordering the District of Lancaster, South Lakeland District Council has formulated a response to the draft Lancaster District Highways and Transport Masterplan. The response includes input from the Development Strategy Group and Economic Development Group at SLDC, and looks to highlight a number of areas that we feel should be addressed in the final version of the Masterplan document.</p> <p>While we feel the document is comprehensive in addressing many of the issues surrounding traffic and travel within the Lancaster District, there is also a feeling within SLDC that a more outward look to the document would make it even more useful for strategic planning. At present, there is only limited information included on the present, and future, connectivity of Lancaster District with surrounding areas, including South Lakeland. With South Lakeland identified as a key neighbouring Local Authority, and considering there are repeated mentions of high level external flows, particularly with regards to commuting (2011 census data indicates 2000 people commute from South Lakeland to Lancaster and 3000 people commute in the other direction), it is felt within SLDC that a greater focus on this element would provide a more detailed insight.</p> <p>There is also lack of information regarding the inward flows of people from outside the area into Lancaster District. The majority of information regarding the connectivity with Lancaster and the surrounding</p>

districts is focused on flow from Lancaster outwards, rather than inwards movement. However, there does appear to be considerable movement in the opposite direction, particularly from the southernmost areas of South Lakeland, either into or through Lancaster for work. If this has been assessed, it would be useful to see what potential outcomes there could be. There may also be a requirement to include scope for future adaptations with regards to inward flow from South Lakeland to Lancaster should all proposed housing schemes in the Kendal area be completed.

It is certainly a positive to see reference to the DPD for the Arnsdale and Silverdale AONB within the document. However, there seems to be little information regarding transportation within the AONB itself, as well as inward and outward movement. Section 5.2d of the Arnsdale and Silverdale AONB Management Plan (pg. 56) refers to 'Sustainable and integrated transport?', and includes a number of challenges and opportunities related to transportation into and out of the Area. It would be beneficial to see references to these challenges and opportunities, as well as ways in which they could be addressed to make transport within the AONB sustainable and integrated.

There seems to be a limited scope within the document for working between Lancashire County Council and Cumbria County Council with regards to transportation and highways. The only real mention of designated cross-boundary working, between Lancashire and Cumbria, is on connectivity throughout Morecambe Bay, but there should also be reference to other ways in which a wider picture of transportation across both counties is beneficial, such as bus services, rail services, major road connections, and longer walking and cycling routes. One example would be the use of the canal path along the Lancaster Canal as a cycling and walking route connecting Lancaster and Kendal. Where possible, working relationships between Lancashire and Cumbria County Councils should be promoted to create a more holistic solution to transportation issues.

One key area where connectivity across the boundary between Lancashire and Cumbria is crucial is in the

sphere of rail travel, and in particular travel to and from key sites within Lancaster that act as service hubs for South Lakeland residents. Two specific locations that are viewed as vital to South Lakeland life are the Royal Lancaster Infirmary and Lancaster University. Particularly in relation to Lancaster University, rail connectivity from South Lakeland and Cumbria is below the standard that would be expected, as the station existing Lancaster station is too far from the University campus for single-mode rail transportation to be a viable option, and the Infirmary is also a considerable distance from Lancaster Station, particularly for those with disabilities or mobility issues. Improved bus connections, with an improved frequency and reduced travel times, between the railway station and both the University and Infirmary would make using both facilities much more convenient for those residing outside Lancaster. With the West Coast Main Line running so close to the Lancaster University campus, it would also be useful to see any options that had been considered for better connecting the University directly via rail to both the North and the South.

One small phrasing issue that we would like to see revisited and rewritten is found twice within the document, on pages 4 and 50. Here, there is a short statement that reads:

There have also been long standing aspirations to develop better linkages between Carnforth and both Barrow and South Lakeland to exploit the economic potential of growth at the Sellafield (Moorside) Nuclear Power Station and at (the) GlaxoSmithKline site at Ulverston.

Whilst, as a local authority, we understand that potential expansion could outweigh the working capacity of the immediate areas around each site, the inclusion of the word exploit within this statement does make it seem more aggressive than is perhaps intended, and suggests a one-way benefit for Lancaster rather than a development that would be of benefit to both Lancaster and South Lakeland, or Copeland in the case of Sellafield. Maybe a rephrasing of the entire statement could help to mitigate this suggestion, but changing the word exploit should certainly be considered.

	<p>The final point we would like to raise is a more overarching one, which covers the document as a whole. While there are clear challenges outlined throughout the document with regards to issues with transportation and highways across the District, and proposals are put forward to address these issues, there seems to be little information regarding the actual delivery of many of the proposals. As a Masterplan, we feel the document should address the delivery of strategies that are proposed in order to provide substance and structure, otherwise it will hold less gravitas as a strategic document. Unless delivery that has been investigated and verified is addressed, there may be too much room for manoeuvre which could allow non-compliance with the strategy. On the other hand, if proposals that have been suggested have not had delivery methods investigated, this could also jeopardise the validity of the proposals as viable strategic options.</p> <p>While we feel there is a strong base formed by the draft Masterplan, we feel the implementation of the above suggestions would create a document that could hold more strategic importance, and would also aid in making strategic decisions outside of the immediate Lancaster District area. As a bordering Local Authority that lies outside Lancashire County, we do hold a vested interest in transportation and highway development in Lancaster, and feel a strong working relationship between the two counties, as well as between the two districts, is key to ensuring strong links throughout the region that will help to maintain development in the North West.</p>
Ribble Valley Borough Council	Thank you very much for consulting the Council on this important document. Having considered it in detail we have no comments to make at this stage. We look forward to continued liaison concerning this and other planning matters
Councillors	
Cllr Keith Sowden (Overton Ward) Lancaster CC	I get the feeling that this plan has been made by people who either do not drive, or who think that people should not drive their own cars. Anyone living north of the river will tell you that the majority of people live in areas which are so spread out that public transport will never be a viable alternative during our lifetime for at least half the population.

	<p>That being the case, a fast road system, with its own bridge, allowing people on this side to get directly to the 2 major centres of employment of the entire district, the hospital and the Universities, is the only plan which is viable, yet this plan makes lots of plans for rapid-transport routes, but does not tackle the basic problem.</p>
<p>Political Parties</p>	
<p>Conservative Group of Lancaster City Council</p>	<p>The salient features of the above plan that the Conservative Group of Lancaster City Council have observations on are:</p> <ol style="list-style-type: none"> 1. Rail Network <ol style="list-style-type: none"> a. We would like steps to be taken to maximise the use of the existing rail network. Specifically, we would like to see additional stopping points created to service Lancaster University and the science park. b. We would also support electrification of the service from Lancaster, through Bare and Morecambe and with stations created to serve the new football ground/West End and Heysham Harbour. c. We would also support the addition of a link between Carnforth and the Furness line encouraging more use of Carnforth station; supporting regeneration in the town and more efficient transport links to the north of the district and Cumbria. 2. Carnforth <p>We support the need to prioritise improvements to the congested traffic situation in Carnforth and to improve the air quality in the town.</p> 3. Junction 33 of M6 <p>We would advocate a re-examination of the proposal to move Junction 33 further north. We believe its use as a route to the M6 by residents in Blackpool, Thornton-Cleveleys, Fleetwood; Poulton-Le-Fylde; Garstang and other areas to its south has been overlooked. These areas do not use the M55 to access the M6 north - they travel via the A6 to Junction 33 to do so. If Junction 33 was moved further north, this traffic would have to travel unnecessarily through Galgate and this would undermine the improvements in traffic flow and air quality desired as well as involving</p>

	<p>unnecessary significant expenditure.</p> <p>Instead, we would propose the creation of an additional junction - say 33A - to service the University and Science Park but more importantly to open up the south of Lancaster including to the west of the West Coast line for future development. This would also have the benefit of:</p> <ul style="list-style-type: none"> - allowing the existing junction 33 and land immediately adjacent to it to be used as a future business hub - address the congestion issue in Galgate, and - provide a possible location for supermarket and other business development in south of the district which would reduce current city centre gyratory usage by local traffic travelling into the city centre (to visit Sainsbury's) or through the city centre and over to other side of the Lune (to visit Asda etc.) <p>4. Lancaster City Centre</p> <p>We would advocate detailed consideration of an additional two way bridge for private vehicles over the lune for the on-going Luneside development area to the new M6 link. This would reduce additional pressure on the city centre gyratory system from housing developments across the district.</p> <p>We would also support detailed consideration of changes to the gyratory system including the number and location of traffic lights to improve the flow of traffic through the city centre.</p>
<p>Conservative Group of Lancaster City Council (additional representation)</p>	<p>The vast majority of residents will be entirely unaware of the current consultation taking place by Lancashire County Council on their proposals for a Transport Masterplan. The Lancaster element tells us the following on Page 21:</p> <p>"The three interconnected gyratory systems that form the heart of the City of Lancaster's road network are notorious for congestion. The sheer volume of traffic that needs to travel in and out of the city centre or cross the city to reach Morecambe and Heysham makes congestion almost inevitable, but gyratory systems compound the issues from this congestion. These one-way systems were typically a 1960s and 1970s solution to the increasing numbers of cars on</p>

	<p>the roads then. Gyrotories are noisy, polluted and unpleasant places and create a vicious circle where people feel compelled to drive because cycling and walking are perceived to be too dangerous and unpleasant; this compounds the problem as traffic volumes then reach levels the system was never designed to cope and so congestion spirals. Buses too become less attractive if they are also caught up in the congestion and their timetables are no longer reliable. Lancaster's gyrotories are effectively throttling the city centre."Whilst the problem is recognised in the report, no solutions are offered. Given that the problem exists surely we need to examine what can be done about the number of vehicles using the entire gyrotory and reduce these wherever possible. With a small number of road modifications many vehicles can avoid going round the entire circuit and ease the congestion currently experienced. I suggest the following:</p> <ol style="list-style-type: none"> 1. Enable a right turn for eastbound traffic on Aldcliffe Road travelling south on the A6 - a short link from Willow Lane to Aldcliffe Lane would encourage all Marsh southbound vehicles out of the City Centre. 2. Create a roundabout on the current car park on Cable St and North Road to enable shoppers from the North and East to enter and exit Sainsburys. 3. Permit traffic rights through Damside Street for traffic from the north and east for St Georges Quay, also providing a direct link from the bus station to the quayside with its expanding housing area. 4. Create bus stops on Dalton Square for southbound buses and stop the circulation of southbound buses round the Brock St and George St mini gyrotory - without the market these stops are anachronistic. 5. Consideration should be given to a much bigger scheme using the Canal corridor to entirely remove the southbound gyrotory away from the City core - If it can be done in Stoke why not here! Creating an enlarged retail offer in the City centre cannot be an attractive proposition until the transport issue is resolved.
Green Party	<p>Introduction</p> <p>The Green party holds nine seats on Lancaster City Council, representing wards covering central and</p>

south Lancaster and the university. In particular we represent hundreds of people living in the city centre and Kingsway areas who have been subjected to air quality which fails to meet European standards for over a decade. We welcome the opportunity to comment on the masterplan.

The Vision

We broadly support the vision, which if implemented would bring huge improvements to quality of life in the district and its attractiveness to visitors and investors. We would suggest amending the vision in the following areas:

- 1) The statement “Without the gyratory to contend with, public transport is also more reliable” is insufficiently aspirational. A step change in the reliability of public transport is required and this is dependent upon dedicated road space rather than whether or not there is a gyratory system. Accessibility and affordability are also key to a successful urban public transport system. We suggest *“Public transport is quicker and cheaper than driving for all journeys within the urban area, even for people travelling as a group. Dedicated road space and new ticketing systems have radically reduced journey times and hence operating costs. Buses almost always run exactly to timetable.”* Without a change such as this, it is impossible to see how sufficient numbers of people will switch from cars to public transport to deliver the rest of the vision.
- 2) The vision does not consider how deliveries will be coordinated within the urban area so that there are not more or larger vehicles involved than are genuinely required. This should be addressed, along with the need to develop rail freight access to and facilities at Heysham Port.
- 3) Park and ride sites require significant infrastructure and a very frequent bus service in order to be successful. We are unconvinced that two Park and Ride sites would be necessary or desirable. A single flagship Park and Ride site with a very short journey time into the city could be attractive to people travelling from any origin that does not benefit from frequent public transport direct to the city centre. This a single site would

be better and cheaper than two Park and Ride sites with lower quality provision.

- 4) The emphasis needs changing from introducing ULEVs to improve air quality to establishing Lancaster city centre as a 'low emission zone' (LEZ) in the short term which drives the adoption of ULEVs and other measures which reduce and absorb emissions. Lancaster's air quality needs action to comply with EU [Air Quality Limit Values](#) for NO₂ and PM₁₀ in a shorter timeframe than appears to be envisaged. Reference needs to be made to other cities' LEZ initiatives, like those in London, Oxford and Brighton and those more established within the EU.
- 5) There has to be a much clearer vision for how reducing city centre through traffic would not intensify volumes of traffic in existing rat runs or force the creation of new ones. Residents on the established rat runs rightly look to the highway authority to reduce rat running on their streets, not push more traffic through them and they would expect to find proposals which can make this happen incorporated in a detailed masterplan.

How do we make it happen?

Unfortunately this is where the masterplan in our view runs into real problems. We believe that the impact on traffic levels of relocating M6 Junction 33 is overstated, relative for example to the impact of the opening of the Link Road. The County Council's own studies have shown that the vast majority of traffic in Lancaster City Centre is local traffic. It is also unclear whether an assessment has been made as to the amount of traffic generated by the new developments proposed for south Lancaster. It is likely that much of this traffic would be local journeys heading for destinations in Lancaster itself rather than through to Morecambe. Unless the form of the development is very different to current greenfield housing developments in the district it is likely that this traffic would be substantial.

Adopting a strategy of waiting for "accurate information on how the traffic has changed with the opening of the Link Road" would be negligent. The way in which traffic changes will be heavily dependent upon how the Council allocates the freed up road

space upon opening of the link road. If a 'wait and see' attitude is adopted, the space will quickly fill up due to people making lower priority car journeys which at previous congestion levels were not considered worthwhile. The chance to improve public transport and air quality will then have been lost. The **Lancaster City Action Plan** should therefore include plans to introduce new bus lanes wherever possible, including on Greyhound Bridge, North Road and South Road. Cycle lanes on the A6 should also be delivered whilst traffic levels are at their lowest.

Similarly, urgent consideration should be given to exploiting the benefits of reduced traffic in Carnforth Town Centre, which is due to see some of the biggest reductions in traffic levels. Failure to act quickly will limit future opportunities as suppressed demand acts to fill up available road space and congestion returns.

We support the use of the **Caton Road Gateway** as the principle gateway. However we suggest adding a fifth strand to this approach, namely improving the quality of the built environment along this corridor. This would ensure that visitors were left with much more positive first impressions of the city and reduce pressure to develop less accessible greenfield sites. This strand would include redevelopment of underused sites on the north side of Caton Road. The County Council should also bring forward a viable scheme to redevelop the derelict buildings it owns near the Bulk Road Parliament Street junction which have blighted this approach for decades. A review should also take place of the unattractive surface level car parks around North Road and St Leonardgate with a view to redeveloping those that will no longer be required following the opening of the Park and Ride. It is important that car parking provision is managed in line with the number of car movements desired in the city.

For the Caton Road park and ride to succeed it will be important to introduce bus priority from the point of opening and the masterplan should commit to this. Without bus priority, the vast majority of potential users will see no advantage to transferring to a bus and will continue driving into the city centre. Others may try it once and reject it, never to return, even once bus priority is later introduced. Furthermore, without

	<p>priority for buses, operating costs will be unnecessary high with more vehicles required to deliver an acceptable service frequency. A critical mass of users is vital for a viable park and ride scheme. Lancaster does not currently have as many potential users as Chester or York for example, so it is important to avoid an unattractive piecemeal implementation. The M6-Link planning conditions require bus priority measures to be implemented within 12 months of the road opening. Opportunities for savings through delayed capital expenditure are therefore very limited. On the other hand the damage caused through a first year of unsuccessful operation could be significant and long lasting.</p> <p>The masterplan's consideration of Morecambe understandably focuses on visitors. However there is one key threat which the plan does not identify. When the M6-Link opens it will suddenly be much easier for residents of Morecambe to travel further afield to access shops, entertainment and other services. Thought needs to be given to how residents can be encouraged to maintain and increase their spending locally rather than exploit new opportunities to take their money elsewhere. A strong focus on implementing the Morecambe Area Action plan will help with this.</p> <p>Concluding comments</p> <p>The draft masterplan does not provide sufficient detail on how change to more sustainable modes of transport will be achieved: the vision for the city centre is appealing but way short of detail on how the vision might be realised. The masterplan is permeated by statements the need for further assessment work to inform potential future interventions. The necessary and appropriate levels of evidence should be in the masterplan itself, not in the future. And as has been pointed out elsewhere, this is important because it is the masterplan which carries the statutory weight in planning considerations.</p>
Stakeholders	
Stagecoach Cumbria & North Lancs	I am pleased to write on behalf of Stagecoach North West Ltd with our response to the Consultation on the District of Lancaster Highways and Transport Masterplan. Not only are we one of the major providers of passenger transport services in the area

covered by the masterplan, we are also a significant employer of nearly 250 employees based at our White Lund depot in Morecambe, the overwhelming majority of whom live within the Lancaster and Morecambe area.

Before I respond to the specific questions you ask as part of your questionnaire, we wish to make the following general points about the masterplan and the consultation process.

As one of the key stakeholders involved in the delivery of reliable and sustainable passenger transport in Lancaster and Morecambe area, we were disappointed that we were not consulted at an earlier stage in the process as we have some bold and thought provoking ideas that we believe could have been incorporated into the wider public consultation. We have outlined these thoughts and ideas in Appendix A which, as you will appreciate, is commercially sensitive information.

We were also concerned at the lack of focus on the needs of bus passengers in the document – there is no separate analysis of the journey patterns or usage by bus passengers neither is there any content with regard bus passenger needs, and it is therefore difficult to conclude an order or priorities for those reading the document to ascertain the number of people likely to benefit from the interventions proposed.

On a more positive note, we are pleased that Lancashire County Council is taking steps to address the many issues that adversely affect the provision of bus travel in the Lancaster and Morecambe conurbation and in particular the congestion and air quality issues affecting the Lancaster City Council gyratory systems. We firmly believe that the status quo is completely unsustainable and that well thought through and implemented measures are urgently required to tackle traffic flow and improve air quality through reduced vehicle engine emissions.

Our passengers key priorities are to have a bus service they can rely upon and that they have confidence in punctuality of the service, value for money and attractive journey times, which act to

encourage bus use. To enable us better achieve this, we need highway infrastructure measures that provide above all else, consistent journey times for bus passengers with the minimum delay or the need to build in recovery time at intermediate timing points along a route to off-set the variances in on-street congestion, which adds cost to bus travel.

One final point we would like to make is our frustration with the fact that the remit and responsibility of transport planning and land use planning lie with two different authorities (Lancashire County Council the former, Lancaster City Council the latter) that have their own priorities and objectives that, whilst being commendable in their own right, may not result in the best nor financially sustainable model overall.

1. How strongly do you agree or disagree with each of the three options for developing the masterplan?

- Option 1 – do only what we need to. We Strongly Disagree with this option as the document identifies that the status quo is wholly unsustainable. We aim to play our part in helping to achieve the objectives of the masterplan and option 1 will only result in increasing operating costs and a declining level of service as traffic congestion continues to blight the central area of Lancaster and key routes towards Morecambe.
- Option 2 – improve what we have. We Tend to Disagree with this option which is obviously an improvement on option 1 but is not revolutionary enough in achieving punctual bus services for passengers and delivering a sustainable and reliable transport network for the coming decades in the area.
- Option 3 – improve and extend. We Strongly Agree that this option is the best way forward in delivering a viable and sustainable transport network for the area and, with careful planning and consideration of their needs, best meets the aspirations of our customers and allows a fundamentally improved environment in which punctual, reliable and economically sustainable bus services can be operated in. We also believe that such measures will only enhance the appeal of the wider area, bringing with it wider prosperity,

healthier living and vibrance.

2. How strongly do you agree or disagree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south (p35)?

We Tend to Agree with this intention, however we believe that, in order to deliver many of the other aspirations of the masterplan, that for those journeys where it is most suitable to do so, park and ride and pocket park and ride (sites and facilities along existing bus routes requiring little or minimal construction and/or capital investment and no additional revenue support) are the best way of intercepting out-of-area journeys and providing a sustainable method of transporting people to the centre of Lancaster.

We are also concerned that the lack of available space may impact upon the provision of bus priority measures along Caton Road, which will be required in order to achieve a sustainable Park and Ride service from junction 34 of the M6, in our view.

Thought also needs to be given to understand where such traffic is coming from and where it is headed if the city centre is not the destination of choice. In answering this question we are working on the assumption that the forthcoming M6 Link Road will reduce some pressure on the gyratory system at the end of Caton Road (particularly HGV's) for traffic from the South headed to Morecambe and Heysham.

3. How strongly do you agree or disagree with our proposals for Lancaster city centre place-shaping (p36)?

We Tend to Agree with this proposal, however, due to the lack of detail we are unclear as to exactly how this will impact upon bus users or our operations. We would hope that this will enhance bus travel by reducing delays in the city centre and reducing journey times and most importantly, the consistency of journey times.

We would request that we be involved in from an early stage in the planning of this in order that we can work with Lancashire County Council to ensure that such measures improve the journey experience for bus passengers. In addition, we would welcome the opportunity to review with you, unnecessary vehicle movements around the once way system, including bus route mileage that does little to get passengers near to where they want to be and will assist in the objectives of reducing air pollution in the city centre zone.

4. How strongly do you agree or disagree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be?

We Strongly Agree with this intention, provided that the following two points are taken into consideration:

- Any changes to road-space and routing within Lancaster city centre should aim to reduce air pollution whilst, at the same time, ensuring that bus passengers have a quick and non-circuitous route to key bust stops in the city centre and that access and egress to the wider road network for buses is unimpeded by additional traffic signal delays.
- Careful consideration is given to dealing with a motorway closure on the M6 between junctions 33 and 34 and the effects of the dispersed traffic. In the event that such traffic diverting from the M6 is forced again to use the existing A6 Lancaster City Centre gyratory system, what impact will this have on the provision of bus services and bus journey times? The frequency with which such closures currently take place, coupled with any unexpected increase in traffic flow on this section of the M6 and therefore the likelihood of a greater frequency of incidents should be taken into consideration. We believe that a relief road, running parallel to the M6 on land to the east of the M6 will provide an alternative emergency route to the M6 and the need to have through traffic entering Lancaster city centre.

	<p>Again we ask that we be involved from an early stage in formulating such proposals in order that these benefit bus users in an economically sustainable way, whilst at the same time ensuring that bus operators are able to fulfil the need to provide punctual bus services.</p> <p>5. How strongly do you agree or disagree that it is important to make sure that traffic doesn't rat run through residential areas?</p> <p>We Strongly Agree that it is absolutely essential that dispersed traffic, including such traffic that is not legally able to use the motorway, is properly planned for in the early stages of developing this masterplan. Not only does traffic using "rat runs" through residential areas pose a safety risk and lead to a deterioration in the quality of life for such residents, it can also have consequences at road junctions and lead to the very congestion that measures in the city centre have attempted to alleviate simply being moved to another part or parts of the road network. Such congestion, particularly for right-turning traffic can lead to delays for bus services and contradicts the wider aspirations of ourselves and this masterplan.</p> <p>6. How strongly do you agree or disagree that Junction 33 of the M6 should be located to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable?</p> <ul style="list-style-type: none"> • We Strongly Agree that Junction 33 should be relocated provided that it is in tandem with the range of measures proposed including the provision of a substantial park and ride site, provided that the siting and provision of such a facility and services does not undermine the commercial bus network and is financially sustainable in the long term. <p>Such measures will improve the quality of life for those living in Galgate and improve journey times for bus passengers.</p> <p>I refer to our answer in point 4 above in relation to</p>
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	<p>the removal of through traffic from the city centre.</p> <p>7. How strongly do you agree or disagree with each of the following proposals?</p> <ul style="list-style-type: none"> • A South Lancaster Park and Ride/Cycle facility at the relocated junction (p38) <p>We Strongly Agree with this proposal provided that the junction of the site is consistent with providing an economically viable and sustainable service and that such a service does not detract from the existing commercial bus network.</p> <ul style="list-style-type: none"> • A rapid transit service between Heysham and South Lancaster (p38) <p>We Tend to Agree with this proposal provided that the solution is both cost effective and flexible. We would cite the Cambridgeshire Guided Busway between Huntigdon, St Ives and Cambridge and the Eclipse Bus Rapid Transit (BRT) route between Fareham and Gosport in Hampshire as examples of an affordable and flexible approach to providing quick and attractive journey options for passengers.</p> <p>We do however have concerns that this concept may draw passengers from existing commercial bus services and thus lead to a deterioration in the level of service we are able to sustain. It does however clearly have the potential to generate passengers and provide greater travel options for White Lund Industrial Estate and residential areas not presently served by buses in Morecambe.</p> <p>Between Lancaster and Morecambe there is an option to use a former rail line, now a cycle way, as the route of the Rapid Transit Service. Carlisle Bridge presents an obstacle which may be overcome if the archway presently used by pedestrians may be used by public transport. However two way flow will not be accommodated meaning inbound traffic to Lancaster may have to merge with the existing bus lane on Morecambe Road inbound.</p> <p>The rapid transit corridor to the south of Lancaster</p>
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	<p>will be difficult to accommodate off the current road network without the compulsory purchase of property. A more realistic solution will be bus priority measures to speed up bus journeys into Lancaster.</p> <p>Network options to connect bus services to the south of Lancaster with the Rapid Transit Service to the north, are possible but only by bus. If the northern section is a tram a change of mode will be required for through travel. The bus option offers flexibility, convenience and a sustainable service if growth is achieved.</p> <ul style="list-style-type: none"> • An integrated multi-use/cycling network for the district (p39) <p>We do not have a particular view on this proposal, however we wish to make the following comments:</p> <ol style="list-style-type: none"> i. Expenditure on cycling and measures to encourage cycling should be proportionate to the number of people that are likely to benefit from them and objective comparisons must be made when comparing with other modes of sustainable travel. ii. Wherever possible, cyclists should be segregated from other traffic, especially where a volume of cycle movements are identified, to avoid conflict with other, faster moving vehicles and to provide a safer environment in which people can have confidence in cycling. <ul style="list-style-type: none"> • A district wide Ultra Low Emission Vehicle (ULEV) Strategy (p41) <p>We Tend to Agree with this proposal and would like to work with Lancashire County Council from an early stage in exploring options for our own vehicles on urban services within Morecambe and Lancaster. We have some concerns about the durability of such technology in the short term but are fully supportive of the aspiration of reducing tail pipe emissions.</p> <p>We have some concerns over the use of public money to fund ULEV vehicles through car bulbs</p>
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	<p>which could be used for cross city traffic as this proposal is counter to some of the other aspirations of reducing congestion in the city centre and improving the public realm.</p> <p>8. How strongly do you agree or disagree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre (p45)?</p> <p>We Tend to Agree with this proposal, however it should be undertaken with a view of re-positioning the visitor and resident offer in Morecambe and requires a regional focal point visitor attraction that appeals to day-visitors and ensures sufficient footfall between the town centre and seafront. There is a danger that if not done as part of a wider regeneration process, the seafront area of Morecambe will fall into greater decline.</p> <p>9. How strongly do you agree or disagree that Carnforth town centre should be made more pedestrian friendly (p49)?</p> <p>We Tend to Agree that Carnforth town centre should be made more pedestrian friendly but again emphasise that this should be done in conjunction with land-use planning to ensure that the heart of the town has a focus and provides a facility for cycle and bus interchange.</p> <p>10. How strongly do you agree or disagree with the following statements? There needs to be better connectivity around Morecambe Bay...</p> <ul style="list-style-type: none"> • ...by road – We Tend to Agree: With the opening of the M6 Link Road we believe that the road network is sufficient for the demands of the area. Signal priority and allocation of road space for buses will however improve the journey experience for bus passengers. • ...by rail – We Tend to Disagree: We believe that the current connectivity is proportionate to the population and demand. We feel that rail connectivity should be focused on longer distance travel and that any improvement measures should not abstract from the local
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	<p>commercial bus network.</p> <ul style="list-style-type: none"> • ...by cycle – We Tend to Disagree: We believe that the current cycle connectivity is proportionate to the population and demand. <p>11. How strongly do you agree or disagree with the following statements?</p> <ul style="list-style-type: none"> • Morecambe needs better rail connectivity We Tend to Disagree: We believe that the current connectivity is proportionate to the population and demand. • The Bentham line needs to be improved We do not have a particular view on this, however any expenditure should be proportionate to the number of people that are likely to benefit from it and the costs involved • There should be northbound connectivity from Carnforth station <p>We do not have a particular view on this, however any measure should be proportionate to the number of people likely to make use of it on a regular basis and should not abstract from commercial bus services:</p> <ul style="list-style-type: none"> • Connections into and out of the rural area for people without a car must be maintained. <p>We Tend to Agree with this statement, however, smarter measures need to be adopted to connect people in out-lying areas with trunk bus services and welcome the opportunity to discuss such measures further with Lancashire County Council.</p> <p>This ends our formal response to the questionnaire regarding the consultation. Appendix A which follows offers our further thoughts on Transport provision in the area, which are provided to you in commercial confidence.</p> <p>I am happy to discuss our response further with you either as part of the consultation or in firming up ideas and objectives that arise with regard to the provision of bus services through the master plan.</p>
Lancaster Chamber of Commerce	Thank you for the opportunity to comment on the Lancaster District Highways and Transport

Masterplan (draft).

After a period on consultation with the Chamber Directors and Members we have the following comments at this stage:

Overall we find the Masterplan shows a good degree of future vision with the needs of the local community, wider community and visitors travel needs all taken into consideration. There are area's which we find very appealing especially the improvement of air quality for all and a rapid transport solution for journeys between the Morecambe and Heysham communities and the heart of Lancaster City.

The plan does raise some questions surrounding the 'Place-Shaping' of Lancaster and Morecambe, Park & Ride, Tourist Visitor traffic movement and the Rapid Transit system.

Park & Ride

In order to make a Park & Ride scheme effective we feel it would need to be priced attractively with connections to the city on a frequent basis to ensure users can be transported faster than sitting in traffic or searching for a car parking space.

This presents two challenges, how to make the parking spaces within the city centre and also how to manage traffic flow to prioritise buses to and from the Park & Ride area to ensure a minimum journey time.

An ultra-low emissions zone defined by the circulatory road would help reduce both traffic in that area and also traffic flow thus aiding the Park & Ride scheme.

Place-Shaping – Morecambe

Morecambe's main assets are the view and the promenade. We applaud you in taking bold steps to reduce traffic flow along the promenade and prioritise pedestrian movement. We do feel there is further measures that could be taken to enhance the promenade and encourage traffic flow from

Marine Road.

The discouraging of through traffic to Heysham along Marine Road would aid the reduction of traffic volume in Morecambe town centre. A rapid transit system with a station in the proximity of Central Drive could link the bus, train and transit systems together and help utilise the car parks by the BT exchange.

We also feel additional Park & Ride locations are needed in addition to that planned on Caton Road for example in Carnforth or Morecambe.

Place-Shaping – Morecambe & Lancaster, Group Visitors

The demands associated with group travel are very different to those of the individual leisure traveller. The vast majority of groups will travel together by coach and will need dedicated drop off/collection points close to the primary tourist destination. Following drop-off the coach will also require parking facilities.

The promenade gardens development will create a coach drop-off by the Eric Morecambe statue although no provision has been made for signage to the existing coach parking. We feel this is needed to ensure the success of the scheme.

In Lancaster the present coach drop off is not well publicised or even identified with coaches dropping off at the bus station, Common Garden Street, the Castle forecourt and St Leonards Gate. The castle would be the main focal point for tourism in the City and we would suggest investigating a possible coach drop off point with sufficient turning circle adjacent to the castle.

Rapid Transit

We fully support the ethos of a Rapid integrated transport solution for the district connecting Heysham through Morecambe, Lancaster and on to the University. Such a bold and striking move coupled with an enhanced ultra-low emissions zone area, traffic reduction schemes and park & ride systems

would help lead the district towards a more prosperous future.

There no doubt will be concerns over the impact of new bridges to cross the Lune, how to utilise existing roads to develop the transit system. How this would impact on the rail would also need to be taken into account, a possible solution could see a rapid transit system using a combination of the existing rail routes and some additional road development, although this would need to be explored in terms of connectivity to the port and power stations. A dedicated Guided Busway (see Leeds & Birmingham for examples) would give buses a dedicated road system to travel on and can be put into place for more cost effectively than a rail based system.

Junction 33 & 34

We cannot emphasise enough the need to address the access to and from the motorway at Junction 33 of the M6. The current traffic congestion in this area is unacceptable, and is greatly hindering businesses in the area and the Lancaster District as a whole.

We would welcome further investigation in to the cost of moving the junction further north to assist in the current traffic issues and help with access to the universities and City Centre.

The issues with Caton Road also need addressing immediately and in line with the M6 Link Road work. We were led to believe a full review of this road would take part during the construction phase of the road. We would welcome this and urge you to consult with the businesses along this road, especially Lansil Industrial estate.

We have been asked to put in front of you a suggestion for an alternative for junction 33 and this is attached.

Morecambe Road

We would like to suggest you add a weight limit to Morecambe Road to actively discourage heavy goods vehicles from using the road other than for access only.

The bus lane could also be reconfigured by removing pedestrian crossings and bus stops; moving the bus lane into the centre of the road; making it one way Morecambe to Lancaster in the morning and Lancaster to Morecambe in the afternoon/evening. This way Skerton Bridge would have a bus lane in the morning and Greyhound Bridge would have one in the afternoon. This would be controlled by gantry lights.

Hala Crossroads

There seems to be two major traffic issues with this junction.

1. Buses heading north wishing to turn right. There is sufficient land on the western side of this junction to allow the road to be widened.
2. Traffic flow on Ashford Road. Ashford Road is too narrow to allow two way traffic. Our suggestion is that traffic is restricted to a westerly route along Ashford Road and easterly traffic comes along Piccadilly. There is a patch of land to the north of the west bound junction, which would allow for the widening. Piccadilly Gardens, which is a social enterprise, would benefit by increases traffic past its front door.

Of the plans for the district this transport Masterplan holds possibly the most promising change to transport for the area since the development of the M6 link road.

We look forward to seeing the final Transport Masterplan and will happily meet to discuss any of the above points in more detail.

<p>Historic England</p>	<p>We received notice of the Lancaster Highway and Transport Masterplan consultation from Lancaster City Council on the 19 March having previously commented on the East Lancashire Transport Masterplan sent by County. We are pleased to be able to offer the following advice.</p> <p>We understand that the Lancaster transport masterplan will be the last to be adopted, also that a major consultation will take place on housing site allocations and numbers in June. It is clearly important to allow the allocations process to influence and align with your transport strategy for Lancaster and for the conclusions from both exercises to feed into the draft local plan review around March of next year. We are pleased to hear that structures have been put in place to allow dialogue to continue between the city and County Council following the general elections prior to this plans adoption.</p> <p>Subject to consultation on Lancaster's housing growth strategy/allocations (upon which we will be consulted), Historic England understands and acknowledges the emerging preferred option, which is to expand Lancaster to the South of the city around the University with a new motorway junction and close of the present J33. If this option is eventually selected, the potential to utilise the existing rail network to transport residents and visitors into the city ought to be explored further.</p> <p>It is a good idea to seek to centralise parking provision, providing park and ride services and to focus effort on reducing traffic on the inner gyratory system. In doing so, it is important to acknowledge the need to improve pedestrian connectivity across the city, particularly the East/West route (Lancaster Castle to the Canal Corridor North opportunity site), we feel there is scope to reinforce this message in your masterplan. Historic England also support transport masterplan objectives that will result in small gap sites in the city being released for development, allowing the city's urban fabric to be reinstated.</p> <p>To inform future highway interventions in Lancaster it will be important to recognise the cities rich heritage including any surviving streetscape and highway</p>
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	<p>features. We suggest that a highway audit is produced; there are some good examples of street audits being undertaken by local heritage organisations such as Bath. Signage audits have also resulted in significant de-cluttering in maintenance budgets in cities like Bristol.</p> <p>In moving forward we encourage the County Council to continue to engage only the most expert streetscape urbanist's and transport engineers to design physical interventions in the city. The master planning of housing growth areas (South of the city or elsewhere) and streetscape design with shared space for the new inner gyratory, represent a once in a lifetime opportunity to Lancaster. To achieve quality outcomes it is important that highway and transport cost consumptions are based upon rigorous prior urban master planning and streetscape designs, rather than estimating strategic monetary requirements based on standard solutions or past rates.</p> <p>I hope this advice proves helpful at this stage, if you require clarification on any of the points raised please contact me.</p>
<p>Lancaster/Skipton Rail User Group, Director Leeds/Morecambe CRP</p>	<p>Lancaster Library had no consultation response forms. I am therefore submitting my comments on this ad-hoc basis.</p> <p>Whilst being in broad agreement with the aims and objectives of the draft plan I am concerned that many of the outcomes are longer term and subject in many cases to substantial funding, major infrastructure costs and the outcome of studies. I would like to draw attention to some short or medium term projects which would ease some of the problems you have identified and which can be achieved at little or modest cost in funds or infrastructure and for which funding may be available from current programmes.</p> <p>Rural Areas access to Lancaster by public transport Improvements to the rail service on the Bentham line to Leeds is proposed in your plan. The local rail groups and Community Rail Partnership (CRP) have been concerned at the poor service for years and have now negotiated with the Dft that the new franchise from 2016 will be obliged to increase the service by two trains a day one extra by 2017 and 2</p>

by 2019. If the LCC can persuade the bidders/new franchisee to provide one of these trains to arrive in Lancaster between 8 and 9am and one to depart between 5 and 6pm commuting by rail into Lancaster would be possible from Lune Valley/N.Yorks villages at an early date.

Your draft suggests Wennington station as a possible transport interchange. There is a large free car park and with the above timetable adjustment alone and a publicity campaign many present car commuters could be persuaded to use the service. Buses to and from Kirkby Lonsdale and Ingleton also stop outside the station serving many valley villages if the LCC can persuade Stagecoach to adjust the bus timetables to connect with the commuter trains people without transport could be catered for as well.

No additional costs to LCC negotiating skills only Implementation 2017/19.

Benefits: Reduction of peak hour traffic into and out of Lancaster City Centre.

Internal Transport Congestion Morecambe/ Lancaster Routes

With the new road and road re-designation only expected to reduce congestion on the Lancaster circulatory system by up to 10% and a new junction, place shaping and rapid transit not expected to arrive until 2023, interim measures, including the better use of existing facilities need to be investigated.

One such under-utilised transport corridor is the Heysham-Morecambe-Bare-Lancaster railway which traverses the whole of the urban area and even has a branch from Bare towards Carnforth and the north. The only physical constraint to expand use is the capacity of the short stretch of the west coast main line between Morecambe South junction and Lancaster. But much can be achieved working within this constraint subject only to negotiation with the various rail authorities and funding (where needed) much of it available from current programmes/sources.

- 1) Introduce a Clock Face Hourly Morecambe/ Lancaster Service half hourly at peak times.

The current Lancaster - Morecambe train timetable shows 25 trains each weekday from Lancaster – Morecambe, enough to provide a regular hourly service during the day and half hourly peak times but the trains all depart at different times each hour. This irregular service discourages use of the train and is in contrast to most other rail services which have regular clock face schedules. The introduction of a regular service requiring no additional trains should be able to fit into west coast schedules which already are largely regular. A new franchise is due to be introduced in 2016. As the time to travel from Lancaster – Morecambe is only 10 minutes the entire service (including peak) could be operated by one unit.

No additional costs. LCC negotiating skills with bidders/new franchisee only. Implementation 2016/17

Benefits increased use of inter-urban public transport. Reduction in vehicular traffic/ congestions Lancaster. Reliable journey time to Lancaster station – driving time is incalculable.

- 2) Improve parking arrangements Morecambe and Bare Lane

At bare Lane where free unrestricted parking is available at the station and in surrounding streets, passenger numbers have increased appx 30,000 in 12 months from 138,054 to 167,726. Another line of parking space could be provided in the station yard by clearing a large area of disused brushland.

At Morecambe which is surrounded by large areas of, often empty, chargeable parking space passenger growth (although from larger overall figures) has been more modest. Historically there was some allowance granted against parking charges for rail travellers but this has either fallen into disuse or been restricted by the limited booking office opening hours. It seems likely,

	<p>from the Bare example, that a large long term parking fee plus a rail ticket is proving too costly to attract car commuters onto public transport despite congestion. With current advances in ticket machines and co-operation between both parties Rail Operator/City Council it should be possible to produce a ticket at the parking meter incorporating both a modest day rate parking fee (left on car) and a part valid as a day/weekly pass etc. rail ticket to Lancaster. Both sides should gain extra revenue. Negotiations should include provision of adequately sized peak hour trains for numbers.</p> <p>3) Cost – New Parking Space Bare</p> <p>Funding – 1) The new rail franchise includes an obligation to finance station improvements. LCC should encourage operator to include this in schemes.</p> <p>A modest charge for parking at the station – too much would encourage more street parking.</p> <p>Morecambe – Cost of machines could be written off against extra revenue by both parties. Publicity should be given by LA and Rail operator.</p> <p>Benefits – Transfer of commuters from road to rail. Environmental improvement at Bare station. Additional revenue to road and LA. Better use of empty car parking space.</p> <p>4) Electrification</p> <p>If the development of Morecambe as a new Bay Area base is to be achieved, whilst encouraging the use of public transport, early electrification of the rail link to Lancaster is necessary.</p> <p>Other branches from the main line in the area e.g. Preston – Blackpool and Oxenholme – Windermere are well on the way to construction. The House of Commons Northern Rail Electrification Extension Committee has recently reported and recommended early progress on the Windermere line but the Morecambe line was shown in the last stage 3. In studying the report</p>
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	<p>this proved to be because the line was assessed as part of the cross country Leeds – Morecambe Line which has long rural stretches. No assessment has been made of the Lancaster – Morecambe.</p> <p>Reasons for the re-assessment and early electrification include:</p> <p>Exclusion of branch assessment from H of C study.</p> <p>Logic of including branch when electrification teams are in the area circa 2017.</p> <p>Heavy traffic congestion between the two towns. Regeneration of Morecambe as a Bay Area resort is dependent on improved quality rail links.</p> <p>Fast electric rail service from Morecambe to Manchester/Liverpool would relieve overcrowding on Scottish services south of Lancaster.</p> <p>If electrification includes the link to the north, Windermere electrics (which are lightly loaded north of Lancaster out of peak season) could run via Morecambe providing extra traffic and linking the developing bay resort to the Lakes.</p> <p>The shortness of the line appx 2 miles (and previously part electrified) would keep costs to a minimum – well below all other lines considered.</p> <p>The area is undergoing a period of employment growth at the port, in the energy industry and industrial estates.</p> <p>If the electrification were to be extended to Heysham costs would increase considerably but so may the availability of funding. To do this the regular (minimum hourly) passenger service would need to be extended to Heysham with new stations at Heysham Moss, Lower Kingsway and West End and points/signalling and line speed upgraded but the single track line would remain adequate.</p>
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5) Reasons for assessment:

It would be reasonable to power any electrification from the Heysham Power stations.

The Morecambe – Heysham line was fully electrified previously little more than new pole and wire would be needed reducing costs.

Heysham Harbour has no public transport at all other than the daily train, but employment in the area is heavy and growing (good potential fare income, CIL funding possible from commercial industrial plans in Heysham Gateway areas).

A new station at Heysham Moss would serve a large new housing development. This and the other two new stations would not be very costly as line is single track and all housing development is on one side of the line. Only a platform/shelter and information would be required. Funding for a station was included as a section 106 requirement when plans were first submitted. Much of the housing area is a distance from a poor bus service.

A station at Lower Kingsway would serve a deprived council housing area. Some social funding may be possible.

A station at West end (adj Regent Road Westgate Bridge) would serve that part of the deprived West End of Morecambe away from the promenade. It would be adjacent to the Globe Arena football/entertainment stadium (which could be reached over the existing road bridge). The Arena causes traffic problems during major events and there has been pressure on the council to minimise car access and prepare travel plans. Both the social and transport problems may be sources of funding.

The track/signalling improvements are relatively minor as the track is in current passenger use.

The current service Morecambe – Lancaster is a little more than one train an hour. An hourly service to Heysham would not put extra pressure

	<p>on the west coast main line.</p> <p>With improved track a single unit could make a return trip Lancaster – Morecambe – Heysham and back in under an hour with a slightly improved track speed. Although electric stock would need to be sourced this is minimum service would not require extra trains.</p> <p>By passing at Morecambe it may be possible in later years to increase the service to half hourly. New stock will have faster acceleration and main line problems are often caused by a train needing to become stationary on the main line to cross. Faster trains and better use of platforming at Lancaster could allow the trains to make a non-stop run down the main line and do their waiting for a path on the branch of in the platform. If possible this would make an alternative rapid transit route available.</p> <p>With this scenario a new station at the university loops would be practical if housing developed in the area. The through Morecambe – Manchester/Liverpool trains could stop in each direction without the need to cross the main line. Trains using these passing loops use this facility regularly.</p> <p>Benefits – Improved quality rail service throughout the urban area. A regular public transport service to the port/power stn. All major urban residential areas linked to and from Lancaster by regular off-road public transport. Ability to reach rail station/Central Lancaster from most areas in reliable times. Potential to link Morecambe to other areas N & S by reliable modern transport. Modern reliable public transport makes area more attractive for residential and business purposes.</p>
National Trust	<p>Generally</p> <p>Preparation of the Highways and Transport Masterplans is welcomed in principle. Given the changes taking place in terms of funding, including the devolvement of some monies, and the role that Local Enterprise Partnerships will increasingly be playing, it is important that there are clearly agreed priorities for</p>

transport investment.

A little disappointingly there is, especially out with Lancaster City, only quite limited reference to the role of heritage as part of this work notwithstanding that there is heritage interest in transportation infrastructure as well as transportation demands in terms of access to heritage assets, including to Lancaster itself but also to other noted locations such as Carnforth. Heritage is an element that is especially noticeable by its absence in the section on Sustainability on page 23.

Lancaster Now

Heysham it is noted that notwithstanding the juxtaposition in the text that Heysham Head is not dominated by the nuclear power stations; indeed from the rock cut graves referred to in the first paragraph the nuclear facilities identified in the second are not visible. It is a key significance of Heysham Head that visitors from close by and from further afield have the ability, so close to the settlement, to find comparative remoteness, wildness and largely unspoilt seascapes.

Rural Lancaster the identification of the important landscape qualities of the Arnsdale/Silverdale AONB are noted and welcomed, along with the recognition that tourism is the significant contributor to the economy of this part of the study area. The nature of the transport links in this area, in particular the comparatively narrow, undulating roads with their green verges and boundary treatments, adds to the character of the AONB as a whole. Transportation proposals in the AONB should be compatible with the aims and the detailed policies of the adopted AONB Management Plan.

Travel Problems Today

The wider environmental and social impacts section at the end of page 16 does not identify all the relevant issues, in particular the impacts of transportation upon the conservation and enhancement of heritage assets; upon designated nature conservation sites and upon landscape character.

Looking to the Future What are the challenges?

The Strengths component of the SWOT analysis only recognises heritage in the context of the city, as opposed to its wider role across the study area, e.g. transport related influences with the railway at Carnforth and the Lancaster Canal (also a potential Opportunity, e.g. for improved sustainable modes of transport both on the water and also by utilising an improved towpath).

Weaknesses arguably include the limited infrastructure available for more sustainable transport modes, in particular cycling.

Vision for Lancaster's Transport Network

Mostly this is agreed, and in particular we welcome the emphasis on the ability to improve sustainable transport modes considerably over the period to 2030. What will be important in achieving that Vision will be to ensure that adequate priority and funding is given to bus, cycle, pedestrian transportation and that resources are not entirely swallowed up by a few expensive highway proposals i.e. that a truly integrated approach that increases substantially more sustainable transport modes is delivered.

Heysham

The proposals for Heysham are dominated by traffic (especially HGV) management measures and say little about the potential for improved cycling and pedestrian movement and increasing such activity. Greater attention to this potential is considered essential, especially in the context of the Green Tourism offer that is being promoted for Heysham.

Rural Lancaster

Generally the approach is supported although there is no recognition of the tourism dimension in this area. We believe that the Vision should include a specific intention to recognise and support in principle the improvement of transport connections by sustainable modes to important tourist attractions within Rural Lancaster.

If you should require any clarification of the Trusts

	<p>responses or any additional information upon the Trusts interests at Heysham or Silverdale please contact me accordingly.</p>
<p>United Utilities</p>	<p>Thank you for your consultation and seeking the views of United Utilities Water Limited in this process.</p> <p>Water and wastewater services are vital for the future well-being of the local and wider communities and the protection of the environment. When developing your project you should consider its impact on our assets and ensure the service they provide is safeguarded for future generations.</p> <p>United Utilities Water Limited has reviewed your consultation documents and we would like to make the following specific comments and wish to be included in further consultations, and where necessary, the development of the Vincent Street and Oldham Road site to ensure that the necessary infrastructure measures are implemented in line with your delivery targets.</p> <p>Whilst we look to support the Lancaster Highways and Transport Masterplan, we are keen to ensure our existing and future customers are not detrimentally impacted by any associated works.</p> <p>We have a number of operational assets located within the footprint of your proposals and to protect the service they provide to our customers and the environment, we may undertake planned and/or reactive operational activities on these assets; limited notice may be issued in order to provide access to these assets and undertake emergency works.</p> <p>For your information, Councils can register for Safe Dig to view and print extract plans showing the location of our underground assets</p> <p>For members of the public and Developers we offer a fully supported mapping service at a modest cost for our water mains and sewerage assets. This service is constantly updated by our Property Searches Team</p> <p>In addition to the comments above, protection and/or diversion of our assets may be required and shall be undertaken in accordance with our Standard Conditions for Works Adjacent to Pipelines document</p>

	<p>[see Appendix A below] and at the Developer's cost.</p> <p>It is therefore, essential that discussions continue with United Utilities Water Limited in a bid to resolve a number of issues surrounding the logistics of any future development in the area.</p> <p>Any future discussions will need to focus on the specific methods of construction, protection and future access measures for our assets; the site investigation work; the future day to day operation and maintenance of the scheme; to ensure that any impact on our existing infrastructure or the levels of service we provide to our existing and future customers is minimised.</p> <p>Water and sewerage companies have a legal right of access to their assets; this can be for operational and/or maintenance activities; therefore we will not permit the building over of and/or near to our infrastructure assets.</p> <p>Legal action may be taken to remove any obstacles [at the Developer's expense] that prevent us from carrying out our statutory duties.</p> <p>Additional information and guidance can be given when further development data is available.</p> <p>We would like to be notified of the Council's decision on whether to accept our comments and the future progress of the Lancaster Highways and Transport Masterplan and development plans.</p> <p>If you wish to discuss this in further detail, please do not hesitate in contacting me</p>
The Canal & River Trust	<p>The Canal & River Trust (the Trust) is responsible for managing and maintaining the Lancaster Canal including the Glasson Branch, which is held in trust for public enjoyment. We would like to comment as follows on the Lancaster Highways and Transport Masterplan consultation draft.</p> <p>We are pleased to note that the Vision for transport in the district set out at page 31 recognises the significance of the canal for leisure and tourism and as a link to neighbouring areas to the north and south. The Trust supports the recognition of the canal</p>

towpath as a strategic, multi-user traffic-free route through the city (page 39), as shown on the diagram at page 40. The canal towpath also has a significant role to play through Carnforth as indicated on the diagram on page 48, and this should also be acknowledged in the supporting text. The role of the canal towpath in rural areas should be acknowledged at pages 51 to 52.

The canal towpath in the city centre was improved as part of the cycling demonstration town initiative, between Beaumont Bridge No.110 (Slyne Road) in the north and Ashton Road Bridge (No.94) in the south, although it is highly likely that further investment will be required over the plan period for appropriate repairs and maintenance of this stretch. The Trust has an aspiration for towpath improvement works to be extended over a further distance of approximately 5 km from Bridge 94 southwards to Galgate, to maximise the potential use of the towpath for both walking and cycling, including as a commuter route. In the longer term, towpath improvements extending further south to the junction of the Glasson Branch would be a worthwhile initiative, along with the Glasson Branch itself.

In the north of the district, between Tewitfield and the district boundary near Burton-in-Kendal (a length of approximately 3.5km), the Lancaster Canal is not currently navigable by canal boats and the lock flight is disused. The long-term aspiration of the Trust, as a member of the Lancaster Canal Regeneration Partnership, is for the full length of the canal to Kendal to be restored to navigation. In the short term, we would like to see towpath and access improvements on this section of the towpath to maximise its potential as a route for leisure and recreation.

The Trust would request that the above canal towpath improvement works are identified as key projects in the masterplan. We would be keen to work with the local authority and other stakeholders to ensure that any works carried out are appropriate to the character of the area and allow for the safety and convenience of all types of towpath users.

The Trust is supportive of the intention to secure developer contributions towards the delivery of

	<p>transport improvements (page 53). We will therefore seek to secure Section 106 contributions from developers towards improvements to the canal towpath where the statutory tests set out at paragraph 204 of the National Planning Policy Framework are met.</p> <p>Please contact me for any further information relating to the above.</p>
<p>Marine Management Organisation (MMO)</p>	<p>Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. I can confirm that the MMO has no comments to submit in relation to this consultation. If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.gov.uk/mmo.</p>
<p>CTC</p>	<p>Thank you for attending the Lancaster Cycle Forum meeting on the Lancaster Masterplan. I certainly found the meeting interesting and I hope you found it useful. I would like to be involved in future meetings to evaluate and prioritise cycle schemes in both Lancaster and the Fylde/Wyre areas.</p> <p>I am pasting in below the notes I gave you at the meeting. While I haven't altered them I would like to expand on some aspects here.</p> <p>While I am primarily interested in the Cycling and Pedestrian aspects of the plan I recognise that it is a total transport and travel plan and that it must aim to optimise travel and transport facilities for the benefit of all people in the district both residents and visitors. However my comments will mainly concern the effect of the plan on the potential cycle facilities as experience has shown that these tend to be ignored or pushed aside in any highway development.</p> <p>A6</p> <p>At the meeting we emphasised the importance of a safe direct route along the line of the A6 to at least the university and preferably to beyond Galgate. This is very important because of the bad accident record on the A6 but also for the potential a good route has to encourage a large take up of cycle commuting to the university. In the past cycle routes to the university have been promoted that would put most</p>

novice cyclists off the idea. They were devious, hilly and had many sections as unfriendly as the present A6.

The simple and obvious solution is to remove the parking and install cycle lanes both sides of the A6 from Penny Street Bridge to the university entrance and beyond. This is a relatively cheap option being mainly realignment of road markings but some build-outs would need to be removed. It would be strongly opposed by some residents where privileged parking would be lost. A major problem is whether the parking ban would be enforced. There is a daytime parking ban on the east side of South Road now but almost every time I ride up there I see several vehicles parked half on the road and half on the footway. If this was tolerated on the rest of the A6 then the value of the cycle lanes would be negated.

There is another possible solution though it would be more expensive. That is a two way superhighway quality shared footway on the east side from Penny Street Bridge to Galgate but utilising the quiet Belle Vue Terrace as part of the route. This would require less resident parking removal. I am attaching a document I prepared a few months ago that describes this option.

Personally I would prefer the cycle lanes as would most road cyclists but, provided it was well constructed with priority over side roads a quality path could be more attractive to novice cyclists and families. It would certainly have the potential to increase cycle commuting to the university and commuting from South Lancaster to the city centre. It should be noted that it is common to see cyclists on this footway now.

Booth's Supermarket Entrance.

One point that should be addressed **urgently** is the proposed entrance to the new approved Booth's Supermarket just outside the present 30mph limit. The plan for this shows alterations to the A6 with a central turning lane and narrow running lanes past it. There are also traffic lights and a pedestrian crossing. The narrow running lanes will increase the danger for cyclists passing this entrance. This design needs

to be altered before construction starts. There is room within the Booth's site to provide the extra space necessary for wider running lanes complete with cycle lanes past this turning lane. All that is required is a slight realignment of the entrance road. It is vital this is addressed now before construction starts. There can be no justification for LCC to ignore this and let a junction that is more dangerous for cyclists go ahead on this already dangerous road. To correct it later will cost far more than to get it right first time. This is part of the essential "Cycleproofing" of new road schemes.

A683

The new section of the A683 from M6 J34 to Morecambe Road is to have a cycle/pedestrian path on the southeast side. Generally this is reasonable but concerns raised at a meeting on 9/1/2014 have mostly been ignored on the spurious grounds that we should have raised them two years earlier at a time when there were no credible plans available and the main argument was whether the road should go ahead at all. Even a few days before that meeting I was given two conflicting designs for the Morecambe road junction. If the design was fluid at that stage it is hardly reasonable to say detail safety comments should have been made on a much earlier draft.

A major concern is that there is no footway or cycle path continuing south of Morecambe Road into White Lund: the biggest employment site in the area. The existing footway is being taken to increase the carriageway to SEVEN lanes. There is also no footway or cycle path continuing beside the A683 to the retail park by the Mellishaw Lane junction. It is outrageous that cyclists and pedestrians should be denied direct access into these major employment sites and be expected to take inconvenient and devious routes. Clearly the designers of this road consider cyclists and pedestrians to be inconveniences to be pushed out of the way.

In planning for more traffic particularly more HGVs on this route any responsible designer should have made provision for safe and convenient use by cyclists and pedestrians. This should have included extending the shared path beside the A683 through White Lund at least as far as the Mellishaw Lane roundabout.

The best way of addressing this now is a single stage crossing of Morecambe Road followed by a path along the base of the embankment on the southeast side of the A683 from Morecambe Road to the Greenway with a bridge across the ditch beside the Greenway. This would also have the advantage of allowing Cyclists and Pedestrians to use the Greenway underpass to cross under the A683 if heading for the western part of White Lund. A path here is perfectly feasible though it would require a low retaining wall to obtain adequate width.

A shared Path should then continue on one side of the A683 to the Mellishaw Lane roundabout.

Ultimately a shared path is needed beside the A683 all the way to Heysham Port and the Heysham industrial estates. The Masterplan shows a greenway to Heysham residential area and this is very welcome for residents commuting to Lancaster and for families but a separate path beside the A683 is needed for commuters to the Heysham industrial areas, the power stations and the port.

M6 J33

While I can see the reasoning for moving J33 to remove the congestion and air quality problems of Galgate I can't accept that moving this junction will greatly reduce the traffic heading into the city centre on the A6. It could increase it.

Your Vision says (Pg. 33) – "Our vision therefore includes the relocation and reconfiguration of M6 Junction 33 to give the traffic generated by Lancaster University, the Innovation Park and the residents of South Lancaster who wish to travel to destinations north of the city centre (including Morecambe and Heysham) a route which doesn't go through the city centre".

This is unrealistic. Unless the congestion is far worse than it is now people from South Lancaster will not head south past the university in order to drive round by the M6 in order to get to the Caton Road industrial sites or to White Lund or Salt Ayre. Also the Highways Agency are unlikely to support a plan that

involves pushing a lot of local traffic onto an already busy motorway for a short one junction trip.

A far better and cheaper solution to the Galgate problem would be a short by-pass leaving the A6 about 300 metres north of Hampson Green, crossing Stoney Lane through the site which is currently the subject of a planning application for housing (This should be protected from development now pending a solution to the Galgate congestion), crossing Chapel Lane just north of the church to re-join the present A6. This would involve less new roadworks than moving J33 and would allow a park and ride and rapid transit terminal at either Hampson Green or where the by-pass re-joins the A6.

You should also remember that incidents and planned maintenance result in not infrequent diversion of traffic from the M6. Moving J33 would result in incidents on a 20 mile section of M6 sending M6 traffic through Galgate to the re-sited junction.

Any decision to move J33 should also be dependent on a new junction between Garstang and Barton which is not even mentioned in the Fylde Coast Masterplan which has overlooked the needs and opportunities of east Wyre. That Masterplan also needs to be revised.

Renumbering the A6

This is largely irrelevant. It will not fool drivers or satnavs. The M6 from J33 to J35 will not become an A6(M). The only effect will be that a few non-motorway travellers will get confused by the lack of A6 signing and will go round in circles looking for it or stop in inconvenient places to consult an old map.

Rapid Transit

I can't see any prospect of rapid transit being other than priority bus ways possibly with dedicated ULEV busses. Trams are a menace to everyone where they have to share road space as they will have to for most of the projected service. Tramways are also inordinately expensive and disruptive to install. It is vital that the existing greenways are not destroyed or damaged to try and use them for part of a

rapid transit. This was proposed in Bristol but eventually abandoned.

I would suggest a rapid transit should go via Bowerham Road and Barton Road so as to serve the university of Cumbria as well as Lancaster University and any Park & Ride.

Lancaster City Centre

While the vision of a pleasant City Centre with only low levels of traffic on the Gyratory is very attractive I think it is unrealistic without an alternative major through route. Now that the Canal Corridor has been blocked off by the flats behind the Magistrates Court any alternative route would be both expensive and very disruptive and is unlikely to be created. All we can expect is minor adjustment to the Gyratory which are unlikely to leave it cycle friendly. With this in mind the aim should be to open the present pedestrian area to cycling and improve links to it. A start has already been made on this by allowing cycling outside core hours. As the pedestrian area is currently subject to an experimental TRO this is an excellent opportunity to try allowing cycle permeability at all times.

I see three main through routes being popular in addition to access to the various shops. The first is Penny Street/Cheapside/North Road/Chapel Street giving a safe and friendly route between the Millennium Bridge and the A6 superhighway to South Lancaster.

The second is Meeting House Lane/Market Street/New Street/Church Street/ Stonewell Toucan/Moor Lane giving access to the Station from Freehold.

The third is Meeting House Lane/Market Street/Penny Street to Quarry Road or Nelson Street giving access to the Station from Primrose, Moorlands and Bowerham. This route would use George Street westbound and Brock Street eastbound unless other traffic measures alter the use of these streets.

Lets get this tested now during the experimental TRO.

Finally the Out of Town Routes

The Canal Towpath provides a very useful and popular route through town but it is very narrow and increased use will have the potential for conflict unless it can be widened significantly. North from Hammerton Hall Lane it used to be a useful route, part of Sustrans NCN Route 6, however it is now in a state of serious disrepair. It needs widening and resurfacing all the way to Kellet Lane north of Carnforth. South of the city centre the towpath has a reasonable surface most of the way to Ashton Road but from there on it is not fit for utility cycling. The aim should be to provide a good tarmac surface at least to Potters Brook where it leaves Lancaster District. The Glasson branch should also be surfaced. These improvements would provide a very good popular leisure route encouraging visitors and strengthening the tourist economy. The towpath would also provide an easy commuter route into the city from Galgate and a J33 park and ride.

The Lune Valley path is very good as far as it goes and is very well used but unfortunately it dumps you onto the busy A683 a short distance beyond Caton. A consultant study some years ago showed extension to Hornby, Wray and Wennington was both practical and worthwhile. Unfortunately it was blocked due to a refusal by LCC to face down a few NIMBYs in Cloughton. As well as providing sustainable rural connectivity this path has enormous potential for the visitor economy. It would greatly enhance the visitor experience on the Way of the Roses and would help bring many visitors back to holiday in the area.

There is mention of the possible link across the Arnside Viaduct in cooperation with South Lakeland and that would also boost the cycle tourism take-up. However there is another potentially useful link within Lancashire – a pedestrian/cycle path attached to the rail viaduct over the Lune between Arkholme and Melling. This would be another asset for the visitor economy. What a brilliant loop for tourists staying in Morecambe to ride out on the Greenway to Wennington then on the minor road to Melling, over the viaduct to Arkholme, via Docker to Borwick, then to take the tow path through Carnforth to Rushley Drive and the Promenade back to Morecambe. I trust you will find these comments useful and take them into account in finalising the Masterplan.

HSE	<p>Thank you for your request to provide a representation on the Lancaster Highways and Transport Masterplan consultation document. When consulted on land-use planning matters, the HSE where possible will make representations to ensure that compatible development within the consultation zones of major hazard installations and major accident hazard pipelines (MAHPs) is achieved.</p> <p>We have concluded that we have no representation to make on this occasion. This is because your consultation request is not concerned with the potential encroachment of future development on the consultation zones of major hazard installations or MAHPs. As the request is not relevant for HSE's landuse planning policy, we do not need to be informed of the next stages in the adoption of the masterplan</p> <p>Future Consultation with HSE on Local Plans</p> <p>The HSE acknowledges that early consultation can be an effective way of alleviating problems due to incompatible development at the later stages of the planning process, and we may be able to provide advice on development compatibility as your plan progresses. Therefore, we would like to be consulted further on local plan documents where detailed land allocations and use class proposals are made, e.g. site specific allocations of land in development planning documents.</p>
Natural England	<p>Natural England have no comments to make on this document but we would wish to see the MasterPlan make the necessary links with policies DM20, DM21,DM22 and DM23 in the Development Management Plan.</p>
Highways England	<p>Thank you for consulting Highways England on the draft Lancaster Highways and Transport Masterplan. Highways England, which has replaced the Highways Agency, is a new government-owned company that is charged with operating the strategic road network (SRN) within England under licence to the Secretary of State for Transport. Our role is to modernise and maintain the network in support of ensuring that it operates safely, efficiently and facilitates sustainable economic growth.</p> <p>Highways England operates the M6 motorway, which passes through the Lancaster district, and our</p>

response to the consultation therefore focuses on those key aspects of the draft Masterplan that we consider will have an impact upon how this motorway operates.

The Masterplan contains a clear, aspirational and integrated vision for the future of transport across the district of Lancaster to 2031, which is something that we broadly welcome in terms of not only providing a basis for aiding sustainable growth, but also helping to improve the district for those who live, work or visit there. We feel that Option 3 detailed within the Masterplan best embodies what it should seek to achieve.

Whilst Option 3 of the Masterplan sets out a range of proposals, we note that a key feature of the vision centres on capitalising on the opportunity that the new Heysham Link Road will afford in bringing about a change in the way in which local traffic (as well as traffic from further afield, including the M6) accesses the city centre of Lancaster or passes through it to access other parts of the district (especially the north - south axis between south Lancaster and the Lune peninsula / north Lancaster). We recognise that the M6, and in particular the relocation of Junction 33, forms an important part of achieving the overall strategy aim.

Highways England is agreeable to the principle of a reconfigured arrangement of M6 Junction 33 to assist in the delivery of the Masterplan, subject to further detailed consultation and assessment to understand the traffic and design impact that this would have upon the SRN.

In particular, given that the Junction 33 proposal is linked to a restriction (or indeed removal) of the ability of private passenger vehicles to traverse the city centre on the current A6 route, there is a need to better understand the implications of the options that are being put forward upon the SRN and the timing of their introduction prior to introducing them. Our preference would be that any scheme to reconfigure the junction is linked to, and delivered in tandem with, a clearly defined scheme to introduce a rapid transit public transport service along the A6 south Lancaster corridor between a reconfigured Junction 33 and

Morecambe/Heysham via Lancaster city centre. The timing of these improvements would need to be linked to making sure that they are both fully operational before any measures are taken to fully restrict or remove access through the city centre.

Before implementing the overall strategy, there is a need to understand its implications with the aim of demonstrating that the impact of local traffic using the SRN as a bypass to overcome the city centre restrictions is minimal and has no detriment to safety on the SRN, especially in consideration of both the additional road user groups and traffic types that would only have the option of using a motorway. This should also aim to clearly demonstrate that the traffic impact upon the SRN has itself been minimised.

Linked to this will also be a need to show that a route of the appropriate standard is available quickly and easily at all times for use as both an emergency and tactical diversion for when it is necessary to close the M6 motorway anywhere between Junctions 33 and 35 given the intention to restrict access through the city centre and, to a lesser degree, through Carnforth. Indeed, the A6/A683 route between Junctions 33 and 34 is a critically important diversion route for when the motorway is closed between these two junctions (as a result of emergencies or planned roadworks).

The diversion route for between Junctions 34 and 35 via the A6 route would be less problematic, as we already have an alternative diversion route between Junction 34 and Junction 36 via the A683 and A65. However, both routes have existing low headroom structures restrictions, which mean that both are not suitable for HGV or abnormal loads.

For planned maintenance and renewal works, it is theoretically possible to maintain motorway running lanes in both directions through the use of contraflow traffic management. However, this would significantly increase costs as maintaining and moving contraflow is considerably more expensive than implementing closures and diversion routes; something further complicated by the need to factor in providing vehicle recovery, temporary speed limits and the repositioning of temporary speed enforcement

cameras. The loss of a diversion route for between Junction 33 and 34 would mean that we would have to invoke our strategic diversion route, which would involve traffic being diverted onto the M62/A1 (M)/A66/M6; a diversion of 200 miles to cover what would be a drive of 6 miles, which is insupportable.

Consequently, we strongly believe that a suitable and appropriate diversion route should be maintained that traverses Lancaster along a north - south axis between Junctions 33 and 34.

In light of the above, and to ensure that the impact upon the SRN of the Option 3 strategy is minimised, we believe that it will also be preferable to:

- allow some limited access through the city centre at all times. If this forms any part of a suggested emergency/tactical motorway diversion route, any limitations must be able to be quickly and easily removed so that the route can be safely and efficiently utilised by all forms of normal motorway traffic.
- ensure that there is adequate parking provision within the city centre to serve local traffic from within the south of the Lancaster that wishes to access the city centre so that there is no necessity for them to divert onto the SRN to access the centre via Junction 34.
- create a suitable 'Park and Ride' facility at a reconfigured Junction 33 that integrates with a rapid transit system.
- ensure that any changes made to the way traffic is managed in south Lancaster in relation to the SRN is reinforced by an appropriate signing strategy for the SRN itself.

We would advise that the proposal for a reconfigured junction takes account of current policy requirements by demonstrating that it will simply replace existing access/egress points on the M6 and will not create any additional ones over and above the number currently available. In addition, this aspiration should be incorporated into the Local Plan for Lancaster and demonstrate how it will assist in promoting and delivering economic growth in the area.

Highways England accepts the principle that Junction 34 would be the main motorway exit for

	<p>Lancaster city centre and north Lancaster destinations following the completion of the Heysham Link Road, together with the renumbering/reprioritisation of the A6 route between M6 Junction 33 and the A601(M) Junction 35. This will though need to be supported by an appropriate signing strategy on the SRN, delivered under an agreement between the County Council and ourselves, which could be enhanced by the use of electronic signage. This would need to be reviewed as part of any future reconfiguration of Junction 33 and measures to alter the way traffic is managed as part of the Masterplan.</p>
<p>The Road Haulage Association</p>	<p>Thank you for giving me the opportunity to respond to the District of Lancaster Highways and Transport Masterplan consultation.</p> <p>The Road Haulage Association (RHA) is the trade and employers organisation for the hire-and-reward sector of the road haulage industry. The RHA represents some 7,000 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands.</p> <p>Generally, RHA members are entrepreneurs, including many family-owned businesses as well as some plcs. More than 80 of the Motor Transport top 100 companies are RHA members.</p> <p>You may be interested to note that the RHA commented on the Fylde Coast Highways and Transport Masterplan consultation earlier this year, and also replied to the West Lancashire Highways and Transport Masterplan consultation in 2013.</p> <p>I am responding to the consultation with this letter, which includes answers to the consultation questions. However before replying to the survey consultation questions I intend to make a number of points that that are of particular relevance to the road haulage industry.</p> <p>I would like to take this opportunity to stress the significant contribution the haulage industry makes to life in Lancashire; the road haulage and logistics industry creates employment in the region and is in the position to offer more job opportunities to local people given the current shortage of heavy goods</p>

vehicle (HGV) drivers nationally.

The haulage sector also supports the wider business community, as well as the public sector by delivering essential goods. For all these reasons we ask that the interests of road hauliers are kept in mind as the Masterplan is developed.

Carnforth, Heysham, Morecambe and the M6 link road

On page 14 of the Transport Masterplan it is acknowledged that the increase in the volume of goods being shipped across the Irish Sea to the Port of Heysham has led to a rise the number of lorries going to and from the port each day, with the peaks in truck traffic coinciding with ship movements. Given this increase in commercial vehicle traffic resulting from a welcome rise in economic activity, the RHA urges the Council to take steps to promote additional growth by making sure the region is adequately connected by road, and that sub-standard routes are upgraded.

We note the assessment on page 20 of the Masterplan that the local economy will be boosted by the completion of the M6 link, with an expected £4.40 return on every £1 invested in the road, and given this assessment I would like to emphasise the important role the haulage sector plays in supporting economic growth.

The RHA welcomes the comments on page 47 of the Masterplan saying that the port road network needs to be upgraded to ensure that the new link road connecting Heysham to the M6 allows HGVs, and other vehicles to access the A683 without travelling through residential areas. We would like to suggest that the phasing of traffic lights near the port is considered since proper phrasing would allow the smooth flow of traffic when ships are unloading. It is our view that successful traffic light phasing is likely to reduce noise and emissions as trucks load and unload at the port, which may cause nuisance to local residents, particularly at night.

The RHA supports the Heysham to M6 link road scheme outlined on page p 20 of the Masterplan,

which aims to connect the Heysham and Morecambe peninsula to a reconfigured Junction 34 of the M6. We look forward to the improved connectivity that the opening of the route in 2016 will bring.

We agree that the completion of the M6 link route will make the Morecambe peninsula more attractive to the transport industry, and are very pleased to see that the haulage and logistics sector is acknowledged in the plan to be a major contributor to the local economy, providing many jobs and supporting many others.

On page 43 of the Masterplan we note that there are proposals to remove HGVs and other movements from Marine Road in Morecambe, to make it easier to integrate the town centre and the seafront, and that removing HGV traffic from inappropriate roads is intended to enable a new approach to traffic management to be established.

While we understand why the Council wishes to divert truck traffic away from Morecambe seafront, I must make the point that provision must be made for commercial vehicles needing to access the area in order to service local businesses and to deliver to households.

We note that restrictions are likely to be placed on HGV traffic elsewhere on the network in order to ensure that trucks use the new M6 link road.

I can confirm that the RHA supports the proposal for a traffic regulation order prohibiting HGVs from using the road forming part of the A6 and the A589 Morecambe road. However, while understanding the reasons for the measure, I would ask the Council to continue consulting the haulage industry as the scheme is implemented to ensure that traffic management changes do not damage the transport sector by negatively impacting the efficiency of haulage operators.

We note that the programme of measures intended to ensure that HGV traffic uses the roads network appropriately and can reach the A683 quickly, could include the completion of the link between Imperial Road and Main Avenue on Lancaster West Business

Park, so removing the need for HGVs to transit via Middleton Road and the Trumacar Roundabout. We can support this proposal, but again ask that the RHA and wider road haulage industry is kept informed as the scheme progresses.

We note that the Masterplan looks at whether it will be possible to arrange for more goods to be moved by rail rather than road. On this issue I would like to make the point that without very major levels of investment in the rail freight infrastructure it is unlikely that significant modal shift will occur in the short or medium term. Given this position it is important to ensure that the roads system works well now and helps support the local economy now.

I note the comments on page 49 of the Masterplan that the town of Carnforth is increasingly becoming more reliant on the visitor economy given its proximity to many attractive natural landscapes, but that there is concern that congestion in the town centre makes Carnforth less attractive than would otherwise be the case to tourists. I also note that it is hoped that the completion of the Heysham M6 Link Road will reduce HGV traffic passing through the town; the RHA looks forward to being consulted on proposals to route HGV and other traffic away from the Warton Road area, once the M6 link scheme is operational.

City of Lancaster

I note the concern on page 16 of the Masterplan that Lancaster's gyratory systems are "throttling the city centre", with the A6 road ringing the main shopping area, making access difficult and potentially dangerous for pedestrians and cyclists. The current road layout in Lancaster is also said to have severed connections between the railway station, the castle to the west and the canal and public buildings to the east, reducing the attractiveness of the area to visitors and tourists.

As mentioned above, the RHA supports the Heysham to M6 link road scheme which is likely to remove a significant volume of traffic from Lancaster city centre and will help boost economic activity.

We are pleased to see the acknowledgement on page 33 of the Masterplan that Lancaster city centre

will never be vehicle free partly because trucks are an irreplaceable form of transport for the foreseeable future; we trust that it is accepted that delivery vehicles support local businesses, residents and the public sector and so should be welcomed and accommodated.

We understand the wish expressed in the Masterplan to see vehicle emissions in Lancaster reduced in order to improve air quality, and we note the Ultra-Low Lancaster emission strategy discussed on page 41 of the Masterplan. The RHA has worked with local and transport authorities in many parts of the country to try and ensure that moves towards introducing low emission zones do not have too great a negative effect on road hauliers and the viability of their businesses. The RHA would be delighted to work with the Council on developing low emission schemes in the Lancaster area. In particular we would be keen to ensure that trucks are not displaced from the low emission zone to other areas where a nuisance may be caused because roads are unsuitable for HGVs.

Regarding the potential HGV restrictions mention on page 35 of the Masterplan in relation to the Caton Road Gateway into the city from the M6, the RHA would ask to be consulted regarding these proposals.

Road Safety

The RHA supports efforts to enhance road safety outlined on page 17 of the Masterplan and would welcome the opportunity to work with the Council and any other relevant agencies in order to help implement road safety measures.

Looking at proposal to create cycle friendly infrastructure, we acknowledge that the existing UK roads infrastructure has not been designed to accommodate cycling as an integral and significant part of the transport system and look forward to working with the Council to develop road safety measures that improve provision for cyclists, but which also accommodate trucks.

Key issues for the Road Haulage Industry

Taking some issues of particular concern to the haulage industry, the RHA would like account to be taken of the needs of the sector for adequate parking and loading facilities en-route as well as at commercial parks and in town centres. It is also essential that drivers should have easy access on long journeys to refreshments and bathroom facilities. If such facilities are not available, then drivers may stop at inappropriate locations that cause inconvenience to local residents and other road users. We would like to emphasise that the tachograph laws require drivers to take regular rest breaks and so provision of comprehensive facilities can only be of benefit to the haulage industry and local residents alike. The lack of secure facilities en-route also means that drivers and their loads are at greater risk of crime, as high value loads have to be parked at the roadside.

I would also like to highlight the importance of good traffic management and in particular the positioning of road signs. Good signage helps drivers to find correct places to park and load, but also to avoid the risk of trucks, for example, hitting low bridges because signs are in the wrong place or because the bridge sign gives insufficient notice for the driver to divert before approaching the bridge.

Given that transport issues are being looked at across the region we hope that all plans are properly integrated so that imposition of height and weight limits in one area, or a low emission zone in another, do not result in the displacement of trucks onto unsuitable roads in another area.

Consultation questions and answers

How strongly do you agree or disagree with each of the three options for developing the Masterplan?

Option 1 - do only what we need to (p27)

Strongly disagree

Option 2 - improve what we have (p28)

Tend to agree

Option 3 - improve and extend (p30)

Strongly agree

How strongly do you agree or disagree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south (p35)?

Tend to agree

How strongly do you agree or disagree with our proposals for Lancaster city centre place-shaping (p36)?

Tend to agree

How strongly do you agree or disagree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be?

Tend to agree

How strongly do you agree or disagree that it is important to make sure that traffic doesn't rat run through residential areas?

Tend to agree

Access for HGVs delivering or collecting goods must be assured.

How strongly do you agree or disagree that Junction 33 of the M6 should be relocated to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable?

Tend to agree - Access for HGVs delivering or collecting goods must be assured.

How strongly do you agree or disagree with each of the following proposals?

A South Lancaster Park and Ride/Cycle facility at the relocated junction (p38)

	<p>Don't know– the RHA wants to see the details of the proposals before supporting the proposal or otherwise.</p> <p>A rapid transit service between Heysham and South Lancaster (p38)</p> <p>Don't know– the RHA wants to see the details of the proposals before supporting the proposal or otherwise.</p> <p>An integrated multi-use/cycling network for the district (p39)</p> <p>Don't know– the RHA wants to see the details of the proposals before supporting the proposal or otherwise.</p> <p>A district wide Ultra Low Emission Vehicle (ULEV) Strategy (p41)</p> <p>Don't know – the RHA wants to see the details of the proposals before supporting the proposal or otherwise.</p> <p>How strongly do you agree or disagree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre (p45)?</p> <p>Tend to agree - Access for HGVs delivering or collecting goods must be assured.</p> <p>How strongly do you agree or disagree that Carnforth town centre should be made more pedestrian friendly (p49)?</p> <p>Tend to agree - Access for HGVs delivering or collecting goods must be assured.</p> <p>How strongly do you agree or disagree with the following statements? There needs to be better connectivity around Morecambe Bay...</p> <p>...by road</p> <p>Strongly agree</p>
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	<p>...by rail</p> <p>Don't know</p> <p>...by cycle</p> <p>Don't know</p> <p>How strongly do you agree or disagree with the following statements?</p> <p>Morecambe needs better rail connectivity</p> <p>Don't know</p> <p>The Bentham line needs to be improved</p> <p>Don't know</p> <p>There should be northbound connectivity from Carnforth station</p> <p>Don't know</p> <p>Connections into and out of the rural area for people without a car must be maintained</p> <p>Tend to agree</p> <p>Have you read the district of Lancaster Masterplan document?</p> <p>Yes, I have read some sections fully</p> <p>Are you responding to this consultation...?</p> <p>On behalf of an organisation</p> <p>If you'd like to make any comments about these proposals, please type them in the box below.</p> <p>Please see the comments made at the start of this letter.</p> <p>I hope you find these comments helpful and I look forward to the RHA being consulted further as work on the Masterplan progresses.</p>
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<p>EDF Energy</p>	<p>DF Energy is one of the UK's largest energy companies with activities throughout the energy chain. Our interests include nuclear, coal and gas-fired electricity generation, renewables, and energy supply to end users. We have over five million electricity and gas customer accounts in the UK, including residential and business users.</p> <p>EDF Energy owns and operates the two nuclear power stations at Heysham (Heysham 1 and Heysham 2), and is a major local employer, with around 1500 permanent staff and contractors. Good transport links to the site are essential, both for staff and for supplies of goods and services, especially. We therefore welcome in particular the progress made on the Heysham to M6 link road, which will remove the majority of power station traffic from the Lancaster gyratory. The rail link and proximity to the Port of Heysham also provide important links which facilitate nuclear fuel transport and occasional deliveries of abnormally large loads respectively.</p> <p>Cycling to and from the Heysham power stations continues to increase in popularity. EDF Energy is keen to promote this sustainable mode of transport to promote healthy living and the company supports the Bike to Work scheme. However, in recent years the number of cycling accidents involving our workers has increased on the busy A683 Heysham by-pass. We've also noticed a deterioration in the condition of the road surface, which may be due in part to heavy use during recent wind-turbine and switching station construction traffic. With the new M6 link opening, we expect that traffic on this road to White Lund Industrial Estate and the Port of Heysham will increase further. We would like to see consideration of a dedicated cycle path from Lancaster (Salt Ayre Sports Centre) to Heysham, to further promote cycling to work as a safe and healthy commuting option. This would also benefit cycling tourism to the Isle of Man via the Port, as well as other commuter traffic from Heysham to Lancaster.</p> <p>EDF Energy currently plans to operate Heysham 1 until 2019 and Heysham 2 until 2023. By then, the stations will have been operating for 35 years. However, we keep these dates under review, and will continue to operate both stations as long as it safe and economic to do so. While detailed technical and</p>
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	<p>assessments need to be completed before any revisions to these dates can be given, we expect to be able to justify further life extensions for both stations.</p> <p>When the power stations do eventually reach the end of their lives, there will be a period of de-fuelling and decommissioning. This will result in continuing activity on the site for some years after generation of electricity ceases, and the stations will be put into a long term care and maintenance regime before final dismantling.</p> <p>Page 47 of the consultation makes reference to the National Policy Statements for Energy. To be clear, the National Policy Statement for Nuclear Power Generation (EN-6), published by the Government in July 2011 confirmed that land at Heysham is potentially suitable for new nuclear power generation, and is one of only eight such sites (not ten as noted in the consultation paper) in England and Wales. EDF Energy has an interest in part of this land, and believes that the site is a valuable option which should be preserved for future use, although there are no specific development plans at this point in time.</p> <p>Please contact me, or Nick Cofield on 01452 654130, if there are any matters related to the planning or transport infrastructure requirements for the Heysham Power Stations that you would like to discuss directly with us.</p> <p>I confirm that this letter may be published on Lancaster Council's website</p>
Local Stakeholders	
Lancaster BID	<p>I wanted to begin my letter by congratulating you on such a comprehensive document. I attended the Seminar event at The Storey in Lancaster on 24 March, as well as the Lancaster District Chamber of Commerce Consultation Event on 30 April. I found both to be very informative and certainly came away with some understanding of the work that has gone into developing the Masterplan.</p> <p>My response to the public consultation is on behalf of the businesses located in Lancaster's city centre and as such, I have limited my comments to the sections of the Masterplan that relate specifically to city centre traffic. I have deliberately omitted to make any</p>

comments on Morecambe or Carnforth, not because they do not impact on Lancaster's traffic load, but rather because I feel that you will receive more informed comments from other parties in those areas.

In addition, I have focussed my response to Option 3 Improve & Extend as this represents the ultimate and preferred goal of the Masterplan document.

An important statement in the Masterplan document is contained in the third paragraph on page 33 under the heading of City of Lancaster and mentions that "the heart of the problem is the gyratory system" going on to specify the need to reduce the traffic accessing the gyratory. There is no doubt that this statement is true and the two key mechanisms described (completing the Heysham to M6 Link Road and the suggested reconfiguring of the M6 junction 33) would certainly get us some way towards that goal as the traffic that is moving through (rather than stopping in) the city centre adds a considerable burden to the existing road layout.

Having found a method of reducing through-traffic, I would agree that the next focus would be the destination-traffic (commuters, shoppers and residents).

As a representative of the businesses operating in the Lancaster Business Improvement District, I would be keen to emphasise that it is our goal to increase the number of people coming into Lancaster although I don't necessarily believe that BID goals need to conflict with those that are stated in the Masterplan.

The following list summarises some of the most common suggestions made by business owners in Lancaster for improving the management of destination traffic (not in order of priority):

1. Reconfiguring traffic light locations and phasing to encourage continual traffic flow (the existing configurations of the lights actively constricts traffic flow often leading to traffic being halted behind a clear road).
2. Pay-on-depart facilities at all car parks to encourage shopper to stay longer than they may have originally planned.

	<ol style="list-style-type: none"> 3. Reduce car parking charges to actively encourage visitors into the city (charge half as much to bring in twice as many visitors). 4. Offering car parking facilities that are easily accessible without accessing the gyratory system, whilst reducing car park facilities located inside the city centre gyratory. 5. Offering a subsidised shop mobility facility for disabled visitors and residents based outside the gyratory system but with dedicated and safe access into the city centre. 6. Reintroducing two-way traffic along some of the current one-way roads to allow ingress and egress without having to circulate the city. 7. Raising the height of the footbridge on St George's Quay to allow high vehicles to depart from Lune Industrial Estate without having to navigate the Market Street/China Street junction. 8. Not cutting off through-traffic. 9. Actively manage "rat runs" as viable alternative routes into and out of the city, rather than severing them. <p>The Masterplan makes reference to a goal for 2031, thereby setting a 15 year plan of action but then refers to waiting for the Link Road to be opened before assessing what actions to take first in relation to the Place Shaping for Lancaster (scheduled for 2017/18) shown under Milestones on page 55. I would appeal to Lancashire County Council to consider all of these suggestions above in advance of the opening of the Link Road in 2016 as changes to assist the current traffic flow will undoubtedly still benefit the reduced traffic flow that is anticipated from 2016 onwards. Thank you for taking the time to read my response.</p>
Lancaster District Bus Users Group	<p>Introduction</p> <p>Lancaster District Bus Users Group welcomes the opportunity to comment on the Masterplan and is grateful for the opportunity to put forward its views on the proposals within it.</p> <p>Vision</p> <p>The Plan presents a beguiling vision of a city and District where transport problems have been overcome. Walking and cycling have become “the norm” and the car has been tamed and largely restricted to essential use only. To a certain extent this vision recognises the county council’s long-</p>

established road-user hierarchy, but the plan should go further than this and should explicitly place this hierarchy at the centre of future transport policy.

However, public transport is only mentioned in the context of further studies to identify how rail services can be improved and an expectation that bus services, including a new “rapid transit” link will function more reliably once car traffic has been removed from the city centre.

The Bus Users Group is disappointed that the county has no vision for how bus services could be improved and developed so as to play their part in this transport revolution. The Group also feels that the council’s road-user hierarchy should be given explicit recognition as the guiding force for future transport policy.

Targets

Whilst giving rise to expectations of significant modal shift, particularly for journeys to and from central Lancaster, the Plan contains no targets by which its success could be measured.

Other than a brief reference to the level of car ownership in the District, based on Census returns, there is no data on current levels of use of the various modes of transport or on modal-split.

The Bus Users Group considers that the Plan should set targets for:

Bus Patronage

Train Patronage (for in-District journeys)

Congestion of the road network (average delay times)

Air Quality

Cycling and walking

Deliverability and Funding

The Plan makes it clear that there is no automatic funding, which will have to be bid for on a scheme-by-scheme basis. The various possible sources of funding identified all appear to be “capital” funding. There is no recognition in the Plan of the continuing need for “revenue” funding (to support items such as

Park and Ride and the Rapid Transit line) nor any indication of from where this might be obtained.

Funding appears to be linked to proposals for large-scale housing development to the south of Lancaster. It is unclear from the plan whether sufficient consideration has been given to the amount of additional traffic this will generate and to what extent it will reduce the benefits the plan might bring.

The long-term elements of the Plan appear totally-dependent on funding and agreement by the Highways Agency for the relocation of Junction 33 of the M6. Despite this, there is no indication in the Plan of the likelihood of such funding and agreement.

The Bus Users Group is concerned that there is no “Plan B” should the Junction 33 relocation not prove feasible.

Specific Proposals within the Plan

The Bus Users Group would now like to turn its attention to some of the specific proposals within the Plan. In doing so, it notes that there are few references to buses or to the role they might plan in fulfilling the Plan’s objectives. Indeed, one of the few references is to the perceived difficulty in continuing to fund buses in rural areas – something that will be commented upon below.

Lancaster

City Centre One-Way System

Any remodelling or replacement of the city centre one-way gyratory system should make provision for buses to gain access to central stops at Common Garden Street without the need to “loop the loop” around Common Garden Street and George Street as is necessary at present. This might include the replacement of bus stops in George Street by additional stops on the south side of Common Garden Street and the provision of safe crossing facilities on Common Garden Street.

Park and Ride

Park and Ride is, arguably, not “public transport”, being instead a traffic management and parking

management tool. In itself it does not remove a single car journey from the roads, merely relocating them away from town centres and, by means of providing extra car parking and reducing congestion, it could be said to be a tool for improving the experience of travel by car and thus making it more attractive.

Park and Ride will only succeed where it does improve the journey experience for car users. It appears from the Plan that, initially at least, no bus priority measures will be provided in connection with the Caton Road site. Neither is there any indication that car parking in central Lancaster will be reduced or made more expensive. There would therefore appear to be little incentive to use the Caton Road Park and Ride and the Bus Users Group is concerned that under-utilisation will discredit the concept of Park and Ride in the city.

The same considerations would apply to the proposed southern site.

The Bus Users Group is aware that the vast majority of Park and Ride sites that operate in the UK require continuing revenue support. The few exceptions could be seen as “special cases” and in some cases Park and Ride schemes have been discontinued due to lack of revenue funding. The Group is therefore concerned to note the absence of any reference to such need within the Plan.

The Bus User Group considers that bus priority measures should be put in place along Caton Road from the inauguration of the Park and Ride and that a source of continuing revenue funding be identified that is sufficient to provide a frequent service at an attractive price. Any such funding should not be at the expense of existing budgets for public transport support.

Rapid Transit

The Bus Users Group welcomes the proposal to improve public transport along the key Heysham – University corridor. Whilst existing bus services provide a reasonably attractive service for existing users it is clear that a step-change in quality will be required to bring about significant modal-shift.

The term “rapid transit” is usually taken to mean some sort of fixed-track, usually rail-based transport system. In recent years a number of such systems have been developed in Great Britain but, with the exception of the modernised “historic” system in Blackpool, all such schemes have taken place in cities far larger than Lancaster. Indeed, the Bus Users Group notes that proposals to establish light rail “rapid transit” systems in Liverpool and Leeds have been abandoned due to the impossibility of obtaining funding.

Therefore any “rapid transit” system in Lancaster is likely to be bus based and to use a mixture of bus priority on normal roads and, possibly, short sections of “bus-only” roads to by-pass congestion pinch-points. Whatever form it takes it is essential that vehicles operating on the system have priority over other road users wherever possible.

The success of any system will depend upon it providing fast, frequent and direct services. In order to achieve these objectives the system will need fewer points of access (stopping places) and may need to follow a route more remote from centres of population than the existing bus services. Such stopping places will have a greater catchment area than ordinary bus stops and may themselves need “park and ride” provision to attract users. Users should also be able to access the system by using existing bus services as feeders and it is therefore essential that the rapid transit system, whatever form it may take, is fully integrated into the existing bus network insofar as routes, timetables and, crucially, ticketing is concerned.

The Council should set targets for passenger usage and standards for frequency and hours of operation of the system. There needs to be recognition that attractive services and affordable fares are likely to require a degree of revenue funding – or at least revenue guarantee – in the initial stages.

The rapid transit system should complement the existing bus network rather than compete with it.

The Bus Users Group therefore considers that:

The rapid transit system needs to be fully-

integrated with the local bus network

The Council should use its powers under existing legislation to set standards of frequency, hours of operation and inter available ticketing between the rapid transit scheme and other bus and rail services.

The Council should recognise the need for initial revenue funding.

Morecambe

The Plan fails to recognise the imperfections of the bus network in Morecambe and the need for improvements to allow buses to play their part in fulfilling the Plan's objectives.

Specifically, the issue is one of connectivity. Buses in Morecambe serve at least three distinct points within the central area: The "bus station", the Promenade and Euston Road. However, no service serves all points and the network is fragmented between the three sites, leading to problems of integration and connectivity.

Specifically, the bus station in Morecambe is in need of refurbishment and the existing, but closed, waiting room should be made available to passengers at a very early stage of the plan.

The Bus Users Group feels that the Plan should include a commitment by the Council to enter into an agreement with Stagecoach to review the bus network in Morecambe, with a view to improving connectivity and integration both between bus services and between bus and train.

Carnforth

Similar issues apply in Carnforth, where despite the small size of the central area, there is no one point served by all buses.

As with Morecambe, the Bus Users Group feels that the Council should, jointly with Stagecoach, review the bus network in Carnforth with a view to improving connectivity and integration with train services. In the case of Carnforth, such review should explore the possibility of moving the bus stops outside the station in Haws Hill to a site

nearer to the part of the station that is actually used by trains.

Rural Areas

The Bus Users Group is extremely concerned to read that the Masterplan apparently accepts that funding for rural bus services will inevitably decline. Whilst the bus clearly cannot serve every little settlement, the existing network has been in place for many years and a clear distinction can be drawn between those settlements which are and those which are not served by bus. The Bus Users Group and, one suspects, the population at large do not expect everywhere to have a bus service, but neither should they expect an existing service to be withdrawn when its presence may have been a factor in their choice of place of residence.

The Plan talks about focussing on where the greatest benefits can be achieved using public money to maintain access to services. Figures that the Bus Users Group has obtained from the county council show that in terms of the “subsidy-per-passenger” (or to put it another way the number of passenger-trips per £1 of expenditure), subsidised bus services produce a better return than any other council expenditure on passenger transport.

The Bus Users Group feels that the suggestion in the plan that rural “transport hubs” should developed as mini “park and ride” sites is risible given the low frequency of the rural bus service and the likely opposition to the “urbanisation” of rural villages that the associated car parking would require.

The Bus Users Group also believes that the existing rural bus network should be maintained in its entirety, with the role of community transport and similar initiatives being restricted to a supplementary role meeting specific needs that cannot be met by buses.

Recognising the potential of the bus.

The Bus User Group feels that the “Transport Masterplan” is, in its present form, merely a “Highways Masterplan” that does not recognise the

potential of the bus network to contribute towards solving Lancaster's transport difficulties.

In part, this may be due to the need for a degree of revenue funding needed to unlock that potential, whereas the Masterplan is, in large part, a tool to facilitate the bidding process for capital funding. Nevertheless there are "capital" projects that could be undertaken to improve the bus service alongside those requiring revenue funding and the Group puts forward the following suggestions for inclusion in the final Masterplan document.

Refurbishment and improvement of the bus stations in Lancaster and Morecambe to include in Lancaster the permanent incorporation of the car park in Wood Street to be used as a bus parking area so as to reduce congestion in the bus station itself and to act as a pick up/drop off interchange point for bus passengers arriving or being picked up by car. In Morecambe, the "pagoda" waiting room to be refurbished and re-opened and the waiting shelters to be replaced with weatherproof shelters incorporating high-quality lighting and seating.

High-quality bus shelters to be provided throughout the District, designed with the needs of bus passengers in mind (The Bus Users Group would be pleased to provide an input) and under the unified control of the county council. The county council to enter into a clear, long-term maintenance commitment with clear reporting lines for members of the public to report faults and matters needing attention.

Publicity for bus services to be improved. High-quality maps and timetables for all operators to be available both on-line and in print. Information on **all** fares and ticket prices to be readily available. Details of changes to times and fares to be available at least 10 days in advance, on-line and in print.

To facilitate the above, all changes (other than emergencies due to road closures etc.) to the bus network to be co-ordinated on no more than three days each year, the dates to be fixed and publicised in advance.

Comprehensive route maps and timetable displays to be provided for all services in the towns concerned at the railway stations in Lancaster, Morecambe and Carnforth and a display of timetables of services passing the station at Bare Lane.

Recent technological developments have seen the introduction of “live-time” bus information whereby passengers can ascertain the exact location of their bus via smartphone apps. The council should work with local bus operators to introduce the system in Lancaster (and indeed throughout the county) with the provision of public display screens at key locations.

A telephone bus enquiry service to be available at a lo-call rate, rather than the expensive 0870 number used by Traveline.

The county council, acting as highway authority, to consult with bus companies at least six weeks in advance of major road works. Where the resulting congestion requires bus companies to deploy additional resources to maintain timetables reliably a compensatory payment to be made.

There are also a number of **minor highways schemes** that could be implemented to assist buses. Examples are:

At the junction of Scale Hall Lane and Morecambe Road where the junction between the bus lane on Scale Hall Lane and the bus lane on Morecambe Road is controlled by the same set of traffic signals that controls non-bus lane traffic. Buses waiting to turn left into the Morecambe Road bus lane must wait for a green light despite the only conflicting traffic being buses (and other legitimate users) on the bus lane in Morecambe Road. Given the low level of use of these lanes (compared with other traffic on the main carriageway) controlling this junction by means of a “Give Way” rather than signals would significantly reduce delays to Lancaster-bound buses.

Bus access to the Lancaster Infirmary grounds is difficult due to the road layout and obstruction of existing bus routes by illegally parked vehicles. The Group would suggest that such access should be reviewed and where possible improved.

	<p>The Bus User Group is grateful for the opportunity to comment on the Masterplan and would welcome the chance to discuss it in more detail with council officers such this be thought helpful. We do not, however, see this as a one-off exercise and feel that the needs of bus users need to be communicated to the council as the Plan develops and indeed in the wider transport planning context.</p>
Lancaster Vision	<p>Lancaster Vision welcomes the draft Masterplan, which identifies transport needs in Lancaster District, and proposes ways of meeting these needs over the period 2015-2031.</p> <p>No major transport improvements have taken place in Lancaster District since the building of the M6 motorway in the 1960s and the opening of the Lancaster gyratory system in the early 1970s. The potential of Lancaster District as a centre for business and for education has grown very substantially in this 45-year period, but this potential is very far from being realised because of inadequate transport provision.</p> <p>The Heysham-M6 Link Road, due to open in summer 2016, will greatly improve access to Heysham port and to Morecambe. This has already led to significant investment in shipping for the Heysham routes across the Irish Sea. We hope the construction of the Link Road will trigger a momentum of transport improvements in other parts of the District not directly benefited by its construction. We would then expect expansion in economic activity to follow.</p> <p>Lancaster Vision hopes the plan of action on transport in Lancaster District set out in the Masterplan will be taken forward to its full extent ('improve and extend', rather than 'do only what we need', or 'improve what we have'). We will be pressing for this to take place, and we believe that substantial economic benefits to the District will follow.</p> <p>1. Introduction</p> <p>Lancaster Vision welcomes the opportunity to</p>

respond to the consultation exercise on the draft Highways and Transport Masterplan for Lancaster District. Our response is informed by careful consideration of the Masterplan itself, and from visiting the displays in Lancaster Library.

Lancaster Vision recently collaborated with Lancaster District Chamber of Commerce in organising a seminar on Transport in Lancaster District (held at The Storey on 24 March 2015 and attended by more than 60 people from a wide variety of interests) at which County Council officers presented the Masterplan. At the seminar a number of speakers offered a range of ideas for transport developments in Lancaster and the surrounding district, and all those attending the seminar were invited to list their most pressing concerns, which were collated and fed into a report. This report has already been sent to all delegates to the seminar, including the County Council officers who were present and spoke.

The outcomes of the seminar have helped to shape this response to the consultation.

2. Transport needs of Lancaster District

In common with other parts of Lancashire, the economy of Lancaster is growing. Transport needs, for both people and goods, are increasing. It is quite some time since an origin-and-destination survey was carried out in Lancaster District, so we can only guess what these needs are by observation of traffic on roads, rail and sea, but it is clear from the continual traffic jams on the Lancaster gyratories and elsewhere, and from the fact that people frequently have to stand while travelling on commuter trains, that transport needs are not being properly met. As the Masterplan document observes, Lancaster city 'is being held back by transport issues, of which by far the greatest challenge is posed by the infamous Lancaster gyratories'.

The completion of the Heysham-M6 Link Road, due in summer 2016, will help to meet some of these transport needs, but large parts of the District will be untouched by the Road. There the

transport difficulties will continue, although the Masterplan document suggests that the Link Road will act as 'the lever to unlock fundamental change across the District'. It recognises there is a possibility of gradual improvement.

In order to inform the actions that need to be taken to implement the Masterplan we recommend that, once the Link Road is open and travellers have settled into their new habits, an origin-and-destination survey should be carried out across Lancaster District as soon as possible.

3. Catering for Visitors

Tourism is an important part of the economy of Lancaster District. This activity is likely to grow over the next few years, as Lancaster Castle develops as an attraction and as Lancaster's newly-acquired status as a Heritage City becomes established.

The heritage attractions of Lancaster itself are mostly concentrated in or close to the Castle, the Quay and the Georgian centre. At present, access to these areas is convenient by train, but they are hard to reach by road, and car parking in the city centre is very limited.

There are ten other Heritage Cities in England. Most have park-and-ride systems which allow drivers to park conveniently on the outskirts of the cities and travel to the historic centre by bus, generally from several car parks. Lancaster needs to take action to ensure visitors can gain access to its heritage attractions easily and inexpensively, so that the opportunities offered by the new Heritage City status can be realised. So far only one park-and-ride facility is planned for Lancaster (at M6 junction 34), which is plainly inadequate compared with the park-and-ride provision in other Heritage Cities (York, with a population only 20% larger, has six park-and-ride sites, for example).

4. Rapid-transit Service

The Masterplan envisages a rapid-transit system ('Lancaster Reach') linking Morecambe to south

Lancaster via the city centre. If fully implemented to a high standard, this would be a great boon to the District. It would enable a proportion of the local population to travel easily and quickly between home and work, as well as providing access from car parks on the outskirts of town to the visitor attractions of central Lancaster, and carrying shoppers between their homes and the centre. However, the Masterplan is unable to provide further detail on this proposal until the City Council's decisions on the siting and extent of future housing developments are clarified.

5. Relocation of M6 Junction 33

The M6 between Galgate and Carnforth, bypassing Lancaster, was the second length of motorway built in Britain (the M6 Preston by-pass was the first), and the location and design of the junctions falls well short of modern requirements. Junction 34, which was intended only for emergency and maintenance vehicles, is being modified as part of the Heysham-M6 Link Road works to bring it up to standard.

As traffic on the A6 south of Lancaster increases, partly due to the expansion of Lancaster University and the development of the Health Innovation campus, Galgate is becoming a more and more serious bottleneck, with long queues developing every weekday morning and evening. Since most of this traffic wishes to visit points to the north of Junction 33, this would be largely overcome by relocating junction 33 to the north side of Galgate. It will be necessary to provide a link from the Junction to the A6 south of Galgate, so that traffic wishing to go this way will also be able to avoid the Galgate bottleneck.

6. Access to Housing

People need to be able readily to travel from where they live to their places of work, education, recreation or shopping; clearly areas of housing need good transport links. Transport is the responsibility of the County, whilst zoning of land for housing is a function of the City, so the two councils need to co-ordinate their thinking on

these matters. But this does not appear to have happened in every instance.

A case in point is the new housing at Luneside East and West. These areas are not well served by public transport and have only very limited links by road, all giving on to the gyratory system, which is already jammed by heavy traffic during the day. The same applies to the Marsh area of west Lancaster. One possible way to alleviate this would be to build a third bridge over the River Lune. We recommend that this, or some other way of addressing the problem of access to Luneside, should form part of the Masterplan.

7. The Gyratory System

Lancaster has a complex, interlinked set of gyratories (described as 'infamous' in the Masterplan document). The northerly one includes the two river bridges; the southern gyratory encircles the main shopping area of Lancaster. The southern gyratory is more than a mile (1.8 km) in circumference; many journeys between points only a short distance apart as the crow flies involve travelling more than halfway round this circuit, which is clearly wasteful.

As has already been noted, there is often heavy traffic on the gyratories, bringing them near to their capacity. Any small perturbation, such as road works, a broken-down vehicle, or just a temporary increase in traffic volume, can bring the whole system to a standstill for a considerable period. The gyratory system is costly in many ways because it often operates in an unstable state, close to its maximum capacity.

As an approach to this problem, it could be helpful to consider Lancaster centre as not part of a route to somewhere else, because it is not suitable to carry through traffic. Instead, it should be a destination, which traffic visits and then leaves by the same route it arrived.

8. Caton Road to be the principal gateway to city?

This question is intimately bound up with the future of the gyratory systems, because Caton

Road delivers traffic into these systems. Furthermore, the opening of the Heysham-M6 Link Road is expected to cut traffic on Caton Road significantly. It is impossible to comment usefully on this proposal before the future of the gyratory systems has been settled and the changes that follow from the opening of the Heysham-M6 Road have become established. But Caton Road is at present a two-lane road for most of its length, and it is incapable of carrying much more traffic unless it is modified.

9. Sustainable Transport

We strongly support the intention expressed in the Masterplan to provide a network of strategic routes for cycling and other sustainable modes of transport. Lancaster has been a cycling demonstration town for six years, and much more could be done to support this non-polluting means of transport. We hope that walking will also be included as a healthy and sustainable form of transport.

We also support the introduction of Ultra-Low-Emission Vehicles on routes throughout the District.

Electric vehicles are bound to become more popular as they become more fully developed, and charging points should be provided across the city so that electric vehicles can be widely used - although it should be recognised that they cause CO₂ emissions at thermal power stations, in greater volumes than are caused by conventional road transport.

10. Funding

Indications of funding sources are set out in the Masterplan (page 62 of the pdf). From this table it is clear that funding is by no means secure for many of the aims set out in the Masterplan document.

Lancaster Vision hopes the City and County will work together with the LEP to put strong cases for funding of these aims.

If these bids should not succeed, the Masterplan will be only partly implemented at best, and Lancaster will continue to be blighted by traffic jams, slow public transport, and a consequently poor level of economic activity. It will be a less attractive place than it could and should be, to shop, to visit briefly, to stay longer and explore for a few days, or even to live.

11. Conclusions

When the Heysham-M6 Link Road opens, in summer 2016, it will greatly ease travel between the Morecambe/Heysham peninsula and the M6. Already this prospect has led to substantial investment in ships for the Heysham Irish routes and it is encouraging spending in the Heysham Gateway area.

But the economy of other parts of Lancaster District is being severely held back and investment is being discouraged by transport difficulties.

As a first step towards addressing these problems, we recommend a new origin-and-destination survey should be carried out once the Link Road has opened and travel patterns have become established.

Tourism is an important component of Lancaster's economy, with the Castle now open to the public and Lancaster recently having become one of England's Heritage Cities. The heritage that visitors will wish to see is concentrated in the city centre, particularly around the Castle and St George's Quay. The railway station is well placed to give access to these areas, but links by road are often jammed with traffic and car parking provision close to the attractions is poor. There should be quick, reliable park-and-ride and park-and-cycle provision giving access to the centre. This will require investment in new buses and new car parks close to motorway exits; but much more importantly it will require a solution to the problem of continual traffic jams, which will delay the buses and cycles if they have to use the roads in

their current congested state.

The Masterplan envisages an end to the gyratory system - a death which will generate no tears of regret. It is not at all clear what might replace the system as a means of getting road traffic into Lancaster; but once the Heysham-M6 Link Road is open, it may be feasible to discourage Lancaster city centre from being used as a route to somewhere else. In other words, traffic would generally arrive and depart by the same route; through traffic would be discouraged. The proposed Caton Road gateway should be considered in the light of this possibility.

There are parts of the District where housing is being built to which transport access is difficult, of which the most blatant case is Luneside. It is not at all clear how ready access is to be provided to and from the Luneside housing. This appears to be a case where planning has not been properly thought through.

The Masterplan recognises that transport needs to become more sustainable, to reduce the risk of catastrophic global climate change. We support the proposals for new cycling routes, for the introduction of Ultra-Low-Emission vehicles and for electric vehicles, for which charging points should be built across the District. Walking is a healthy and sustainable means of transport which should not be overlooked.

Overall, Lancaster Vision welcomes the Transport Masterplan, but we are acutely aware that funding for the proposals of the Masterplan will be subject to competitive bidding. If the ambitions of the Masterplan are to be realised, Lancaster City Council will need to work closely with Lancashire County Council and the LEP to develop attractive and convincing proposals for funding. Such proposals will carry much more weight if they are based on collaboration among all three bodies.

To “improve and extend” the transport facilities in Lancaster and the surrounding district will require visionary thinking and political will on the part of the City Council. Lancaster Vision would be

	<p>pleased to be a participant in the process.</p>
<p>Lancaster Vision (additional representation)</p>	<p>I have also been asked to say that our response didn't give as much weight as perhaps it should have to the desirability of developing rail links, both within the District (such as electrification of the route to Morecambe and Heysham and improvement of the Wennington line) and beyond (such as improvement and electrification of the line to Barrow). The Morecambe and Barrow lines are well-used and their passenger numbers could increase substantially following the provision of a better and more modern service. The Wennington line has the potential to be better used. All three are important links.</p>
<p>Space for Cycling (Matt Hodges CTC). Text only</p>	<p>LCC often cite Lancaster University as having the highest cycling rate of any employer in the county but that rate is still low when compared with some other universities. The reason is not hard to understand. The signed cycle routes to the university are hilly, devious and very cycle unfriendly. They have been signed without proper consideration of their practicality. They are a token gesture. To ride up through Primrose and over Bowerham is hard and slow even for experienced cyclists. Neither staff nor students want to turn up at university in a sweaty lather.</p> <p>There is a direct well graded route to the university. It is the A6, but while many experienced cyclists use it, most "would-be cyclists" are put off because it is clogged with heavy traffic and parked cars which make cycling along this route a serious challenge.</p> <p>With 12,000 students and about 2,800 staff the university is the largest travel destination in the district and has plans to grow. The majority of those students and staff live in Lancaster and Morecambe. The students in particular are short of cash and cycling is an excellent way to economise. This major unfulfilled demand for cycling to and from Lancaster University needs to be properly addressed.</p> <p>Where there is a good safe direct cycle route it will be used by lots of new cycle commuters riding to work or school and also by shoppers. The numbers of bikes using the Greenway and the Caton cycle track clearly demonstrate that. We need an equivalent route south from Lancaster centre to serve the University and the residents of Scotforth and Hala together with the</p>

proposed new Bailrigg Science Park, and the A6 is the only reasonable line.

Dynamo have proposed a sensible solution: cycle lanes on the A6 all the way from Penny Street Bridge to the university entrance. However this proposal has been ignored by LCC Highways because it would require removing almost all the parking from the west side of the A6. But main roads should not be used for car storage. They are for travel. The vehicle licence allows a car to be used on the public road, it does not give the owner a right to store his car on the bit of road outside his house.

How can anyone justify allowing parking on a road that is routinely clogged with this level of queuing traffic? Yet every day this road has this sort of queue while there is an 1800 wide lane down the west side full of parked cars.

Meanwhile cyclists riding up here to the university are intimidated by vehicles squeezing past with very little clearance. We need Space for Cycling to The University.

Roads are for travelling by HGVs, Busses, Cars, AND by bicycles and pedestrians. They are not for leaving cars parked all day. This not only deters cyclists but it delays drivers also. If motor vehicles are not to have to wait behind cyclists up the A6 we need separate cycle lanes. There will be plenty of room for them when the parking lane is removed together with the build-outs designed to protect the parked cars.

Unfortunately so far LCC highways have not been prepared to face down the residents who seem to think that living in a house without off road parking entitles them to park on the road outside their house. If LCC won't tackle the problem of parking on this major artery into Lancaster they must find another way of providing a safe direct route for cycling to Scotforth and the University. You must provide for bicycle travellers as well as car drivers.

If you would prefer to spend lots more money to continue subsidising car parking on the main road into Lancaster there is another option outlined below. It will be much more expensive though only peanuts when compared with the Northern Link. Cycle lanes all the

way to the University remain the preferred option but this document outlines an alternative which would greatly increase cycling to the University and from Scotforth into the city centre without addressing the problem of residents' parking obstruction of the highway.

This alternative is based on a two way shared use path on the east side of the A6 all the way from the university entrance to Penny Street Bridge. For this to be viable it is important that it must be continuous with priority crossing of side roads. It is no use having bits where cyclists have to go back onto the carriageway at difficult places. This proposal is comparable to the dedicated cycle routes on the main roads into Cambridge where cycling is far higher than in Lancaster.

The photos and notes on the following pages show how the route can be constructed starting from Penny Street Bridge.

An Off Carriageway Cycle Route From Lancaster City Centre To The University.

At Penny Street Bridge there is already a Toucan that allows cyclists to cross between the footway on the left of this photo and the cycle facility linking to Penny Street.

South of White Cross the footway needs to be widened by about 1500 to provide a good shared route. It must also be protected from parking which is not currently allowed during the day but happens all the time.

There should be no difficulty in widening this footway as South Road is an awkward width where some cars try to form 2 lanes northbound while others do not. There is no need for two lanes northbound until near the lights.

After Bowerham Road (where the crossing needs to be improved with a toucan) there is already a cycle path leading to Belle Vue Terrace which, though not a cycle path, does provide a quiet two way cycle route. The crossing of Newsham Road at the end of Belle Vue Terrace needs to be improved and the footway

on the east side of the A6 widened by about 1500 to provide a shared path. To allow for this the parking on the west side of the A6 needs to be removed from just before this junction. This should not be a problem as the flats have off road parking behind.

This build-out can be removed allowing widening of the footway on the east side. The build-out and footway together are almost as wide as the carriageway.

If these shops want to retain parking then they can sacrifice their frontage and move the footway back. There will then be room for a parking bay in front of the shops. If they won't do so then they can't be that interested in trade from passing cars.

From Rutland Ave. to Barton Road there are only a few areas of parking on the west side but compare the width of the right lane with the left lane outside the parking bay. If those bits of parking on the west were removed the east side footway could be moved out by about 1500 allowing parking to remain in front of the houses and shops where it is at present allowed.

Priority crossings of the side roads will be needed

There is continuous parking on the left but only a few bits on the right. Most of the right (West) side has double yellow lines. Get rid of the parking on the right and widen the footway on the left as a shared path.

This junction with Barton Road will need a priority crossing.

At this point I think it would be necessary to sacrifice the cycle lane to widen the path sufficiently as a shared path.

Priority treatment would be necessary at the garage entrance and exit.

At this point past the Boot & Shoe the centre line would need to be moved over by about 700 and the kerb moved out by about a metre. This would still leave the shared path slightly sub-standard but this is acceptable for a short distance.

A light controlled crossing of Hala Road will be

needed at the same phase as the pedestrian crossing of the A6.

From here removing the centre hatching would allow the kerb to be moved out by about 1500 and with the hedges kept properly trimmed back to the boundary this would allow a two way shared path.

At this point it is vital that the proposed entry to the new Booths store is not allowed to prevent the installation of cycle lanes or moving out the kerb to create a two way shared path. Past developments have allowed the creation of a turning lane with narrow running lanes and no cycle lanes. This must not be allowed here. Any turning lanes MUST come from Booths land holding.

All the way down to Collingham Park the footway is grossly overgrown and covered with soil and other debris falling down the steep bank. This needs cleaning up and the kerb moving out by at least a metre removing some of the central hatching.

Here the central turn lane into this derelict water works should be removed and the kerb moved out to allow a three metre shared path.

This site has been derelict for many years and there is no justification for this redundant central turn lane or the island at the far end of it. If the site is ever developed then the developer should provide land for any necessary entry lane.

There are plans for the Bailrigg Science Park (or Business Park) here with a grand new entrance. It is important that the road scheme for the new entrance allows for full width cycle lanes on the road and for a shared path.

If it is decided to use a shared path on the east side instead of cycle lanes it is important that cyclist heading north on the A6 are advised that a quality shared path on the right continues to the City Centre otherwise they will not use it. To be any use a shared path on the other side of a road must continue for several miles.

This demonstrates that a shared path from the city

	<p>centre to the university along the A6 is feasible. As stated above proper cycle lanes on the carriageway would be cheaper and preferable but if LCC wants to continue to allow residents' parking to throttle the main road then this is the practical way to provide the necessary safe cycle route to Lancaster University which will also serve the people of Scotforth and Hala.</p> <p>We need Space for Cycling to The University.</p>
<p>Lothersdale Hotel & Aspect Bistro</p>	<p>Consultation for District Transport Masterplan. Following the presentation at LMC on Thursday morning, we're pleased to have been involved with the Chamber in feeding back our thoughts and comments on the District Transport Masterplan.</p> <p>Overall we find the Masterplan shows a good degree of future vision with the needs of the local community, wider community and visitors travel needs all taken in to consideration. There are area's which we find very appealing especially the LEZ and uLEZ to aid improvement in air quality for all and a rapid transport solution for journeys between the Morecambe & Heysham communities and the heart of Lancaster city.</p> <p>The plan does raise some questions surrounding the 'Place-Shaping' of Lancaster and Morecambe, Park & Ride, Tourist Visitor traffic movement and the Rapid Transit system.</p> <p>Park & Ride</p> <p>Currently Lancaster City centre has a surplus of vehicle parking spaces with parking charges reasonably low (when compared to other city centres.) In order to make a Park & Ride scheme effective we feel it would need to be priced attractively (higher city parking charges/removal of car parking spaces/removal of on-street free parking areas) with connections to the city on a frequent basis to ensure users can be transported in faster than sitting in traffic/searching for a car parking space.</p> <p>This presents two challenges, how to manage the parking spaces within the city area and also how to manage traffic flow to prioritise buses to/from the P&R area to ensure a minimum journey time.</p>

An uLEZ area defined by the circulatory road would help reduce both traffic in that area and also traffic flow thus aiding the P&R scheme, the only area we see as in need of possible dedicated bus lane would be Caton Road.

Place-Shaping – Morecambe

Morecambe's main assets are the view and the promenade. We applaud you in taking bold steps to reduce traffic flow along the promenade and prioritise pedestrian movement. We do feel there is further measures that could be taken to enhance the promenade and encourage traffic flow away from Marine Road.

Extending the Promenade Gateway from by Queen street to the Lord Street roundabout would appear a natural change. Lord street is a far wider street to facilitate traffic flow removed from the promenade and its connections to Euston Road would create a flow through the back of the town centre back towards the promenade welcome gateway on Central Drive.

In addition, changing the layout of the roundabout slightly to allow for an entrance in to the Marine Road car park with traffic flowing at a slow pace through the car parks would significantly reduce flow on Marine Road (coupled with the suggestion below) and encourage greater use of Lord Street, Euston Road and Central Drive. It would also improve use of the car parks directly opposite the Belle Vue Hotel and by the RNLI inshore lifeboat station.

The second change (in conjunction with the above) would be traffic flow re-prioritised with East to West traffic entering at the Central Drive / Promenade round about only and West – East traffic entering via the roundabout at Lord Street, both sets of traffic would then be taken off the promenade at Northumberland street and circulated on to either Euston Road or Central Drive.

The discouraging of through Traffic to Heysham along the Marine Road would aid the reduction in traffic volume in Morecambe town centre. A rapid transit system with a station in the proximity of Central Drive would link the bus, train and transit systems together

and help utilise the car park by the BT exchange. This could also be utilised as a further Park & Ride scheme using the RTS in a similar way that the current rail system works with commuters having the charge for parking offset against the cost of the rail ticket.

Place-Shaping – Morecambe & Lancaster, Group Visitors

The demands associated with group travel are very different to those of the individual leisure traveller. The vast majority of groups will travel together by coach and will need dedicated drop off / collection points close to the primary tourist destination. Following drop-off the coach will also require parking facilities. The promenade gardens development will create a coach drop-off by the Eric Morecambe statue although no provision has been made signage to the existing parking by Next. It has also to be identified whether the coach drop off will also be a bus stop in which case problems would arise when stage busses are stopping whilst a coach is also dropping / collecting. Our suggestion would be to have separate coach drop off/pickup point not a shared solution with a stage carriage bus. In addition, a visible street map of the area directly adjacent to the coach drop off in Morecambe identifying where the coach parking is and the route to get to it (give the coaches are facing in the wrong direction). Likewise the map would help orient visitors and give a focal information point for all.

In Lancaster the present coach drop off is not well publicised or even identified with coaches dropping off at the bus station, Common Garden Street, the Castle forecourt and St. Leonards Gate. The castle would be the main focal point for tourism in the City and we would suggest investigating a possible coach drop off point with sufficient turning circle adjacent to the castle. This may have to be in conjunction with traffic restriction measures and possible loss of on street metered parking. Coach parking would also be required in a convenient location, St. Leonards Gate parking area would continue to offer a viable option although this area may need to be set aside for future development. An alternative would be the land adjacent to the Bus Station, the corner of Cable and Chapel streets. Alternatively reprioritising the car park on North Road to accommodate coach drop off

spaces would be an alternative.

In addition to drop-off/collection points and parking requirements for coaches, an area where coaches / camper style vehicle can drop their chemical toilets and recharge water tanks would give the district an advantage over many other destinations and be favourable with both coach operators and coach drivers. Throughout Europe most destinations have some kind of facility to accommodate the dropping of chemical toilets and recharging of water through a pay as you use service. Investment would be initially required for the infrastructure and machine but this can be recouped through enhanced revenue and greater volume of visitors as a direct result. It would also give the district wide publicity within the coach & group specific media.

Rapid Transit

We fully support the ethos of a Rapid integrated transport solution for the district connecting Heysham through Morecambe, Lancaster and on to the University. Such a bold and striking move coupled with an enhanced uLEZ area, traffic reduction schemes and park & ride systems would help lead the district towards a more prosperous future.

There no doubt will be concerns over impact of new bridges to cross the lune, how to utilise existing roads to develop the transit system. How this would impact on the rail would also need to be taken in to account, a possible solution could see a rapid transit system using a combination of the existing rail routes and some additional road development, although this would need to be explored in terms of connectivity to the port and power stations. A dedicated Guided Busway (see Leeds & Birmingham as examples) would give busses a dedicated road system to travel on and can be put in to place for more cost effectively than a rail based system. It would also allow vehicle multi-use for any operator instead of having a fleet of rail only vehicles they could utilise the vehicles designed for the guided busway on other routes during off-peak times.

Of all the above notes, our priority would be to extend the Marine Road gateway by Queen Street to Lord

	<p>Street.</p> <p>We fully appreciate that some or all of the above may have already been considered and discounted. Of all the plans for the district this transport masterplan holds possibly the most promising change to transport for the area since the development of the M6 link road. We'd be happy to discuss any of the points in greater detail.</p>
<p>Croft Transport Solutions on behalf of the Bailrigg Trustees</p>	<p>We write on behalf of the Bailrigg Trustees (BT) in relation to the District of Lancaster Highways and Transport Masterplan (DLHTM) Consultation Draft dated March 2015.</p> <p>Background</p> <p>The Lancaster Core Strategy was adopted in 2008. The Core Strategy allocated a number of strategic sites and Strategic Locations. Of particular interest to BT is their existing landholding at the 'Land at Bailrigg' Strategic Housing Location. This land is allocated in the Site Allocations Preferred Options 2012 DPD for up to 750 dwellings over the plan period.</p> <p>BT have subsequently submitted representations into the July 2014 housing options consultation supporting the broad principle of directing growth to the South of Lancaster. At the time, it was envisaged that these options were 'in addition' to the preferred options contained within the 2012 DPD. May 2015.</p> <p>Comments</p> <p>BT supports the preparation of the DLHTM as a means of securing the infrastructure necessary to secure the delivery of the development proposals set out in the adopted Lancaster Core Strategy and the emerging land allocation documents of the constituent authorities. However, in accordance with the National Planning Policy Framework [para 158] it is important that the DLHTM is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area and takes full account of relevant market and economic signals (i.e. the implications for development viability).</p> <p>Page 20 of the document includes a section on the</p>

Heysham to M6 Link which is currently under construction and due to be completed and open during the summer of 2016. The document acknowledges the fact that new link road will also benefit parts of Lancaster. We are aware that the forecast reduction in flow along the southern section of the A6 corridor in Lancaster is less than one might expect. This will clearly need to be monitored once the link road is open to traffic in just over a year's time and the results of this analysis will no doubt influence the magnitude and location of any key transport infrastructure proposed as part of the DLHTM.

It is noted on page 16 of the DLHTM document that the County Council state that there are congestion issues on the A6 corridor at the junctions of the A6/Hala Road and the Pointer Roundabout.

Page 31 of the document includes the County Council's 'Transport Vision'. This includes a reference to 'long term' solutions to congestion in Galgate. However, this will be influenced by the relief that the Heysham to M6 Link Road may have after its opening in the Summer of 2016. Under the 'City of Lancaster' section on Page 33 the DLHTM document refers to the potential relocation of Junction 33 of the M6 from its present location to north of the village of Galgate. We assume that the funding of this infrastructure will be secured through additional development over and above those sites currently identified as 'preferred options'. Any 'detuning' of the A6 along this corridor will need to be supplemented with further improvements at the junction of the A6/Hala Road and at the Pointer Roundabout.

The second bullet point on the third column of text on Page 33 indicates that 'more housing and wider development in south Lancaster can stimulate and accelerate delivery of these transport improvements and access additional streams of funding through CiL contributions'. It is unclear whether this is in addition to the currently allocated sites in south Lancaster, although we assume that the funding of this infrastructure will be secured through additional development over and above those sites currently identified as 'preferred options'.

There doesn't seem to be any modelling of the effects

and costings of the relocated Junction 33 of the M6 within the draft DLHTM.

Page 35 refers to the County's plans for a 'redesigned city centre network' and relocated Junction 33 and that they cannot be confirmed as being viable or cost effective until an analysis is completed once the Heysham to M6 link road is completed. This should be the case for all transport improvements within the DLHTM document.

Later on Page 35 a Park and Ride facility which is being constructed at Junction 34 is referred to. No mention is made of a similar facility at Junction 33, only at a relocated Junction 33. The potential relief of a potential Park and Ride site at Junction 33 should surely be considered to potentially reduce traffic flows in to the city centre from the south of the city.

A number of other potential improvements within the south of Lancaster area are welcomed by the BT. These include the potential of a rapid transit route and the Lancaster Links multi-use/cycle network.

This work remains outstanding, although the BT broadly supports the preparation of the DLHTM as a way of securing the delivery of the appropriate infrastructure need to facilitate the development of these sites. However, this infrastructure cannot be solely reliant on contributions from developers.

It is worth pointing out that the Highways Agency will be renamed Highways England (HE) and will be afforded different powers than they currently enjoy. Page 25 of the DLHTM mentions the change of name but not the change of powers that HE will be within their jurisdiction. The main one being no powers of direction at the planning application stage.

Conclusions

In summary, the BT supports the preparation of the DLHTM as a means of securing the infrastructure necessary to secure the delivery of the development proposals set out in the adopted Lancaster Core Strategy. However, BT have concerns that the DLHTM is not based on adequate, up-to-date and

	<p>relevant evidence and does not take full account of the implications for development viability. Greater clarity is also required as to the scale of the development opportunities, over and above the current preferred options, which will facilitate the provision of this infrastructure.</p> <p>Whilst the BT supports strategic improvement of the type outlined in the DLHTM further information is required to demonstrate that appropriate alternative options have been considered based on robust and up to date evidence, as required by the Framework. We trust that these representations will be considered in the preparation of the emerging DLHTM and we would be grateful if you could confirm receipt and provide notification of future consultations relating to this and other policy documents relating to the District of Lancaster Area.</p>
<p>Peel Holdings</p>	<p>Introduction</p> <p>1 Bryan G Hall is instructed on behalf of Peel Holdings (Land and Property) Limited (PLPL) and Commercial Estates Projects (CEP) to make representations on the District of Lancaster Highways and Transport Masterplan Consultation Draft March 2015 prepared by Lancashire County Council. Hereafter, the Draft Highways and Transport Masterplan is referred to as the ‘Transport Masterplan’.</p> <p>2 The stated purpose of the Transport Masterplan is to set out the County Council’s vision for travel and transport in the District of Lancaster for the next 16 years (to 2031). The Transport Masterplan seeks to establish a consensus on the validity of the vision and on the options that could be implemented and developed to achieve it. The M6 to Heysham Link presents a significant opportunity to capture the benefits of traffic relief in the City Centre and through south Lancaster, and it is identified in the Transport Masterplan that the A6 Scotforth Road to the south of Lancaster could benefit from a reduction in up to 3,000 fewer vehicles daily as a result of the scheme. The Transport Masterplan is clearly an early indication of ideas and we note that further technical work is to be undertaken – reference is made on page 2 in the consultation document to ‘finalising all options and consulting on detailed plans’ in Autumn 2018.</p>

3 PLPL and CEP have previously made representations to Lancaster City Council in support of the Draft Land Allocations DPD in 2012 which identified land at Whinney Carr to the east and west of the West Coast Mainline being specifically allocated for mixed use development.

This draft Local Plan allocation and the representations made have shown the site can accommodate approximately 1000 houses and supporting infrastructure within a landscaped setting as well as a District Centre. PLPL and CEP retain a strong commitment to the Whinney Carr development proposals which are identified in the emerging Local Plan a planning application is being advanced and will be submitted this year, to deliver houses by 2018 and a District Centre in the short term also. The potential of this area in South Lancaster is also recognised in various Strategic Housing Land Availability Assessment and land supply documents and in the Lancashire Enterprise Partnerships 'Strategic Economic Plan – A Growth Deal for the Arc of Prosperity', March 2014, which states for example at paragraph 7.82:

“Adjacent to the Innovation Park and university in South Lancaster is a location that has been identified as one capable of delivering significant development, critical to meeting the future housing and employment growth needs of Lancaster which will have wider economic benefits to Lancashire and beyond. The case for such development is strong, as is the case for developing to the south of the city in an area adjacent to the university and the M6, between the southern boundary of the city and the village of Galgate. This area includes major housing sites at Bailrigg and Whinney Carr, the University of Lancaster as well as the site of the planned Lancaster Innovation Campus. Jointly these sites will deliver up to 2,000 houses, circa 40,000m² of business and innovation space accommodating over 4,000 high-value jobs and circa 5,000m² of retail and leisure space.”

4 These representations follow our review of the County Council's Transport Masterplan.

Specifically in relation to South Lancaster these

representations highlight where the Transport Masterplan should respond to the proposed urban extension at Whinney Carr to assist in the delivery of the wider objectives for Lancaster including meeting the urgent need for housing and shopping and service facilities; and where in particular development at Whinney Carr in South Lancaster accords with and can support the general transport strategy being proposed and can assist in the delivery of the Transport Masterplan.

KEY ISSUES RAISED IN THESE REPRESENTATIONS

Whinney Carr Link Road

5 The Transport Masterplan for Lancaster provides a significant opportunity to support the delivery of development at the Whinney Carr site. Whilst it is acknowledged that the

Transport Masterplan is not intended to be a response to Lancaster City Council's emerging Local Development Plan it is clear that development of the Whinney Carr site would support

the overall Transport Masterplan's strategy in providing sustainable housing and mixed-use development, reducing the need for single occupancy car borne trips to and through the City Centre of Lancaster. This is clearly identified within Appendix 2 of the Transport Masterplan which details the transport implications of development in meeting the future housing need. Appendix 2 concludes that a 'Single Large Urban Extension' in South Lancaster is the most sustainable of the options considered, in transport analysis terms.

6 The overall development of the Whinney Carr site could include a proposal to create a strategic Link Road through the site from the A6 Scotforth Road through to the A588 Ashton

Road. This Link Road could be seen as being an integral part of the Transport Masterplan given the potential wider traffic relief it offers to the A6 corridor south of Lancaster's gyratory systems.

7 The Link Road could be strategic and be constructed (when required in traffic capacity terms) to local distributor road standard, and as such would complement the reclassification

of the A6, in that it could, provide a strategically important additional route to the City Centre. This provides an additional route to the wider network including the longer-term

reconfigured Motorway junction as well as providing an additional route to the City Centre for public transport, cyclists and pedestrians. Although the Transport Masterplan has a

vision to significantly reduce traffic flows to and through the City Centre, in reality it is unlikely that the 'no through traffic' restrictions suggested on page 34 of the Transport Masterplan within the Place Shaping vision for Lancaster will be deliverable in practice, and as a consequence an alternative parallel route to the A6 could help to alleviate congestion on the A6 corridor, allow the introduction of public transport, cycling and pedestrian priority measures and enable residual traffic flows to balance between the two corridors. The Link Road could therefore have a role greater than just providing access to the Whinney Carr site and could contribute to the wider transport objectives for Lancaster as part of a carefully planned and phased package of works and measures. The City Council in their Draft Land Allocations DPD of 2012 make this same point at paragraph 8.5 where it is stated that:

"The council is confident that through discussions with Lancashire County Council Highways, a comprehensive approach to development and a strategic solution can

*be delivered. Central to this approach is the delivery of a new road over the West Coast Mainline connecting the A6 and the A588. **The delivery of this route would serve to reduce the load on the main A6 road, dispersing movement and providing relief to the main transport corridor serving the city.**" (our emphasis).*

It is further stated at paragraph 8.6 that:

"The council recognises that the delivery of this road is critical to future growth in South Lancaster, delivering a solution that would facilitate growth and have wider benefits for local amenity. The delivery of this road is reliant on a comprehensive

approach to development that considers all allocated development sites in this area with each contributing to the delivery of a strategic solution to current highway capacity constraints."

8 In addition, in creating a new east to west link across

the district linking the A6 and A588 corridors an alternative route to Ashford Road is created, which in turn would reduce traffic

flow through the Hala Road junction and would assist in allowing the reconfiguration of the Ashford Road/Hala Road A6 junction to provide some short term congestion relief on the A6 corridor as well as making the junction work better for vulnerable road users and offering the opportunity to provide dedicated cycling facilities. The construction of the Whinney Carr Link Road could remove much of the Ashford Road traffic from the Hala Road junction, thus freeing up capacity at the junction, which could be used for the promotion of bus priority as well as enhanced pedestrian and cycle facilities and works well in relation to achieving a sustainable urban extension at Whinney Carr. The delivery of such a Link Road is considered

to be one of the strategic and comprehensive responses to traffic issues in South Lancaster that is called for in City Council's Part B Land Allocations DPD Preferred Options Document in 2012 (paragraphs 8.5, 8.6 and 9.3) and in the LEP's Strategic Economic Plan, which notes at paragraph 7.85 that:

"It is clear, even at this, stage that significant public resources will need to be coinvested with local public and private contributions to ensure the final highway solution is sustainable and genuinely unlocks the growth potential of South Lancaster and Lancashire."

Sustainability of the Whinney Carr site

9 It is recognised in Appendix 2 of the Transport Masterplan, 'Meeting future housing needs – transport analysis' that delivering a 'Single Large Urban Extension' in the south of Lancaster is fully effective when assessed in relation to the key indicators for assessing the transport implications of development sites, with an urban extension in this location scoring most highly in terms of sustainability.

10 It is recognised, in page 13 of the Masterplan, that Lancaster is Lancashire's most selfcontained labour market with nearly 83% of locally employed residents living and working in

the area. In that regard the Whinney Carr site, which is located less than 3km south of the City Centre, provides the opportunity to provide a community that

will be within easy walking and cycling distance of a range of employment and education facilities such as the University and the proposed Innovation Campus, as well as benefiting from a new District Centre, and being within easy cycling distance of the City Centre.

11 In addition, development at Whinney Carr, adjacent to an existing high quality public transport corridor would support the viability of existing public transport services, and will

assist in delivering the proposed Lancaster Reach – rapid transit service, by providing the potential for additional patronage.

12 The provision of the new Link Road between the A6 and the A588 Ashton Road would also facilitate bus penetration through the site, allowing all future residents to be within an

acceptable walk distance of a bus route (accepted nationally as 400 metres), thus allowing the whole of the Whinney Carr development to benefit from high quality public transport

provision to Lancaster City Centre.

13 Clearly the development of the Whinney Carr site would be fully in accordance with the opportunities presented in page 26 of the Transport Masterplan which seek to locate

developments in areas which are already sustainable, and are capable of being served by a sustainable transport network or would improve the viability of existing public transport

provision. The Whinney Carr site is already a good sustainable location which can be further improved.

14 It is proposed that the Whinney Carr site contains a mix of uses, and whilst the final mix of land uses on the site is yet to be determined, it would certainly include new housing and a

District Centre and as a consequence residents can shop locally, something which the Transport Masterplan will encourage in the future.

Land Use in South Lancaster

15 Within this section of the Transport Masterplan, there is no specific reference in relation to the need for improved local facilities in this part of the District.

16 Whilst it is acknowledged that the Transport Masterplan is not intended to provide a response to

the Land Use Plan for the district, land use planning and transport are inextricably linked and it clear that the substandard local facilities in the south of the District are a key factor in influencing travel behaviour in relation to movements around the District and in particular towards the City Centre and through the City Centre to reach other facilities on the north side of the River Lune. Clearly then with the Transport Masterplan seeking to

limit the movements towards the City Centre to public transport, walking and cycling only, the local facilities in the south side of the District need to be satisfactory to serve the existing and future needs.

17 The Whinney Carr site presents the opportunity to address the urgent need for new housing, as well as improved shopping and service facilities in the south side of Lancaster and it is

considered that the weakness should be identified in the SWOT analysis presented on page 26 of the Transport Masterplan along with recognition of the opportunity that the Whinney

Carr site presents to address this weakness.

18 Clearly within the Transport Masterplan there needs to be recognition that the emerging land use proposals for south Lancaster, both residential and local facilities, can influence the

way in which traffic moves around the district. The Masterplan should look to address the existing issues, and identify measures that facilitate the much needed sustainable housing development.

Phasing and Delivery of the Transport Masterplan

19 Within the Transport Masterplan it is indicated that the full intervention package for the south of the district in relation to limiting City Centre bound traffic on the A6 corridor cannot

be implemented until the reconfigured Junction 33 of the M6 is implemented. However, it is also acknowledged within the Transport Masterplan that the delivery of the new junction is

likely to rely, to a certain extent, on the setting of a Community Infrastructure Levy (CIL) which delivers contributions from development as it proceeds. Clearly the Transport Masterplan needs to reflect the fact that other infrastructure independent from the reconfigured Motorway junction, such as the Whinney Carr Link Road, something that could be equally as

important to the delivery of the Transport Masterplan as the Motorway junction itself. Ongoing development / development potential should not be held back by large single infrastructure projects which may be delayed, and it is as important to identify and focus upon a series of practical and deliverable measures to reduce existing congestion and improve existing capacity, such as localised widening schemes, improved traffic signal control strategies, bus priority techniques and enhancements to the pedestrian and cycling network. An incremental approach should be advocated.

20 The Transport Masterplan needs to recognise that in order to ultimately deliver the infrastructure that is required, whilst at the same time safeguarding the economic viability

of development proposals, an amount of development needs to be allowed to come forward on the back of cost effective improvement schemes, and local small scale infrastructure

improvement projects, in advance of the major infrastructure schemes that will be required in the longer term.

21 In this regard in addition to the short term improvements to the Hala Road junction there will be similar scale localised improvements that would be possible at both Pointer

Roundabout and Galgate junction which would allow development to come forward in advance of the relocated M6 Junction 33. Clearly development schemes can have a part to

play, through highway improvement agreements, in delivering the easy win cost effective schemes such as the improvement to the Hala Road junction identified in the Transport

Masterplan, which would allow an amount of development to be undertaken, whilst delivering small scale localised improvement schemes and making a fair contribution to the

larger infrastructure schemes ultimately required and/or aspired to. Meaningful and significant improvements to the A6 can be achieved through the opening of the Heysham

Link Road and other more local measures, some of which are identified in the Transport Masterplan, and development should not be delayed or prevented in the short to medium

term in advance of the delivery of the relocated

Motorway Junction.

22 We object to the fact that the Transport Masterplan currently suggests that little can be achieved without a reconfigured M6 Junction 33, whilst noting that more housing and mixed-use development can stimulate accelerated delivery of the Transport Masterplan. This is a significant concern.

23 It is considered vital that the Transport Masterplan recognises and supports the need for phased development associated with the implementation of the short and longer term improvements. An acceptance of the early delivery of an amount of development in advance of the longer term transport infrastructure improvements / aspirations, such as the relocation of Junction 33 of the M6, south Lancaster Park and Ride; the full implementation of Lancaster Reach (the Rapid Transit Service), recognising that public funding would assist in the early delivery of these schemes in recognition of their wider public benefits.

24 In addition there is a level of recognition throughout the Transport Masterplan that there must be a balance between developer contributions and development viability, particularly in locations where development infrastructure costs will form a significant part of the development of a site. A site such as Whinney Carr will be required, on a phased basis, to deliver its own significant infrastructure, such as the Link Road (including a bridge over the West Coast mainline), which could fulfil not only the role of facilitating access to a particular development site, but also makes an important contribution to the wider objectives and aspirations of the Transport Masterplan, and the emerging local plan. Mechanisms to assist delivery must include contributions from developments in the wider area. The Highways and Planning Authorities should fully embrace the transport solutions and work proactively to seek to deliver them.

Timeframe for Delivery of the Transport Masterplan

25 It is acknowledged in the Masterplan that the A6 to the south of Lancaster could benefit from a reduction in up to 3,000 fewer vehicles daily as a consequence of the opening of the M6 to Heysham Link, in 2016.

Clearly this reduction will ease traffic congestion on the A6 now, but could also facilitate early delivery of further development in the southern part of the District, over and above that which can already be accommodated. As such it is considered vital to lock in these reductions in traffic flow to ensure that traffic flows to the

south of the City Centre and through the City Centre gyratory system do not revert back to how they were pre Heysham Link, as drivers take the opportunity to utilise the capacity created by the scheme.

26 To that end there is reference to the development of an Action Plan timetabling the measures to be completed within 10 years to lock in the benefits of the Heysham Link Road.

However, such a timescale is considered too long and will allow driver traffic patterns to be re-established. It is considered that the gains achieved by the Heysham Link within the City

Centre and on the A6 corridor need to be safeguarded much sooner, following completion of the Heysham link in 2016 to ensure they are not lost.

27 Finally, it is suggested in the Transport Masterplan that until accurate information is available on how traffic has changed with the opening of the Heysham Link Road, there can

be no certainty over the viability or cost effectiveness of the intervention plans which are broadly set out in the Transport Masterplan. As a consequence of the need for further

analysis, it is unlikely that detailed intervention plans will be available for consultation until 2018. Again it is considered that this is too long a process and cannot be allowed to frustrate decisions on development coming forward in the shorter term. It is considered that the Highways and Planning Authorities need to be in a position of certainty in relation to delivery of the short to medium term interventions, allowing developments which are ready to come forward over a much shorter timeframe, and which can start to make a meaningful contribution to the longer term aspirations of the Transport Masterplan and Local Plan. The Transport Masterplan needs to interface with the emerging Local Plan to seek to deliver on the key objectives of sustainable housing and associated development.

CONCLUSION AND SUMMARY

28 These representations submitted in relation to

Lancashire County Councils District of Lancaster Highways and Transport Masterplan Consultation Draft March 2015 respond to a number of key issues, which can be summarised as follows.

29 It is clear that this is an early stage document which is intended to set a long term strategy.

Further technical and feasibility work is required to refine the options and proposals, and we are keen to work with the County Council in this respect. The Transport Masterplan should be put in place as soon as possible to give certainty and to ensure that the measures identified are programmed and delivered as soon as possible;

30 It is considered essential that the Transport Masterplan seeks to deliver the objectives and proposals of the emerging Local Plan and Strategic Economic Plan, by helping to facilitate new beneficial and sustainable development in South Lancaster, and in particular in the Whinney Carr area. There are significant development opportunities in South Lancaster and

it is considered essential that these opportunities are secured and maximised. The Transport Masterplan should integrate with and complement the strategic proposals for the District as expressed in the emerging Local Plan.

31 The Transport Masterplan shows an infrastructure strategy for South Lancaster which differs from previous strategies and thinking, in that it does not include a strategic Link Road

between the A6 and A558, through the Whinney Carr site;

32 In addition to the short term improvement at the Hala Road junction there will be similar scale localised improvements that would be possible at both Pointer Roundabout and Galgate junction which would address current capacity issues and enable development to come forward in advance of the more strategic long term highway infrastructure. Clearly development schemes can have a part to play, in delivering easy win cost effective schemes such as the improvement to the Hala Road junction, which will allow development to be

undertaken, following delivery of these small scale localised improvement schemes;

33 We support the proposal for short term

improvements to the Hala Road junction and consider that the Council should be planning for improvements to capacity at the Pointer

Roundabout (which may be as simple as revising the existing road markings). We also consider that the potential for improvements at the Galgate junction should be given further

consideration, prior to more significant works – such as the potential relocation of Junction 33;

34 We consider it essential that the delivery of the relocated motorway junction does not become a barrier to either the delivery of other shorter term highway capacity enhancements or the delivery of new development, where alternative options exist to deliver capacity. We note that the Transport Masterplan indicates that the new junction might be open in 2022/23 – 7 years hence. It is important that the County Council demonstrates that alternatives to the junction relocation will be considered, for example, a bypass for Galgate; and

35 Whilst much of what is contained within the Transport Masterplan is supported by CEP and PLPL, it is considered that it has critical deficiencies in that it is disconnected from the

proposals within the emerging Local Plan and does not directly take account of the highway infrastructure requirements that will be needed to allow all of the much needed housing and

shopping and service facilities to come forward in South Lancaster, that it does not recognise the strategic importance and potential of the Whinney Carr Link Road to provide an

additional route to the City Centre from the south, which will bring numerous transport benefits in the South Lancaster area. It is considered essential that short term improvements are also sought and delivered.

36 The transport and development solutions around Lancaster are complex, but there are major opportunities to improve existing conditions and provide further and future capacity

that can be delivered in phases to facilitate much needed new development and support wider objectives, for example those in the emerging Local Plan and LEP's Strategic Economic

Plan. PLPL and CEG are keen to work with the County Council to help define and refine the strategy for the delivery of phased capacity and highways

	<p>improvements in South Lancaster and in particular to identify robust delivery mechanisms and opportunities.</p>
<p>Dynamo (Lancaster & District Cycle Campaign)</p>	<p>Dynamo (Lancaster & District Cycle Campaign) welcomes the opportunity to respond to the vision and plans contained in the Consultation Draft Transport Masterplan for the District of Lancaster, March 2015.</p> <p>Dynamo is broadly in agreement with the transport problems identified in page 1 of the document: namely congestion, delays to public transport, barriers to pedestrian and cycle movements, and air quality and road safety concerns. It is true that rural residents and businesses would struggle without access to their own cars, but it is also true that with nearly 83% of residents working in the area where they live (as pointed out on page 13), the scope for increasing cycling, walking and public transport use for everyday transport is enormous.</p> <p>Dynamo’s position is that good quality alternatives to the private car must be in place prior to implementing measures to discourage and limit car use for short journeys within the district.</p> <p>1 The 2031 vision (p.31)</p> <p>The vision set out in the Masterplan is indeed an inspiring one that Dynamo would be delighted to see implemented (even if some of us will be in our 80s by then). However, our concerns here are twofold:</p> <ul style="list-style-type: none"> • there is very little detail about how this vision is to be realised; • the little detail there is focuses on the relocation of junction 33, with the implication (on p.33) that improvements to sustainable transport have to wait on that. <p>Dynamo’s view is that sustainable transport measures should be put in place immediately, whether or not junction 33 changes go ahead. The danger of not taking this approach is that – as with the M6 link road – the County’s energy will focus on relocating junction 33 or, in any case, all other transport improvements will languish in limbo.</p>

2. Benefits of cycling (and other forms of sustainable/active transport) (p.33)

We would point out once again that cycling (along with walking and efficient public transport) is part of the solution to the district's endemic problems of congestion, air quality, road safety and public health. This should be repeated as often as possible so that councillors, county officers and the general public cannot ignore it.

Another benefit of cycling is to green tourism. The Way of the Roses cycle route and the planned Morecambe Bay Cycleway have the potential to offer a low-impact, low-carbon boost to Heysham and Morecambe.

3. Lancaster City Action Plan

The County's desire to make Lancaster city centre less dominated by motor traffic is a laudable one. However, it is noticeable from pages 36-37 that – once again – any real change is proposed to be dependent on changes to Caton Road and relocating junction 33. This dependence of the City Action Plan on road projects needs to be removed. A City Action Plan, covering both the city centre and the transport network feeding into and from the centre, should be included as an Annex to the masterplan and should be populated with current ongoing and near term transport improvement plans. Dynamo has drafted such an Action Plan and included this as Annex A within this response to the consultation.

Improvements to sustainable transport measures should not wait on new road building or house building. If the County is serious about its 2031 vision, it needs to put good-quality cycling and public transport routes in place now so that people have a real alternative to using their cars. The City Council's figure of 12,000 new homes by 2031 implies that the transport situation will get a lot worse unless something is done to discourage car use before the local population starts to expand.

On a micro level, there are a few improvements that Dynamo would like to see in Lancaster city centre:

- Make Queen Street a no-through road at the China Street end. Currently it is a rat run from Aldcliffe Road to the one-way system, and there have been several crashes where cyclists have been hit by cars exiting from Queen Street. Queen Square can be made into a turning circle, and it would make parking on the road easier. There is no need for motorists to use Queen Street as a through-route; if they wish to get from Aldcliffe Road to China Street, they can continue to Penny Street Bridge.

- Make Dalton Square a no-through route by closing off the very wide entrance opposite the Town Hall. This is a dangerous spot for cyclists and pedestrians: cars turn into the square across their path regularly.

- Factor in the condition attached to planning application 13/01274/FUL for a toucan crossing on North Road to assist cyclists (and pedestrians) to exit Chapel Street onto North Road.

We include below a link to a document on reconfiguring Lancaster's one-way system that a Dynamo member wrote in 2006; we realise that cycling conditions in the city centre have improved since then with cycle lanes and the out-of-hours permeability of the pedestrianised centre .

4. Lancaster Links multi-use network (p.39)

4.1 Heysham-Lancaster

After so much campaigning, Dynamo is heartened to see that the Heysham-Lancaster greenway route is included in the Masterplan. However, we feel very strongly that the County should already have in place a timescale and list of actions to ensure this route is open at the same time as the Heysham-M6 link.

We would emphasise that one of the arguments for the Heysham-Lancaster route was that it linked places of residence and places of employment, and as such it should be an unbroken and relatively direct route. It should make use of an existing underpass to the Heysham bypass, so making the entire route safe and traffic free.

4.2 Morecambe-Lancaster

Dynamo is concerned to see that the Morecambe-Lancaster greenway has disappeared from the map on page 40. Please confirm whether this is deliberate or an oversight.

4.3 Superhighways

Dynamo is pleased to see that the County understands that commuting cyclists generally wish to get to their destinations as efficiently as possible (as demonstrated by the continuing use of the A6 as the route from Lancaster city centre to Lancaster University). However, we are concerned to see on page 39 that “Superhighways will be on road or pavement” (our italics). Pavements are not suitable for “speed and convenience”: they are rarely wide enough for cyclists to pass pedestrians safely, and, as currently configured in the district, cyclists have to stop and give way at every side junction. Superhighways should be direct and unbroken. Pavements – unless they are as wide as roads – are for pedestrians or cyclists travelling at near walking speed. Moreover, turning pavements into “superhighways” will not send a positive message to pedestrians.

4.4 A comprehensive network

While it is good to see that the County Council wishes to extend the Millennium Path to Hornby and create an offroad link to Heysham, there are other villages like Overton and the Kelleys that need to be included in any cycle network. If offroad provision is not possible in the short to medium term, the County should expand its use of quiet lanes (as in the Bowland area) to calm motor traffic and make the back roads more cycle-friendly. (See guidance from the Council for the Protection of Rural England .)

4.5 The A6 corridor

As the County is aware, Dynamo has been pushing for good quality, unbroken cycle lanes along the A6 corridor south from Penny Street canal bridge. However, the County should also consider similar provision along the A6 north to Slyne and Carnforth.

The canal towpath is a pleasant but meandering route between Lancaster and Carnforth; it is not an alternative to a direct cycle commuter route.

5. Community Infrastructure Levy and planning

We are strongly of the view that Lancaster City Council (which, we appreciate, is a separate entity) should introduce a Community Infrastructure Levy on new developments. There have been too many housing developments recently (e.g. Heysham Mossgate) where the developers have simply built houses without regard for the necessary transport (or school and retail) links.

The City Council should also consider more carefully transport requirements when granting permission for developments. Obviously this runs counter to the tenor of the current government's position on planning law, but basically new developments should have all essential services (schools, shops, bus routes) within easy distance to minimise the need to travel.

6. General principles to encourage cycling (and other means of sustainable transport)

It is heartening to read on page 39: "We will design a complete active travel network . . . We want the district to develop as an exemplar of active travel for rest of county, demonstrating the widespread benefits that cycling and walking bring when they are the day to day choice for shorter journeys." This coincides very neatly with Dynamo's vision, and we are pleased to offer the following thoughts.

Bluntly, Dynamo's view is that road space needs to be taken from private cars and allocated to cycling, walking and public transport . We appreciate that the County Council has a difficult task in implementing this without a strong lead from central government, but the alternative is that our district grows in exactly the same way as in the recent past – i.e. more houses, more roads, more cars = more congestion and worsening air quality. However, the County Council can take advantage of guidance and examples of other cities like York and Cambridge to see what is possible.

The County's vision for 2031 is bold and imaginative – and highly desirable. However, this vision will be eternally out of reach unless the County abandons its timid, road-led approach to transport management.

An example of this timid approach is in the extract below from the Masterplan (p.41):

“Cycling infrastructure can work both ways; not only should it make cycling safer and more attractive, it can make driving the same route less convenient, thereby encouraging a shift to active travel.” (p 41; our italics)

The Masterplan rightfully recognises that a modal shift from car to bike is necessary to achieve its sustainable vision, but the use of the word 'can' in the second clause implies that this might possibly happen as by product of new cycling infrastructure. A far more confident and positive approach would substitute 'can' with 'should' or even better 'will', thus transforming the County's approach from a timid aspiration into a bold, can-do one.

We would therefore urge the County to take the following steps in the short to medium term:

6.1 Implement the County's own guidelines on cycling infrastructure

The Environment Directorate commissioned “Making Lancashire Cycling Friendly: a code for planning, designing and maintaining roads and tracks for cyclists” in 2002/3 but it does not seem to be widely employed by the County's own designers. (A link to the document can be found on the Dynamo website .)

6.2 Make a start on the Heysham-Lancaster offroad route and Lawsons Bridge route

A possible route between Heysham and Lancaster has been identified; public support for it has been demonstrated; now is the time for the County Council to begin negotiations with local landowners and cost the scheme.

Regarding the A6, planning permission for the new supermarket in south Lancaster makes provision for

an off-road route over Lawsons Bridge to take cyclists from the A6 to Ashton Road. The County Council should liaise with landowners to try to establish a cycle route, in advance of the supermarket building, from Burrow Bridge on the A6 to Lawsons Bridge to provide the most direct route, via the new Booths, to town.

6.3 Dedicate space to cycling on busier urban roads

In order to move people out of cars, the alternatives (whether cycling or public transport) need to be good quality, highly visible and favour non-motorists over motorists. For this reason, Dynamo wants initially to see segregated, safe cycle lanes along the A6 south. These lanes should be unbroken and should privilege cyclists over cars (as in the County Council's own hierarchy of road users).

6.4 Make rat runs into no-through roads

We have made the case above (in point 3) for Queen Square and Dalton Square to be made no-through roads so that cycling and walking is prioritised and road danger reduced. Other roads in the district can be identified: another contender would be the bottom of Sharpes Hill/ Newsham Road to enable safe cycle lanes along the A6. Here access to the A6 from Belle Vue Terrace should be maintained for residents.

6.5 Give cyclists priority where offroad paths cross minor roads

There are examples in the district where cyclists are directed onto a shared-use path and have to give way at minor junctions (e.g. Morecambe Road). There is just one example where cyclists have priority – at Rushley Drive in Hest Bank. Where cyclists are directed onto shared-use paths, they (and pedestrians) should have priority over traffic on minor side junctions. This conforms to section 6.2.2 of “Making Lancashire Cycle Friendly” referred to above.

6.6 Embed cycle training and riding in schools

One of the problems in Britain to promote cycling is that parent-guided cycle training of children has

	<p>missed a generation or two. One of the most heartening success stories of the Cycling Demonstration Town years in Lancaster was the popularity of the Sustrans-led Bike It project , which worked with schools and introduced the fun and utility of cycling to dozens of children. This went beyond the usual cycle competence scheme run in schools, where children are confined to the playground. A cycling officer should be identified to work with Sustrans to develop safe routes to school.</p> <p>6.7 Establish a programme of maintenance and repair</p> <p>Some of the best-used cycle infrastructure is now in a poor state of repair. The most notable example is the canal towpath between Beaumont and Carnforth. This is a very popular route with walkers and cyclists and it has been breaking up for some years. Dynamo appreciates that this is not the County Council's responsibility, but it is an example of the importance of a timely and multi-agency approach to maintenance.</p>
<p>L&K Group PLC, the owners of North West Auctions in Kendal and Lancaster</p>	<p>We are sorry to have missed the original consultation but L&K is now further down the line with its plans to relocate the NWA Lancaster livestock auction mart closer to J33 of the M6. Hopefully you are still able to consider this response.</p> <p>L&K's intention is to dispose of the existing Wyresdale Road auction mart in the City for residential use and relocate the auction mart agricultural business to a new greenfield site near the existing J33 of the M6, between the A6 and the canal, south of Galgate. L&K is currently in discussions about this with Lancaster CC regeneration and planning departments.</p> <p>L&K has already, with the support of SLDC and Cumbria CC, successfully relocated the NWA Kendal auction mart from the town to a greenfield site adjacent to J36 of the M6.</p> <p>Having read the Transport Masterplan, L&K's primary concern is the effect that the planned relocation of J33 to the north of Galgate could have on the proposed relocation of the auction mart. It is important to L&K that the existing access and egress on and off the existing J33 slip roads are maintained. This would</p>

	<p>ensure that traffic to and from the proposed auction mart (south of Galgate) does not have to travel through Galgate after the new J33 is constructed to the north. L&K would appreciate being consulted before any firm decisions are made about the access and egress arrangements both north and south on and off the M6 once the new J33 access is in place.</p> <p>L&K are also interested in plans to downgrade/re-designate/re-sign the A6 north of J33 and introduce a new 7.5t weight limit except for access to key businesses. This would affect heavy vehicles travelling the short distance north from J33 to the proposed auction mart site and the return journey back to the M6.</p> <p>Discussions with Lancaster CC are in the very early stages but I thought that you would find it useful to be made aware of L&K's aspirations to help you to formulate the Transport Masterplan going forward. The auction mart relocation would definitely move heavy traffic out of the city and reduce congestion in Galgate which are both stated objectives of the Masterplan.</p>
Lancaster University	<p>Lancaster University welcomes the opportunity to respond to the consultation draft of the above masterplan.</p> <p>Lancaster University is a major employer and the students we attract from home and abroad contribute substantially to the local, regional and national economy. In addition to direct economic benefits from employing staff and bringing in students, research intensive universities, such as Lancaster, are able to contribute significantly to the wider economy by working collaboratively with businesses of all sizes on research, licensing of intellectual property, and through the academic excellence of management schools.</p> <p>Lancaster University's commitment to engaging with enterprise has helped thousands of northern businesses grow, enables them to create thousands of new jobs and cements the university's position as an economic anchor institution for North West England. It should be noted within this context that the University is progressing with the implementation of the hybrid planning permission for the Innovation Campus (formal planning commitment) A separate</p>

masterplanning exercise is to shortly commence to identify the University's future development needs over the short, medium and long-term (corresponding with emerging Local Plan timescales). The campus-wide masterplan will be prepared in conjunction with the City Council and County Council in order to ensure that the University's future development needs are central to emerging strategy.

Overarching Comments on the Consultation Draft

Upon review of the draft masterplan, the following points should be taken into account throughout:

·**Innovation Campus**; the land north of the existing campus benefits from an extant hybrid planning permission (LPA ref. 12/00626/RENU) for a business park (maximum 34,000 m² of Class B1 development). The permission includes a package of off-site highways improvement works as well as Travel Plan targets to encourage modal shift. The University is presently seeking to discharge pre-development conditions attached to the full planning permission element of the scheme (the Estate Road) to enable lawful implementation.

The scheme should therefore be acknowledged in the masterplan as a formal planning commitment so as to avoid any misinterpretation of its planning status; its development is not predicated on the potential transport proposals for South Lancaster detailed in the draft masterplan.

Junction 33; there is no consistent reference or description in the draft masterplan in terms of explaining the potential proposals for Junction 33; the majority of references are to total relocation but then there are references to remodelling / enhancements to the existing junction. There should be a consistent reference to potential solutions to enhance J33 throughout the masterplan.

More specific comments in regards to the draft masterplan are provided below and should be read in conjunction with the above.

Lancaster Now

Travel Problems Today

The draft masterplan, under Travel Problems Today, states that '.... **the three interconnected gyratory systems that form the heart of the City of Lancaster's road network are notorious for congestion.**' It further states that '**The A6 corridor in**

particular is very busy, with significant congestion at the A6/A588 Pointer Roundabout and at the A6/Hala Road junctions. This limits the potential for growth to the south of the city and making connections to the University slow and difficult, particularly for cyclists.'

Queueing and congestion associated with the traffic signals in the village of Galgate, which reduces the effectiveness of the A6 of travel between the City and South Lancaster is also highlighted. All of these current transport problems affect accessibility to the University and the surrounding area.

The University welcomes recognition of the need to address these current transport issues in order to facilitate future development in the South Lancaster area and in particular the University Campus. It is noteworthy that the draft masterplan has been prepared in response to how the district of

Lancaster may change over the next 10 to 15 years as a result of the potential economic growth of

the area and the future housing strategy for South Lancaster. It states that **'Clearly, exactly where housing is developed will have major implications for our highways and transport networks.....**

No highway authority wants to see development which will make highways issues worse.' It goes on to say that **'We won't, however, rule our major infrastructure improvements if these are required and the funding can be found (although such funding could require a substantial contributions from developers).'**

As detailed previously, the Innovation Campus (LUIC) benefits from an extant hybrid planning permission (LPA ref. 12/00626/RENU) for a business park (maximum 34,000 m2 of Class B1 development) on the Bailrigg site (land north of the existing campus). Whilst the University welcomes the identification of the Innovation Campus as one of the four development priorities that must be accommodated, the draft masterplan must recognise that it is a committed development and its delivery is not predicated on the delivery of the transport infrastructure improvements that may come forward as part of the Transport Vision.

In developing its Transport Vision, the County Council has presented three options in the Draft Masterplan all of which build upon the relief to traffic conditions in the City Centre that opening of the Heysham to M6

Link Road will bring. The University supports the initiatives that are to be included within an Action Plan which identifies the transport interventions for the short, medium and long term and welcomes the proposal to review the City Centre gyratory, investigate the potential for more Park and Rides sites and assess the feasibility of a rapid transit system, within the next 12 months. However, the University believes that the suggested 10 year time horizon for implementation of some of the initiatives within the Action Plan is too pessimistic and would like to see the identified changes to the City Centre gyratory implemented sooner, to ensure that the potential benefits to public transport, (in terms of improved journey times and reliability), can be realised in the short to medium term.

Looking to the Future – What are the Challenges? (Pages 26-30)

The SWOT analysis refers to the Health Innovation Park and other University-led activities as an opportunity. Whilst the University wholly supports this positive acknowledgement of the importance of the opportunity, it is important that the Innovation Campus is recognised as a formal commitment in planning terms and is not predicated on delivery of further transport enhancements in South Lancaster (reflecting our earlier commentary).

With respect to the wider SWOT analysis, it is important that the preparation of a business case to support enhancement of M6 Junction 33, either through relocation or enhancement of the existing junction, is acknowledged; a significant amount of work is required to move this forward in the short term. It is recognised that the preparation of the University's campus-wide masterplan (above and beyond the committed Innovation Campus scheme) will greatly assist in this respect.

Developing our Transport Vision

Option 1 – Do only what we need to

Although having a limited capital cost when compared to the other options, the University does not support this option given that it effectively reflects the status quo and will not go far enough to bring about the step change needed to improve transport linkages between the City Centre and the University, especially conditions for cyclists and public transport. Improved linkages and frequent and reliable public transport will form an essential part of the transport strategy that will

support the continued development of the University Campus in the future timeframe consistent with the draft masterplan.

Option 2 – Improve what we have

The University supports this option on the basis that measures to improve the current situation (particularly in the short term) will need to be progressed whilst the more comprehensive step change required (detailed in Option 3) is delivered. We do not believe that Options 2 and 3 are mutually exclusive and see Option 2 as a precursor to Option 3.

The University believes that only limited benefits will accrue from Option 2, but supports the aspirations to enhance walking and cycle links to the City Centre and to implement a core network of walking and cycling routes between the main urban areas in the district. Improved linkages will enhance the existing sustainable travel characteristics of the University Campus and support its future development. The University also welcomes the proposal to take advantage of the reduction in traffic around the gyratory to provide priority to public transport, especially for services to/from South Lancaster and the University.

Option 3 – Improve and Extend

This option builds on option 2 above and it is clear that the additional initiatives proposed have the potential to bring about the required step change improvement to transport conditions in South Lancaster. By increasing road capacity at key locations and providing improved route choice for people travelling between South Lancaster and destinations to/from the north and east, traffic conditions on the A6 corridor and within the City Centre should be improved significantly. An improvement in traffic conditions would assist in facilitating economic growth, support the housing strategy and enable the desired quality and reliability improvements in public transport to be fully realised. The additional initiatives are therefore welcomed by the University. However, the success of Option 3 is heavily reliant upon the ability of the County Council to deliver the partial relocation / remodelling of Junction 33 of the M6 Motorway. Indeed, the Draft Masterplan states that, **‘The masterplan therefore sets out a clear course of action, from early quick wins through to the longer term projects that will realise our visions for the**

City of Lancaster. It also makes it clear how little can be achieved without a reconfigured Junction 33.'

The University is mindful that a lengthy evaluation and assessment programme would need to be followed to facilitate the relocation / remodelling of Junction 33 and a successful outcome to any such proposal is not guaranteed due to the various factors that need to be considered, not least the views and support from Highways England and other issues, such as environmental impacts and funding. Furthermore, a scheme of this nature would have a high capital cost and the draft masterplan already acknowledges an ambitious project realisation date of 2023 / 24. Given that this would need to be met by a combination of developer contributions and growth deal funding, it may take many years to accrue the necessary monies to facilitate its implementation. The deliverability of this proposal is therefore a concern to the University and the draft masterplan must consider alternative options to facilitate growth in South Lancaster (e.g. identify a contingency plan for the Transport Vision).

The University also seeks further clarification regarding the Park and Ride proposals for South Lancaster, which is afforded significant status in the draft masterplan. If the rapid transit service is to be road-based, (using buses), then bus priority measures are clearly an important matter and would need to be accommodated along the A6 corridor between Lancaster University and the City Centre.

Also, the plans appear to indicate that the South Lancaster Park and Ride facility / rapid transit service would *not* serve the University campus. Clearly, large numbers of University staff, students and visitors could use such a service and would be beneficial in encouraging modal shift.

Our Transport Vision (p31)

Influencing travel behaviour change will also be key in realising the overall vision. The current draft masterplan relies heavily on major physical infrastructure changes and it is not certain as to deliverability at this stage. It is therefore proposed that the draft masterplan should encompass a broader approach to effecting the desired changes in travel behaviour to overcome the 'reluctance to change travel behaviour' which has been identified as a threat to realising the vision.

In terms of the Table provided at page 31 (entitled 'In

2031'), the University wishes to see reference to it being included given its importance (only generically referenced in accompanying text). It is also important that the Innovation Campus is recognised as a formal planning commitment given the reference to 'major developments planned'.

City of Lancaster (p33)

As previously detailed, the references to M6 Junction 33 need to be consistent. As currently drafted, the masterplan refers to relocation and reconfiguration but thereafter (p34 – immediately above Figure 13) solely refers to reconfiguration. The summary text should also be revised as the Innovation Campus is a committed scheme and potential enhancements (in whatever form) to Junction 33 are not required to support it. The masterplan effectively seeks to respond to the transport impacts of the committed Campus scheme but this has already been agreed during the planning application process and has resulted in a mix of off-site junction enhancement works (MOVA etc.) and travel plan targets.

In terms of the conclusion that the masterplan sets a clear course of action, whilst the University is supportive, we would also like to see progress with the City Action Plan business case to support the works to M6 Junction 33.

How do we make it happen? (Pages 35-42)

There are numerous references to relocated M6 Junction 33 but nothing on remodelling – need consistency through this section (and entire masterplan report). The reference (page 37) to 'this is as far as we can go' seems relatively short-termist and again the University would welcome reference to the Innovation Campus not being seen as part of the future capacity constraints without intervention given that it is a committed development.

Summary

In summary, the University welcomes and broadly supports the Transport Vision set out within the Draft Highways and Transport Masterplan. The initiatives proposed have the potential to address current travel problems and bring about the much needed step change improvement in transport conditions in South Lancaster, especially in terms of the prioritisation of sustainable travel that is needed to support the economic growth and development of the area.

Furthermore, the University recognises the benefits that the Transport Vision could bring in terms of

improved accessibility for all transport modes to both the existing University Campus and the proposed Innovation Campus. However, the University notes that the Transport Vision is heavily reliant on the deliverability of the relocation / reconfiguration of Junction 33 and the Draft Masterplan does not identify a contingency plan for the Transport Vision should this infrastructure not come forward.

The University welcomes the fact that the Innovation Campus is seen by the County Council as one of the four development priorities that must be accommodated. However, we would again reiterate that the LUIC is already a 'committed development' as it will be delivered via the implementation of the extant planning consent for the Bailrigg site and is therefore not predicated on the delivery of the transport infrastructure improvements that may come forward as part of the Transport Vision.

With regard to the Action Plan, the University would like to see changes to the City Centre gyratory implemented as soon as possible, to ensure that the potential benefits to public transport in terms of improved journey times and reliability can be realised in the short to medium term.

Finally, we commend the County Council for adopting a forward thinking and pro-active approach to addressing transport issues in the District of Lancaster and offer our support and involvement as a key stakeholder going forward as the Highways and Transport Masterplan evolves.

The University would welcome the opportunity to be involved in helping to inform the feasibility studies to be undertaken on a rapid transit system, relocated / reconfigured M6 Junction 33. Park and Ride and any other initiatives that may have an impact on the University in the future, including the work to be undertaken to help inform the Lancaster City Action Plan.

As detailed in the introduction, the University is to commence a campus-wide masterplan exercise to establish its future development (and thereafter spatial) needs. This exercise will be run in conjunction with the City and County Councils to ensure a fully-joined up approach and ultimately a deliverable proposition which will enable the University to continue to be a premier education provider on a local, regional and international basis.

In the meantime, if you have any queries regarding

	<p>this initial response then we would be happy to clarify as appropriate. We would also welcome ourselves and our advisors being kept informed as to masterplan progress.</p>
Members of Public	
1	<p>Thank you for setting out an ambitious vision for the future. I liked the idea of 2031 being a time a when people reach for their bikes rather than their cars. However, as regular cycle commuter (station to University 3-4 times per week) I felt that the strategy was short of plans on how to do this.</p> <p>There is clearly plenty to do, but from a selfish perspective it would have been good to have seen the commitment to a fast , safe cycle route between the city and the University, backed with a timeline and target for when this would be achieved by. Currently cyclists are routed through busy car-lined streets, past poorly controlled junctions (Hala Road /Claughton drive for example) and over potholed surfaces ? Dallas Road springs to mind - that force cycles to swerve into the traffic. It is no surprise that Lancaster?s cycle safety statistics are amongst the worst in the country.</p> <p>Perhaps the strategy could set real targets for itself and revisit them on an annual or 5-year basis ? i.e a reduction in cycle injuries of 5% year on year, and increase in cycle journeys of 5% year on year; and increase in the proportion of the transport budget spent on cycling of 5% year on year. I fear that without verifiable targets we will be sitting around in 2031 still having the same ideas for 2045.</p>
2	<p>I am sorry not to address you by name, but I failed to ask for it when we spoke at Carnforth yesterday.</p> <p>I enclose the Questionnaire, which I have answered from question 9 onwards. This is because I want to concentrate on Carnforth because I am a resident of that area and have considerable concerns regarding it and want to address those issues.</p> <p>It is mentioned on page 48 about the option of reviewing the Green Belt. Reviewing Green Belt is not something which, to my mind, needs to be done as there is an excellent brown field opportunity in Carnforth. I refer, of course, to the site of the former ironworks. Developers should not be given their</p>

generally preferred green field opportunities until all brown field opportunities have been exhausted. The site has already been considered for development, but somehow it fell through. At that time, it was considered that a supermarket could be included on the site, such as Aldi, but there is now no need for that as Aldi is already established in Carnforth. That suggested site is already close to both the bus services and the railway station, so is good for encouraging people not to be reliant on the car.

Now to look at Carnforth Rail Station. The document refers to the main line platforms being closed down and largely removed in 1970, which is not accurate. Main line services were withdrawn in May 1970. However, Network Rail have admitted to David Morris MP, that they were not closed, only withdrawn. This followed on from extensive research work to find the authorisation for their closure, when it became apparent that they had not been closed. On being told that the platforms were not closed, a person who works a lot on railway matters immediately responded that they could now be "grand-fathered". (It is appreciated that during the Westminster Hall debate it was said that the DfT is satisfied that the platforms were properly closed and that I was being told. However, they had earlier agreed that they are still open. My correspondent started his letter by stating that he had not looked at earlier correspondence about the platforms. He is now well aware that I disagree with him and that Network Rail have admitted that they are still open. Correspondence is ongoing.)

Although the facings have been removed, bearing the above in mind, this has to be without authority. I have a note from the engineer involved where he tells me that British Rail at first put out a press release stating that it was on his instruction, but owing to his protestations it was withdrawn and replaced by a new release stating that it had been done in accordance with BR policy.

As campaigning for the reinstatement of the platforms has been going on for many years, and became really serious from 1980 onwards, I suggest that with the damage which has been done to the still existent platforms, it is the responsibility of Network Rail to

immediately correct this and now reinstate them at its own expense. The Statute of Limitations would seem to apply and that this should be done. However, I do think that it should be the Lancashire County Council that instructs for this to be done forthwith.

On page 49, the document says that rail connectivity from the station “could be regarded as rather perverse”. That should say “is perverse”, something of which I am fully aware every time I go to Scotland using Carnforth station.

The consultation is very negative regarding the reinstatement of the mainline platforms. This should not be so and a positive attitude should be taken. Carnforth is a major hub. It is a centre for travel from the Furness Area, South Lakes and the west of Yorkshire. Unfortunately, in my dealings, authorities look at the matter as a tiny corner at the north of Lancashire rather than looking across the borders. When the wider strategic values are pointed out, replies just speak of it as a very local issue. People in villages round about, such as Burton and Arnside, are from across the border but use Carnforth station. From speaking to many people, I am of the firm opinion that the market is very much wider than that.

As I mentioned yesterday, every train passing through Carnforth station from 08.00 to 13.00 one day and 13.00 to 18.00 the following day last April was listed. When the listing was analysed, it revealed that there was always time for a TransPennine train to stop at Carnforth without a following Virgin train being affected.

It was stated during the Westminster Hall debate in December 2014 that funding for the platforms is available to the County Council for work to proceed. Please see Hansard Column 589WH. That work is something which I consider should be done forthwith and that all planning, such as for the forthcoming franchises, be done based on the Carnforth mainline platforms being back in use by then and not just at some possible date somewhere in the future. The lead needs to be taken now, for the general benefit of the area. It would appear to me that there are two ways in which the reinstatement of the platforms could be funded.

	<p>To re-iterate, the reinstatement of the Carnforth mainline platforms is for now, and not for being possibly included in Network Rail's North of England Route Study and something possibly being done sometime in the future. There has to be a positive 'can do' approach and negotiations with the TOC's be done with the reinstatement of the platforms included.</p> <p>Something which is not mentioned in the Consultation Document regarding public transport, but which fits in with walking and cycling that are mentioned, is that there is nominally a Waterbus service on the Lancaster Canal. It used to run daily from Carnforth to Lancaster and back during the holiday season. The vessel "Kingfisher" was purchased with Market Town Initiative monies and was, according to the grant application obtained from Lancaster City Council under the Freedom of Information Act, was for use in promoting the northern end of the canal. Over the years, this has changed so that it is now based on Barton Grange and Lancaster and is just due to come to Carnforth for four visits in August, just staying to turn round for the return to Lancaster. This is per the timetable at the waterbus stops. Last year Kingfisher was due to come four times and then the publicity cut it to three. In actual fact, the vessel came just the once. All but the Carnforth journeys are called cruises on the timetables, but Carnforth is called a waterbus. I cannot see how this can be the case. However, a proper waterbus is perhaps something to be considered again.</p> <p>If you wish to contact me to discuss anything further, please feel free to do so.</p>
3	<p>Improvements to the rail line to Morecambe must be comprehensive and include Heysham. The housing and employment in Heysham can only increase and mobility for individuals and goods is necessary to bring this to its best level. Also the Port needs good transport for passengers and also a better rail link would enable new ventures in container and bulk goods.</p> <p>A simple, cheap and sustainable method of reducing (peak) traffic is to stagger school, shop and shift times. With relatively discrete types of employers</p>

	<p>(education, hospital, local government, shopping etc) this should not be too difficult.</p> <p>I consider that a new crossing of the Lune west of the centre to be almost essential with the developments to the west and the central Lancaster traffic convergence.</p> <p>I see problems in the commuter flow from the expanded Caton and Halton to Lancaster. Better buses are needed.</p> <p>Note that the English Coastal Trail is scheduled for the next few years and will probably supersede the Lancashire Coastal Trail. The new Morecambe Bay Cycle Way is a tourism initiative with now new links and will have no positive contribution.</p> <p>A new J33 is a good idea. Retention of some connectivity between M6 and A6 at Hampson Green is necessary for the traffic going south to Garstang and the north Fylde is essential since otherwise the problem in Galgate centre continues with just reverse flow.</p> <p>The Carnforth rail connection north is good, but a solution using platforms other than the main line needs close investigation. Making Market Street more pedestrian friendly would be good. A link from Station along Hunter Street and out to A6 was suggested seriously a few years ago.</p> <p>The gyratory is a problem. A new East relief road may be a solution but no land is left. It may be possible to try opening up the three cross roads to general (one way) traffic, remove or smarten up the lights and keep a slow steady stream of traffic.</p> <p>If the shared use routes are to be promoted then they must be made more friendly for walkers. Fast commuting cyclists can be/seem to be intimidating. Training needed.</p>
4	<p>The plan states that the objective is to reduce the movement of traffic in the city centre by altering the gyratory system. The presence of HGV's in this traffic flow is not detailed. Much reliance is placed on the Heysham—M6 Link to relieve this. There is mention</p>

	<p>of the principal industrial areas which generate the movement of HGV's as White Lund, White Cross and the Power Station. White Lund and the Power Station will benefit from the M6 Link, but not White Cross. There is no mention of the Lune Business Park, or the other new development on the Quay, which generates significantly more HGV traffic than White Cross The M6 Link will not relieve the problems of traffic requiring access to this area. The best way to deal with this is to construct the West By-Pass to the city with a new bridge over the Lune and a link to the Heysham M6 Link. This was proposed many years ago. It would be expensive and is probably the reason why it was scrapped.</p> <p>We are left with this heavy traffic making a hazardous journey from Market Street to the Quay via Meeting House Lane, Station Road, West Road and Lune Road., passing the Railway Station, through a residential area with a school and Residential Home. Visitors to Lancaster using the Railway Station have this as a greeting.</p> <p>It is not necessary. If the low bridge span at Damside was removed, the problem would be greatly reduced. The bridge carries foot and cycle traffic. Both could be accommodated by constructing a ramp from the path below the Priory to Damside. There, a pedestrian crossing would link to the spur to the Millennium Bridge and back to the existing route. This is a cheap and simple solution. This ramp would also serve people who want access to the bus station and the lower part of the city. Presently they scramble the bank on an unofficial and dangerous path.</p> <p>Sketches included</p>
5	<p>I visited the exhibition in Lancaster Library on 26th March, but the County Council officials had gone home by the time of my visit. The question I wished to pose concerns the route to Morecambe by car when access to the City centre becomes restricted. Is it the case that traffic from the south and west of the city centre will be expected to go via the M6 from the resited junction 33 to junction 34, thence by way of the new link road? If so, I think you will receive a large</p>

	<p>number of objections. If this is not the case will you please say how traffic from for example</p> <ol style="list-style-type: none"> 1) the Westbourne Road area 2) the Scotforth/Greaves Road area will be able to get to Morecambe.
6	<p>Relocate J33!</p> <p>There have already been thousands of trees cut down for the new link road. J33 is fine where it is. Change it (no doubt the University is at the back of this given the blot on the landscape that is the University, but hey planning restrictions don't apply to them) and more trees will be cut down and wildlife again will suffer. One day someone with sense will stop the inept and stupid automatically attending a university just to get the numbers down on the unemployment list then this city will become what it was when the two nuclear power stations were completed, a ghost city with everything of interest ruined for the sake of money. The whole idea of relocating a perfectly good junction which is accessible for those living south of the city just because some half wits with plenty of money to throw at the Council want it just demonstrates the low level of intelligence of those who thought up this Masterplan!</p> <p>There are plenty of plans for the towns but those living outside will not benefit. You need to stop ripping people off for parking their cars. Having to pay to park in the evening has certainly made me think twice about even going to the cinema. Park and ride is out of the question for those in rural areas and most of this plan is about those people in the towns, what a surprise there then! What needs to be done is bulldoze that monstrosity that greets you when you arrive from Caton Road, namely the old bus station!</p>
7	<p>An open letter concerning the Lancaster Roads Master Plan</p> <p>The vast majority of residents will be entirely unaware of the current consultation taking place by Lancashire County Council on their proposals for a Transport Masterplan. The Lancaster element tells us the following on Page 21:</p> <p><i>“The three interconnected gyratory systems that form the heart of the City of Lancaster's road network are notorious for congestion. The sheer volume of traffic</i></p>

that needs to travel in and out of the city centre or cross the city to reach Morecambe and Heysham makes congestion almost inevitable, but gyratory systems compound the issues from this congestion. These one-way systems were typically a 1960s and 1970s solution to the increasing numbers of cars on the roads then.

Gyratories are noisy, polluted and unpleasant places and create a vicious circle where people feel compelled to drive because cycling and walking are perceived to be too dangerous and unpleasant; this compounds the problem as traffic volumes then reach levels the system was never designed to cope and so congestion spirals. Buses too become less attractive if they are also caught up in the congestion and their timetables are no longer reliable. Lancaster's gyratories are effectively throttling the city centre."

Whilst the problem is recognised in the report, no solutions are offered! Given that the problem exists surely we need to examine what can be done about the number of vehicles using the entire gyratory and reduce these wherever possible. With a small number of road modifications many vehicles can avoid going round the entire circuit and ease the congestion currently experienced. I suggest the following:

Enable a right turn for eastbound traffic on Aldcliffe Road travelling south on the A6 – a short link from Willow Lane to Aldcliffe Lane would encourage all Marsh southbound vehicles out of the City Centre.

Create a roundabout on the current car park on Cable St and North Road to enable shoppers from the North and East to enter and exit Sainsburys.

Permit traffic rights through Damside Street for traffic from the north and east for St Georges Quay, also providing a direct link from the bus station to the quayside with its expanding housing area.

Create bus stops on Dalton Square for southbound buses and stop the circulation of southbound buses round the Brock St and George St mini gyratory – without the market these stops are anachronistic.

Consideration should be given to a much bigger scheme using the Canal corridor to entirely remove

	<p>the southbound gyratory away from the City core – If it can be done in Stoke why not here! Creating an enlarged retail offer in the City centre cannot be an attractive proposition until the transport issue is resolved.</p> <p>Given that we have a refreshed City Council is it too much to expect that this nettle will finally be grasped. The Conservative Councillors have indicated that this is a priority for them; will the controlling Labour group be mature enough to work with them to deliver what all our residents need? Will the Green group accept that for many the car is the only current alternative until much improved public transport is available and support a whole Council solution? The debate has started – don't allow it to be a damp squib!</p>
8	<p>The Draft Masterplan's vision for Lancaster in 2031 is indeed visionary. However, I question one of the key assumptions made in the plan that moving Junction 33 north of Galgate would lead to a dramatic reduction in traffic trying to move through or around the city centre. I therefore have grave concerns that some of the specific changes proposed under the "place-shaping" of Lancaster city centre would have a seriously negative impact on residential areas in parts of the city, such as East and West Lancaster.</p> <p>In particular, limiting vehicular access through the city centre will inevitably lead to more rat-running through residential areas, rather than less, as local traffic tries to find a way round the city from north to south, west to east and vice versa. Roads such as Bulk Road, Ridge Lane, Ullswater Road, and Derwent Road in east Lancaster are already used as rat runs by both cars and commercial vehicles using their "satnavs" to circumnavigate the city. Moor Lane, Wyresdale and Coulston Roads also bear a heavy burden. Meeting House Lane, West Road, Lune Road and the Quay would similarly become rat runs to the west of the city. With no alternative routes or new roads round the city proposed in the plan, residential areas would pay the price of relieving the city centre from congestion.</p> <p>In east Lancaster, several new housing developments are under construction amounting to around 650 homes with a further 31 homes proposed at Fenham Carr Lane. Developers are also looking at building 450 homes at the Grab Lane site. These locations are</p>

	<p>all up the long, steep hills of east Lancaster where cycling, walking or the bus may not be a practical option for young families or for commercial vehicles. Many of the residential streets around Lancaster are narrow Victorian roads, some no more than 5 metres wide. East Lancaster also has the largest and tightest cluster of schools in the area, with 3 primary schools and 2 secondary schools. Hundreds of children walk along the streets to and from school and the playing fields every day. Effective traffic calming measures and the enforcement of the 20 mph speed limit is already much needed along these roads.</p> <p>In short, while the need to reduce congestion through the city centre is clearly a priority for Lancaster, it cannot be at the expense of residential areas. It is unlikely that moving junction 33 a little further north will encourage local traffic to use the motorway as their main route round the town or to Morecambe, as this would add a considerable distance to their journey. Reducing city centre congestion and pollution could however be achieved by:</p> <p>the exclusion of HGVs from the city centre Park and Rides at both junctions 33 and 34 improved cycling and pedestrian networks improved bus services using ULEVs making the city centre roads two-way so that traffic did not have to go all the way round the city to get to their destination if the funds were available, building a new “by-pass” road to the east of the city between the M6 motorway and the Lancaster Moor hospital site, running parallel to the M6, to link with the A683 at Junction 34.</p> <p>Closing the city centre to local through traffic, however, would not be compatible with the Masterplan’s stated aims of improving the environment and road safety for pedestrians, cyclists, children and young people in residential areas, and reducing rat running.</p>
8 (representation includes drawings)	I would like to start by complimenting the team behind the Lancaster Draft Masterplan on producing such an impressive and informative document. I shall certainly be returning to it in due course to gain a greater understanding of the traffic and transportation situation in the district – which, like many, I have hitherto assumed to be largely insoluble. The vision

and thinking evident in this document certainly give some cause for hope.

Whatever the problems of the district as a whole, I have long held the view that the particular problems of Galgate in relation to traffic are eminently solvable in principle, although quite where the money would come from was a different matter altogether.

It is only in the light of recent consultations on land allocations and discussions about possible large scale development in South Lancaster that I have sensed a window of opportunity for Galgate. Now the Lancaster Masterplan with its proposal for a relocated Junction 33, its discussion of central Lancaster traffic management issues, the respective roles of Junction 34 and the new Link Road and the district's various AQMA issues, has led me to believe that if the right measures are pursued, we could end up with the situation which not only realises the vision of Galgate as 'a quiet village, no longer straddling the city's main link to the motorway', but which accommodates all the development targets for South Lancaster, enhances the setting of the University, facilitates the creation of the envisaged low carbon 'superhighways', and, moreover, opens up new opportunities for Galgate that transcend mere tranquility.

Frame of reference

My frame of reference has a number of aspects:

As a Galgate resident (and one who shares the 'green' outlook of the Masterplan) I would like nothing better than to see Galgate no longer plagued by congestion and through traffic. I would also like to see Galgate prosper, also as a place of employment, and would be perfectly happy to see its population grow, provided the traffic problems were solved and provided that the village as a 'place' could be developed in such a way as to accommodate greater housing volume.

I also take it as read that of the options outlined in the recent land allocation consultations and other discussions around the University (of which I am a great supporter), such as the Innovations Park, large scale development south of Lancaster is practically inevitable, and that for this very reason effective (and expensive) measures to address the traffic issues are necessary, but also possible.

At the same time, I believe passionately that it would be an appalling mistake to develop in such a way that Galgate is subsumed into the Lancaster conurbation,

rather than maintain a clearly separate identity and physical location. The distance between Lancaster and Galgate may become somewhat smaller than it is now, but a distance and a clear separation there must be.

All the above informed by thinking before I read the Draft Masterplan, but with a better understanding now of some of the issues concerning city centre and peninsula-bound traffic and the approaches to them, I can see the possibility of a virtuous circle in which the greater the degree to which advantage is taken of the various opportunities to develop South of the city centre, the greater the justification there is to undertake radical and far-reaching changes to the main traffic

routes in order that these new developments are not only extensive, but also lead to a higher quality environment for residents, business, education and research amenities, and road users of all kinds.

Traffic re-routing measures

Although I am by no means an instinctive advocate of new road building, in what follows I argue for quite a lot of construction. However, it should be noted that only one reasonably short stretch of entirely new single carriageway road is proposed – linking the A6 to the M6 somewhere North of the University. Everything else that I propose is based on existing corridors and roadbeds. Although in some cases those roadbeds would need widening, in other cases roads would be ‘downgraded’ to less intensive use, or modified to be more hospitable to sustainable forms of transport, notably the road through Galgate and ultimately also the stretch of road that passes in front of the University (meaning the A6 running West of it).

Galgate By-pass

I have long held the view that a Galgate by-pass would bring many benefits. It is only recently that I have sensed that such an idea could have any chance of implementation. As shown in the first drawing ‘Scheme 1’, I believe that the route for the bypass already exists, namely with the A6 from Preston sweeping round at the site of the J33 roundabout and then following the route of the M6 until it intersects with Hazelrigg Lane at which point it would drop back down to the A6 proper. The construction would be achieved principally by means of a widening of the roadbed on the Eastern side and a lateral displacement of the motorway to make space for a

'new A6' running alongside the M6. The existing road through Galgate would then become a road into and out of Galgate and giving access to its hinterlands. With further measures taken to deter people from cutting through (for example, road paving in the central portion, more crossing points) the village would no longer be at the mercy of constant heavy traffic flows. This, it seems to me, would remove at a stroke the main reason given for opposing or refusing planning applications in Galgate, as the road into it (let's call it the 'old A6'), freed from through traffic, would have greatly enhanced capacity for providing local access – something that would also help local businesses.

Significantly, this could be achieved without relocating the motorway junction, although I believe that ultimately the two measures could go hand in hand (see next section).

[At this point I should perhaps mention that I have recently seen a drawing of a Galgate by-pass which bears some superficial resemblance to what is described above (I may even have unwittingly inspired it), but which I think largely misses the point. It was submitted along with an objection to the planning application for a housing development off Stoney Lane. As well as the fact that it shows the road being built nearer to the village on who-knows-which land, it also shows various spurs leading off it to give access 'from behind' (as it were) to Galgate Mill and a number of putative developments. For me, however, the by-pass needs to provide a maximally unobstructed route precisely in order to fulfil its function. I firmly believe that amenities within Galgate should be accessed from within Galgate in order to preserve the integrity of the place. Otherwise, these places become 'peripheralized' and the place fragmented in a way that undermines communal cohesion and coherent development.]

I have stated already that I believe that a clear separation must be maintained between Galgate and Lancaster, and this could be achieved by precluding development along the 'old A6' north of the police station. Even if Lancaster were developed right up to the University, Galgate would not border the 'new A6' and one would have to turn off this road to travel into Galgate. At the same time, the short distance to Galgate would not be a deterrent to anyone who sought business there, so such a change should not

have the often feared consequence of a by-pass – that of removing passing trade. I believe that on this question, the odds would stack up in favour of Galgate, to the extent that a calmed ‘old A6’ could actually give rise to new shops in Galgate serving people both from within and outside the village.

It is not my purpose here to argue against relocation of Junction 33. I do not doubt for one moment that doing so would reduce the volume of traffic passing through Galgate, but I am sceptical as to whether the measure in itself could ever lead Galgate to once again being a quiet village. The A6 between Preston and Lancaster is a busy road with a number of small settlements straddling it along its length and I doubt whether any of these could, as a result of the traffic, be described as a quiet village. There may well be other reasons to move the Junction, but I think that the measures outlined here would contribute more to a solution of Galgate’s traffic problems, with benefits reaching far beyond the health and safety of the village’s residents.

To conclude, I feel that a solution such as that outlined here to Galgate’s ‘through traffic’ problem would not only provide relief to Galgate and remove an obstacle to development in and North of Galgate, it could also have a far-reaching effect on the desirability and viability of Galgate as a place to live and a place to invest. With its strong historical and rural foundations, as well as a strong sense of community, a de-congested Galgate with space to expand could actually transform the perception of itself and by others as a settlement neighbouring Lancaster rather than a congested stretch of road. This would give it an immense advantage over newly constructed suburbs and give it a very bright future as well as consolidating its current functions as a settlement.

Although this section views things very much from the perspective of a Galgate resident, as I mentioned previously it is possible now to see an identity of purpose between the needs of Galgate residents and the wider development needs of the district, given the impulse to develop intensively in South Lancaster and to expand the University’s research and associated commercial facilities. In the next section I take this argument further and consider how an extension of the Galgate By-pass approach could help to re-shape the South Lancaster area to the general benefit of all.

From By-pass to New Approach Road (and M6

Junction 33 re-location)

Having drawn the 'new A6' as a Galgate By-pass, one is struck by the potential for an extended road following the path of the M6, passing East of the University until it comes within reach of the 'old A6' just south of Scotforth. I have drawn this in my second illustration, 'Scheme 2'. It means that any new development (residential or otherwise) South of Scotforth could be liberated from the burden of a trunk road or primary motorway access route passing directly through it, yet be superbly served by dedicated access roads. I believe this actually gives rise to 'place shaping' on a grand scale. What the proposal outlined in the second illustration actually gives Lancaster is, in effect, a 'University District' 'Quarter', 'Park' or 'Zone' into which developments such as the Innovations Park would fit eminently well. To the other side of the 'old A6', any large-scale housing development would doubtless gain considerably in terms of amenities and prestige by being situated in close proximity to this zone.

I understand that the location deemed most likely for a relocated Junction 33 is at the M6 / Hazelrigg Lane intersection, but I have drawn it in further North for two reasons – firstly, I think it is a better fit with the idea of swinging A6 round behind Bailrigg and the University and second, I think it better serves the stated aim of the Masterplan to deter people crossing town from South Lancaster to join the M6 to travel North. I hasten to add, however, that my proposed citing of this road and junction is no more than an approximation.

I would not expect people living in Balirigg village to jump for joy at the proposal, but it seems to me that this proposal would at least locate them with the University quarter circumscribed by the road that I have proposed to form the linking section of A6 between the M6 and the original A6 route.

A further advantage of the scheme outlined here is that it delivers up the 'old A6' as an ideal base for the 'Superhighway' outlined in the Draft Masterplan.

With a small leap of the imagination, one could envisage the disused flyover at Junction 33 as one of those iconic bridges used as agricultural land or a haven for wildlife. Its location would lend it to such use and it could be a significant, striking and wholly positive advertisement for the district.

I attach no particular significance to my third illustration (proposal 2a) which treats the motorway

	<p>junction relocation differently, leaving the Southern slip roads in their current location. I was simply looking at various options and saw this as a (possibly cost saving) possibility, but in general I would imagine that Scheme 2 has more benefits, although I haven't analysed this depth.</p> <p>Conclusion</p> <p>What is proposed here would not be cheap, and at the heart of the proposal is something not proposed in the Masterplan at all, namely a widening / lateral displacement of a stretch of the M6 combined with a re-routing of the A6 along the M6 corridor, but no proposal to relocate Junction 33 is going to come cheap or be sufficient on its own, so the costs may not be as outlandish as one might first imagine, but when the benefits are considered, these seem quite compelling.</p> <p>This major, but conceptually straightforward, investment in road infrastructure could deliver benefits to the area South of Lancaster City Centre on a scale that eclipses even the way in which the new Link Road is set to transform the outlook for Heysham and Morecambe.</p> <ul style="list-style-type: none"> • Transformed prospects for Galgate as a settlement; • Creation of an attractive, circumscribed and highly functional University Quarter; • Unlocks potential for major development South of Lancaster, solving the present Land Allocation conundrum in the optimal way; • Vastly improved traffic outlook for University, Galgate and 'New Build' area; • Motorway access where it needs to be for sake of City traffic management; • Provides for a logical and functional approach to 'South Lancaster' and the University, commensurate with planned expansion, and distinct from principal approach via J34 <p>Clearly as a Galgate resident, the aspects of the this argument that concern Galgate are of particular interest to me, but the wider significance in terms of Lancaster's expansion and the development of its institutions, not to mention the prospect of the impact on local travel and transportation that form the very basis of the Masterplan, mean that this would be something for Lancaster as a whole to get behind.</p>
9	I would like to ask you to support and apply pressure to the right places for Heysham to be properly

	<p>connected by Rail. At the moment the rail company has the expense of maintaining the line but only puts on 2 trains a day to the harbour and we do not have any 'hail & ride' platforms en-route. I think in conjunction with the new road bypass if we had some platforms and a regular service (especially start and finish work times and more at weekends) we could remove thousands of cars off the road.</p> <p>we already have the infrastructure but do not use it. Travel time by rail would be approx 15mins max whereas on busy days the road is jammed from Asda to Lancaster town centre taking at least 35-40mins.</p> <p>i just feel this is a natural progression to improve our roads and to tie in with the new bypass road by removing another huge amount of cars.</p>
10	<p>Please accept this letter as my response to your consultation in place of your questionnaire so that I can give a fuller answer, including my reasoning. I have previously responded to the Lancaster City Council Consultation (2014): “How Can We Meet Our Future Housing Needs?” I enclose a copy of this for reference as the two issues are closely related.</p> <p>The primary questions for Lancaster and Morecambe must be: “What do we want our city, town and surrounding area to become?” and “What are the primary moves to enable these objectives to develop?”. Unless we have a good answers to these two questions, then there is a risk of failure to develop our potential. The local communities’ interests must remain at the heart of this.</p> <p>My answers to the primary question “What do we want our area to become?” for Lancaster and Morecambe and then for the surrounding area are:</p> <p>An <i>integrated</i> and vibrant city-scape (Lancaster and Morecambe together) with a sound and expanding business economy that will attract both investment and tourism. (I use the term “business” in a wide and looser sense to include not only commerce and industry, but also institutions like the Universities, etc.) That requires connectivity to allow these towns to function as one.</p> <p>A <i>sustainable</i> region of towns, villages and countryside that is able to maintain local shops, businesses, services and accommodation suitable for local residents whilst becoming more attractive to visitors. Transport and accessibility are key to this.</p>

These primary points can be embellished and added to, but they should remain central to the planning process so that every move enhances these objectives – whatever order they are achieved in.

How can we answer the second question: What are the primary moves to enable these objectives to develop?

Both Lancaster and Morecambe are the hub of our area, yet the hub is divided. The population of each is small in commercial terms, but together would make a much stronger whole. The river is the main obstruction which must be overcome to enable proper *integration* of this hub and allow it to achieve a greater potential. In my view, the northern bypass is an opportunity missed in this respect. It may reduce traffic congestion thereby indirectly helping, but it is not primarily providing local connectivity. Rather it is likely to become a simple bypass and potentially a further unattractive physical barrier to the local communities joining together. It will also facilitate people driving elsewhere for their shopping / entertainment etc instead of developing the local economy. Unfortunately the traffic restrictions proposed to the Lancaster City Centre (although desirable for improving the experience of the City Centre) add further obstruction to this flow of people rather than improving it. In other words, I believe strongly we need another road bridge crossing the River Lune and joining the south side of Lancaster (including Lancaster University) with Morecambe. The current proposed Highway plans therefore would also benefit from an additional bridge linking the south side of Lancaster to Morecambe and Heysham. The proposed public transport bridge to the north side of Lancaster does not do this, leaving the University and Hospital disconnected from many staff and patients whilst Morecambe is deprived of potential visits from a large local population.

The benefits of improved connectivity from the bridge are many. The most important is starting to think of the two populations as a single entity. It becomes much easier to visit businesses on both sides of the river rather than to slip onto the motorway and look elsewhere. It is easier to commute from one side to the other too, whether going to work at the Universities from the northwest or visiting the coast and shops from the southeast. Therefore there should be an increased attraction for business

investment, for housing investment¹, and an added incentive for previously financially unattractive propositions to be developed once a bridge is clearly going to be built. Thus, established objectives such as the canal corridor development and improvements to run down housing stock all potentially gain from a bridge. This would facilitate Lancaster City Council's plans for meeting its future housing needs.

What sort of a bridge is needed? I believe a small one. I am not proposing a large dual carriageway all singing and dancing design. However, it does need to carry local traffic as well as improved public transport in both directions. Traffic calming / control measures may be appropriate (which might be achieved by prioritising bus lanes and stopping other traffic whilst the busses took preference crossing the bridge). Pedestrians and cyclists should also be catered for (and I would personally prefer they had separated routes off the road carriageways thereby encouraging more to enjoy this mode of transport in a quieter less intimidating setting). Pedestrian routes might also allow better development of the riverside business potential of the quay and possibly the opposite (north)bank, as well as opening up existing routes for walking / cycling along the Lune.

To work, this bridge must connect to the south of Lancaster City centre, therefore enabling the reduction in proposed traffic flows through the City centre whilst simultaneously improving connectivity across the Lune. Therefore I propose that a road link be developed close to Lucy Brook joining Aldecliffe Road to under the Railway line and pass up to the current traffic lights which should become a roundabout to enable southerly traffic flows. (The canal bridge may be use and modified to provide pedestrian underpasses at the same time). In the opposite direction, the southerly end of Willow Lane could fork west to join the westerly end of New Quay Road with the bridge in this vicinity to cross the River Lune joining either adjacent to the spots grounds onto Doris Henderson Way past the waste Disposal area and onto Ovangle Road, or slightly further west to join close to the Lancaster Road / Ovangle road roundabout. In both cases the areas of Special Scientific Interest and marshland could be avoided. Cycle/pedestrian routes around the estuary would simultaneously be enhanced. This is my main

	proposal and other important points are covered in my proposals made to Lancaster City Council with respect to its recent housing proposal consultation. Please consider relevant sections(attached) for the Highways Consultation too. Note: I support efforts to reduce traffic flows through Lancaster City Centre provided connectivity across the River Lune is significantly enhanced with a further bridge.
11	In relation to the consultation draft – page 2 of the executive summary – 'Our Vision in 2031' includes the statement "Galgate is a quiet village no longer straddling the city's main link to the motorway." If J.34 (Caton rd) is made the 'Principal Gateway' to the city – there is no need to relocate J. 33 to the north side of the village of Galgate. And save millions!
12	Should be a shuttle-stop on the railway to the university from the city.
13	More houses = more people = more vehicles = more congestion.
14	People fundamentally prefer private transport to public transport. It's to do with freedoms of choice and personal security issues. There is also a storage-of-shopping issue.
15	How much larger is the knowledge sector' going to be? Or should it have completely uninhibited growth in the big picture of the city's development?"
16	Retain gyratory for local, non-motorway journeys. Make it more attractive – trees, parking bays, wide segregated cycle paths boulevard-style.
17	Moving the M6 J33 will not help north Fylde traffic movement to/from Lancaster – ideally retain both to create a Galgate bypass.
18	I don't think that removing local traffic from the city centre is a good idea. Residents would have to drive to Galgate M6 –J33 – J34 to get to Morecambe. I don't think that this is practical and would lead to increased use of rat runs.
19	City centre place shaping issues – M6 diversion in event of motorway closure – short local journeys from south – north Lancaster unsuitable for public transport will result in more traffic in residential areas
20	A6 renumbering will serve no benefit. All long distance journeys will be on M6 anyway
21	Need fully separate cycle/foot/motor lanes
22	Generally agree with principles
23	Would prefer cycle-ways to be separate from a busy road network

24	Need improved rail links. More frequent service from Morecambe and Carnforth
25	We don't want a rail link to Kendal taking more shoppers there than to Lancaster. Emphasis should be on connections from Oxenholme – further north
26	Better bus/rail connectivity – bus stations should be at Wheatfield Street. No western relief road – so no moving to M6 J33 northwards – just Galgate. More shared space. Cable car from Hornsey pottery (coach + car park at service section from new J33 A off M6 to Williamson then to the back of the castle.
27	Buses are not fit to size for the roads and their usage should be made more efficient (less pollution) eg put smaller buses on Sunday evenings (city centre to university). Install ticket buying machines instead of each bus user having to buy a ticket on the bus when the bus blocks the traffic. Cycle routes should be solely for bicycles (not "shared") and clearly marked (eg Copenhagen, Bonn..) The reason being that pedestrians rarely are willing to "Share", and dogs and children don't know what it means! I experience it daily! Remove all heavy traffic from city centres
28	It appears that people living to the south or west of Lancaster need to go on the motorway from J33 to J34 if as page 34 of the plan suggests, through traffic through the city centre was to be prohibited. I think this would be a most unwelcome development which I imagine would be strongly resented by many people
29	The junction 34 P&R scheme would have to be frequent and cheap to tempt drivers out of their cars
30	<ol style="list-style-type: none"> 1. The gyratory system through Lancaster city is fine. 2. Under no circumstances should Carnforth main line platforms be re-opened. There is no custom/patronage for such. 3. Junction 33 is fine where it is. 4. Too much priority has been given to cycle lanes in Lancaster & Morecambe. Now, the lanes are too narrow for vehicles on Thurnham Street & King Street. Dalton Square and China Street in Lancaster. They must be removed immediately. 5. Priority should be given to transporting all goods by rail into and out of Heysham port. 6. All disabled people must be allowed access by car into Lancaster. 7. A new bridge for buses and HGVs (only) is needed across The River Lune at Carlisle Bridge
31	Consideration needs to be given for when incidents close the M6. How would traffic move north to south

	<p>of the city and vice versa? Given additional traffic volumes on M6 additional screening from noise pollution should be introduced along the western side of the M6. Additional trees should be planted to improve the appearance and air quality of Caton Road as the main gateway to the city. Rather than relocating J33 it would be preferable to have an additional J33a north Galgate. Significant additional secure bicycle storage is required in the city centre to ensure of mind for cycle commuters</p>
32	<p>For both Morecambe and Lancaster unless we have a strong vision and look to extend and improve what we have considerably we will just be having the same consultation process again in 3-5 years. Improvements in infrastructure are rarely a bad thing and changes should be pushed through for the benefit of the area. Having moved back to the area from London via a few years in Manchester the level of public transport and frequency of the transport is poor. It appears to be in a chicken and egg situation, for example the train from Morecambe to Lancaster is quick and easier however the frequency is poor, I imagine people are put off due to this but the frequency won't be increased due to the low numbers. Compare this in London when major bus routes run every 3-5 minutes. If this is a vision for the future it should also look at a consolidated mixed transport payment approach similar to the oyster card. This would allow people to mix public transports in an affordable way. I cannot see from the plan how increased traffic volumes from all the new housing near the marsh on the old quay area is going to be managed (called out as development sites on page 24), this new housing will create increased traffic in and around the castle and maritime area. These areas are key to Lancaster's heritage and should be protected. Has a new bridge between the quay and salt ayre been looked at or even a ferry for local residents to travel from this area of Lancaster across to morecambe/heysham avoiding the centre all together. There is also no mention to improving the junction near Skerton where the traffic from Lancaster passes over the traffic going towards Lancaster, I feel this will be a local hot potato and should be addressed in some form</p>
33	<p>One issue not addressed is access to the Marsh area in Lancaster Currently the only roads to access this part of town are Station Rd and St Georges Quay.</p>

	<p>This is a huge bottleneck for these residents meaning they must travel through the centre of town to get anywhere. An additional roadway connecting at the southern end of town would provide an alternate route. If Caton Road is ever going to be the gateway to Lancaster serious thought must be given to widening the road to two lanes in each direction to handle additional volume. Some investigation should be done in the usage of Park and Ride schemes in smaller communities. I have personally seen these sites be completely unused except by boy racers as a meet up location. If the council plans actually succeed at reducing traffic in the city who would park up and pay to take a bus the remainder of their journey. Unless the council already knows these "improvements" will do little to nothing to really improve the average person's journey through Lancaster. As for closing Marine Rd to vehicles that is a very silly idea. Morecambe's road system is already over taxed and closing a major road would be like converting the A6 into a footpath every other road will be filled with the displaced traffic and people will rat-race around Morecambe to get where they want to go. The Pavement on marine road is quite wide in most its length through Morecambe with only small sections restricted by fences and outside sections of shops and pubs. If the council instead widened the path be compulsory purchase of these obstructive fences the foot path would be more than wide enough for the amount of foot traffic Morecambe has even in the summer. The council's attempt to further restrict the movement of people by the preferred method of transport (cars) will result in the further decline of city centres and small shops</p>
34	<p>The rail link to Heysham should be better utilised. Currently there is only one daily service to Heysham Harbour station. The Heysham Harbour station is not easily accessible so not used by Heysham residents. A Heysham rail halt should be created to serve residents and the number of rail services increased to make it a real alternative for commuters/shoppers travelling from Heysham to Morecambe, Lancaster, and Preston and beyond. This would supplement the new link road and take more traffic off the roads in an environmentally friendly way. The cycle way to connect Heysham to the rest of the local cycle network at Salt Ayre (avoiding the Link Road) should be created as soon as possible</p>

35	<p>Suggestion of severing the gyratory is not acceptable. There are many journeys on a north/south axis that need a regular main road through Lancaster- i.e. local within Lancaster as well as Blackpool/Fleetwood/north Fylde into Lancaster district that will remain better served by a non-motorway/new bypass route. A trip to the tip or Asda from Cockerham/Glasson shouldn't require a detour via the M6. Reconsider 24 hour bus lanes to only operate at peak times, freeing up road capacity. A6 in south Lancaster is still a major route in and out of Lancaster, as that is where most of Lancaster is located, so route shouldn't be compromised by excessive road alterations. Galgate would benefit from retaining existing J33 as well as a new J33a, and might even become a pleasant village. Traffic lights at Skerton where the A6/A683 meet should be removed and free flow traffic system reinstated- these works should never have been carried out with the bypass construction having started...what a waste of money</p>
36	<p>I very much welcome the vision of a city (and towns) with sharply reduced car traffic, and all the positives that follow from that. This is an admirable goal and it's great to see the County signing up to it ... in principle. Even though if I'm still alive in 2030 I will probably be pottering around on an electrically-assisted tricycle. I have one request I'd like to insist on as a west Lancaster resident, and that is that you update the maps on page 24 to include the Lune Estuary SSSI and the Fairfield Nature Reserve which is also becoming a (low-key but valued) visitor attraction. A City Council officer at the Lancaster consultation assured me this would be done, but I'd like to put it on record. These are important areas of nature conservation. (Oh and how about the Heysham / Middleton Wildlife Trust reserves, too? I have one suggestion which I was asked at the consultation to put in writing: that is that if you're serious about making Junction 34 the main entry point as soon as the bypass is complete, we will urgently need a reliable and fast bus service from it through the city centre to the universities. If people coming from the north have to change buses in town, they will continue to drive to junction 33 and through Galgate. In other words, the 'rapid transit service' should be Y-shaped not linear. But ... I was told yesterday that the 'rapid transit' will in fact be buses, possibly with a</p>

bit more by way of bus priority if the current road network can take it. It seems to me obvious that something far more reliable, faster and more comfortable is needed to get the commuters out of their cars. Please think TRAM / light rail, whatever you want to call it. At this stage a bit of ambition would come in handy - and is surely far more likely to catch the eye of national / regional grant-givers. The cycling/walking reshaping ideal is radical and everything else should match up to that. Equally, I see the logic of moving Junction 33 but waiting for / relying on funding from developers again shows a lack of ambition, could take years, will annoy lots of people who don't want more green fields filled with housing etc etc. Somebody should be out selling this whole 'demonstration' (your word) package in Whitehall now (and on May 8) ! A related technical question: I know a lot of planning is cost-benefit driven. Have the air quality and other health benefits of reducing emissions, promoting cycling, been fully calculated? I couldn't find reference to this, and it has to be crucial if these ideas are going to be taken seriously. I think I am most bothered by the definition of a 'superhighway' fit for 'confident' cyclists, which sounds just like the present arrangement with poorly designed and appallingly unsafe cycling and walking routes. The idea, explained to me again yesterday, that more cyclists will gradually make drivers behave better and gradually increase the case for funding safer cycle routes, seems to mean that cyclists are going to be cannon fodder for the indefinite future for some pretty vague ambitions. I don't have great confidence in the council's design capacity or commitment to safety on superhighways or anywhere else. I would like to be able to take my grandchildren on cycle trips and send them off to school on foot. But have you tried crossing Station Road in Lancaster from the soon-to-be-upgraded bus stop (gee, thanks) to the station or into town? Have you tried cycling from the end of the Morecambe greenway to Morecambe Prom? These are scary places where basic design opportunities have been repeatedly missed. (Oh and whose bright idea was it to build a Lune cycleway which tips unwary visitors out after Bull Beck onto the most dangerous stretch of the A683? Talk about cannon fodder...) Real superhighways would have properly segregated bike lanes like the Netherlands, Denmark, Germany, or (so we hear) shortly London. Now that might be a

	<p>demonstration to be proud of. It's very hard not to agree with the reactions of Dynamo reps and others, that there is ALWAYS money for road building, but everything else, costing just a fraction, has to wait. I would really like, before I die, to be able to cycle in safety to Wennington (yup, good ideas about the station), to Heysham via the greenway, and up South/Greaves/Scotforth Roads in safety. Let's see some of those 'quick wins' NOW!</p>
37	<p>The gyratory system I approve of the wish to reduce traffic but I don't see how the existing proposals allow for through traffic. Congestion in Lancaster relative to other cities in the uk is minimal and though that will change by 2030 it is important to recognise that. Existing statistics are based upon average speed of traffic. If it was measured by variation of anticipated arrival and actual arrival, on a bad day in Lancaster I am only 5-10 mins late max. IN Manchester the delay can be 40 mins. Do not in any circumstance all two way traffic on the hurst pry system. The congestion caused by right turning traffic into the car parks would bring the city to a standstill Relocate Jn 33 Though this eased pressure on Galgate, it can only increase traffic into the city from the south, putting further pressure on the pointer road roundabout and South st. It therefore would create potential development capacity to the south of the city. Ease access in the South St pounder road and then you will unlock this capacity. Morecambe Road access to Morecambe is highly congested and hinders Ebonics growth significantly. High speed access to Morecambe would be a major boost to the town and is desperately needed. Pedestrianising part of the coast road is one of the best proposals in the document and can't come soon enough. Park and ride This should be integrated to the high speed connection to Morecambe Most of the recent congestion in Lancaster is due to the combination of the new sewerage system, the gas pipe work and disruption from the bypass. An assessment is essential of the traffic flow post the opening of the bypass to check whether the predicted flows in the document need adjusting</p>
38	<p>1) park-and-ride is fine if it is tourism/leisure that attracts people into the city/sea front e.g. York: If not, this will have little impact. If people shop in Lancaster centre for items carried easily by hand, then car parking adjacent but not in the city centre would</p>

	<p>suffice. However, bulk shopping such as Sainsbury's/Morrison's etc needs cars parked by the stores, with all the infrastructure required for it. 2) cycle use will only improve if those working in the city use this form of transport rather than a car, and their places of work provide safe secure sites for cycles to be stored. Distances within Lancaster are small - compared to London or Liverpool - and walking is easy within the immediate environs of both Lancaster, Morecambe and Heysham centres. 3) Lancaster South M6 junction should be moved for reasons given but this will not affect the HGVs using the new Heysham link. Most HGV access to the city should be limited to designated routes from this new road, not Caton Road or Lancaster South junction which should be used only by businesses between the M6 and the river Lune. The size of delivery vehicles for shops etc. should be limited so that no articulated HGVs use city/town centre roads. 4) Lancaster station should be developed as an integrated transport centre, together with Morcambe and Carnforth stations. The bus and train timetables should be structured to support each other. They are in towns everywhere else in Europe, why not here? Station car parks must have increased capacity - you try and park a car in Lancaster after 0900 am - impossible except at weekends!! The same is true for Carnforth. 5) Buses up the Lune Valley should not be double deckers but smaller vehicles, and the service terminate at Lancaster station. 6) it is the Manchester Airport/Windermere train service that should call at Carnforth to improve train links both north and south. 7) the Lancaster/ Leeds train service must be improved to equal the frequency of the Settle/Carlisle service. Why not a Lancaster/Skipton service so that ongoing passengers for Leeds can join the service from Carlisle at Skipton. 8) should be a much better road corridor between Lancaster and Morecambe/Heysham. Traffic lights are the main obstacle to even traffic flow, together with bad road design. The Plan will do little to reduce private car use in the District so this MUST be addressed. 9) if you want people to use buses rather cars, a better bus frequency/service and fare structure has to be introduced to make it attractive.</p>
39	<p>Access to Lancaster train station from all parts of the district, INCLUDING the City Centre, is essential * Access to City Centre by vehicle is essential for visitors with luggage. This applies whether arriving by</p>

	<p>car or by train and requiring transport to their temporary accommodation * Tourism development NEEDS vehicle access and affordable parking, especially for visitors staying in the City Centre for days/weeks * Businesses and services need vehicle access especially for sectors where mobility and flexibility of location is important * Maintenance of premises requires good access for vehicles used by workmen and for materials delivery * Businesses need good access for deliveries and collection of goods and people * There is a major risk of increasing rat running if the proposed closures in the City Centre are too restrictive or ineffective in allowing necessary access and/or progress * 18% of people cycle once per month or more - 82% DON'T!! Predicted changes to age profiles of the population are likely to influence demand for these facilities * The Under 65 sectors of the population (currently 81% of the total) are predicted to decrease by 5% by 2037. The Over 65s (currently 19% of total) are predicted to INCREASE by over 50%!! This means some 25-26% of the population will be over 65 and likely to rise further in future years. Will the transport plans reflect this properly?</p>
40	<p>1) Increase capacity of the Morecambe and Lancaster railway line (needs only one or two more carriages), which will reduce congestion and air pollution for houses along Morecambe Road and the Lancaster gyratory. 2) Electrify the Morecambe and Lancaster railway line, which will reduce CO2 emissions (less car use), reduce noise and air pollution for those near the line (electric trains are quieter), and reduce journey times a little. This short, uncomplicated line should be cheap to electrify using the Paisley Canal line's methods, and certainly cheaper than the Oxenholme-Windermere branch. 3) In the longer term extend the railway passenger service towards Heysham, with a new station and medium-sized car park. This will be useful if the M6 Link Road does in fact increase employment and housing in the Heysham area. New technology for hybrid trains may mean that this extension need not be electrified, so greatly improving the BCR. 4) Build a new J33 North on the M6 to relieve the current severe environmental problems in Galgate – noise, vibration, dust, air pollution, accidents – just as is being done for Broughton with its proposed A6 bypass. The Galgate benefits of the new junction are underplayed in the</p>

	<p>Masterplan. Keep the current J33 open for access south to Garstang without going through Galgate. 5) Improve the frequency of buses between Galgate and Lancaster by extending a University service to Galgate. This will reduce car use into Lancaster. 6) Encourage by all means the use of buses, cycling and walking to reduce car use in Lancaster city centre but do not exclude those who have to use car to link north Lancaster (and beyond) and to south Lancaster. 7) Make the best use of the park and ride at J34 - some P&Rs fail - ensuring frequent affordable journeys on a route that must serve key destinations in central Lancaster (shops, employment, hospital and railway station). 8) If the J34 Park and ride is successful, develop park-and-ride schemes to the north and south of Lancaster along the current A6. 9) If, and only if, there is major housing growth in south Lancaster, consider a new railway station on the WCML in the University/Galgate area. 10) Strongly support the greater use of low-emission vehicles</p>
41	<p>Lancaster is desperate for a better transport system. The fact it is the second slowest area after Westminster is shocking -- come on, it's only slightly slower than London! I also frequent Plymouth a lot, and very rarely get stuck in traffic jams there. I understand Plymouth is a different kind of city, but what really stands out there is how many high-capacity roads they have. Going forward into the future, the Lancaster district will need more space for roads. Even now, I think the only solution that is going to significantly affect transport issues around Lancaster is a few new roads, mostly those omitting Lancaster city centre or additional bridges over the river. This would allow the council to optimise what little space is available in Lancaster city centre for city centre traffic. Furthermore, I also use a lot of buses, and their importance must be remembered. I often use the 2/2A service and I appreciate the Common Garden Street/George Street facilities, but due to the one way system, these take a long time to get around</p>
42	<p>I think that the idea of moving the junction at Galgate on the m6 is absolutely ridiculous. Some people live in a dream world and should stay there. If the Heysham bypass had gone from the junction at galgate this idiotic idea would not have even been considered. People that live in Galgate that work south of the village will have to drive at least 3 miles out of their way to get to work each day adding time</p>

	and cost to their journeys
43	<p>The traffic congestion in Galgate occurs only on weekday morning and evening rush-hours. A major part is caused by commuters to Lancaster University. Currently people from the south have no realistic public transport access to Lancaster University. People from Carnforth and Cumbria also drive to the University via J33 to avoid Lancaster town centre. Rather than spending money on moving J33, please consider opening a railway station on the WCML adjacent to Lancaster University. There are already 2 main lines plus 2 passing loops here. The passing loops could accommodate platforms without modifying the tracks. Fast trains could overtake those at the platforms. There would be no need for WCML (Virgin) trains to stop there, but the local (TPEX & Northern) could stop. The Lancaster/Bare/Morecambe shuttle train could extend to the University. This would open up train travel to the University (and proposed adjacent Health Campus) and take car traffic off the roads I request that this be costed and the cost compared with the proposal to move J33. Thanks</p>
44	<p>District of Lancaster – Highways and Transport Masterplan Comments about the proposals The document includes some excellent ideas, as well as some that do not appear to be completely thought through. My own preference would include all of Option 2, some parts of Option 3 and a few other features not included in any of the options. Attractive parts of Option 3 • The new Junction 33 on the M6, with Park & Ride facilities. • A rapid transit service from South Lancaster to Heysham, preferably a tram service. • New provision for pedestrians and cyclists. Unattractive or unrealistic parts of Option 3 • Banning private cars from travelling through Lancaster town centre. This would effectively cut the city in two. To go from South Lancaster to Sainsbury's, Asda or White Lund for heavy shopping becomes very inconvenient. To take domestic rubbish to the Salt Ayre recycling facility involves a long drive round. To take friends or relatives with mobility problems from North Lancaster to the Infirmary is inconvenient. Possible consequences include a reduction in business for local stores, congestion on the M6 between the new junction 33 and the link road, the development of new informal routes through side streets and inconvenience for many residents. Once</p>

	<p>on the M6, people may decide to drive out of the area for their needs, no longer feeling part of a connected city.</p> <ul style="list-style-type: none"> • Creating an integrated multi-use/cycling network. Cyclists and pedestrians do not always coexist comfortably. Some cyclists ride at speed, expecting pedestrians to scatter before them, they do not always give warnings, and they can be rude and abusive to those who do not jump out of their way. Mixed cycle/pedestrian routes can therefore be uncomfortable for pedestrians, who will tend to avoid them. If cycle traffic doubles or quadruples, as the plan would seek to achieve, these problems would become of even greater concern even on routes intended to be quiet. • Expecting that cycling will become the normal way to travel. Currently, in Cambridge 20% of residents cycle for at least 30 minutes at least once per month for utility purposes (DoT website). Even at that level, the highest in England and a hugely ambitious target for Lancaster where the corresponding figure is currently 4%, cycling could not be considered “the normal way to travel”. The emphasis has to be on how the rest of the people will travel. Options not mentioned • A link between the railway and bus stations in Lancaster is needed. The distance is about ½ a kilometre, which is too short to justify getting onto a further vehicle. One possibility would be a tunnel, with moving walkways, as at an airport. It would need to be well lit and staffed for security. Such a facility would be expensive, but would reduce the need to take people to and from the station by car and make arriving in the city far more attractive. • Increasing the frequency of bus services, increasing the number of routes available and providing indicators of the times of approaching buses. All of these would improve uptake of public transport, although they might require the provision of greater subsidies from the council. It is unfortunate that many of the questions are loaded, for example asking respondents to agree with both a scheme and the given reason for it. The text describing Option 1 ends with the statement: “Doing only what we need to is therefore not an acceptable option”, and then the questionnaire asks for an opinion about Option 1. The wording of the questions will cast doubt on the interpretation of any statistical analysis of the responses.
45	The vision behind the plan is attractive and compelling. However, the section on funding raises

	<p>doubts as to how it would ever be afforded. As a resident of south Lancaster I do not understand how relocating Junction 33 would make it sensible for me to drive south to the motorway, travel north past the city to the Link Road and then travel west to Morecambe. I feel it would always be easier and quicker to travel via the city centre, especially if the Link Road itself has removed 10% of the traffic. The improved "sustainable" transport options, such as the Park and Ride and the "rapid transit" will require continuing revenue funding. This form of funding is no doubt outside the scope of the Master Plan, but it appears that even if the money can be found to build these facilities, there is no plan in place to ensure funding to continue to operate them. Whilst I am sure most people would be happy to see the main line platforms back at Carnforth, the Master Plan does not address the issue of what use would be made of them. The operators of anglo-Scottish train services are unlikely to want to stop trains there, given the small catchment area and its proximity to Lancaster, where such trains already stop. That just leaves the Windermere trains, which are few in number. Carnforth, Kendal and Windermere are already linked by an hourly bus service</p>
46	<p>The proposal to move j33 seems odd considering the planned relocation of the Lancaster auction mart to just off the current j33. Although traffic will be reduced moving northbound through Galgate in the morning, surely we'll only end up with farm traffic & hgv's travelling southbound through Galgate?? Therefore not relieving any traffic through this area. The traffic management of the new auction mart needs to be considered carefully if Lancaster wants to be a large auction & what impact it will have on the a6 & m6</p>
47	<p>Would use bus more but very expensive so tend to walk. Mainly only bike in summer</p>
48	<p>Since Glasson Dock is supposedly a thriving port currently most of the HGVs leave the M6 at junction 33 travel down the A6 to Cockerham Road, which is a country lane unsuitable for HGVs, then turn right and thunder down Main Street (B5272) which is barely wide enough for two cars forcing everything of the road and any pedestrian walking on the footpath to fear for their lives. HGVs frequently mount the pavement to pass each other and since most of the houses on Main street front doors lead directly onto the pavement this is very dangerous. I have reported</p>

	<p>this dangerous stretch of road several times to LCC only to be fobbed of with the attitude 'well no ones died yet!'. If you truly want to improve the lives and environment for rural communities then I urge you as a matter of urgency to back the construction of an M6/A6 link to Glasson Dock or failing that the very of minimum of a bypass for the Main Street in Cockerham before it is too late.</p>
49	<p>Most aspects of the future of the transport infrastructure are dependent upon Lancaster City Council agreeing a Local Plan clearly indicating where future developments (principally housing) are to be located. The suggestion of major housing developments in south Lancaster will put additional pressure on the A6. A re-configured Junction 33 would assist traffic movements out of Lancaster to the south - some north-bound traffic, and that destined for Morecambe and Heysham may be diverted on to the M6, but there will still be added pressure on the already busy Scotforth and Greaves Roads. There is general agreement that the gyratory system hinders the free flow of traffic but no one has come up with an alternative solution. The Masterplan gives far too little attention to the pressing need for an additional river crossing. Lancaster's traffic problems will never be solved without this. There is a danger that permission will be given to housing developments which will close off possible routes for a road from the A6 opposite Collingham Park, over the canal, crossing Ashton Road, widening Lunecliffe Road, through or round Aldcliffe village, to link up with Willow Lane - Lune Street and a new bridge across the Lune to the east of Salt Ayre, thus creating a much needed western bypass. (Which has always been the preferred option). The emphasis in the plan for increased cycle use is of little relevance to the aged and infirm who look for efficient public services. Plans to improve rail connectivity should include Heysham where it is clear there is going to be considerable expansion in housing and employment. As it stands the Masterplan is little more than a "wish-list" The Council needs to be more courageous and visionary in its proposals</p>
50	<p>I believe that the people of Lancaster and Morecambe should be allowed a few years rest after the M6 Bypass is completed before any new work is carried out. We have had traffic jams for years and should be allowed to enjoy a roadwork free district for at least two years whilst the new traffic movements settle</p>

	<p>down. I believe too many assumptions are made in the document as to how traffic movements will change. The proof will only be seen after the road has been open for two or three years. The amended junction 33 was considered unsuitable when the consultations on the "blue route" for the M6 bypass were considered 20 years ago. The expense was frightening then and posed tremendous risks to the motorway network due to the necessary tunnelling and the reservoir and lake to the east of the motorway. Have these engineering problems been forgotten? The connection may suit the University but local people will benefit little. Was not the M6 bypass going to resolve the traffic issues in Galgate? Monies would be better spent on improving rail and bus services. Whilst not in Lancashire County Council's gift you could at least press for more seats on local train services. It does not encourage you to travel to Manchester when you have to stand. Furthermore evening and weekend services are deplorable. Trains to Manchester on a Sunday become later every year. In summary let us enjoy the traffic benefits which were promised when the M6 proposals were put forward before tinkering again</p>
51	<p>I once went to a presentation by York City Council, where a spokesperson proudly proclaimed that York City Council had a trendy and deliberate car unfriendly policy. What they failed to realise is that cars are vital to the local economy. Brian Souter's Stagecoach company has a monopoly on busses in the UK, and any car unfriendly policy will ultimately harm Lancaster, and the UK. No doubt a park and ride system will be implemented, and then accessibility to Lancaster by cars will be made more difficult, either with higher car parking charges or reduced access. Lancaster town centre will then suffer a slow and painful economic death, like we are seeing at the moment</p>
52	<p>Would it not be viable to have a park and ride at junction 33 instead of moving it. If you made parking inexpensive and also the bus surely that would encourage drivers to use it as parking costs in Lancaster are ridiculous. It is going to cost millions if you totally move the exit and also ruining more of the countryside around Lancaster</p>
53	<p>I feel that a third crossing of the River Lune is vital and do like the proposal of some form of barrier on the River, to 'lock in' a body of water that could be then</p>

	used for watersports. Perhaps this barrier could also provide the third crossing of the River Lune? I also feel that Lancaster City Centre should have a totally redefined road policy, reducing road traffic to vital and public service vehicles only. If the pedestrian and cycle ways were improved with better lighting, rest areas etc, these would help access the city, providing healthier means of travel as opposed to vehicular means
54	It is disappointing that for all the cost, loss of countryside and upheaval experienced during its construction that the Heysham M6 relief road will only result in a 10% reduction in traffic through Lancaster City Centre. I still believe that the South Relief road would have better served both Heysham, Morecambe and particularly the Marsh area of Lancaster. There is a huge development of Housing in the Marsh area and all the traffic as a result is pushed into the one way system through the City Centre. Similarly the huge development of housing around the Williamson Park area of the City is resulting in a massive increase in traffic using Coulston Road, Bowerham Road and Barton Road. There is a need for a new road or a third M6 junction with Wyresdale Road to relieve this problem
55	Even having read the master plan I found the questionnaire difficult to complete as several topics were lumped together in the same question so I might only agree with one premise in the question but not the other part. Overall I like the vision for the future as a Green Party member I feel it is in line with most of our Green principles. As a resident of South Lancaster I am concerned that any improvement in the roads here will inevitably open the way to losing green fields to housing which I am Very strongly against. I think moving junction 33 to the university would be a huge expense for very little gain and money could be better spent elsewhere
56	I particularly dislike the proposal to move the entrance to and from Junction 33 to a position north of Galgate
57	I am the landlord and owner of the golden ball hotel (locally known as 'snatchems'). my opinion is bound to lean towards my business, however i do feel this area has a lot to offer visitors and residents alike. a bridge from st Georges quay across to the small round about at snatchems would benefit both sides of the river and be a great asset to cyclist. it would ease traffic from all the new housing on the quay side at

	peak times linking them direct to the new bypass
58	<p>I have written about this before and had no response. CARNFORTH is crying out to be regenerated. It has the best communication system in the area, in that trains, buses and the motorway are very central. It has excellent schooling, plenty of shops (which would be improved if the town was given a face lift), medical facilities, hotels where people could stay who want to visit the Lakes or Dales, a charming canal and a weekly market which could be extended. The quite attractive High Street could be made to look extremely nice if the shop fronts were returned to their original design (see the Book Shop) and all the garish plastic was removed. Most importantly it needs to have all the housing that is planned for turning the local villages into small towns, to be centred in Carnforth. This would mean that people do not have to get in their cars to do the everyday things in life - causing pollution and clogging up roads that cannot take the excessive traffic they now take, let alone more traffic from extra housing. They could catch the train/bus to work in Lancaster and beyond. It is adjacent to beautiful countryside and if open spaces, play areas and cycle/footpaths were included in any future large scale development (as they do in France, for instance) it would create nice leisure spaces in a newly upgraded township. It seems crazy to build in villages, destroying their village character in the process, when they have few facilities and everyone has to get into their car, which is bad for the environment, they are using roads that are not suitable for modern traffic and have no pavements so putting the many visiting cyclists, walkers and local pedestrians at risk.</p>
59	<p>The completion of the bypass to the north gives a perfect opportunity to attract new visitors and new jobs to the district. Sadly, this draft plan is a vision for the decline of Lancaster and Morecambe centres and will lead to more out of town shopping and working in peripheral zones. There is consensus that the Lancaster one way system needs fixing. It is inefficient due to several factors: the large quantity of pedestrian crossings, the number of places where traffic has to switch lanes, the blocking off of cross streets in the 1990s to through traffic, the lack of provision of alternative routes when lanes are blocked by delivery vehicles or accidents and the number of journeys which have to go all the way around the one way</p>

system to reach a point close to the initial joining point. Many of these problems could be fixed, and the attraction of Lancaster as a destination could be maintained and enhanced. To do this, firstly, Lancaster needs an access and exit point from the West. This could be provided by a new road bridge crossing the Lune to the west of Lancaster linking the Marsh, Abraham Heights and the new housing on the Quay to the new Heysham M6 link. This crossing would also offer an option for Heysham and Morecambe traffic which wishes to visit Lancaster, for example to reach the railway station without needing to enter the one way system. It would also speed up emergency access to the RLI from the peninsula. Secondly, the pedestrian crossings on the one way system need to be rationalized and their sequence synchronized. Why not look to separate the pedestrians by building one or two bridges over the traffic? The junction at the top of the one way system is the biggest bottleneck. Really, it needs separated flows of pedestrians, cyclists and northbound, southbound and Aldcliffe Road road traffic. Carnforth centre does not require pedestrianisation but instead a relief road to give alternative routes to Warton, Silverdale, the station, the supermarkets and Crag Bank. Local rail provision in the district is poor. Commuter stations could be constructed south of Lancaster near the University, at Hest Bank and near the new housing at Heysham on or near existing lines. That is where park and ride could work if subsidised; not using bus routes. Then make south Lancaster the gateway to the city- and Caton Road the gateway to Morecambe. Why create new congestion at Junction 34 by making it a gateway for every journey into the district? The popularity of rail journeys from Bare and Carnforth shows there is a willingness to adopt rail travel if priced correctly. The same cannot be said of bus use. If these stations were opened then there would be no need for an expensive rapid transit system as seen in larger cities. In terms of rapid transit, guided busways are a poor substitute for rail transportation systems and suffer from negative perceptions about quality. Experiences elsewhere have been mixed. In any case the only economically viable corridors between Morecambe and Lancaster would be on Morecambe and Lancaster Road or on the current cycleway (a former railway line). The former would create new congestion and the latter

	<p>could impinge on an established cycle route. In terms of connectivity with the region and beyond, why does the long term plan not discuss a viable corridor for any future high speed rail link? Morecambe badly needs to grow and attract tourists and as most come from afar by road, further pedestrianising the already well separated promenade zone will ultimately slow down journeys and discourage visits. What Morecambe needs is coherence in linking the pedestrian zones between the Morrisons area and the Arndale area and the front near the Midland. To balance shopping trips between Morecambe and Lancaster we need to make free parking the norm for Morecambe town centre and place it between the shopping and the front. Macro-economic factors will likely drive the adoption of low emission vehicles and will create a ceiling for car journeys. Cycling is well provided for already, albeit there continues to be a need to safely separate the cyclist from other road users and to separate the pedestrian from the cyclist wherever possible for safety reasons. The current off road footpaths need to be made more open and pleasant for walkers by clearing thickets near the paths and making them lighter and more visible. Many of the current shared routes are OK to cycle down, but have parts where pedestrians feel vulnerable and this discourages walking especially during winter months. A plan to open up the paths to make them lighter would attract more use after dark.</p>
60	<p>Concerned that the Lancaster City centre plans for no through traffic will just lead to major rat-running on residential streets. This is already a major problem in Bowerham where we live, at times making it very difficult, and dangerous, being a pedestrian/cyclist. This is also of concern given we have a young child as many vehicles speed through Bowerham road, Coulson road and Ulster road in an attempt to get around the city centre traffic. Would it not be better to have a solution where the railway station/castle side of the gyratory system is restricted and the gyratory on other side of town adjacent to the town hall/Dalton sq is made more free-flowing 2-way and then connected over Skerton Bridge so that A6 traffic can flow better almost creating a Lancaster by-pass? We shop at Sainsbury's Lancaster which is already difficult enough to get to, the proposed solution would make this next to impossible without rat-running and we have no other similarly priced alternative</p>

	supermarket without travelling to Morecambe. Other than the above concerns I believe the plans present some very interesting and good ideas.
61	<p>Re: the city shaping plan. It seems that the plan focuses on movement of traffic north and south to and from the motorway, but forgets that many journeys in Lancaster city centre are east to west (e.g. Marsh to Freehold or Abraham Heights to Bowerham). It is not clear if reconfiguring the gyratory means changing it back to 2 way e.g. along Cable Street. This may work but the plan is difficult to assess from a map without clearer explanation. However if reconfiguration means just limited access on China Street or around Dalton Square, then this would make it impossible to drive from the Caton Road to e.g. the Marsh, Abraham Heights, Lune Industrial Estate. There are 550 new houses being built on the Quay area of Lancaster and if China Street area becomes limited access and there is no access at Damside Street, then all the current and new traffic to the west of the gyratory system will be directed past the rail station and down West Road. This area already suffers from road safety issue. By limiting the access to the Quay at Damside St, you are increasing the potential for heavier traffic in residential area of the Castle and Marsh wards, not removing it. There is an area all around the Castle which is marked as new pedestrian facility. As a pedestrian who uses this route daily I do not see this is necessary. There are wide pavements here and very little traffic. Making the area a pedestrian zone would remove vital paid car parking in the area. This is one of only 2 car parking available close to the main Post Office and sorting office (the other is Dallas Road). The Castle area has a shortage of parking areas already. If this change were to go ahead then what would be the access to Long Marsh Lane, Hillside, Mallard Close?</p>
62	<p>Your questionnaire omits walking as a mode of travel, which is a very viable one for short local trips within the urban area and is the one I use most frequently. The vision of a vibrant district which is not ruined by traffic has cleaner air and which more sustainable and healthier modes of travel are seen as the first choice in many situations is one I strongly agree with. Such a plan would bring many benefits not least the economic ones which would come from having a much more efficient transport system The plan is good on vision but as yet short on strategy and mechanisms for bringing it about. I do have reservations about</p>

plans for yet more expensive road infrastructure. Because of the high cost of these projects there is a danger they divert resources and attention away from where they can be spent more usefully. The plan requires a high degree of 'modal shift' away from single occupancy motor vehicles which are the main cause of the appalling inefficiency of the current urban transport system. This will require a big change in attitude and a big change in many people's perception of the viability of other modes of transport, particularly buses. The current deregulated bus system makes the kind of integrated affordable high quality services required difficult to bring about and will need the support of Central Government to provide an appropriate framework. In general the perceived costs of car use compared to public transport use is still a barrier although some of this is down to the failure to apportion external costs such as congestion and pollution, and the tendency to only consider the costs of petrol as the main factor. There have been many improvements to cycling in the district - albeit from an extremely low base line both locally and nationally, but negotiating the City Centre and main roads is still a major obstacle. The general enthusiasm for cycling following the Olympic games has been welcome although there is a danger that it is perceived as a specialist leisure activity requiring specialist clothing and high levels of fitness rather than an everyday activity that can be undertaken without any fuss by almost anyone. The biggest hope in attitudinal change is the effect of generational change. It is difficult to change the minds of people who have spent most of their lives getting into the private space of the motor car as soon as they leave the house. The widespread use of mobile devices means that the younger generation are quite happy to socialise, listen to music, or even work whilst using public transport, all things which it would be impossible for them to do legally and safely whilst driving a car. Technology and greater connectivity promises to reduce the need to travel, and improve both public transport information and the ability to hook up for car sharing. Car clubs will also make a lot of sense in an era where constantly rising prosperity is less certain and the car is seen as one choice amongst many rather than the first choice. The car is a good servant but a bad master. It's good to see that transport policy is at last putting the servant in its

	proper place.
63	<p>I do not like the idea of moving Junction 33 to North of Galgate. I am not convinced that it will relieve the traffic going through Galgate at the rush hour times. People will still do it as it is the simplest and straightest route. If it is absolutely necessary the present Junction 33 should remain in place."</p> <p>"I cannot see how the proposed change to junction 33 will reduce traffic in the city Centre- people going to the university from the south do not go into town. People going north of Lancaster, Morecambe and Heysham from the south are likely to use the new link road from junction 34, so reducing the traffic. People living north of Lancaster working at the University are unlikely to use the motorway to a new junction 33 and still come through the town centre. A park and ride at junction 33 might reduce traffic to the city centre, but most people working in the centre are likely to need their car with them.</p>
64	<p>You have highlighted that you intend to restrict traffic and potentially have no through traffic on the Lancaster Gyratory system but have not shown how traffic using this route daily will be diverted to achieve the same outcome ie get to work. I work in Lancaster, Cable Street and have parking provided but I live in Morecambe and use the gyratory system to get to work if you intend to restrict traffic through flow you need to show where that traffic will go. As far as I can see to get to B&Q from Morecambe you will have to 'rat run' through Edward Street & St Peters Road and down Nelson Street to rejoin Thurnham Street as no traffic will be allowed up Great John Street. This will increase traffic and put strain on narrow residential streets, and to get to Cable Street for staff living off South Road will they have to go via the Marsh Estates and down St Georges Quay - Surely this will increase peoples journey time, therefore increase pollution to residential areas and potentially cause rat runs with the increase of traffic speed etc causing accidents. I agree that the traffic needs to be managed but this is the main through road for traffic in Lancaster and those that live and work there and unfortunately the surrounding estate roads are not suitable for the level of traffic that will be forced on to them.</p>
65	<p>I am a resident of Scotforth of South Lancaster and a qualified civil engineer with most of my back ground in highways or major civils. I can but only read with utter disbelief the proposal to make it impassable from the</p>

South of the city to the North of the city, and out to Morecambe. I totally agree with the moving and remodelling of Jct 33 at Hampson Green, to alleviate a major bottleneck with in Galgate. What i struggle with is the implausible journey you expect a family to have to make to say Morecambe to reach the cheaper supermarkets, as the local council continually blocks viable cost effective supermarkets to the south of the city. The document i feel is not very upfront, not transparent, and does not communicate well the ramifications of not allowing through traffic to pass through the city centre. The two pages with diagrams on 34 & 37 are woefully inadequate, unclear and badly represented in the importance of what they are showing. Are the consultants on this too scared to admit the far reaching proposal so try to hide it with poor plans? It does not once describe the journey in detail you would expect me to say to go to Morecambe. As far as i can make out, i am sorry if its wrong but, go south from my residence in Scotforth just off the A6 for 2.7miles south to an area south of the university, then travel north on the M6 to Jct 34, join the new link road and travel to say Overage Road where Asda is located at total of 11miles. Current distance from my residence to Asda- 3miles. A similar problem arrises if i have to use the car to go to Lancaster, current- 1.3miles, proposed 11miles. How can this be good for the environment? This plan effectively discriminates against anyone who lives in South Lancaster traveling into the North of the City centre or Morecambe / Heysham. This will only add to the current house pricing divide in Lancaster where house prices on the South of the City and the Central part of the City are very high in comparison with the North part. As a family we walk to the city whenever we can, my son and daughter both at the Grammar schools walk on a daily basis, but there are times when the car is required, and as i have to supply a vehicle for work it is not an option to dispose of it. Which leads me on to my next point, sustainable transport. We NEVER use the bus into Lancaster, even at its subsidised rate by the County Council it is far to high. It costs just short of £10 for a return journey 1.3miles. I already own a vehicle, so why would i pay again. Reduce the price i might consider using it, but not until it does so. The document talks about the stopping up of 'rat-runs', this is an impossibility in Lancaster, if the passage of traffic North to South and

	<p>South to North is stopped on the Gyrotory the rat runs will be the predominate passage of small vehicular traffic, the Quay and Ullverston Road being favourites. You will propose restrictions with Traffic Regulation Orders, traffic calming schemes etc, the Police do not have the man power in the policing of your orders, and therefore they will be ignored. You can not stop the passage of traffic through residential area to residential area which surrounds all of the city centre, and therefore ran runs will always exist. Lancaster as a shopping centre is failing at the moment, there are many empty units. I fail to see how making it more complicated to gain access to the city centre will aid in its regeneration. This has been a long old problem with Lancaster City Council, and its elected members, pro change. Many large corporations have tried to invest in Lancaster, but time and time have been refused. Debenham's on Canal corridor, Tesco's South of Lancaster, just to name a few. Planning predominately at the moment is student accommodation. Students are not a long term fix, the residents of Lancaster need affordable housing, and nothing affordable is currently being built. The whole ethos has to change for anything to change, not just the remodelling of the highways. I don't want to be negative about this, i do understand the Gyrotory has to be improved, but the stopping up of traffic through the city centre from South to North and North to South, in your current proposal is not viable for the residents of Lancaster, needing to travel locally.</p>
66	<p>A Lune bridge for commuter / local traffic is needed between Salt Ayre area and the quay, even if only to access a park and ride facility which would run a circular shuttle bus along the quay serving the bus station, Dalton Sq, Auction Mart for RLI, Railway Stn and back down to P&R on the Quay... Preston have run this for years from Riversway. Cheap all day parking includes fare on the shuttle - I'd suggest this would take 75% of the city bound traffic from the north off both bridges - especially peak time commuters.</p>
67	<p>GALGATE...it will be very important for the village of Galgate to achieve a new road layout(as part of the new M6 junction) which will return it to a village in the true sense of the meaning of a Village centre. It is quite feasible to build a local road east of the village which could also solve the serious problem of the future use of the old Mill complex. CARNFORTH....as part of the Carnforth Regeneration Project an</p>

	<p>expensive £80,000 Study was commissioned to study the problems of Traffic and Parking using national level Consultants. This Study considered the usage of the Station by commuters etc, the future options for Market Street including some fine sketches of how priority to foot/bus traffic could be accommodated. This Study should be available in the Lancaster Townhall CARNFORTH STATION.....the reality of stopping extra trains anywhere on this very fast main line (where future speeds are predicted to increase) means that the existing main line platform will never be reopened, in my opinion. There is another solution and that is that Windermere trains(northbound) would go left, stop, and then by initially following the Leeds line rejoin the main line by means of a new link ...and vice versa. The increase in the number of train services would have a very beneficial effect upon the economy of Carnforth and Area, both for business but also tourism SILVERDALE STATION.....parking for rail users is a problem and because it is so small causes car drivers to park all day in Carnforth instead !! COAST PATH...you show the idea of a new Path route across the Arnside Viaduct. During the recent £13m rebuilding of this Viaduct Rail Track were asked about this possibility in several Public meetings. Each time they said that they would agree to it provided that someone else pays for it (£2m+), some one else insures/maintains it for ever!! Its design would have to take account that this line is used every week for secure nuclear waste trains going to Sellafield. In addition there is the considerable cost of a new mile or so long new path across the salt marshes which go under water at many high tides followed by the legal agreeing of a new crossing of the line to get to Grange...giving close on £3m costs.....there is a cheaper option further up the estuary avoiding Levens</p>
68	<p>Lancaster has fallen on hard times and you are seeking to treat us as lab rats. You are killing off business and the slant you are taking will finish the job off. Very many people are incapable of the exercise that you as employment aged adults see as ideal. Your figures statistically linking obesity and exercise are wild speculation. The simple fact is that if you remove transport you will remove jobs and end up removing people. The cost of moving things around is added to the price of everything that we buy. Your interference with the flow of traffic is pushing the price of basic items beyond the ability of many to pay for</p>

	<p>them, an equal contributor to the rise of food banks. The only thing we spend more money on than transport is our housing. People living in the city have families living everywhere between Lands End and John O Groats and they should be able to visit these whenever the need arises. Nationally 78% of people get to work in a car 10% walk and amongst the 5% described as Other are the cyclists. Lancaster is 25 times less densely populated than Greater London therefore people have 25 times the distance to cover to reach essential services. The vast majority of people coming into the city already live here and are not going to travel 5 miles out to Caton Road or Galgate to get a bus back in. We need a system of trunk and secondary roads as in USA where parking is forbidden and traffic calming removed. Give pedestrians priority on residential streets and keep traffic moving on secondary or trunk roads and you will prevent rat runs. Rat runs are a product of a failing road network when lesser roads become faster to use than the main network. You have designated all of the roads in Castle and Marsh Wards as residential with 20mph limit and traffic calming. All of the roads in the over grown cul-de-sac lead onto Willow Lane, St Georges Quay or Westbourne Road. These roads should be 30mph secondary roads with no parking permitted on them. Parked cars are the biggest hazard to road safety for cyclists and pedestrians. Messing about with traffic light phasing and interrupting traffic flow, produces more greenhouse gases, increases costs which are passed on in prices and results in drivers looking for alternative rat runs. Internal combustion engines may disappear but cars will not. Have a referendum on getting rid of cars, stick by the verdict, and then plan accordingly. We are people; stop treating us like animals.</p>
69	<p>Many of the overarching aims - such as reduced air pollution and congestion, and improved well-being of the residents - are certainly laudable. Some of the proposals - for example, a rapid transit bus service or ultra-low emissions vehicles plan - have clear merit. But the proposed masterplan is not the only route through which these measures could be provided. Indeed, there is no indication that LCC has carried out thorough assessments of alternative options to those that are proposed. As such, respondents to the survey are not being given an adequate assessment of the situation on which to comment. Indeed, I would go as</p>

	<p>far as to say that the way the consultation document and questionnaire are structured simply leads respondents to say they agree with LCC, whether they really do or not. Thus it is highly biased and LCC would be guilty of deception if it quoted the responses as robust evidence in support of its plans. Unfortunately, consultations like this simply fuel the belief that politicians and government are not sufficiently accountable. That is certainly my conclusion.</p>
70	<p>The Draft Masterplan's vision for Lancaster in 2031 is indeed visionary. However, I question one of the key assumptions made in the plan that moving Junction 33 north of Galgate would lead to a dramatic reduction in traffic trying to move through or around the city centre. I therefore have grave concerns that some of the specific changes proposed under the "place-shaping" of Lancaster city centre would have a seriously negative impact on residential areas in parts of the city, such as East and West Lancaster. In particular, limiting vehicular access through the city centre will inevitably lead to more rat-running through residential areas, rather than less, as local traffic tries to find a way round the city from north to south, west to east and vice versa. Roads such as Bulk Road, Ridge Lane, Ullswater Road, and Derwent Road in east Lancaster are already used as rat runs by both cars and commercial vehicles using their "satnavs" to circumnavigate the city. Moor Lane, Wyresdale and Coulston Roads also bear a heavy burden. Meeting House Lane, West Road, Lune Road and the Quay would similarly become rat runs to the west of the city. With no alternative routes or new roads round the city proposed in the plan, residential areas would pay the price of relieving the city centre from congestion. In east Lancaster, several new housing developments are under construction amounting to around 650 homes with a further 31 homes proposed at Fenham Carr Lane. Developers are also looking at building 450 homes at the Grab Lane site. These locations are all up the long, steep hills of east Lancaster where cycling, walking or the bus may not be a practical option for young families or for commercial vehicles. Many of the residential streets around Lancaster are narrow Victorian roads, some no more than 5 metres wide. East Lancaster also has the largest and tightest cluster of schools in the area, with 3 primary schools and 2 secondary schools. Hundreds of children walk</p>

	<p>along the streets to and from school and the playing fields every day. Effective traffic calming measures and the enforcement of the 20 mph speed limit is already much needed along these roads. In short, while the need to reduce congestion through the city centre is clearly a priority for Lancaster, it cannot be at the expense of residential areas. It is unlikely that moving junction 33 a little further north will encourage local traffic to use the motorway as their main route round the town or to Morecambe, as this would add a considerable distance to their journey. Reducing city centre congestion and pollution could however be achieved by:</p> <ul style="list-style-type: none"> • the exclusion of HGVs from the city centre • Park and Rides at both junctions 33 and 34 • improved cycling and pedestrian networks • improved bus services using ULEVs • making the city centre roads two-way so that traffic did not have to go all the way round the city to get to their destination • if the funds were available, building a new “by-pass” road to the east of the city between the M6 motorway and the Lancaster Moor hospital site, running parallel to the M6, to link with the A683 at Junction 34. <p>Closing the city centre to local through traffic, however, would not be compatible with the Masterplan’s stated aims of improving the environment and road safety for pedestrians, cyclists, children and young people in residential areas, and reducing rat running.</p>
71	<p>I applaud the Plan’s intention to encourage more ‘sustainable’ forms of transport within the city boundaries, including Park and Ride scheme(s), greater provision for cyclists, a Rapid Transport Service, and the introduction of ULEVs for public transport. There is however a disheartening lack of detail on how these intentions would be implemented. Given the largely tokenistic (and in some places quite dangerous) location of nominal cycle lanes on the current road network, we need to see how road space e.g. on the southern A6 entry could be seriously reconfigured to create a truly safe cycling space on this projected ‘superhighway’. And what levers does the Council have to persuade a ruthless monopoly provider of bus transport (Stagecoach) to invest in an entirely new fleet of ULEVs?</p> <ul style="list-style-type: none"> • The plan to reshape the city centre by blocking off access to ‘through traffic’ at two key points in the centre is fundamentally misconceived. Its effect will be to send traffic off into residential ‘rat runs’, leading to serious additional pollution and environmental degradation in these

	<p>areas (which of course also include schools and open public spaces as well as housing). The ambiguous term 'through traffic' presumably includes vehicles making a local journey from one part of Lancaster to another, or to a motorway junction. This cannot be simply wished away, even with enhanced public transport and cycle provision. This is particularly true since the major housing developments eg on the Quay and in East Lancaster (Moor Hospital site etc.), currently lacking any significant infrastructural support, will considerably enlarge the sheer geographical extent of our urban space and result in a greatly increased number of local journeys from one part of the city to another. Effectively cutting the city in two will make a lot of these journeys more complicated and longer, adding to congestion and pollution.</p> <ul style="list-style-type: none"> • A better and more immediately feasible way of reducing city-centre congestion would be to turn the current one-way gyratory into a two-way system, thus cutting down the volume of traffic making unnecessary journeys round town. • The plan to make Junction 34 with its Park & Ride provision the main motorway access point for Lancaster only makes sense with reference to people visiting Lancaster from elsewhere (including of course those 'dropping in' en route to the Lakes or Scotland). The Park and Ride initiative, though most welcome, is irrelevant to the transport needs of Lancaster residents, who will arrive at and leave the city either by Junction 33 or by Junction 34, depending on which area of the city they live in. A relocated Junction 33, if it is ever to be realised, will need to serve the needs of residents in a wide area of south Lancaster (thus minimising rat running and city-centre congestion) as well as those of the University and the Health Innovation Park.
72	<p>I have just finished reading the document and it is 1 am. There are extensive comments I would like to make on one particular aspect of the plan (relocation of Junction 33) but will have to do so tomorrow</p>
73	<p>"I think the plan is well written and addresses the main issues. Here are some additional thoughts for consideration and hopefully implementation: 1. Every outlying village should have a dedicated "safe" (walking/cycling/wheelchair/mobility scooter) pathway to the nearest transport "hub". For example, I live in Cantsfield and our route should be to the enhanced Wennington hub. At the moment it is completely</p>

	<p>unsafe for pedestrians, cyclists etc to use the A687 towards Greta Bridge. Such pathways can be either developments of existing bridleways or alongside the main roads, taking say 5m of a field (as has happened elsewhere in the district). 2. Taking Cantsfield as an example of an outlying village, there are around 20 properties in the "centre", many with multiple cars (4x4s for farmers) which sit idle most days. Why not install say three or four (or whatever) electric vehicles at the centre of the village (on public land or private land), with recharging points and an internet-enabled booking system? All of the properties now have high-speed internet (thanks to B4RN) and we must start making the full use of changing the ways we have always done things. We could easily cut the number of conventional vehicles by two thirds or more, and assuming some funding to get the scheme going, there must be the opportunity for ongoing savings for every house. At the least we could replace all the "second cars" which people have. Any chance of EU funding for a trial?? 3. Replace existing school buses (and taxis?) with bright yellow electric ones</p>
74	<p>1. Good analysis of existing situation. 2. The acknowledged uncertainties of the effects of the Heysham-M6 link road and the implications of the forthcoming Land Allocations DPD (including the revised SHMA figures) mean that the proposed feasibility studies (rail and rapid transit) and other reports will be crucial and will presumably contain detailed proposals. I look forward to seeing these and trust there will be opportunities for consultation and comment. 3. Support proposed adoption of Community Infrastructure Levy, but would adoption have any negative implications for developer contributions towards affordable housing? 4. Re question 1. In principle, I strongly agree with the "Improve and extend" option but much more detail is needed especially about the environmental impact, loss of green land and disruption. 5. Rail: • Lancaster –Morecambe line: More should be made of the existing line and services as soon as possible. Press for more carriages at peak times and more services if possible. This would assist in alleviating road congestion and air pollution. • Give high priority to Morecambe Rail Connectivity Study. Longer term, the Heysham line should have a regular passenger service with stations to serve Heysham's growing population. • Actively encourage use of Bentham line</p>

	<p>to assist rural areas of the Lune Valley. 6. Re-configuration of Junction 33: This is crucial to much of the Masterplan but the maps give only a very broad indication of its possible location, which is causing concern for Ellel residents. The benefits for Galgate residents should be given more emphasis. There is little mention of plans for the existing junction 33 should a new junction be realised. Ideally it should remain to enable those travelling south to avoid Galgate on their way to Garstang and beyond. 7. Pedestrians and cyclists: These are generally treated together in the Masterplan but their needs can differ. More consultation with specific interest groups (e.g. Living Streets representing pedestrians) when drawing up detailed proposals would be useful. 8. Final comment: The quality of the map reproduction (in the Masterplan) is poor, making interpretation of the information presented difficult</p>
75	<p>There appears to be no consideration in the plan for people like myself who live in area's such as Cockerham. Again, we are being told not to use our cars but the bus service to my village is none existent (every 2 hours at some points of the day and none whatsoever if I want to go to Garstang). I would love to have more green options but they simply don't exist. If I want to go to the University to work I either have to get a bus into Lancaster and then a bus from Lancaster to University, a journey of over an hour each way, or I sit in the comfort of my car for 15 minutes maximum. The road from Cockerham to Lancaster is not safe to cycle on, the speed limit is too high and too many drivers do not take cyclists into account - and on a sunny evening the area around Cockerham tends to become a race track for high powered motorbikes. Yet despite the lack of travel options, and the well intentioned Green policy, more housing developments are being approved in areas such as Cockerham. The 17 affordable houses built in Cockerham last year (or which 11 still remain to be sold, despite being available for 3 months and the council planners insistence that there was great demand for these houses in the area) were meant to bring traffic calming measures and speed restrictions to the village. These have still not been implemented. Why is this? Why should I trust a travel plan when developer funded speed restrictions have not been implemented? The proposal to move the M6 junction is a welcome one although I cannot see the benefit of</p>

	<p>moving it between Galgate and the university - surely the sensible place is between the university and Lancaster - otherwise the area around the university will become a bottleneck for traffic heading from both the university and south Lancaster to the motorway. You will simply be moving the traffic backlog from Galgate to outside the university, affecting residents in South Lancaster - and the inevitable delays that will occur for people wanting to get from Lancaster > Galgate and vice versa will still be there, just at a different point on the A6 - particularly as the strategy implies, the idea is to send more traffic onto the motorway in order to get from South Lancaster to North Lancaster/Morecambe</p>
77	<p>I write to enquire whether there is any further news on increasing the number of parking spaces in Morecambe and also on improving the access to parking. The new link road will complete in the first half of 2016 and it is likely that the traffic jams currently associated with entrance to Lancaster will transfer to Morecambe</p>
78	<p>As usual traffic from Morecambe to Lancaster is virtually stationary. We left st johns road , morecambe, at 7.50am to go to whalley, Clitheroe for 9.30 am, via the Trough road. A journey of 1hour 10 mins at most.. We need to cross the river Lune and cut across the north of lancaster. An hour later, at 8.48am we are only at the traffic lights at scale hall. Yet suddenly the next part, Skerton Bridge is clear.. And clear to the motorway (as now we are very late). Its now 8.56am at junction 34.</p> <p>No obvious block.. Not by-pass work Just volume of traffic?</p> <p>Suggestion: Make the car park behind winter gardens a park and ride for £3 a car.</p> <p>Or the land that is the old frontierland by aldi .</p> <p>Put on extra trains that arrive in Lancaster between 8 and 8.45 am and buses the same. Free travel between 7.30am and 8.50am and back 4.30 to 6. 30 pm on specific tickets for park and ride users.</p> <p>Then the bypass will take traffic to motorway.</p>

The Lancaster and Morecambe roads take traffic through Lancaster. The buses and trains take business people into Lancaster on time for work.

We have travelled a lot in UK over years..
Very rarely is any traffic jam anywhere as bad as this bit of road which is a nightmare all times of day.
After 25 years we are happily waiting for the bypass..
But as it doesn't circle Lancaster south we don't believe it's going to be a cure-all!!

Appendix 2: Media Analysis

A nine week consultation on the draft Lancaster District Highways and Transport Masterplan took place from Monday 23 March to Friday 22 May 2015. Views were sought from a range of stakeholders which included district councils, councillors, district and parish councils and members of the public.

Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 18 March 2015. Two news releases were issued with details of the consultation period (18 March 2015 – PR15/0133) and one with details about the extension of the consultation (24 April 2015 – PR15/0186).

The two press releases generated seven articles printed in the local media and was mentioned six times on BBC Radio Lancashire (see appendix 1).

For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all Lancaster masterplan related articles is 4.8 (fairly positive).

Stakeholder engagement

A briefing for county councillors was held. All county councillors were invited to attend. For those councillors who were unable to attend, the documents were posted on the members' portal C-First.

Emails were also sent to a wide range of stakeholders informing them of the consultation as well as promoting the events. A briefing was also given to Lancaster district councillors.

Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (March - May 2015) are as follows:

Website stats for	Page views	Unique visitors	Avg. time on page
March-June 2015	1,698	1,451	4mins 56secs

The consultation was also posted on the ['Have your Say'](#) consultation pages of council's website.

Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our Twitter messages were seen by 8412 people and actively engaged with by 81 people (0.9 %)
- Our Facebook messages reached 3467 people and we had 6 interactions (0.17%)

Twitter messages

Impressions = number of times a user saw a tweet on twitter.

Engagements = Total number of times a user has interacted with a Tweet. This includes all clicks anywhere on the Tweet, retweets, replies, follows, and favourites.

- #HaveYourSay on the Lancaster Masterplan at #Carnforth Library, Mon 23 Mar 2pm - 6pm

Impressions: 2054 Engagements: 10

- #HaveYourSay on the Lancaster Masterplan at #Lancaster Library, Thur 26 Mar 12pm - 7pm

Impressions: 3777 Engagements: 51

- #HaveYourSay on the Lancaster Transport Masterplan at #Morecambe Library, Tue 24 Mar 2pm-7pm

Impressions: 2581 Engagements: 20

Facebook messages

- #HaveYourSay on the Lancaster District Highways and Transport Masterplan at #Lancaster Library, Thur 26 Mar 12pm - 7pm [ow.ly/KAQcgf](https://www.facebook.com/ow.ly/KAQcgf)

1322 reached 3 likes, comments & shares

- #HaveYourSay on the Lancaster District Highways and Transport Masterplan at #Morecambe Library, Tue 24 Mar 2pm-7pm [ow.ly/KAQcgf](https://www.facebook.com/ow.ly/KAQcgf)

1215 reached 1 likes, comments & shares

- #HaveYourSay on the Lancaster District Highways and Transport Masterplan at #Carnforth Library, Mon 23 March 2pm - 6pm [ow.ly/KAQcgf](https://www.facebook.com/ow.ly/KAQcgf)

930 reached 2 likes, comments & shares

Consultation documents

Consultation documents were made available across the Lancaster District from 12 January 2015.

Consultation events

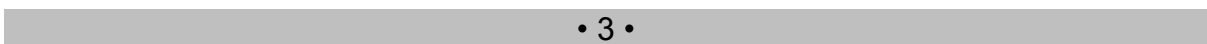
Consultation events were held at the following locations during the consultation period.

Location
Carnforth Library - Lancaster Road, Carnforth, LA5 9DZ Monday 23rd March – 2pm to 6pm
Morecambe Library - Central Drive, Morecambe, LA4 5DL Tuesday 24th March – 2pm to 7pm
Lancaster Library - Market Square, Lancaster, LA1 1HY Thursday 26th March – 12noon to 7pm

Appendix 1 – Lancaster District Highways and Transport Masterplan - Media coverage – March to May 2015

Headline	Publication	Published	Value (£)	Revenue	Weighting	Score	Total score	PR No.
Council to unveil roads masterplan	Blackpool Gazette	05/03/2015	2933.35	165	2	2	4	
Breakfast - BBC Radio Lancs - 06:32:22	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133
Breakfast - BBC Radio Lancs - 08:32:34	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133
Breakfast - BBC Radio Lancs - 08:00:00	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133
Breakfast - BBC Radio Lancs - 08:18:14	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133
News - BBC Radio Lancs - 16:02:42	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133
Drivetime - BBC Radio Lancs - 17:45:08	BBC Radio Lancashire	19/03/2015	222	740	3	2	6	PR15/0133

		5						1 3 3
Anything better than what we have now	Lancaster Guardian	21/03/2015	803.44	121	2	2	4	PR1 5 / 0 1 3 3
Plans could spell end of the road for one way system	Lancashire Evening Post	22/03/2015	2215.44	149	3	2	6	PR1 5 / 0 1 3 3
Motorway junction move is part of vision for city End of road for one-way system	Lancaster Guardian	22/03/2015	1362.46	121	2	2	4	
Traffic vision for the prom	Morecambe Visitor	25/03/2015	1259.72	104	2	2	4	PR1 5 / 0 1 3 3
A smokescreen for inaction1	Lancaster Guardian	28/03/2015	827.64	121	2	-1	-2	PR1 5 / 0 1 3 3
More time to have a say on future	Lancashire Evening Post	28/04/2015	428.97	149	3	2	6	PR1 5 / 0 1 8 6
Total:			£11,163.02	537		Average score:	4.8	



Appendix 3: Questionnaire Analysis

Executive summary

Lancashire County Council undertook a nine-week consultation to inform the Lancaster district masterplan. The consultation was conducted by a combination of paper-based and online questionnaires. In total, 100 responses were received.

1.1 Key findings

- For developing the masterplan, respondents were most likely to agree with option 3 – improve and extend (74% agree).
- For developing the masterplan, respondents were most likely to disagree with option 1 – do only what we need to (78% disagree).
- Around two-thirds of respondents (65%) agree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south.
- Around three-fifths of respondents (59%) agree with our proposals for Lancaster city centre place-shaping.
- Around three-fifths of respondents (61%) agree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be.
- Around nine in ten respondents (87%) agree that it is important to make sure that traffic doesn't rat run through residential areas.
- Around two-thirds of respondents (67%) agree that junction 33 of the M6 should be relocated to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable.
- Around seven out of ten respondents (68%) agree with the proposal for a South Lancaster Park and Ride/Cycle facility at the relocated junction.
- Around three-quarters of respondents (74%) agree with the proposal for a rapid transit service between Heysham and South Lancaster.
- Around four-fifths of respondents (81%) agree with the proposal for an integrated multi-use/cycling network for the district.
- Three-fifths of respondents (60%) agree with the proposal for a district wide Ultra Low Emission Vehicle (ULEV) Strategy.
- Around three-fifths of respondents (58%) agree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre.
- Around three-fifths of respondents (59%) agree that Carnforth town centre should be made more pedestrian friendly.
- Respondents were asked how strongly they agree or disagree that there needs to be better connectivity around Morecambe Bay by rail, cycle and road. Respondents were most likely to agree that there needs to be better connectivity around Morecambe Bay by rail (87% agree) and least likely to agree that there needs to be better connectivity around Morecambe Bay by road (66% agree).
- Three-quarters of respondents (75%) agree that Morecambe needs better rail connectivity.
- Around two-thirds of respondents (63%) agree that the Bentham line needs to be improved.
- Around seven out of ten respondents (71%) agree that there should be northbound connectivity from Carnforth station.

-
- Around all respondents (96%) agree that connections into and out of the rural area for people with a car must be maintained.

Introduction

The Lancaster district masterplan looks at problems, gaps and opportunities affecting the roads and public transport in the Lancaster district and the impact of these on the people, places and economy of the area. It sets out Lancashire County Council's vision for travel and transport in the future and explains what the county council will do next to meet the current and future needs and hopes of the people of the Lancaster district.

A range of proposals have been developed to meet the future transport needs of Lancaster district for rail, roads, public transport, walking and cycling. A public consultation was conducted to seek views in relation to the proposals.

Methodology

The consultation ran from 23 March 2015 to 22 May 2015. The consultation was conducted by a combination of paper-based and online questionnaires. In total, 71 responses were received.

3.1 Limitations

Although the survey was available for anyone to respond to, the aim of the consultation was to gain the views of those who will be affected by the proposals and so the responses should not be seen as the view of the overall Lancaster district population.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

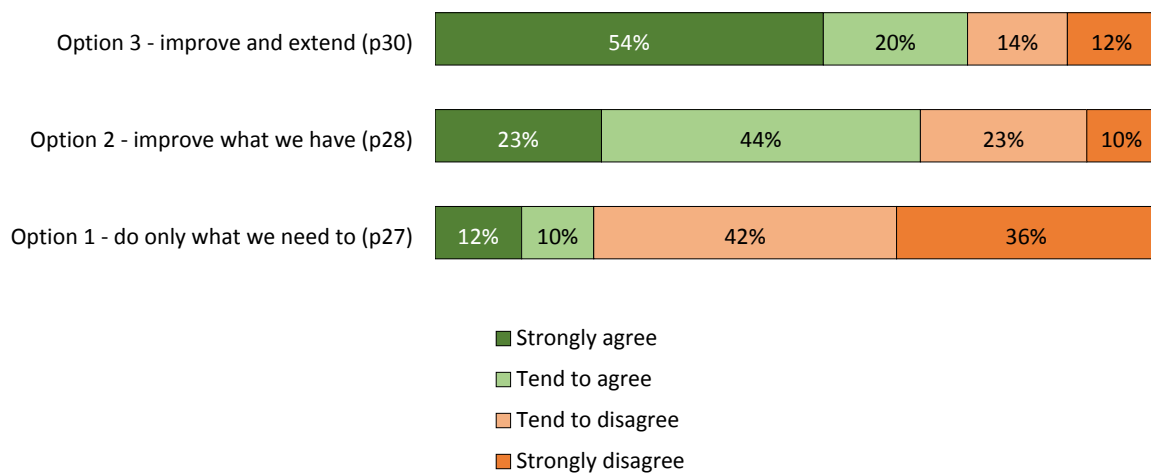
Main research findings

The Lancaster district masterplan outlines three options for developing the vision for the district: option 1 is to do only what we need to; option 2 is to improve what we have; and option 3 is to improve and extend. Respondents were asked how strongly they agree or disagree with each of the three options.

Respondents were most likely to agree with option 3 – improve and extend (74% agree).

Respondents were most likely to disagree with option 1 – do only what we need to (78% disagree).

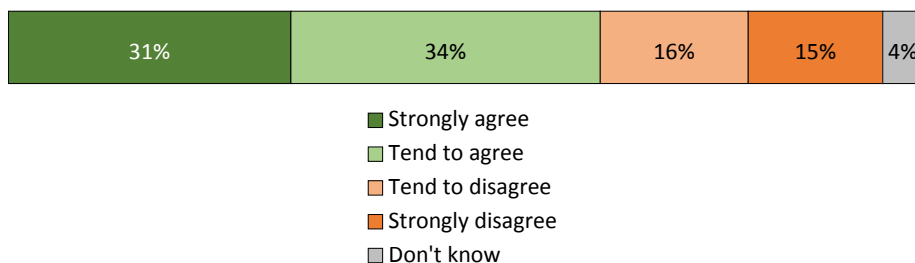
Chart 1 - How strongly do you agree or disagree with each of the three options for developing the masterplan?



Base: all respondents

Around two-thirds of respondents (65%) agree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south.

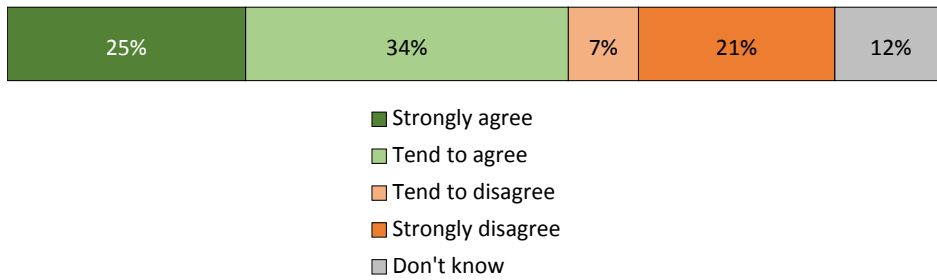
Chart 2 - How strongly do you agree or disagree with our intention to make Caton Road the principal gateway into the city for traffic from the M6, from both north and south (p35)?



Base: all respondents

Around three-fifths of respondents (59%) agree with our proposals for Lancaster city centre place-shaping.

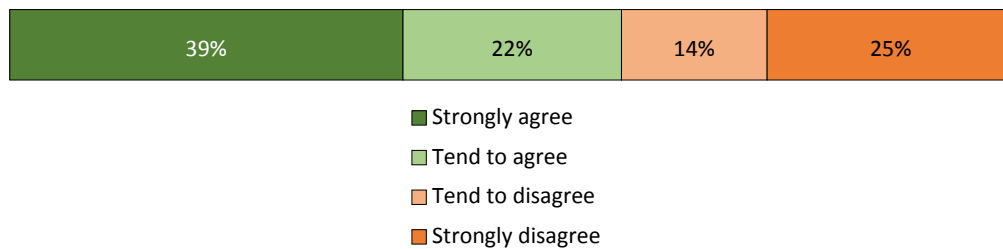
Chart 3 – How strongly do you agree or disagree with our proposals for Lancaster city centre place-shaping (p36)?



Base: all respondents

Around three-fifths of respondents (61%) agree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be.

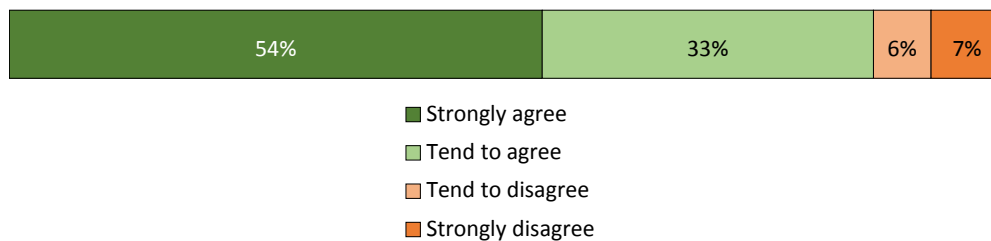
Chart 4 – How strongly do you agree or disagree with our intention to remove traffic from the city centre to make it a more attractive and healthier place to be?



Base: all respondents

Around nine in ten respondents (87%) agree that it is important to make sure that traffic doesn't rat run through residential areas.

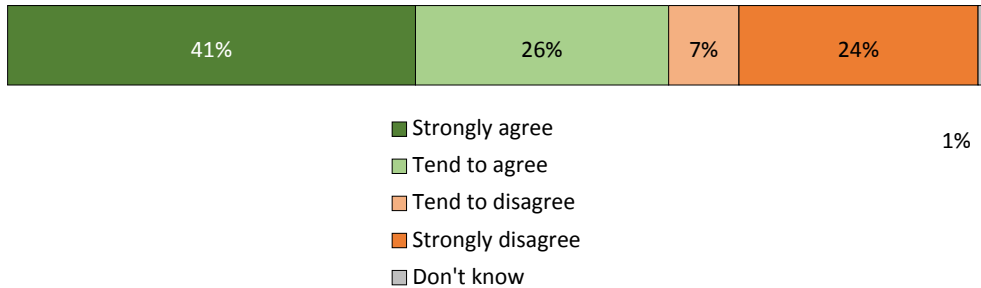
Chart 5 – How strongly do you agree or disagree that it is important to make sure that traffic doesn't rat run through residential areas?



Base: all respondents

Around two-thirds of respondents (67%) agree that junction 33 of the M6 should be relocated to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable.

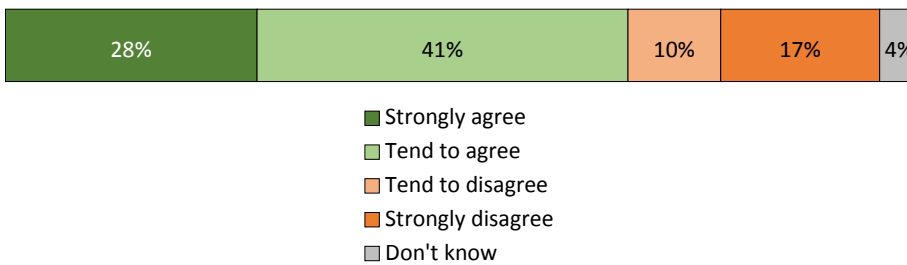
Chart 6 – How strongly do you agree or disagree that junction 33 of the M6 should be relocated to north of Galgate to enable the removal of through traffic from the city centre and make sustainable modes of travel viable?



Base: all respondents

Around two-thirds of respondents (68%) agree with the proposal for a South Lancaster Park and Ride/Cycle facility at the relocated junction.

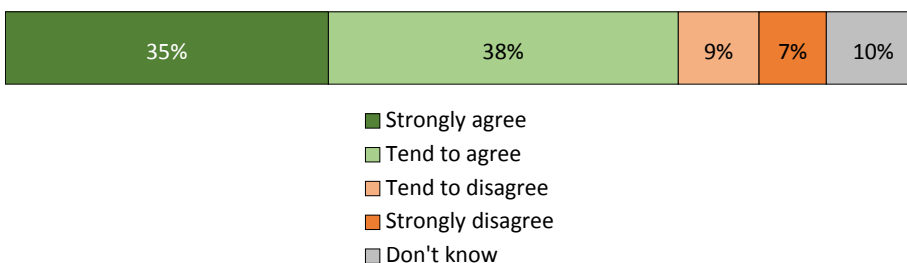
Chart 7 – How strongly do you agree or disagree with the proposal for a South Lancaster Park and Ride/Cycle facility at the relocated junction?



Base: all respondents

Around three-quarters of respondents (74%) agree with the proposal for a rapid transit service between Heysham and South Lancaster.

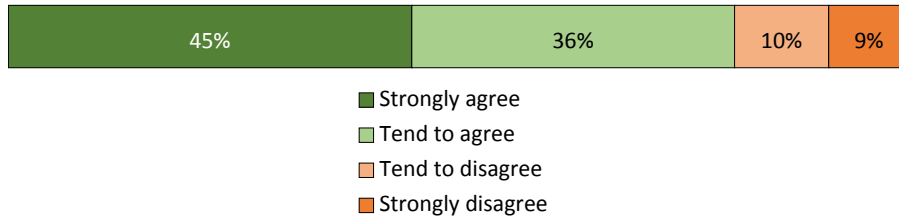
Chart 8 – How strongly do you agree or disagree with the proposal for a rapid transit service between Heysham and South Lancaster?



Base: all respondents

Around four-fifths of respondents (81%) agree with the proposal for an integrated multi-use/cycling network for the district.

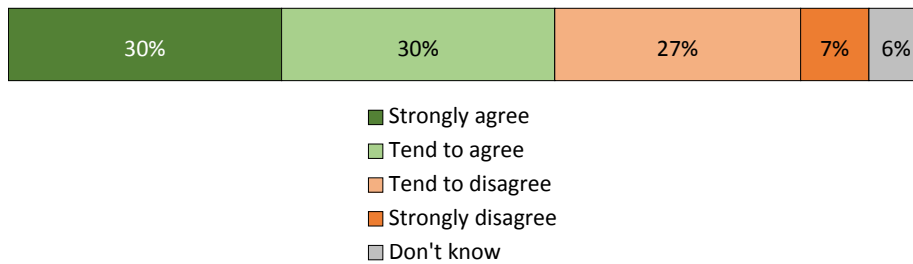
Chart 9 – How strongly do you agree or disagree with the proposal for an integrated multi-use/cycling network for the district?



Base: all respondents

Three-fifths of respondents (60%) agree with the proposal for a district wide Ultra Low Emission Vehicle (ULEV) Strategy.

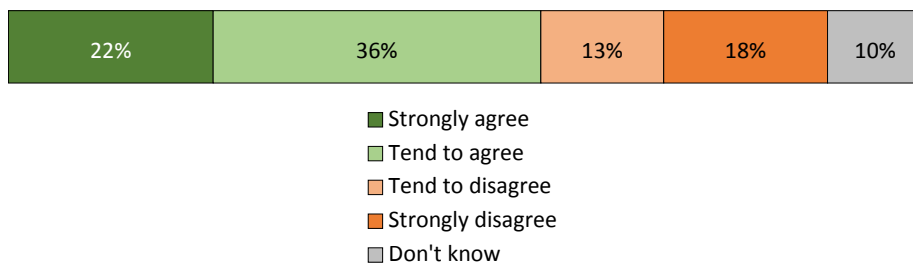
Chart 10 – How strongly do you agree or disagree with the proposal for a district wide Ultra Low Emission Vehicle (ULEV) Strategy?



Base: all respondents

Around three-fifths of respondents (58%) agree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre.

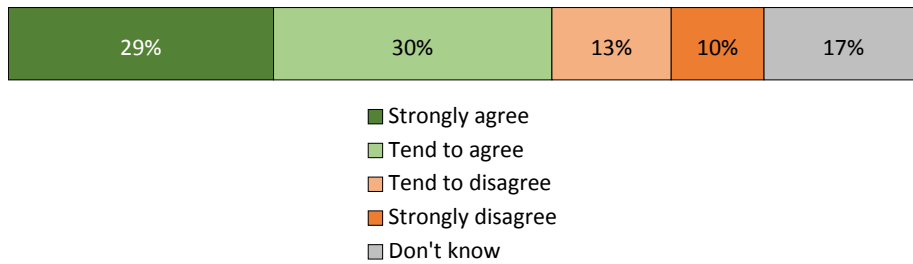
Chart 11 – How strongly do you agree or disagree that traffic on part of Marine Road Central Morecambe should be limited to make the seafront a more attractive public space and better link it into the town centre (p45)?



Base: all respondents

Around three-fifths of respondents (59%) agree that Carnforth town centre should be made more pedestrian friendly.

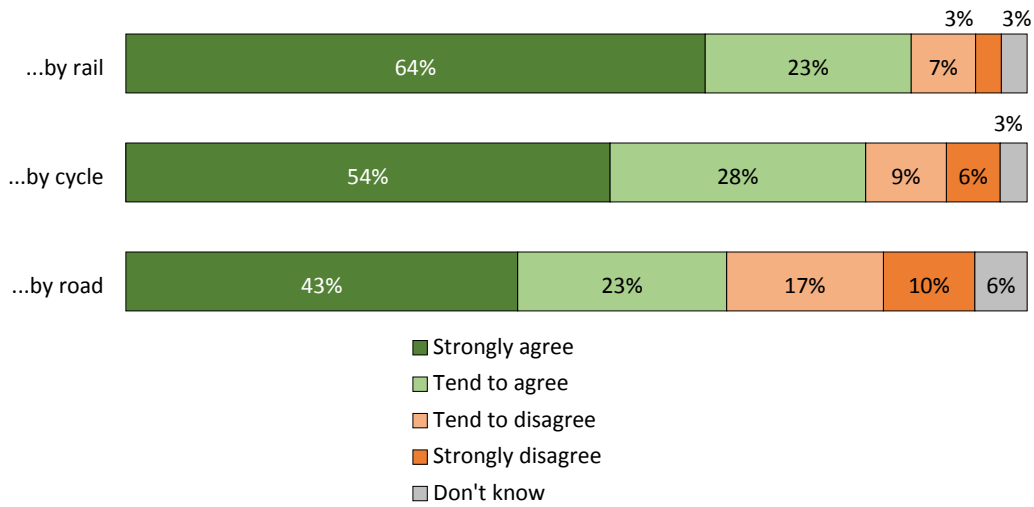
Chart 12 - How strongly do you agree or disagree that Carnforth town centre should be made more pedestrian friendly (p49)?



Base: all respondents

Respondents were then asked how strongly they agree or disagree that there needs to be better connectivity around Morecambe Bay by rail, cycle and road. Respondents were most likely to agree that there needs to be better connectivity around Morecambe Bay by rail (87% agree) and were least likely to agree that there needs to be better connectivity around Morecambe Bay by road (66% agree).

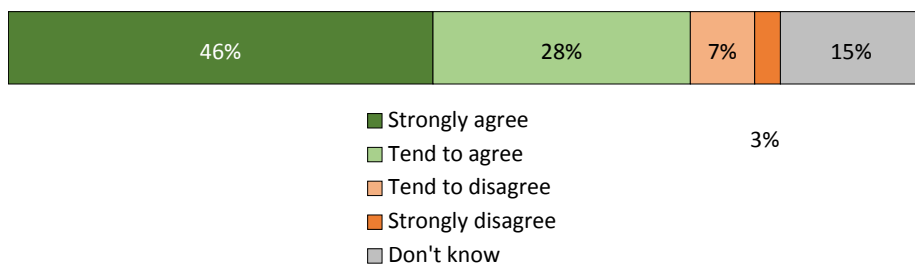
Chart 13 - How strongly do you agree or disagree with the following statements?
There needs to be better connectivity around Morecambe Bay...



Base: all respondents

Three-quarters of respondents (75%) agree that Morecambe needs better rail connectivity.

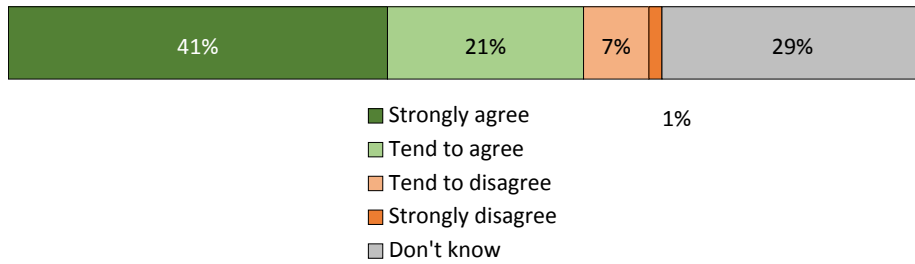
Chart 14 - How strongly do you agree or disagree that Morecambe needs better rail connectivity



Base: all respondents

Around two-thirds of respondents (63%) agree that the Bentham line needs to be improved.

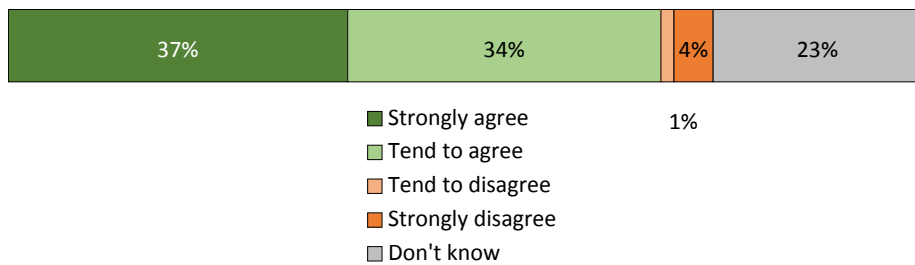
Chart 15 - How strongly do you agree or disagree that the Bentham line needs to be improved



Base: all respondents

Around three-quarters of respondents (71%) agree that there should be northbound connectivity from Carnforth station.

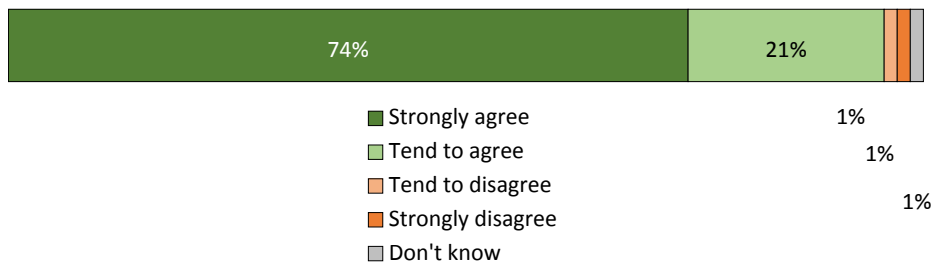
Chart 16 - How strongly do you agree or disagree that there should be northbound connectivity from Carnforth station



Base: all respondents

Nearly all respondents (96%) agree that connections into and out of the rural area for people with a car must be maintained.

Chart 17 - How strongly do you agree or disagree that connections into and out of rural areas for people without a car must be maintained



Base: all respondents

4.1 Additional comments

Respondents were provided with an open comment box and asked if they had any comments about the proposals. The responses can be found in full in Appendix 1.

Demographic breakdown of Respondents

	Count	Percentage	
Have you read the district of Lancaster masterplan document?	Yes, read it in full	35	49%
	Yes, read some sections fully	27	38%
	Yes, briefly looked over the document	9	13%
	No	0	0%

	Count	Percentage	
Are you responding to this consultation on behalf of an	Yes	71	100%
	No	0	0%

	Count	Percentage	
Are you...?	Male	49	69%
	Female	22	31%

	Count	Percentage	
What was your age on your last birthday?	16-24	1	<1%
	25-44	38	18%
	45-59	60	28%
	60+	112	53%

	Count	Percentage	
Are you a deaf person or do you have a disability?	Yes	2	3%
	No	65	97%

	Count	Percentage	
Which best describes your ethnic background?	White	66	96%
	Asian or Asian British	1	1%
	Mixed/multiple ethnic group	2	3%
	Black/African/Caribbean/Black British	0	0%
	Other ethnic group	0	0%