

**Bullet Points of some of the issues discussed at the Group Leaders meeting regarding the Consultation on the draft Highways and Transport Masterplan for Lancaster District: 18 June 2015**

- M6 Link road isn't 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 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 should 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 new link piece of road
- Need to make sure that the M6 link really 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 fewer 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