

Consultation Report

M6 Junction 33 Reconfiguration with Link Road

December 2020

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Executive Summary

This report provides details of the consultation for a new road to connect the south of Lancaster directly to the M6 motorway at Junction 33. The proposal forms part of a package of highways and transport planning measures planned for the Lancaster District known as 'Transforming Lancaster Travel' that aim to deliver proposals set out in the Lancaster Highways and Transport Masterplan. The consultation was carried out in conjunction with the consultation for Lancaster City Centre Movement and Public Realm Strategy (which is reported in a separate document).

Public involvement in the process of determining preferred options for Lancashire County Council's transport proposals is an important part of informing design and engineering decisions. The purpose of publicising a number of route options was to ensure the preferred route option for the new road would be the best feasible option in terms of minimising environmental impact, feasible in engineering terms, achieve traffic management objectives and, the most acceptable solution in public perception or stakeholder opinion.

The COVID-19 pandemic in 2020 prevented public events and face to face briefings. For this reason, the focus of the consultation was undertaken online and members of the public, stakeholders and prescribed consultees were directed to the Lancashire County Council project website using a variety of measures:

- Posting a newsletter to businesses and households in Lancaster;
- The publication of news releases;
- Siting posters locally and issuing notifications on social media; and
- Lancaster City Council assisted publicity by circulating news via their mailing lists.

Printed consultation information was available on request and where necessary, video-briefings were held online. Information relating to the consultation was available on a project website where a virtual exhibition space (VES) was available on a 24-hour basis throughout the consultation period. There was also a dedicated email address and telephone number for respondents to receive more detailed information should it be required.

A questionnaire was available and collected via the Councils 'Have Your Say' consultation website. The consultation highlighted that although this proposal was for a new highway and for city centre realm improvements, that there would be proposals potentially coming forward in the future for sustainable transit, a masterplan for the Bailrigg Garden Village and Area Action Plan for South Lancaster Broad Location Growth Area.

There was a total of 598 respondents to the consultation, with 548 of those responding to the M6 Junction 33 consultation only. The purpose of the consultation was to ask the public which of the options would be their preferred route option along with any comments or suggestions which would help inform the design of the final preferred route option. The preferred option was Central 1.

1 Introduction

1.1.1 This report details the consultation exercise that was undertaken to gauge the public and stakeholder opinions on a new link road from Junction 33 of the M6 Motorway. Six route options were considered in the consultation.

1.1.2 The route options were developed from early environmental and engineering assessments and evaluation of high-level environmental constraints in a series of desktop surveys. Completion of these studies assisted the identification of three broad corridors within a 5km study area of the M6 between Junction 33 and Hazelrigg Lane in locations considered to be *less constrained* in terms of environmental, traffic and transport and engineering feasibility.

1.1.3 From these three broad corridors, six route options (two for each broad corridor) which were considered feasible in engineering and predicted functional transport terms were developed. Further assessments were undertaken on each route option to appraise the suitability in terms of performance – predicted traffic function of each route coupled with the expected air quality and noise impact. These studies were presented as background reports as part of the consultation.

1.1.4 The six highway route options for the Junction 33 with Link Road to South Lancaster Broad Location Growth Area were put forward for public consultation as follows:

- Eastern 1;
- Eastern 2;
- Central 1;
- Central 2;
- Western 1; and,
- Western 2.

1.1.5 Maps illustrating the route options are provided in Appendix 1.

2 Consultation

2.1 Introduction

- 2.1.1 The consultation on the proposed route options was carried out from 26 October and 8 December 2020. The consultation was undertaken alongside a consultation for the Lancaster City Centre Movement and Public Realm Strategy.
- 2.1.2 The proposal to potentially reconfigure Junction 33 of the M6 motorway and provide a link road in the south of Lancaster District is at such a scale that it is considered to be a Nationally Significant Infrastructure Project (NSIP) as per Planning Act 2008. Therefore, it will be submitted to the Planning Inspectorate for approval as a Development Consent Order application. Consequently, Lancashire County Council has to engage with the public and prescribed consultees in a specific way (details of which can be found in the Statement of Community Consultation (SoCC)). This consultation was also an opportunity to make early contact with prescribed consultees (stakeholders) identified in the SoCC for their professional opinions on the possible highway options.
- 2.1.3 The route options, option reports and questionnaire were the focus of the consultation and views were sought from Lancashire County Council and Lancaster City Council Members, Stakeholders, Parish Councils and members of the public.

2.2 Publicity

- 2.2.1 Residents and businesses were notified of the consultation by letter, dated the 22 October 2020 which was delivered to 32,000 residential addresses 4,000 local businesses and approximately 160 organisations/stakeholders. The letter was accompanied by a newsletter. The list of stakeholders is in Appendix 2.

- 2.2.2 A press release was issued at <https://www.lancashire.gov.uk/news/> on 27 October 2020 which allowed news websites and newspapers to publish information about where information would be available. This generated media items in the 'Lancaster Guardian', the 'Visitor', and a number of websites representing different groups in the local area (Lancaster Chamber of Commerce, CLOUD vblog, Lancaster Dynamo, Lancaster BID). Notification and reminders of the consultation were also distributed on social media (Facebook, Twitter and Instagram) during the consultation period.
- 2.2.3 Posters were displayed around the Lancaster District at prominent places such as supermarkets, Lancaster Hospital, Lancaster University and at the bus station.
- 2.2.4 The publicity material directed members of the public and organisations to view the consultation material held on the project website and comment using the online survey. Paper copies of the survey were available and responses by email were also accepted.

2.3 Virtual Exhibition Space

- 2.3.1 Due to the COVID-19 pandemic restrictions in Lancashire, the consultation took place online.
- 2.3.2 A virtual exhibition space (VES) outlining proposals for both the Route Options for M6 Junction 33 and the Lancaster City Centre Movement and Public Realm Strategy Route Options Report was commissioned. This service sought to replicate a physical consultation at a public hall/meeting space through a virtual space. Unlike physical consultation events the VES was open during the consultation period on a continuous basis (24 hours, 7 days a week).
- 2.3.3 The VES boards summarised the key aspects of both consultations and the interactive nature of the virtual space meant that links could be provided to the final documents on Lancashire County Council's website (Appendix 3 provides screen prints of the VES).

- 2.3.4 An online chat facility was active with staff available to answer queries in real time during office hours and email contacts were provided for any additional queries.
- 2.3.5 Printed copies of the consultation information were available on request.
- 2.3.6 Online responses could be made on the 'Have Your Say' webpage www.lancashire.gov.uk/haveyoursay and consultation information was available on <https://www.lancashire.gov.uk/transforming-lancaster-travel/?page=1>. Analysis of the website set up to inform of the consultation had 6,519 page views and 437 unique page views.

2.4 Engagements and Briefings

2.4.1 Consultation and engagement was sought from a wide variety of stakeholders. In addition to the online consultation additional briefings and 'question and answer' sessions were provided when requested. During the consultation period additional briefings were provided to the following individuals and organisations:

- County Council Councillors who represented the Lancaster City district area;
- Lancaster City Council Councillors (this was followed up with an additional 'question and answer' session towards the end of the consultation period);
- Garstang and Lancaster Rotary Club;
- Lancaster Chamber of Commerce and Lancaster Business Improvement District;
- Lancaster Dynamo Cycle Group;
- Lancaster Vision;
- Lancaster Bus Users Group; and,
- Stagecoach.

2.4.2 In all cases, these briefings and 'question and answer' sessions took place online.

2.5 Questionnaire

- 2.5.1 A key aspect of the consultation was an online survey/questionnaire (Appendix 4) relating to the different route options outlined in the consultation information. Written responses were accepted via email or through the post. A summary of the written comments will be discussed in Section 5 of the report.
- 2.5.2 Quantitative information from the surveys and the questionnaires was analysed to garner the level of support for each option and also to understand the origin and nature of the responders.

3 About the Respondents

3.1 Overview

- 3.1.1 The first part of the questionnaire was to establish the demographics of the respondents, in terms of location, organisation and age.

3.2 Q1: What is your postcode?

- 3.2.1 This was used to analyse the number of responses that raised common issues or areas which supported or opposed the objectives of the M6 Junction 33 Reconfiguration with Link Road or route options.
- 3.2.2 The majority of respondents were located around the city centre itself with 'hotspots' located further south around Galgate and the existing M6 Junction 33 (Figure 1).
- 3.2.3 Please note that incomplete postcodes were not included within the plotting of the data. However, these responses have still been taken account of during the complete data analysis.

3.2.4 There were some respondents from Carlisle (2 respondents), Huddersfield (1 respondent), Leeds (2 respondents), Preston/South Ribble (16 respondents), Stoke-on-Trent (1 respondent), Warrington (2 respondents) and Wigan (1 respondent).

Table 1: Postcode Location Count

Postcode	Count
LA1 (Lancaster City Centre, Aldcliffe, Bailrigg)	250
LA2 (South and East Lancaster)	134
LA3 (Morecambe, Heysham)	10
LA4 (Morecambe, Torrisholme)	5
LA5 (Carnforth, Arnside, Warton)	10
LA6 (Carnforth)	2

Chart 1: Postcode Location Count

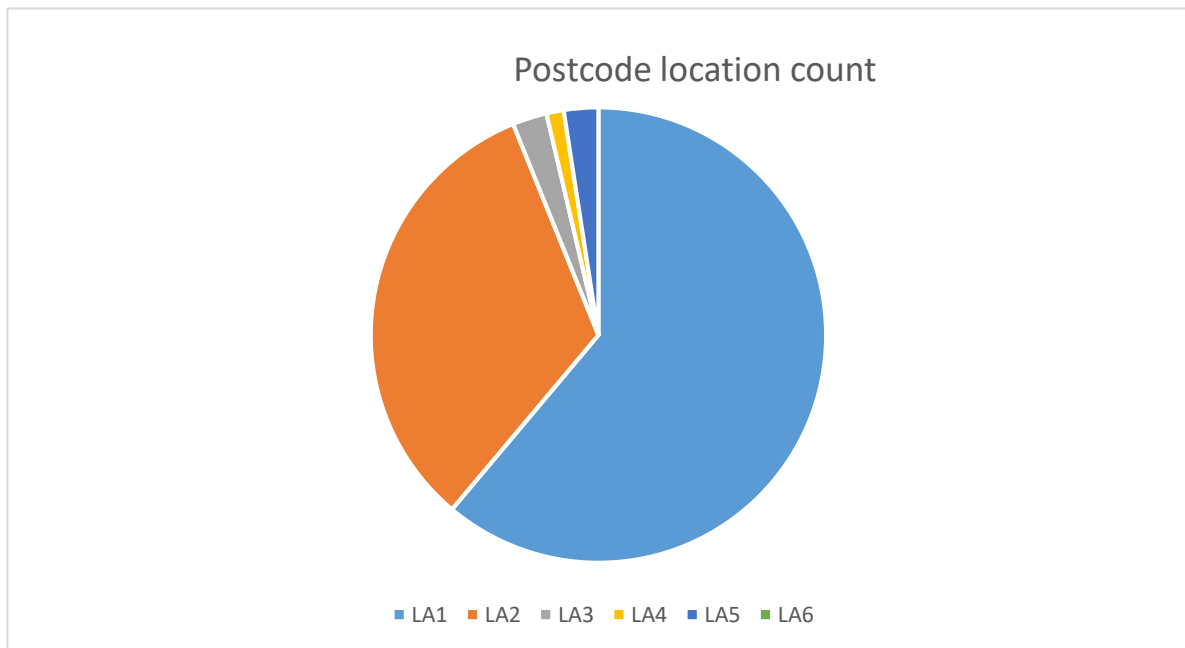
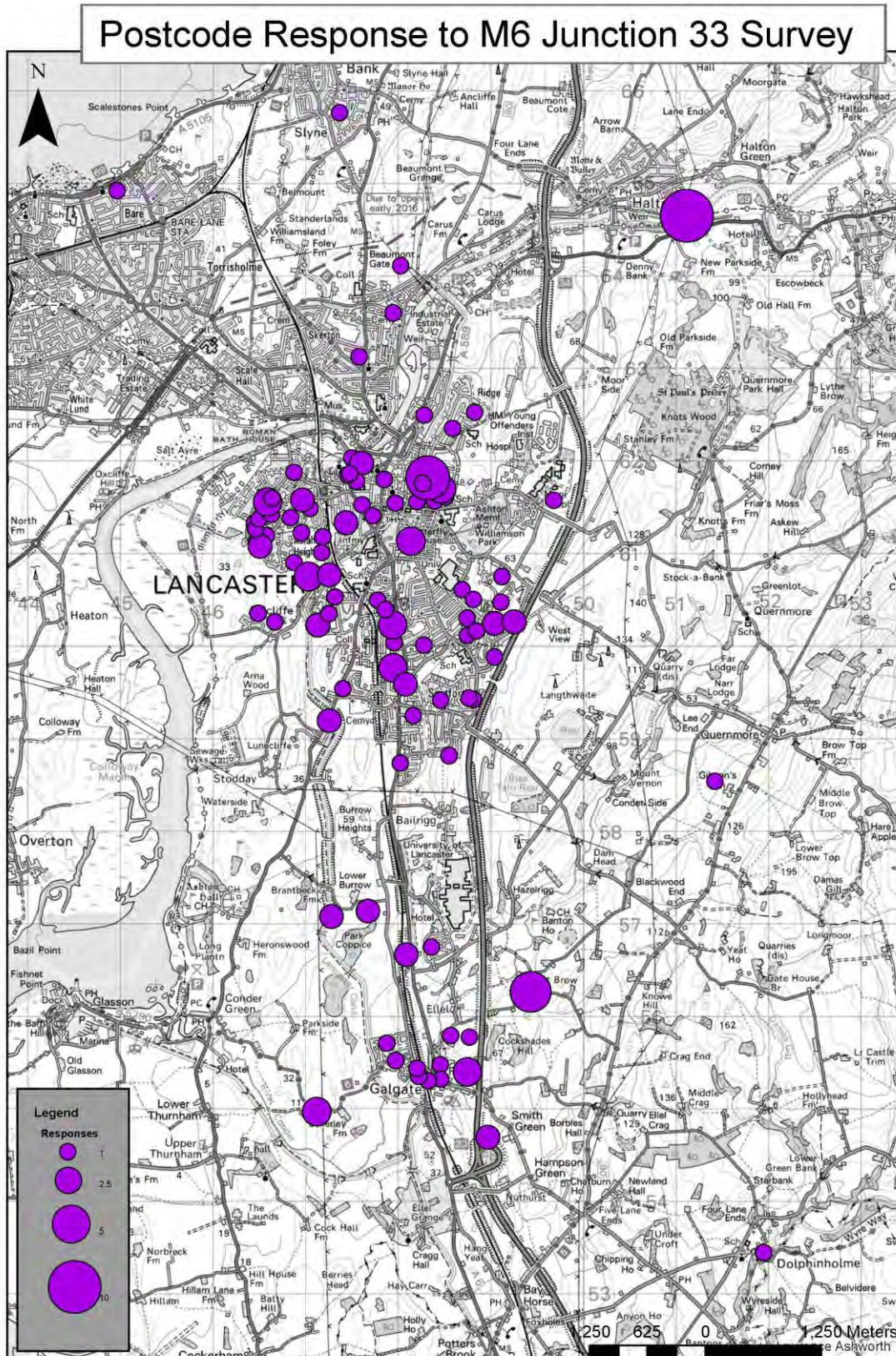


Figure 1: Responses Where Respondents Chose To Answer The M6 Junction 33 Survey Only.

The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



3.3 Q2: In what capacity are you completing this questionnaire?

Chart 2: Respondent's Category

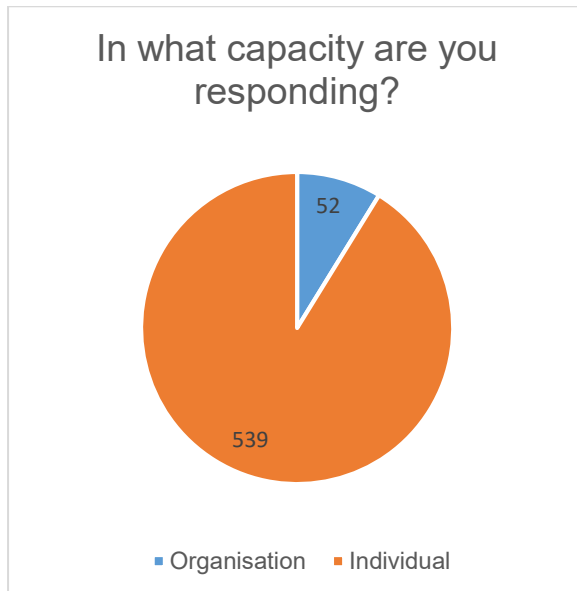


Chart 3: Age Groups of Respondents

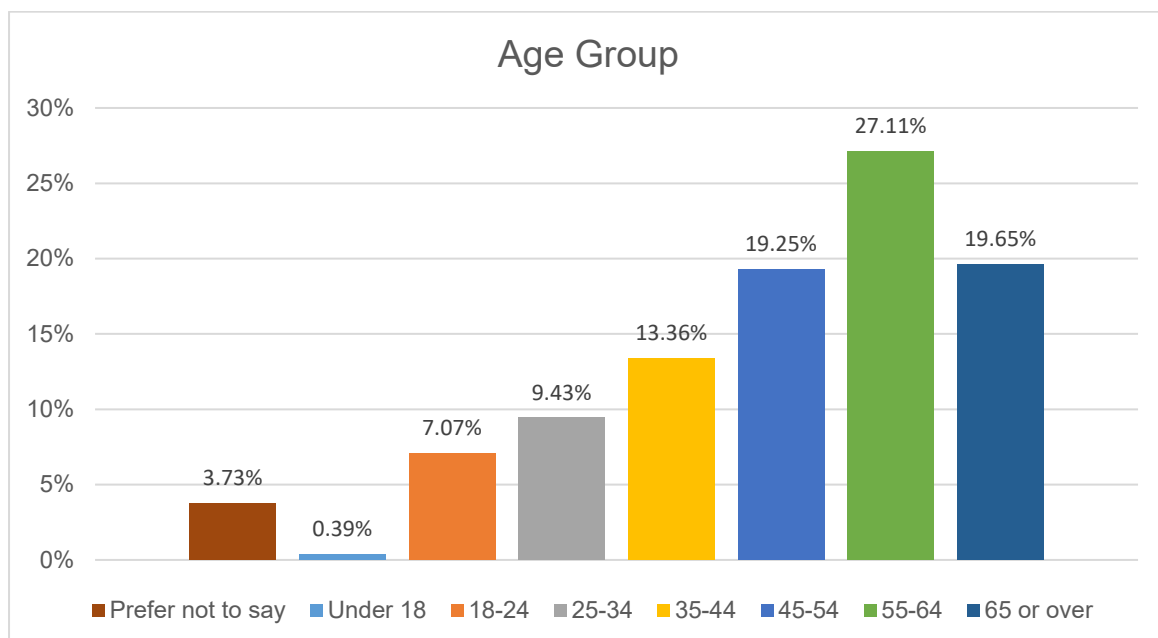
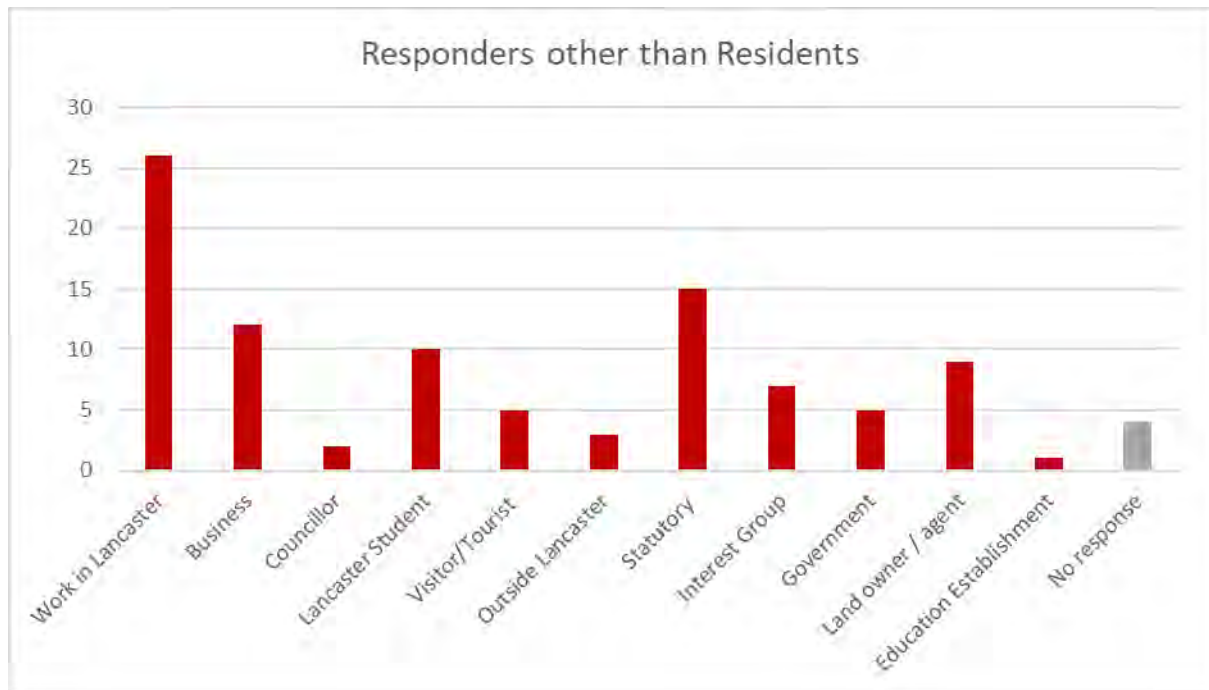


Chart 4: Respondents Other than Residents

4 Key Findings

4.1 Overview

- 4.1.1 The main purpose of the consultation was to establish which of the route options would be the most preferred by the public and stakeholders. A wide variety of comments were received. 548 responses were received, 496 responses filled out the questionnaire and 52 responses provide qualitative feedback/comments. The following data discussed is from those who filled out the questionnaire (496 responses). Around two thirds of the 496 responses submitted through the survey or by questionnaire indicated support for the overall objectives of the scheme.
- 4.1.2 Of those responses submitted as a survey or questionnaire 276 (62%) confirmed support for the overall objectives of the scheme and 168 (38%) opposed them.
- 4.1.3 The survey asked to what extent the responders agreed with the objectives and there was more support than not however where unsupportive responses were received these were greatly polarised towards strongly opposed.

4.1.4 In terms of vote ranking Central 1 (178, 39%) was followed by Central 2 (48, 11%) and then the Western 1 (35, 8%). The Central 1 was preferred route option because responders felt this would provide a beneficial outcomes for traffic and transport reasons, it would minimise the impact on built heritage and landscape. The traffic issues in Galgate were a main concern for the respondents and some considered that, whilst they were not in support of the housing proposed in south Lancaster by the Local Plan, a link road would be a benefit to them.

4.2 Objectives of the M6 Junction 33 Reconfiguration with Link Road

4.2.1 53% of respondents agreed with the overall objectives of providing an M6 Junction 33 Reconfiguration with Link Road (Table 2). The majority of support is located around M6 Junction 33 and Galgate and also further north around the city centre.

4.2.2 Table 2 demonstrates the result on question 3(b) of the survey 'on a sliding scale to what extent do you oppose or support the objectives'. There is a strong level of support (27%) for the objectives of the M6 Junction 33 Reconfiguration with Link Road with some level of support at point S5 (23.8%). Comparatively, there is a strong level of opposition (41.1%) with a smaller amount of opposition at point O1 (4%).

Table 2: Extent of support or opposition

Extent of support or opposition to the scheme objectives									
Support (53.8%)					Oppose (46.2%)				
S1	S2	S3	S4	S5	O1	O2	O3	O4	O5
27.1%	1.1%	1.1%	0.7%	23.8%	4.0%	0.4%	0.0%	0.7%	41.1%
Extent of support decreases →					Extent of opposition increases →				

- 4.2.3 Some of the responses who did not agree with the objectives were mainly located to the east and west of M6 Junction 33 with some level of opposition located around the city centre. The extent of support or disagreement is illustrated on Figure's 2-5.
- 4.2.4 Please note that some postcodes were not included within the plotting of the data – as some postcodes were incomplete. However, these responses have still been taken account of during the complete data analysis.

Figure 2: Support vs Opposition for the Overall Objectives of M6 Junction 33.
 The 'green' areas indicate support, whereas the 'red' areas indicate opposition. The darker the colour the more opposition or support there is within each individual postcode area.

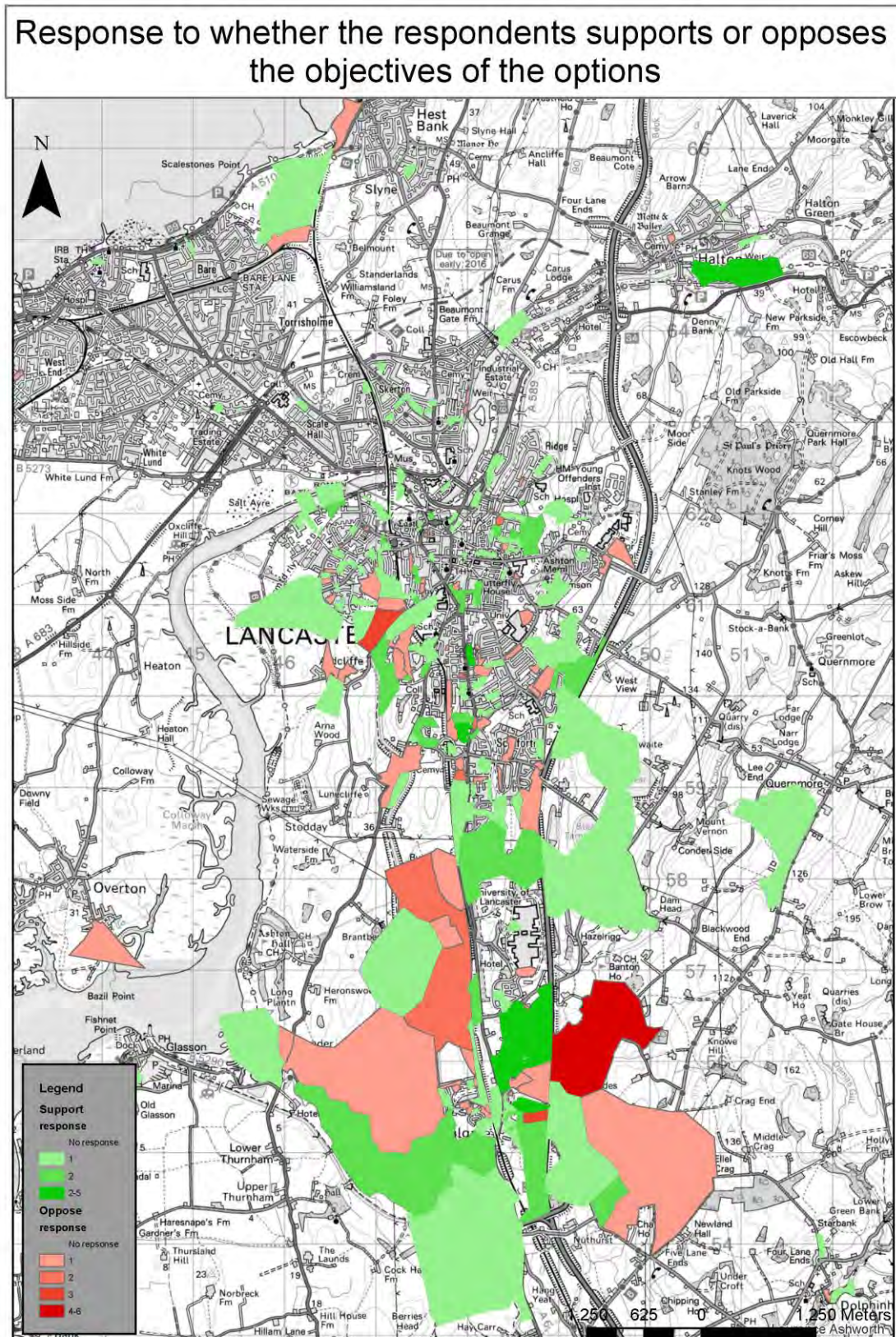


Figure 3: Support for the Overall Objectives of M6 Junction 33.

The darker the colour the more opposition or support there is within each individual postcode area

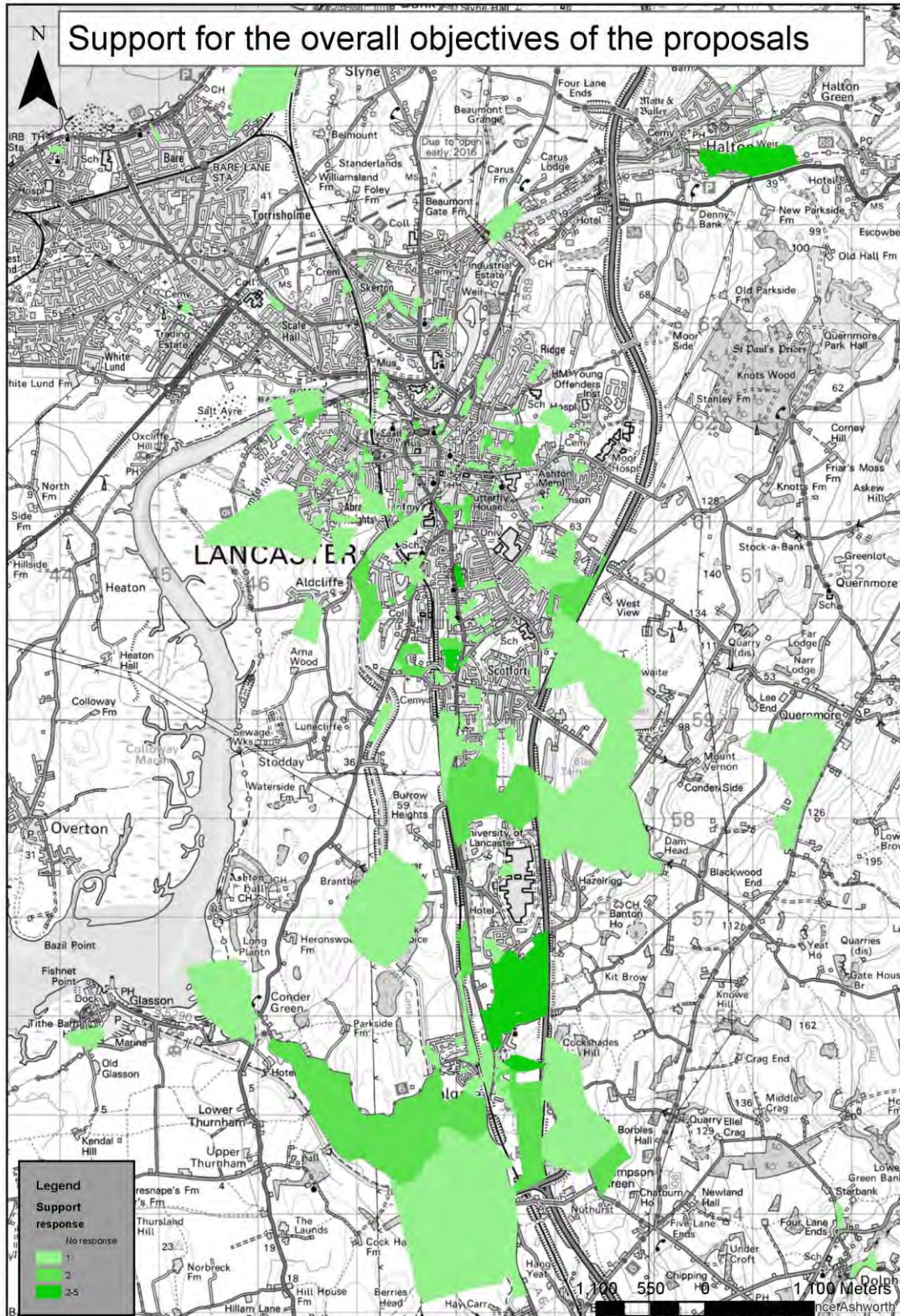
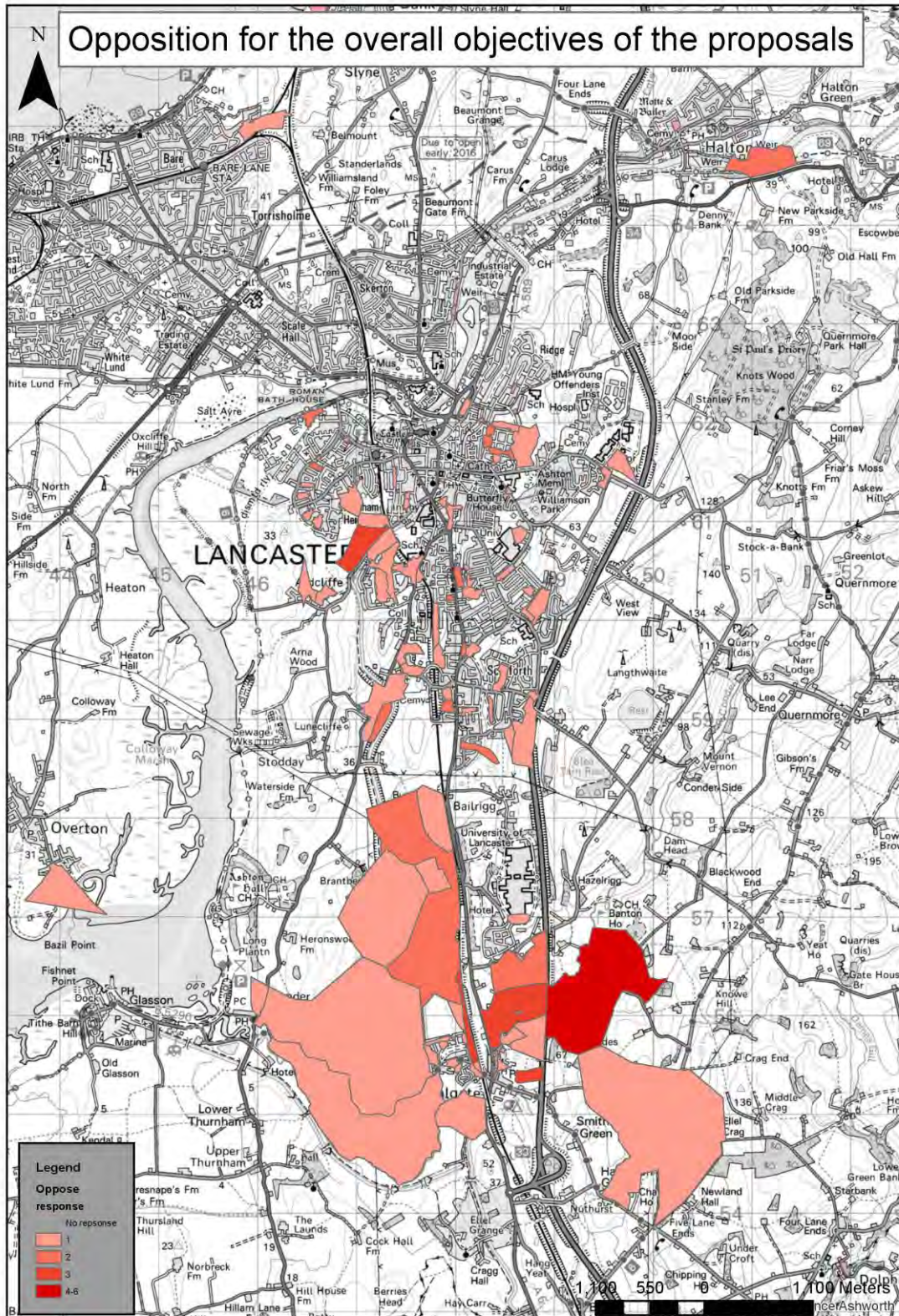


Figure 4: Opposition for the Overall Objectives of M6 Junction 33.

The darker the colour the more opposition or support there is within each postcode.



4.3 Preferred Option

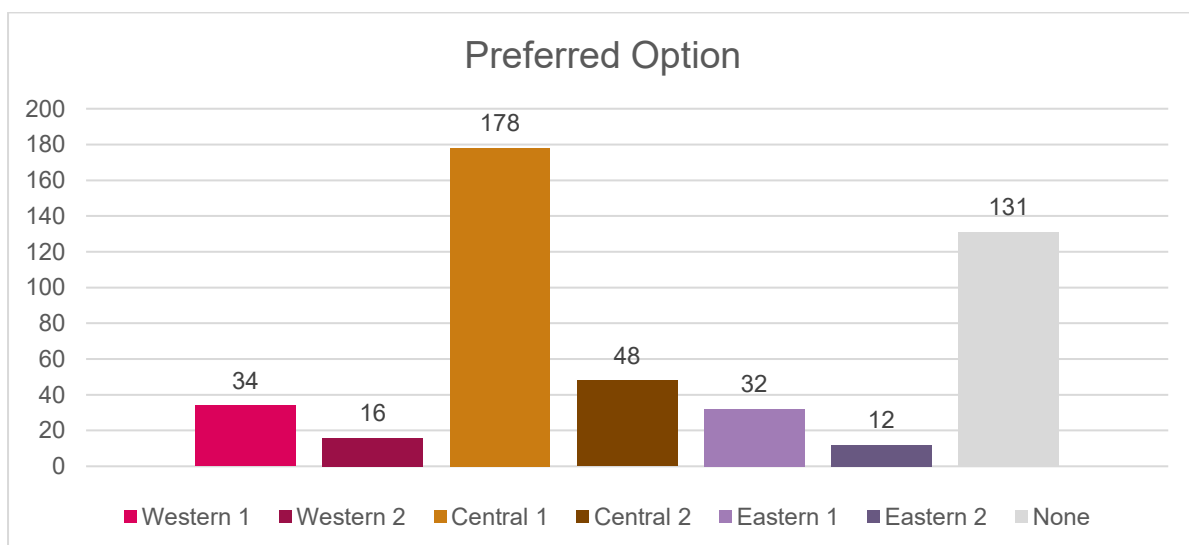
4.3.1 Question 5 of the questionnaire 'which would be your preferred option' had 7 options to choose from - the route options provided as part of the consultation or a 'none' (or no preferred option). The reasons given for choosing the preferred option is outlined in Section 5 of this report.

4.3.2 Table 3 demonstrates that the preferred option was 'Central 1'. There was a large percentage of respondents that stated that they had no preferred option ('none') whose comments have been evaluated in Section 5 of this report.

Table 3: Result of the Respondents Preferred Option

Respondents Preferred Option		
Route	Support	Percentage Support
Eastern 1	32	7%
Eastern 2	12	3%
Central 1	178	39%
Central 2	48	11%
Western 1	35	8%
Western 2	17	4%
'None' (no preferred option)	131	29%

Chart 5: Preferred Option Count



4.3.3 When ranking the route options (Table 4) that were provided as part of the consultation, it is clear that Central 1 is the preferred option, closely followed

by Central 2 and Western 1 route options. The respondent's reasons for choosing their preferred option is discussed in Section 5 of the report.

Table 4: Ranking of Preferred Option

Ranking of Preferred Option		
Route	Support	Percentage Support
Central 1	178	55%
Central 2	48	15%
Western 1	35	11%
Eastern 1	32	10%
Western 2	16	5%
Eastern 2	12	4%

- 4.3.4 From the seven options presented as part of the consultation 'Central 1' was the preferred option. Figure 5 is a visual representation of the preferred options, with Central 1 being the thickest line (i.e. more votes) and Eastern 2 being the least preferred option with the thinnest line.
- 4.3.5 Figure 6 confirms the respondents who preferred Central 1 are located throughout the city centre and south Lancaster. There are some larger clusters shown on the map which show some of the respondents (who have chosen Central 1 as their preferred route option) are located where the proposed Central 1 route option would be sited.

Figure 5: Respondents Preferred Option. The thicker the line, the more respondents preferred this route option

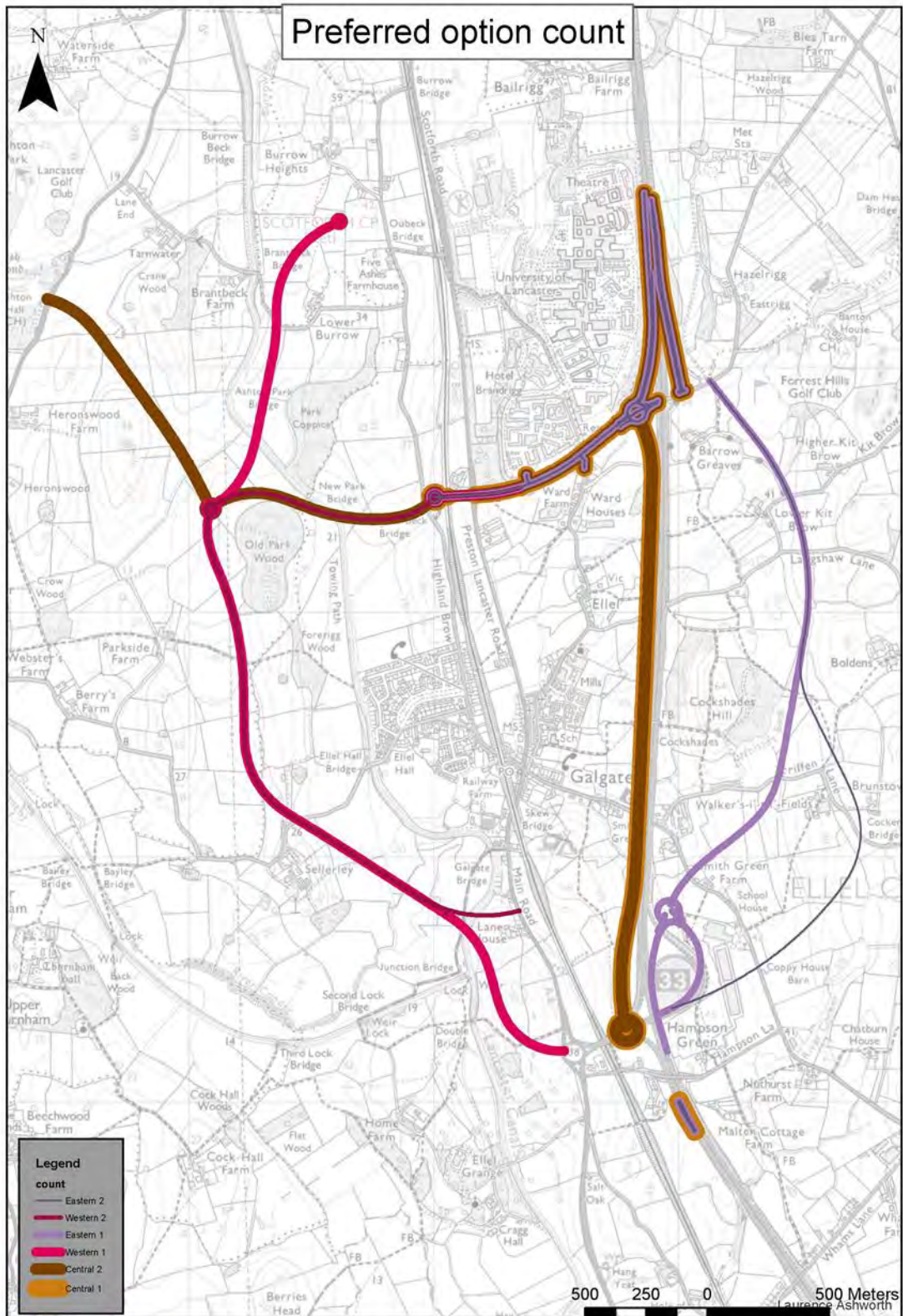
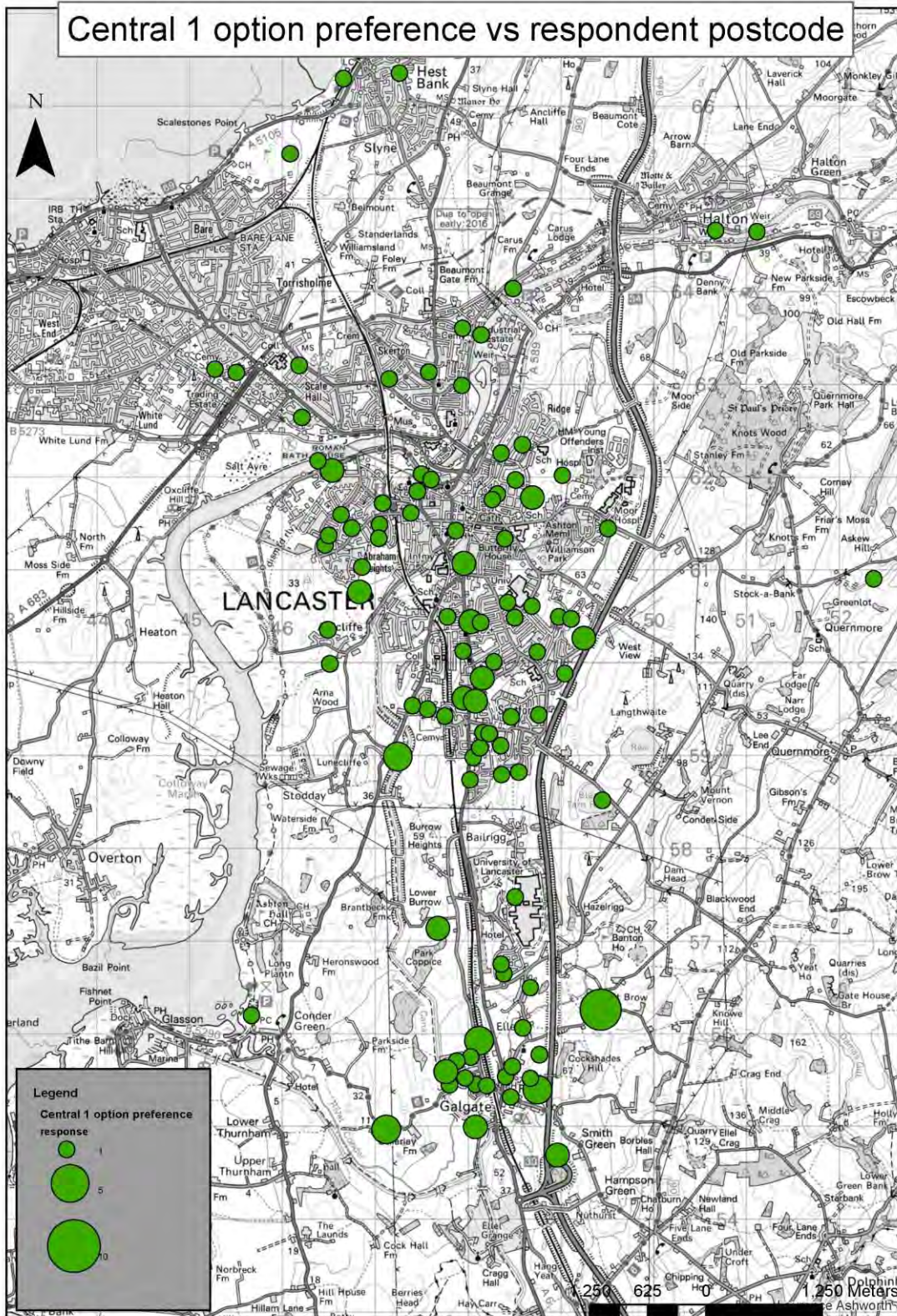


Figure 6: Central 1 Preferred Option within a Postcode Area. The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



4.3.6 Table 5 confirms the beneficial reasons why the respondents preferred option was chosen. Key points to note are that most route options were chosen because responders considered the particular option would reduce congested traffic conditions. Central 1 scores highly in this respect but also appears strongest in terms of the respondent's perceived lower impact on built, natural and landscape impact and overall impacts.

Table 5: Reasons for choosing the Preferred Option

Reasons for choosing the Preferred Option						
	Eastern 2	Eastern 1	Central 1	Central 2	Western 1	Western 2
Built, natural landscape and visual impact	6%	19%	17%	15%	4%	10%
Ecology/biodiversity	3%	9%	10%	7%	2%	3%
Air quality	15%	5%	9%	6%	17%	8%
Noise	12%	12%	6%	5%	17%	10%
Ground Conditions/Land use	6%	6%	3%	3%	1%	3%
The water environment and flooding	0%	4%	3%	0%	7%	13%
Climate Change	6%	3%	3%	1%	0%	3%
Population, human health and road safety	3%	10%	7%	13%	15%	8%
Traffic and transport (reduced congestion)	24%	13%	15%	28%	19%	31%
Private and community land and/or property assets	0%	4%	2%	0%	2%	3%
Cultural heritage	3%	1%	2%	0%	0%	0%
Engineering solution	12%	4%	6%	6%	3%	5%
Sustainability	3%	1%	2%	6%	2%	0%
Overall impacts	9%	8%	15%	12%	10%	5%

4.4 Second Preferred Option

4.4.1 The survey offered the opportunity to give responders their second-preferred route option.

4.4.2 Table 6 demonstrates that some of the respondents did not choose a second preferred option. Nevertheless, the 'none' response decreased from the first preferred option. The majority of the respondents that did not choose a second

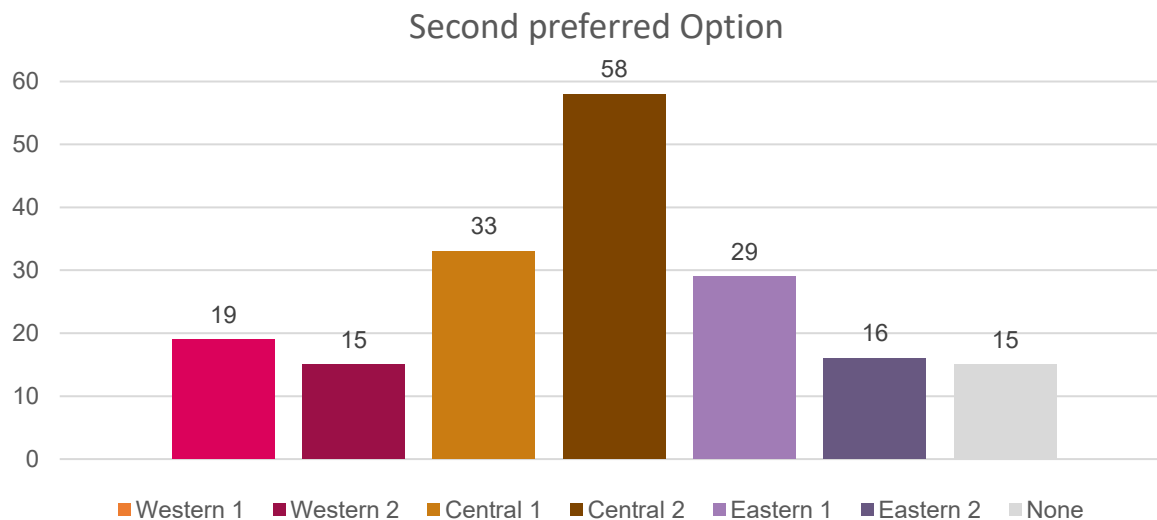
preferred option were those that chose 'Central 1' as their (first) preferred option.

4.4.3 Chart 6 illustrates of the 186 responders which gave support for choosing a second option, the Central 2 and Central 1 options were the preferred options.

Table 6: Second preferred option

Second preferred option		
Route	Support	Percentage Support
Eastern 1	29	16%
Eastern 2	16	9%
Central 1	33	18%
Central 2	58	31%
Western 1	19	10%
Western 2	15	8%
None (No preferred Option)	15	8%

Chart 6: Second Preferred Option count



4.4.4 When reviewing the ranking route options (Table 7), the results switched between Central 1 to Central 2 from the first preferred option. Central 1 and Eastern 1 were the next second preferred options. The outcome of the consultation confirmed support for the Central route options.

Table 7: Second preferred option ranking

Second option Ranking		
Route	Support	Percentage Support
Central 2	58	34%
Central 1	33	19%
Eastern 1	29	17%
Western 1	19	11%
Eastern 2	16	9%
Western 2	15	9%

- 4.4.5 Figure 7 is a visual representation of the second preferred options, with Central 2 being the thickest line (i.e. more votes) and Eastern 2 and Western 2 being the joint least preferred option with the thinnest line.
- 4.4.6 Figure 8 confirms that the respondents who preferred Central 2 were spread out throughout the city centre and south Lancaster.

Figure 7: Respondents Preferred Second Option. The thicker the line, the more respondents preferred this route option,

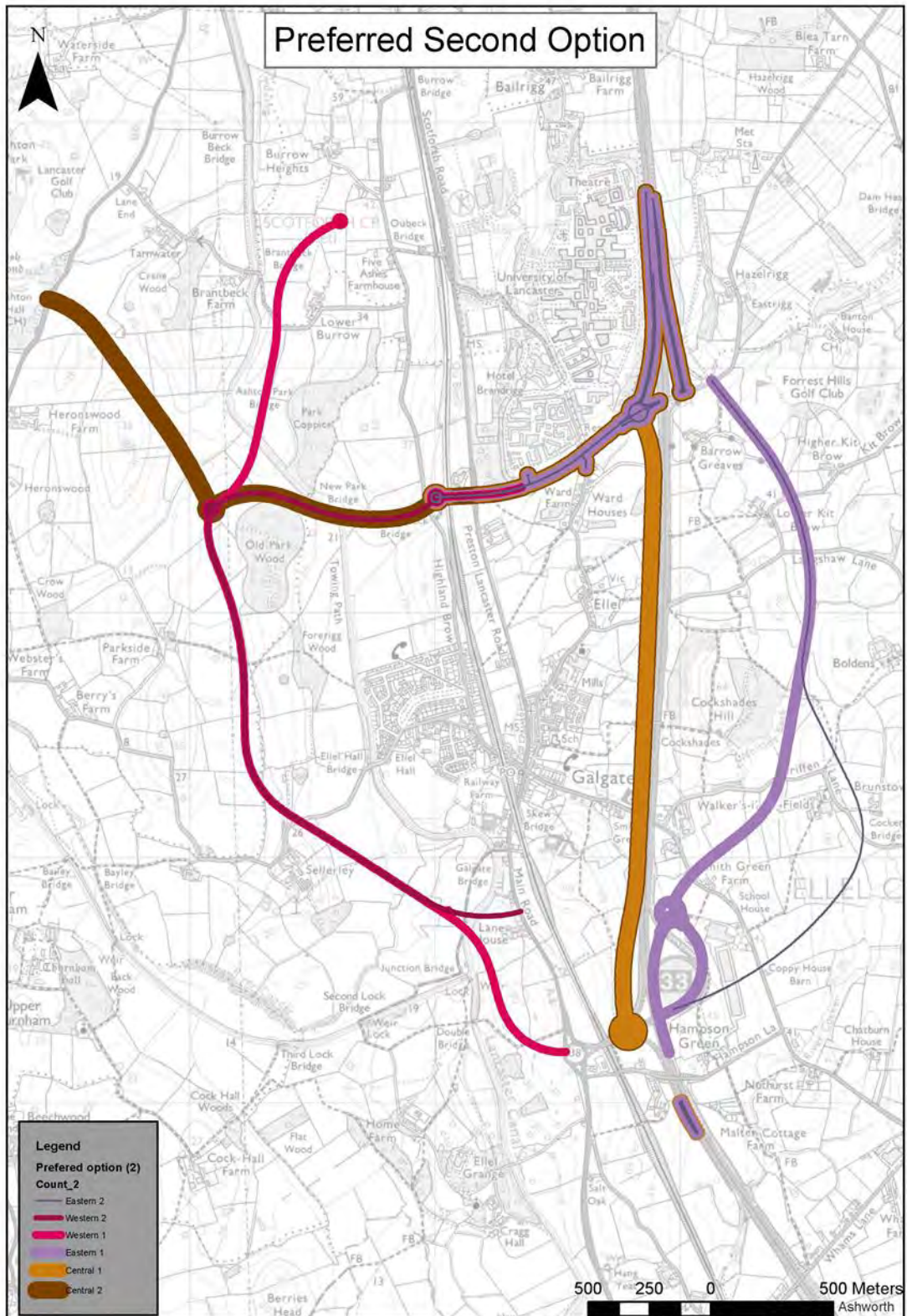
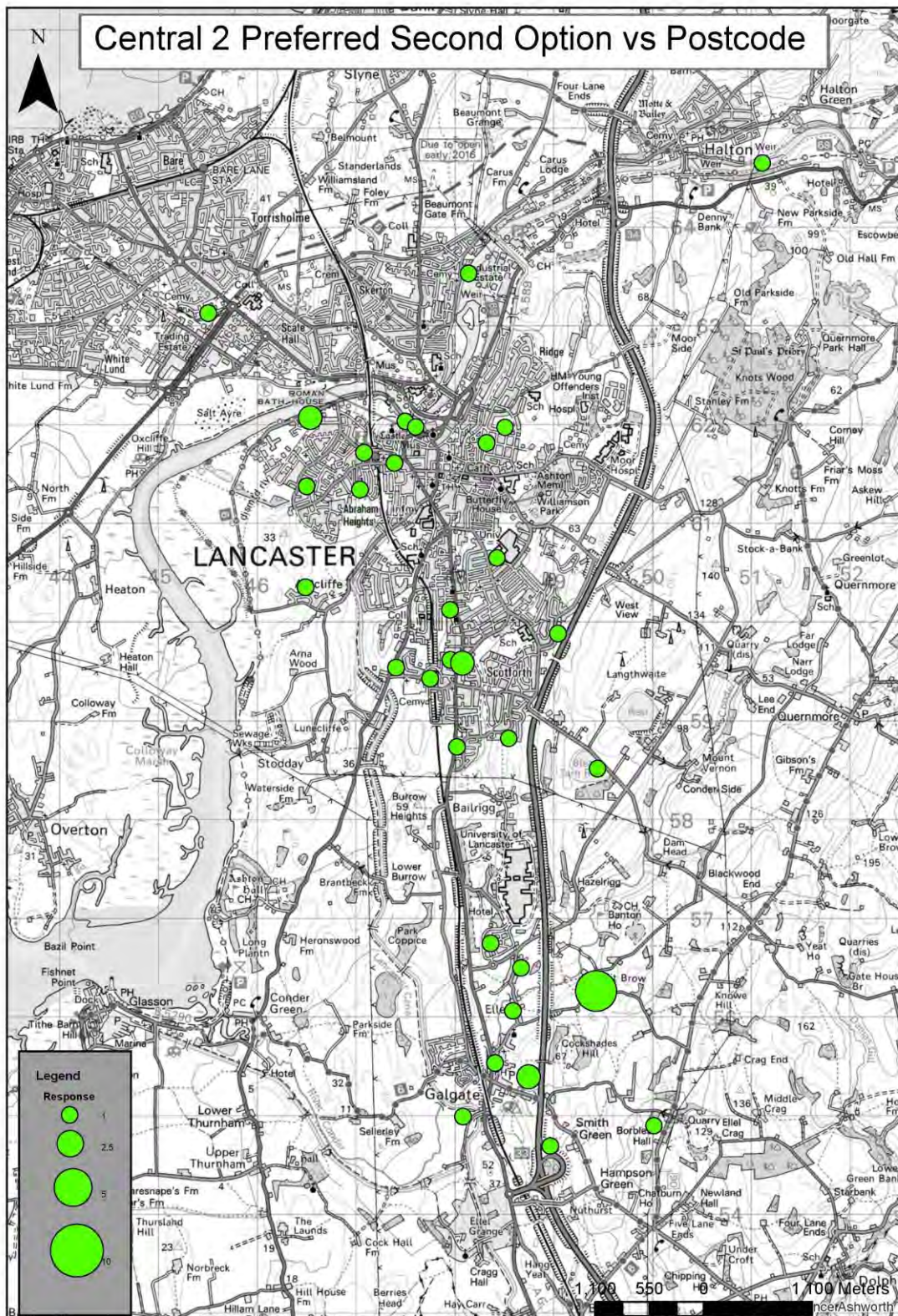


Figure 8: Central 2 Preferred Second Option within a Postcode Area. The larger the 'dot' the more response there was from that particular postcode. The smaller the 'dot' the less response there was from that particular postcode.



5 Issues and Concerns Raised

5.1.1 The questionnaire had a 'comments' section where respondents could raise any further concerns regarding the route options and the opportunity to offer any suggestions or alternatives to the scheme. The comments and our response has been grouped into the route options as follows.

5.2 Eastern 1

Location

5.2.1 Respondents who have stated 'Eastern 1' as their preferred option as they believe this route would be less intrusive on existing housing/communities. It has been stated that in comparison to the Central route options which appear to be closer to existing homes and communities, the Eastern route options would not disrupt the existing communities.

5.2.2 There has also been mention that the Eastern route options would reduce noise and air quality impacts (unlike the Central route options).

5.2.3 In comparison to the Central route options, the Eastern route options appear much more open and in less proximity to existing communities. The Eastern route options are located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB) landscape character areas, which has 'dramatic open views' and 'isolated farmsteads'. Naturally, the area would appear more suitable in terms of its impact on housing and communities, however, Eastern 1 is likely to have an adverse effect on the landscape and visual amenity of the area and on some businesses.

Impact on the natural environment

5.2.4 Respondents have indicated that their choice for choosing Eastern 1 was due to its lack of impact on ancient woodland and least impact on sites of ecological, geological or heritage importance and least impact on the open countryside (in comparison to the Western route options).

- 5.2.5 Eastern 1 would have less of an impact on ecological sites in comparison to the Western route options. Nevertheless there would be an impact on mixed woodland and watercourses (assessed as a moderate constraint). Furthermore, by virtue of the landscape character of the AONB and its setting in the landscape character is more sensitive across eastern options than it is across the western options.
- 5.2.6 Should Eastern 1 progress further, there would be further exploration of the impact on the natural environment.

Flooding

- 5.2.7 Respondents have identified that the Eastern route options would be preferred in terms of its impact on flooding.
- 5.2.8 Although there would not be any significant impacts on flooding in the Eastern route options, there are some issues of significant concern in terms of Eastern 1 impact on the setting of the AONB. Concerns such as these should be considered further and balanced against other technical, engineering, traffic, safety and economic considerations.

5.3 Eastern 2

- 5.3.1 Eastern 2 was the respondents least preferred option and as a result, only a handful of comments were received for this route option.

Impact on the natural environment

- 5.3.2 One respondent has suggested that Eastern 2 is 'the best of a bad bunch' as this route option would bypass the main residential areas and would cause least disruption in terms of traffic.
- 5.3.3 Although the Eastern route options are preferable compared to the Western route options, the Eastern route options would not be successful in subtracting flow from the A6 in all periods and directions modelled. In terms of traffic and congestion, Central 1 has been modelled to be the preferred route option.

5.3.4 The same respondent also enquired as to whether there will be further information on flood risk and ecological surveys. Should Eastern 2 progress, then there would be a full suite of ecological surveys undertaken, in addition to a flood risk assessment as part of an Environmental Impact Assessment (EIA).

5.4 Central 1

5.4.1 Central 1 was the respondents preferred option. The majority of the comments mentioned the benefits of the preferred option including (but not limited to):

- Reduction in traffic
- Least environmental impact
- Follows the existing contour of the M6 and keeps the route option near existing infrastructure
- The most sustainable option
- Affords the least harm to heritage assets

Housing

5.4.2 Some of the respondents expressed concern regarding the possibility of future housing, known as 'Bailrigg Garden Village' and chose Central 1 as their preferred option as it was their opinion that it would have the least impact on the environment or local traffic.

5.4.3 Any housing development within the district of Lancaster is dealt with by Lancaster City Council and is not the responsibility of Lancashire County Council to make decisions on any possible future housing schemes. Nevertheless, in July 2020 Lancaster City Council adopted a new Local Plan for the district which contains a number of strategic growth areas including a new Garden Village Development (known as Bailrigg Garden Village). Following the adoption of the Local Plan, the City Council will progress with a masterplan and an Area Action Plan which will seek to address the issues such as infrastructure delivery. Policy SG1 of the Lancaster Strategic Policies and Land Allocations DPD states that there would be some re-configuration

of Junction 33 to afford direct motorway access into the South Lancaster Area. Furthermore, there 'will be a requirement for a wide range of both locally important and strategically important infrastructure, including new highways'. This is further explored in Policy SG3 of the Strategic Polices and Land Allocations DPD, Lancaster Infrastructure Delivery Plan and Strategic Objective 4 (SO4) of the Local Plan.

- 5.4.4 There has also been some concern that there will be some impact on existing homes and communities.
- 5.4.5 Although, there is not specific detail of the respondents concerns of the impact on existing homes and communities, it is important to note that there will be thorough assessments of the impact on residential amenity, private and community assets and visual amenity as the scheme progresses. The scheme would have an Environmental Impact Assessment (EIA) as part of the planning application process, which would assess the impact of such concerns.

Pollution:

- 5.4.6 Some respondents have highlighted their concern in regard to air and noise pollution. It is their opinion that the addition of a new road next to an already noisy and air polluting motorway would only exacerbate the issue.
- 5.4.7 In regards to noise impacts, Central 1 has demonstrated that there would be some minor impact on receptors (nearby dwellings) during construction and operation of the scheme. Nevertheless, there would be a thorough assessment of the impacts as the scheme progresses, with some mitigation proposed should it be necessary. Central 1 is predicted to experience the least number of long-term night time adverse impacts compared to the other route options.
- 5.4.8 In terms of air quality (air pollution) impacts, it is predicted that Central 1 would be below the relevant air quality objectives and therefore would not have a negative impact on air quality. Furthermore, modelling has suggested that the

air quality impacts of the route options can be considered beneficial and are unlikely to have a significant effect on the national compliance with the annual mean NO₂ European Union Limit Value. As with the noise impacts, air quality will also be thoroughly assessed as part of an EIA.

Flooding

- 5.4.9 Some respondents have expressed concern with regards to flooding. There is concern that Central route options will only exacerbate flooding problems around Galgate.
- 5.4.10 Should Central 1 progress, it is expected that this route option would not exacerbate flooding in the Galgate area. Nevertheless, this route option would be subject to a full environment impact assessment including a drainage strategy and flood risk assessment.

5.5 Central 2

Connectivity

- 5.5.1 Respondents asked if the Central 2 route would connect up to the Quay area.
- 5.5.2 Although the Central 2 route option would allow the scope for future road developments to the Quay area, this is not something that is currently being considered.
- 5.5.3 A number of respondents noted how the Central route options were less damaging to the countryside and 'fit in well with existing roads'.
- 5.5.4 The placement of each option presented has been carefully considered to minimise environmental damage. For instance, Central 2 weaves between Old Park Wood and Park Coppice to avoid damage to ancient woodland. The Landscape and Visual impact of the revised list of options going forward will be assessed and if required, mitigation to minimise any visual impacts on the landscape will take place. Mitigation measures may include screening with

tree planting, using screening boards or using the natural topography to hide sections of the new development.

- 5.5.5 A number of respondents cited reasons such as directness, enhanced east-west connectivity and better north south connectivity.
- 5.5.6 The Central route options do provide the shortest and most direct routes between Lancaster centre and Junction 33 whilst still bypassing the Galgate. Further analysis will take place to assess the impact of the development on those travelling around Lancaster in an EIA.

Pollution

- 5.5.7 Respondents expressed their concern over the localised air pollution and noise pollution that would arise from the Central 2 route option.
- 5.5.8 In the UK there are strict limits on air pollution and noise. Each option will be assessed to ensure that these limits will not be breached by the development and mitigation or alternatives will be required if the development is not able to meet these targets.
- 5.5.9 Some respondents reasoned that the Central options kept the noise of the traffic localised to the M6 area which would avoid exposing more people to noise pollution.
- 5.5.10 The two Central options do provide noise reduction to receptors in both instances. Noise impacts will be localised to the general area of the M6 but further assessment will be undertaken on the route options in the Environmental Statement. This assessment will identify any mitigation measures that are required. This may include sound absorbing boards or strategic planting of trees.

Flooding

- 5.5.11 Respondents were concerned about the vulnerability of the scheme to flooding, specifically under the railway bridge, and how a flooding episode would impact traffic in the area.
- 5.5.12 An assessment of flood risk would take place as part of the EIA of the scheme. This would identify any potential risks at an early stage before construction had begun. From here, a comprehensive drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes that would prevent traffic from using the underpass.

Traffic

- 5.5.13 Respondents suggested determining the sources of the traffic in Galgate that causes congestion. They indicated that much of the traffic in Galgate was caused by the local schools and that promoting sustainable travel to the schools would be a better way of reducing traffic through Galgate.
- 5.5.14 Traffic surveys do not determine the source of the traffic, nor do they indicate the purpose of the drivers' journey. There is a case for promoting sustainable transport use by students of the local schools. Currently, bus services do operate through Galgate that provide these opportunities for students. With a reduced traffic flow through Galgate as a result of implementing this scheme it is likely to improve the scope for additional cycling provision along the A6 to further improve Galgate sustainable transport provision.
- 5.5.15 Several respondents claimed to have picked the Central 2 option because it would ease the traffic heading down the A588 towards Cockerham.
- 5.5.16 According to the preliminary traffic modelling undertaking, traffic flows along the A588 will increase along sections of the A588. This will be a result of more traffic looking to join the M6 via the new junction. However, traffic is likely to reduce along the A6 through Galgate.

Ecology

- 5.5.17 Two respondents noted that the Central 2 route option passed close to two areas of ancient woodland and expressed concern on the impact that this may have.
- 5.5.18 Before any development is undertaken in the area a full suite of ecological assessments will take place to inform the Environmental Statement. These assessments will highlight any species and habitats of importance in the vicinity, identify any appropriate mitigation measures required to protect them and then ensure that viability of the development over the long-term.

5.6 Western 1

Housing

- 5.6.1 Some respondents stated that the Western 1 route option was the most suitable option to serve future development in South Lancaster.
- 5.6.2 The potential Bailrigg Garden Village Development is bounded by the Lancaster canal to the west and the University of Lancaster to the east along with some other smaller strategic parcels around the university. The strategic growth area exists to the north of Galgate. Currently, there are no plans to extend to the west of the canal. The Western 1 route option travels a significant distance to the west before crossing the canal to come eastwards into the strategic growth area.

Traffic

- 5.6.3 Respondents noted that Western 1 would reroute traffic far from the A6. This was stated as a benefit as it would ensure that Galgate traffic is alleviated.
- 5.6.4 From the traffic, noise and air quality report, all of the route options provided would have a beneficial impact on the traffic flows through Galgate. However, the two Western route options perform poorly in reducing traffic flows through Galgate when compared to other routes. The Western 1 route option is the

longest route into potential Bailrigg Garden Village Development. This could be perceived to be both a benefit and a negative as journey times along the Western 1 route option would be the longest out of the route options provided.

Pollution

5.6.5 Respondents mentioned how Western 1 route option would reroute the traffic and therefore, alleviate the current issues with air pollution and noise in Galgate AQMA.

5.6.6 The air pollution and noise in Galgate is predicted to decrease through all of the route options provided.

Flooding

5.6.7 A respondent noted that the Western 1 route option is likely to contribute the least to the current flooding issues in Galgate.

5.6.8 Each route option will be assessed in terms of flood risk and an appropriate drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes along the development.

5.7 Western 2

Pollution

5.7.1 Respondents said that Western 2 would be preferable as it would reduce the noise, air pollution and traffic experienced by the existing housing in Galgate, Ellel and Scotforth.

5.7.2 Whilst the Western 2 route option would reduce these factors for some residents in areas like Galgate, Western 2 is the worst performing route in terms of air quality and performs poorly in reducing traffic through Galgate.

Housing

- 5.7.3 Respondents mention that the Western 2 route option creates more options for future expansion and integration of areas such as Glasson Dock.
- 5.7.4 Although expansion may be possible in the future, this is not something that is currently being considered. Future plans to expand are not part of the deciding factors for this development. However, Western 2 does provide access to more land associated with South Lancaster Broad Location Growth Area.
- 5.7.5 Residents had particular concerns about how close the link road would travel from their properties.
- 5.7.6 Western 2 route option would travel westwards to bypass Galgate and re-join the A6 at Hazelrigg Lane to the north of Elell. Whilst this route would serve to bypass Galgate, traffic would rejoin the A6 at Hazelrigg Lane

Flooding

- 5.7.7 Respondents who chose Western 2 as their preferred route option stated that this is the best option for not exacerbating flooding in Galgate.
- 5.7.8 Each route option will be assessed in terms of flood risk and an appropriate drainage strategy and flood risk management plan would be devised that would be suitable for the scheme and prevent flooding episodes along the development.

5.8 'None'/No preferred option

- 5.8.1 There were several reasons given for respondents picking 'none' (no preferred option) as their preferred option. The reasons are as follows:

Car use/Sustainable travel

- 5.8.2 Some respondents have suggested that there should be more sustainable transport options (such as cycle lanes) rather than building new roads.
- 5.8.3 One of the aims of the M6 Junction 33 Reconfiguration with Link Road is to relieve congestion/reduce traffic on the A6 and Galgate area therefore support sustainable travel and improve air quality in the area (particularly within air quality management areas).
- 5.8.4 Sustainable travel is a large part of the other schemes under the 'Transforming Lancaster Travel' all these schemes will work together to ensure that there is an alternative to the motor vehicle.

Air and noise pollution

- 5.8.5 Respondents expressed concern that air quality/air pollution and noise pollution has not been fully addressed.
- 5.8.6 Initial environmental surveys have highlighted which options would have the least environmental impact in terms of noise and air pollution. Nevertheless, whichever route option is chosen, there would be further modelling and assessment of the impact of noise and air on the local and regional area and its population. An EIA would form the basis of the impact and how (if necessary) the impacts can be mitigated or improved.

Future housing concerns

- 5.8.7 Some of the respondents expressed concern regarding the possibility of future housing, known as 'Bailrigg Garden Village' and have expressed

disappointment that this is the main reason for implementing a new road scheme.

- 5.8.8 Any housing development within the district of Lancaster is dealt with by Lancaster City Council and is not the responsibility of Lancashire County Council to make decisions on any possible future housing schemes. Nevertheless, in July 2020 Lancaster City Council adopted a new Local Plan for the district which contains a number of strategic growth areas including a new Garden Village Development (known as Bailrigg Garden Village). Following the adoption of the Local Plan, the City Council will progress with a masterplan and an Area Action Plan which will seek to address the issues such as infrastructure delivery. Policy SG1 of the Lancaster Strategic Policies and Land Allocations DPD states that there would be some re-configuration of Junction 33 to afford direct motorway access into the South Lancaster Area. Furthermore, there 'will be a requirement for a wide range of both locally important and strategically important infrastructure, including new highways'. This is further explored in Policy SG3 of the Strategic Policies and Land Allocations DPD, Lancaster Infrastructure Delivery Plan and Strategic Objective 4 (SO4) of the Local Plan.

Impact on the natural environment

- 5.8.9 Some respondents have expressed concern that the options would impact on the natural environment, including protected species.
- 5.8.10 Although some of the route options may have more of a negative environmental impact than the others, it is important to note that whichever route option is taken forward, there will be a thorough assessment of the impact on the environment, including protected species.
- 5.8.11 An EIA will be prepared as part of the planning application which would assess the impact on certain environmental topics, such as ecology.
- 5.8.12 There was also concern that there would be 'the destruction of the countryside and disturbance of wildlife without any gain'.

5.8.13 As part of any new planning application, there is now an expectation to consider biodiversity and net gain. This means that there would be consideration of the existing baseline conditions and then an addition 10% (minimum) net gain would be expected to be included around the scheme area post construction. Therefore, any potential loss of species would not only be mitigated, but also enhanced.

Climate Change

5.8.14 There were some respondents who mention climate change (climate crisis) and how road and house building is inappropriate and would only exacerbate the issue.

5.8.15 Under the EIA regulations, there is a requirement to assess the impact of climate change as a result of new infrastructure (as well as its cumulative impact). There is also a requirement to assess the impact of climate change on new infrastructure. The route option that is chosen and progresses as part of the planning application would require a thorough assessment of its impact on/of climate change.

Impact on Agricultural Business

5.8.16 There are several comments that express concern that the route options would impact greatly on agricultural business and land.

5.8.17 The comments have not suggested which route option in particular would impact on agricultural business. Nevertheless, as the scheme progresses, there would be an assessment on how the route option impacts on agricultural and agricultural businesses.

5.9 General Written Comments

5.9.1 There were a number of suggestions for alternative schemes to those presented which extended to: additional crossings of the A6/West Coast Main Line; new alignments or hybrid alignments and additional junctions on the M6

('M6 Junction 33a') or variations for connecting with the M6 motorway. Owing to the way in which the high-level appraisal considered issues such as biological, heritage, noise, flooding and the engineering options report to find less-constrained routes Lancashire County Council could only legitimately provide the options put forward for consultation. The consultation information confirmed that there had already been advanced discussions with Highways England about the motorway junction designs during the development of the Lancaster District Highways and Transport Masterplan published in 2016.

6 Organisation/Stakeholder Responses

6.1 Parish Councils

- 6.1.1 Elell Parish Council is a prescribed consultee in the Development Consent Order process The Parish Council were supportive of the Central options and also raised concerns about floodwater impacting on Elell from the River Conder.
- 6.1.2 Aldcliffe with Stodday Parish Councillors considered a decision on the City Centre Movement and Public Realm Strategy and the M6 Junction33 Reconfiguration with Link Road could not properly be done in isolation to the masterplan for Bailrigg Garden Village.

6.2 Historic England

- 6.2.1 The response from Historic England consider that Central Option 1 affords the least harm in heritage terms.

6.3 Highways England

- 6.3.1 The principle of the link road with its new connections to the M6 are included within the 2020 - 2025 Roads Investment Strategy (subject to funding being confirmed). Highways England assumes a new connection to the M6 can be provided, subject to the necessary planning tests being met and impacts on

the M6 being adequately catered for. HE confirmed that whilst in their view there was no clear preferred option that Eastern 1 affords the best junction layout at M6 Junction 33.

6.4 Natural England

6.4.1 The response from Natural England provided a welcomed appraisal of the six options and provided the basis for future assessment.

6.5 Environment Agency

6.5.1 The response from the Environment agency was positive and sought to ensure that communication was maintained in order to develop the best outcome in drainage and flood risk terms.

6.6 Lancaster Chamber of Commerce

6.6.1 Lancaster Chamber of Commerce stated 'cannot emphasise enough the need to address the access to and from the motorway at junction 33 of the M6'. They considered that with the new housing proposal 'Bailrigg Garden Village' and the continued growth of the University a bypass to reduce traffic volumes travelling through Galgate and improve air quality in the village would be justifiable in the near future.

6.7 Lancaster Vision

6.7.1 Lancaster vision were supportive of the proposals and made full comments on various ideas for sustainable and mass transit options within south Lancaster and for the South Lancaster Broad Location Growth Area.

6.8 Canals and Rivers Trust

6.8.1 The Canals and River Trust (CRT) raised concerns with the Western alignments and Central 2 option owing to the way in which these had potential

to cross and potentially impact on canal accessibility. The CRT stated 'It is noted that the air quality assessment does not appear to consider the canal corridor and its users. This would appear to be an oversight which should be addressed. Similarly, the impact on local sites document considers the broad ecological impact of each option. However, the canal does not appear to have been considered as an ecological receptor or consideration given to the canal being a Biological Heritage Site, which again would appear to be an oversight'.

6.9 Public Health England

6.9.1 Public Health England (PHE) provided a full response providing a range of guidance which had the objective of protecting and improving public health to include environmental public health in relation to air quality and noise and, further, to consider the impact on human health and wellbeing. PHE noted that the Western route options, have the potential to impact on the tranquillity of open spaces. PHE did not consider these to have been adequately addressed in the assessments undertaken. PHE requested that more information on the assessment of these impacts should be prepared as the application process progresses.

6.10 Lancashire Constabulary

6.10.1 Lancashire Constabulary stated 'Galgate village does suffer badly with traffic congestion on weekdays with a 'tidal flow'. During the peak morning flow the queue is northbound and during the peak afternoon flow the queue is southbound. The morning northbound traffic is usually queued back to the motorway roundabout on the A6 at Hampson Green and in extreme cases along the M6 NB exit slip road'. They did not indicate a preferred route as all the routes take traffic away from Galgate village. They advised that additional measures to discourage through traffic from continuing through Galgate village may be required.

6.11 Lancaster Dynamo

6.11.1 Lancaster Dynamo stated 'As a general principle Dynamo is opposed to the building of new roads given the concurrent emergencies relating to climate and public health due to both air pollution and inactivity. These are exacerbated by road transport, which is already the UK's greatest single contributor to carbon dioxide emissions. ... Of the options offered in the consultation, Dynamo's preference is for Central 1, as it is the most direct, the least intrusive and offers the greatest benefit to Galgate air quality'.

6.12 Travel Watch North West

6.12.1 Travel Watch North West are supportive of a rapid bus service in the south of Lancaster together with the provision of a park and ride service for Junction 33.

6.13 Stagecoach

6.13.1 Stagecoach stated that the most important factor from the perspective of a bus operator will be a reduction in congestion on the A6 through Galgate. They run 3 buses an hour in each direction through Galgate, with up to 10 buses in an hour at peak time. Their preference was the Central route option.

6.14 United Utilities

6.14.1 United Utilities (UU) stated it 'is very likely to have both cleanwater and wastewater infrastructure passing through each scheme. This may also include associated easements. All UU assets and associated easements will need to be afforded due regard in the development process and how they may impact on deliverability dependent on their location.'

6.14.2 They encouraged the use of our free pre-application service to discuss the scheme.

7 References

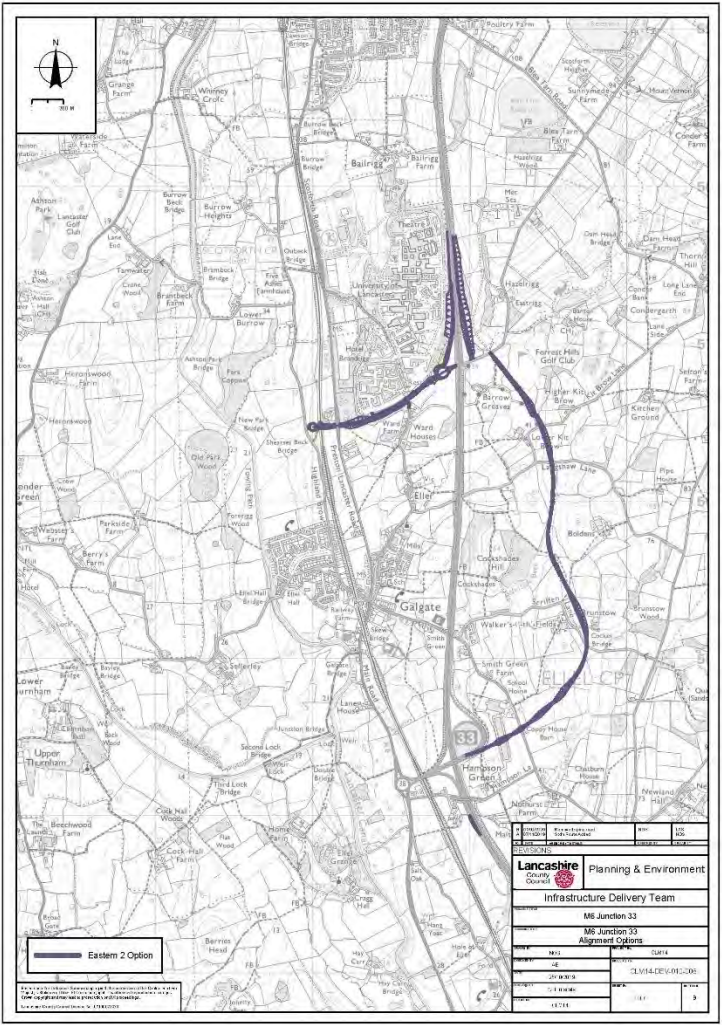
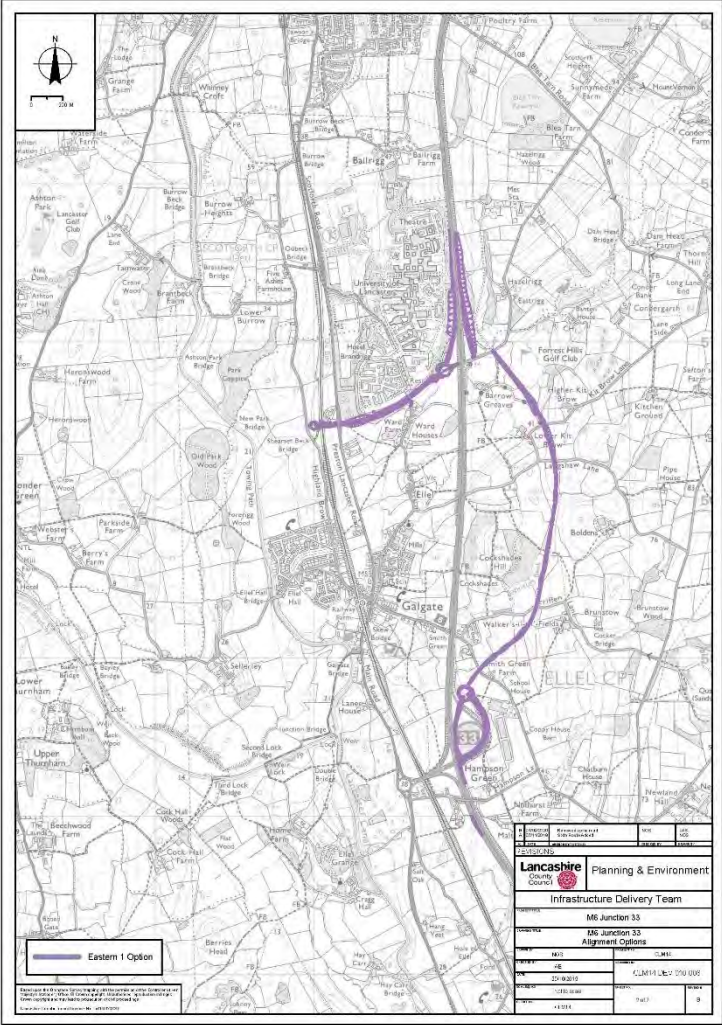
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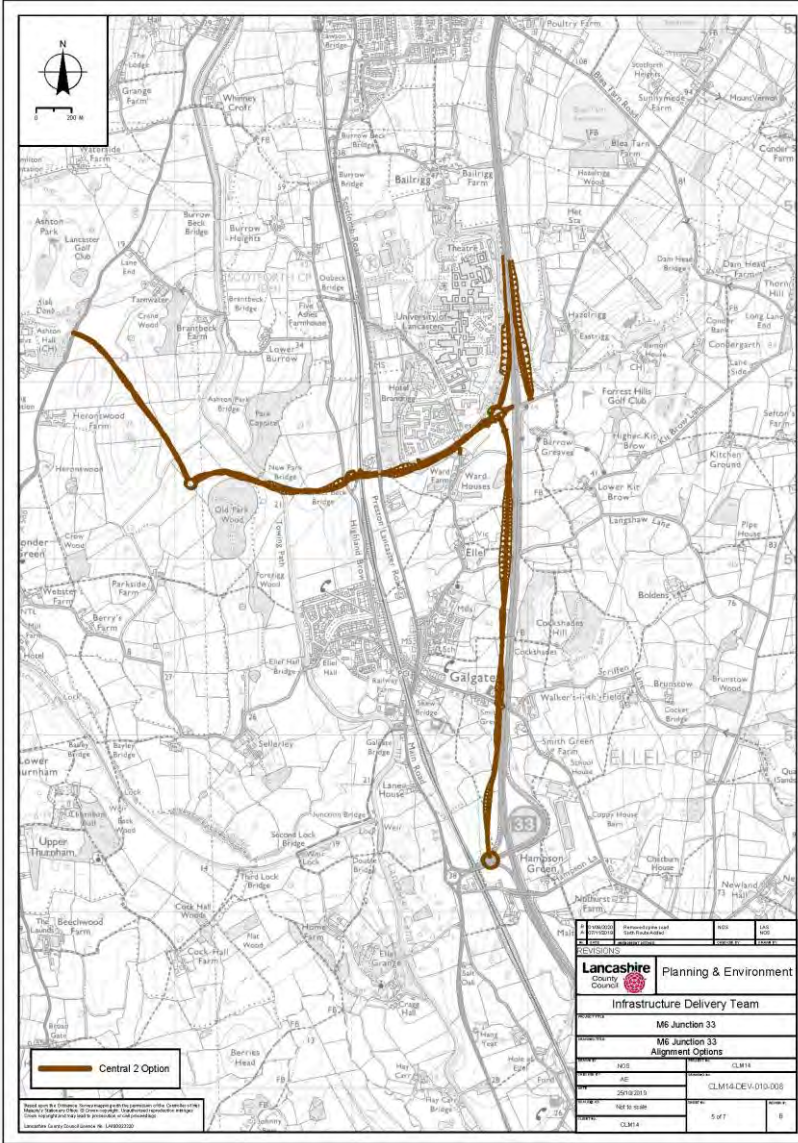
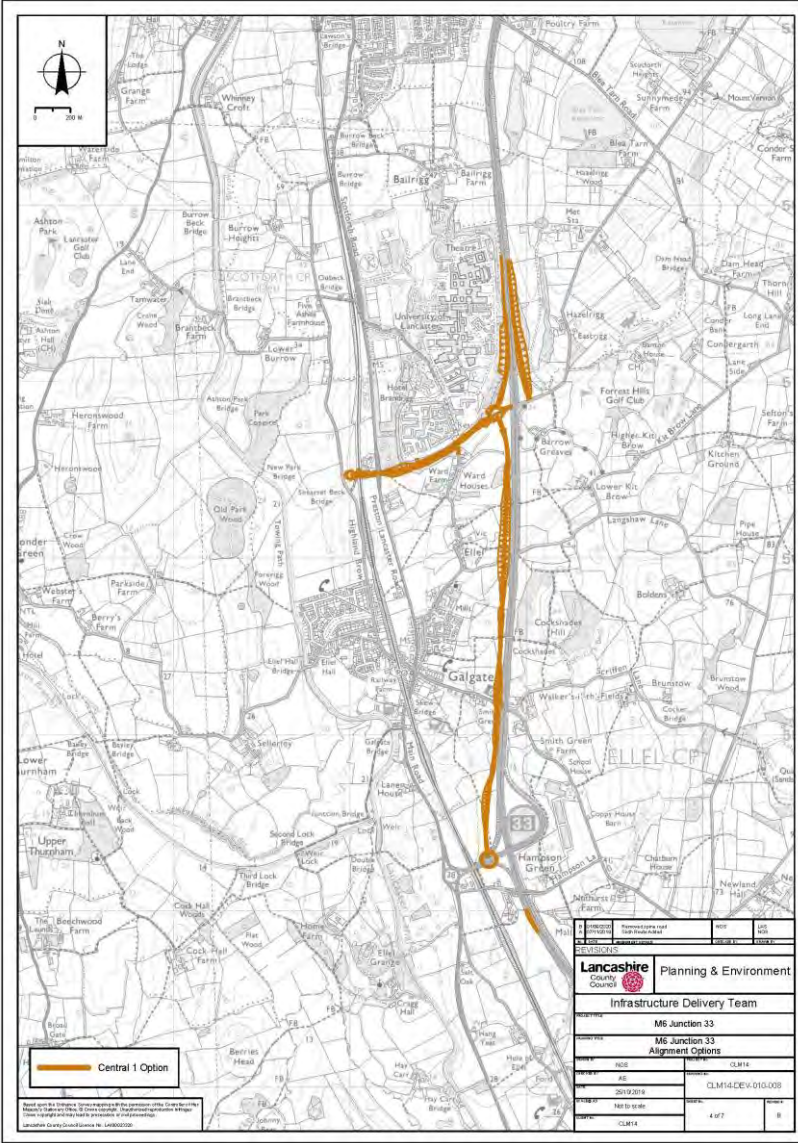
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8 Appendices

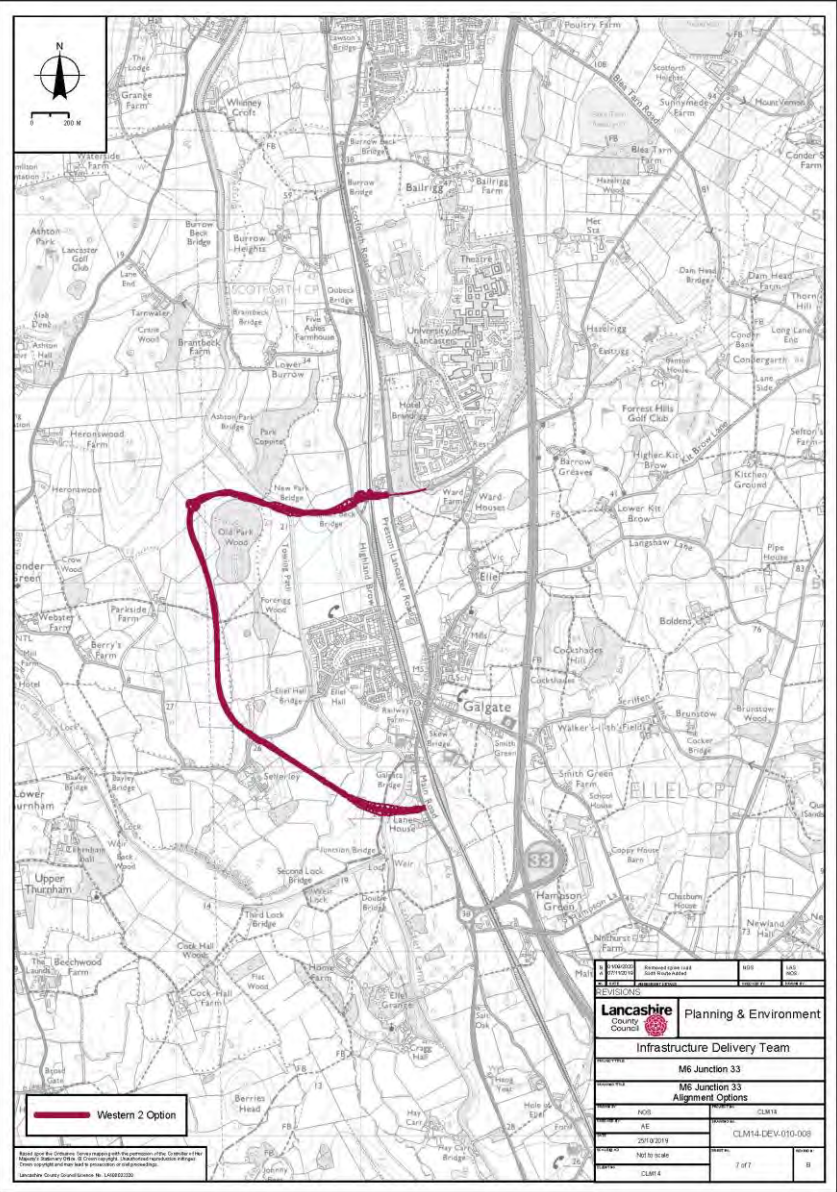
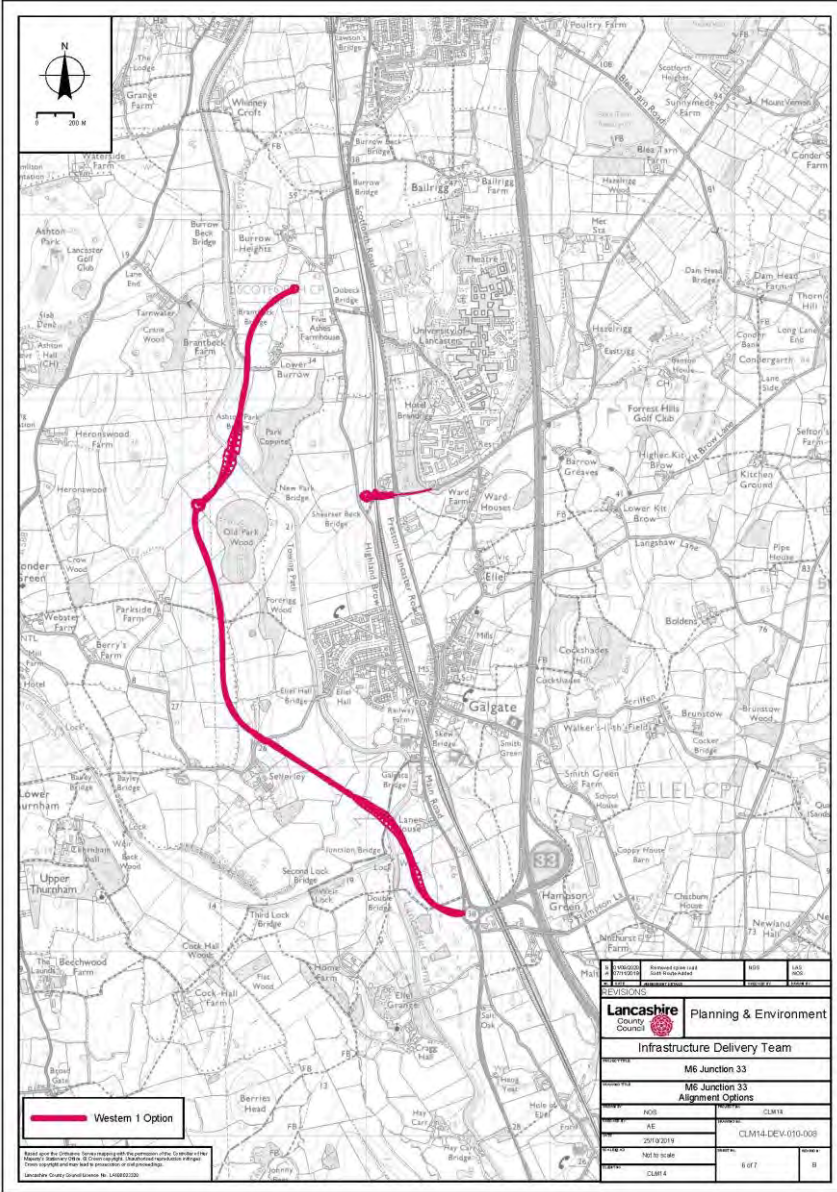
8.1 Appendix 1: Route Options



M6 Junction 33 Reconfiguration with Link Road: Consultation Report



M6 Junction 33 Reconfiguration with Link Road: Consultation Report



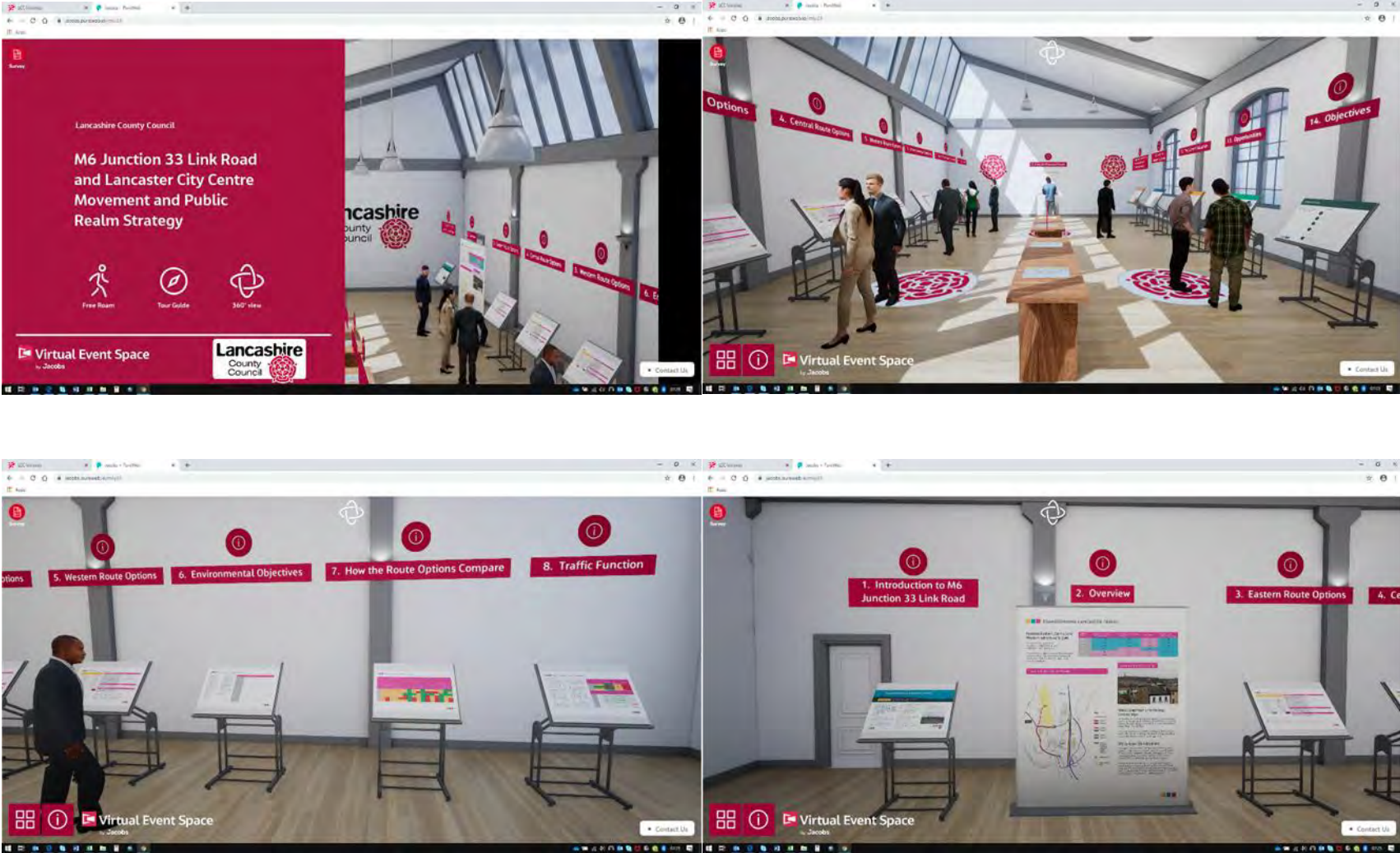
8.2 Appendix 2 Stakeholder List

CLOUD (Citizens of Lancaster Opposed to Unnecessary Development)	- Leader of the Council Ribble Valley Borough Council	Lancaster District Bus Users Group
South Lancaster FLAG (Flood Action Group)	Head of Planning Services Ribble Valley Borough Council	Lancaster Vision
Chief Executive Officer Lancaster City Council	Chief Executive Officer Wyre Council	Space for Cycling
Leader of the Council Lancaster City Council	Leader of the Council Wyre Council	Lothersdale Hotel & Aspect Bistro
Head of Planning Services Lancaster City Council	Head of Planning Services Wyre Council	Peel Holdings
Director of Economic Growth Lancaster City Council	Strategic Manager Craven District Council	Lancaster Dynamo (Lancaster & District Cycle Campaign)
Director for Communities and the Environment Lancaster City Council	Conservative Group Leader Conservative Group of Lancaster City Council	L&K Group PLC
Deputy Director for Communities and the Environment Lancaster City Council	North Lancashire Green Party	Director of estates Lancaster University
(Assistant to) Chief Executive officer South Lakeland District Council	Lancaster and Fleetwood Labour Party	United Utilities
Head of Planning Services South Lakeland District Council	Member of Parliament	Electricity North West
Strategy Lead specialist South Lakeland District Council	Operations Manager Stagecoach Cumbria & North Lancashire	Avanti Trains
Head of Development Services South Lakeland District Council	Lancaster Chamber of Commerce	Operations Manager Stagecoach
Chief Executive officer Ribble Valley Borough Council	Historic England	Network Rail
	Lancaster-Skipton Rail User Group	CTC Lancaster & South Lakes
	Director Leeds-Morecambe Community Rail Partnership	Chief Superintendent - HQ Ops Lancashire Constabulary
	Marine Management Organisation (MMO)	Conservation Officer for Central & Western Lancashire Wildlife Trust for Lancashire, Manchester and North Merseyside
	Natural England	Kim Wisdom Wildlife Trust for Lancashire, Manchester and North Merseyside
	The Road Haulage Association	Sport England Sport England
	EDF Energy	DEFRA
	Lancaster Business Improvement District	Barn Owl Conservation Trust

Bat Conservation Trust	Bat Conservation Trust	Clerk to the Council Borwick (Parish Meeting)	Clerk to the Council Scotforth
Amphibian and Reptile Conservation Trust	Amphibian and Reptile Conservation Trust	Clerk to Cantsfield Parish Meeting	Clerk to the Council Silverdale
Amphibian and Reptile Conservation Trust		Parish Meeting	Clerk to the Council Slyne-with-Hest
Lancashire Badger Group	Lancashire Badger Group	Clerk to the Council Carnforth	Clerk to the Council Tatham
Freshwater Habitats Trust	Freshwater Habitats Trust	Clerk to the Council Caton-with-Littledale	Clerk to the Council Thurnham with Glasson
Freshwater Habitats Trust		Clerk to the Council Cockerham	Clerk to the Council Warton
The Woodland Trust	The Woodland Trust	Clerk to the Council Ellel	Chairman Warton
Lancashire Nature Partnership		Clerk to the Council Gressingham	Clerk to the Council Wennington
LNP Chairman	Lancashire Local Nature Partnership / Lancashire Environment Forum	Clerk to the Council Halton-with-Aughton	Clerk to the Council Whittington
Ribble Rivers Trust		Clerk to the Council Heaton-with-Oxcliffe	Clerk to the Council Wray-with-Botton
Casework Planning (CO) for North West RSPB		Clerk to the Council Heysham Neighbourhood Council	Clerk to the Council Yealand Conyers
Area Manager Lancashire and Cumbria Homes and Communities Agency		Clerk to the Council Hornby-with-Farleton	Clerk to the Council Yealand Redmayne
Lancaster Ramblers - Ramblers Association		Clerk to the Council Ireby and Leck	Health and Safety Executive
Sustrans		Clerk to the Council Melling-with-Wrayton	NHS England
Local Development Framework Lead	United Utilities PLC	Clerk to the Council Middleton	NHS Morecambe Bay CCG
Planning Manager	United Utilities Property Services	Clerk to the Council Morecambe Town Council	North West Ambulance Service NHS Trust
Clerk to the Council Aldcliffe-With-Stodday		Clerk to the Council Nether Kellet	Lancashire Teaching Hospitals NHS Foundation Trust
Clerk to the Council Arkholme-with-Cawood		Clerk to the Council Over Kellet	Lancashire & South Cumbria NHS Foundation Trust
Clerk to the Council Bolton-le-Sands		Clerk to the Council Over Wyresdale	Natural England
		Clerk to the Council Overton	Historic England
		Clerk to the Council Priest Hutton (Parish Meeting)	Lancashire Fire and Rescue Service
		Clerk to the Council Quernmore	

Lancashire Police and Crime Commissioner	LRF Secretary Lancashire Resilience Forum	United Utilities (Wastewater Developer Services)
Lancashire Police and Crime Commissioner	Cadent Gas Limited	
Environment Agency	BT	Utility Assets Limited
The Design Council	City Fibre	Verizon
The Equality and Human Rights Commission	Colt	Virgin Media
Forest of Bowland Conservation Board	ESP Utilities Group Limited	Vodafone
Homes England	Fulcrum Pipelines Ltd	The Forestry Commission
Highways England	GTC Pipelines Limited	
Secretary of State for Transport, Secretary of State for Transport	Instalcom	
Director of Highways and Transport Lancashire County Council	Introute	
Lancashire County Council	Indigo Pipelines Limited	
Transport Focus	MBNL	
The Disabled Persons Transport Advisory Committee	National Grid Gas PIC	
Office of Road and Rail (ORR)	Wales and West Utilities Ltd	
Head of Service Waste Management, Lancashire County Council	Energetics Electricity Limited	
Lancashire County Council - Development Management	Energy Assets Power Networks	
Lancashire County Council	Energy Assets Pipelines	
Lancaster City Council	G2 Energy IDNO Limited	
Canal & River Trust	Hartaxton Energy Networks Limited	
Public Health England	SSE Telecoms (NOC)	
	SSE Telecoms (C2)	
	United Utilities (Water Developer Services)	

8.3 Appendix 3 - Virtual Exhibition Space (VES)



8.4 Appendix 4 – Survey/Questionnaire



**Consultation Survey:
M6 Junction 33 Link Road
Lancaster City Centre Movement and Urban Realm Strategy**

General Data Protection Regulations and Data Protection Act 2018

On completing this questionnaire your information will be used to assess the options for the M6 Junction 33 Link road and Infrastructure and The Lancaster Movement and Public Realm Strategy. By completing this questionnaire you consent to us using your data in connection with these projects.

The information you provide in this form will be held securely in Lancashire County Council's electronic records and processed in accordance with the General Data Protection Regulations and Data Protection Act 2018. Lancashire County Council will neither disclose, nor permit members of its staff to disclose, any confidential and/or personal information you provide unless required to do so under UK law.

Lancashire County Council may contact you with further questions regarding the responses made in this consultation and in order to provide you with progress updates should you agree to being contacted.

Format of the Questionnaire

You can complete this questionnaire as an electronic form. You do not have to answer questions relating to a project which you are not interested in or any questions marked optional.

Questions 3 to 5 inclusive relate to M6 Junction 33 Link Road and Infrastructure.

Questions 6 to 9 inclusive relate to Lancaster City Centre Movement & Urban Realm Strategy.

If you need assistance please contact:

email: TLT@lancashire.gov.uk

Telephone: 01772 535479

Postal address for completed questionnaires: Transforming Lancaster Travel, Infrastructure Delivery Team, Lancashire County Council, County Hall, Pitt Street, Preston, PR1 0LD

M6 Junction 33 Link Road And Associated Infrastructure — How you can help.

The aim is to identify a preferred option for the M6 Junction 33 Link so that further assessment can take place alongside developing ideas for improvements and the mitigation required. You can help us by identifying your preferred option and the reasons behind your views. This time is also a valuable opportunity to add your ideas and suggestions to improve the project. Once we have narrowed down the preferred option we will undertake an Environmental Impact Assessment including transport modelling, at this stage we will also consider air quality implications.

In order to do this we need to know which is your preferred option and why from the route options we have presented to you in the consultation information provided.

1 What is your Postcode? _____

2 In what capacity are you completing this questionnaire?

a) As an Individual; If so which describes you?

- Resident
- I work in Lancaster
- Visitor/tourist
- I am a student in Lancaster
- or other _____

What age range do you fit into?

- under 18 18-24 25-34 35-44 45-54 55-64 65 + prefer not to say
-

b) An Organisation; If so which describes the organisation?

- Business
- Interest group/organisation
- Statutory/advisory consultee
- Government Organisation (Parish/Local/Central)
- Or other _____

c) Please provide the organisation name _____

3 Do you agree with the overall objectives of providing an M6 J33 Link Road and infrastructure in south Lancaster?

a) Yes No

On a sliding scale to what extent do you oppose or support the objectives?

b)

Strongly Oppose	Oppose	Support	Strongly Support
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) (Optional) Please give any reasons you have for making the choice

4 From the routes presented what would be your Preferred Option? (Select one)

a)

Eastern 1	
Eastern 2	
Central 1	
Central 2	
Western 1	
Western 2	
None	If none go to c)

If you selected one of the six options what are your reasons for selecting your preferred option? (tick up to 3 boxes)

b) It is an option which helps to create a better solution in terms of the following:

Built, natural landscape and visual impact	
Ecology/biodiversity	
Air quality	
Noise	
Ground Conditions / Land use	
The water environment and flooding	
Climate Change	
Population, human health and road safety	
Traffic and transport (reduced congestion)	
Private and community land and/or property assets	
Cultural heritage	
Engineering solution	
Sustainability	
Overall impacts	
Or other (state below)	

c) (Optional) Please give any further reasons you have for making the choice in a)

5 Would you give support to a second option, a variation or an alternative?

a) Yes No

If yes to a) what would be your second option? (Select only one)

b)

Eastern 1	
Eastern 2	
Central 1	
Central 2	
Western 1	
Western 2	
An Alternative	If alternative go to d)

What are your reasons for selecting this option? (*click up to 3 boxes)

c) It is an option which helps to create a better solution in terms of the following:

Built, natural landscape and visual impact	
Ecology/biodiversity	
Air quality	
Noise	
Ground Conditions / Land use	
The water environment and flooding	
Climate Change	
Population, human health and road safety	
Traffic and transport (reduced congestion)	
Private and community land and/or property assets	
Cultural heritage	
Engineering solution	
Sustainability	
Overall impacts	
Or other (state below)	

d) (Optional) Please provide your reasons for choosing this option and describe the alternative if applicable