

A683 Bay Gateway – Five Year After Report

Stakeholder Engagement Workshop

Agenda

Welcome

- 10.00am to 10.30am – Refreshments and Welcome

Presentation

- 10.30am to 10.40am - Introduction and description of the scheme
- 10.40am to 11.00am - Results from the Five-Year-After Monitoring & Evaluation Report
- 11.00am to 12.40pm – Five key questions
- 12.30pm to 1.00pm - Next Steps, any further comments or questions

Workshop Purpose

- Provide feedback on the A683 Bay Gateway scheme from regular users, interest groups, local residents and businesses
- The feedback will be used within the Monitoring and Evaluation Reports to be sent to the Department for Transport (DfT) which aims to:
 - Provide accountability for the investment
 - Provide evidence for future spending decisions
 - Enhance effectiveness of existing schemes
 - Improve future schemes based on learning

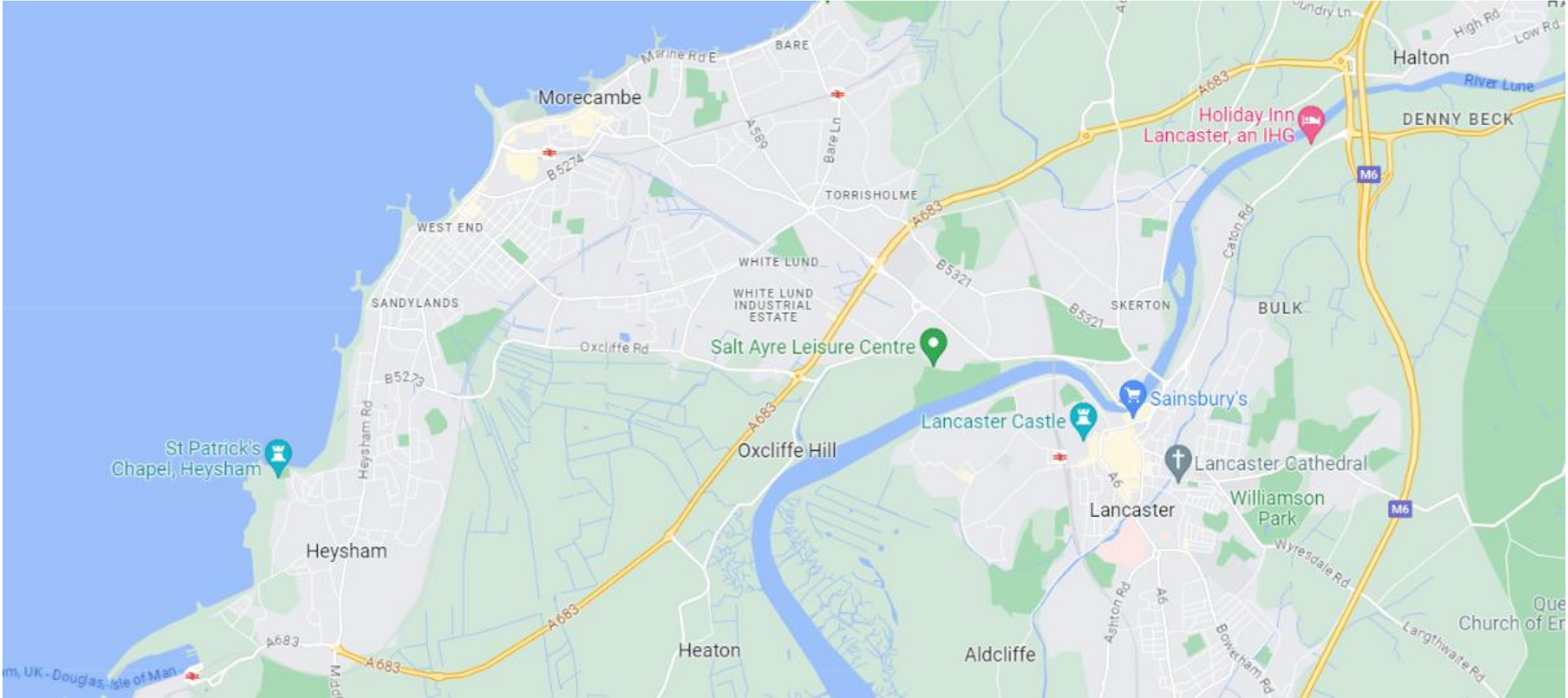
Scheme Description

- A 4.8km all-purpose dual carriageway 'missing link' from the existing A589 / A683 Morecambe Road to a completely remodelled M6 Junction 34. The Heysham to Torrisholme section opened in 1994 and is not included in this discussion
- Along the route, the scheme:
 - Provided a 650 space Park and Ride facility at the M6 Junction 34 with a dedicated bus service to Lancaster
 - Remodelled and improved the sub-standard M6 Junction 34
 - Provided grade-separated crossings of Torrisholme Road, the West Coast Mainline railway, Lancaster Canal, the A6 Lancaster Road, Green Lane, Kellet Lane, Halton Road and the River Lune

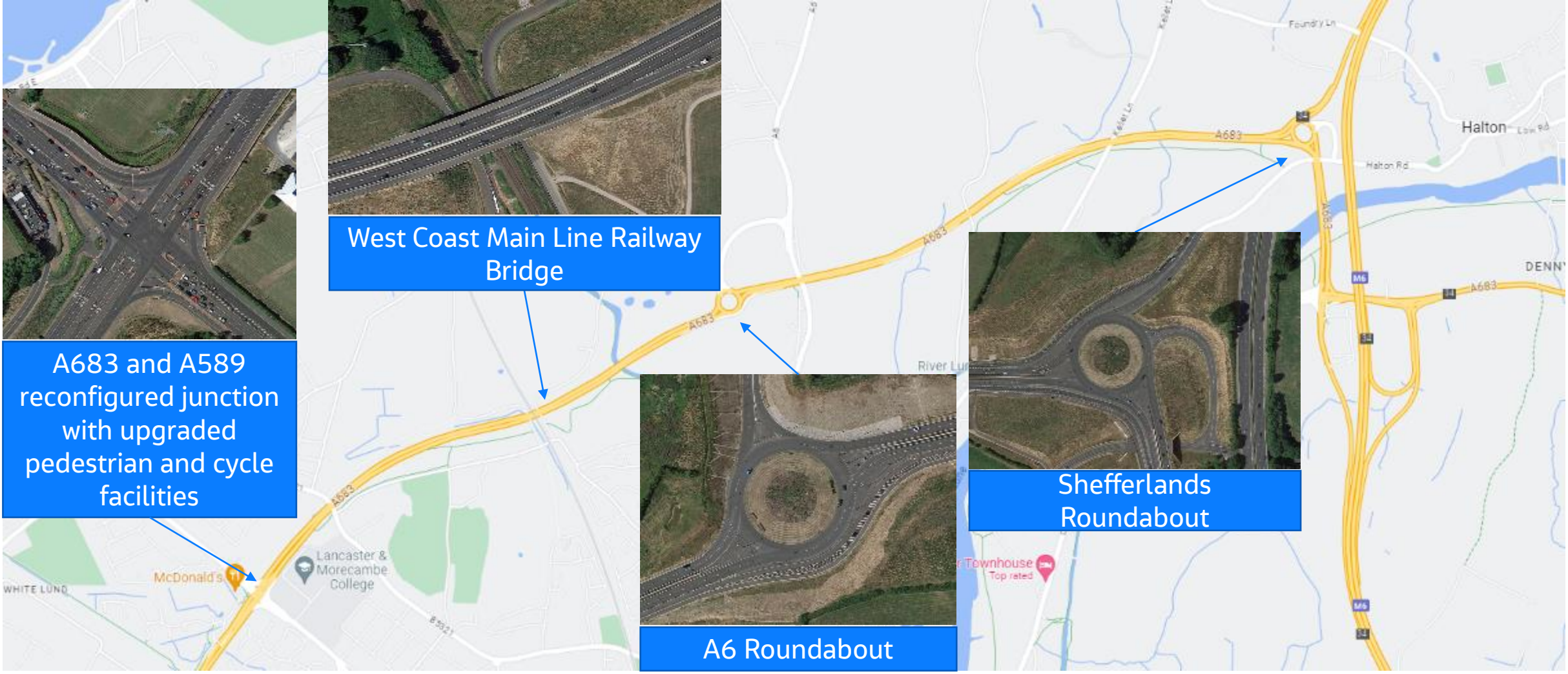
Scheme Images



Scheme Map



Scheme Features - General



Scheme Features - Pedestrian, Cycle and Equestrian Provision

Connections with B5321 Torrisholme Road

Connections with Vale of Lune Rugby Club and Lancaster Canal Towpath

Pedestrian and Cycle facilities alongside the route

Connections with A6 Slyne Road

Connections with Barley Cop Lane

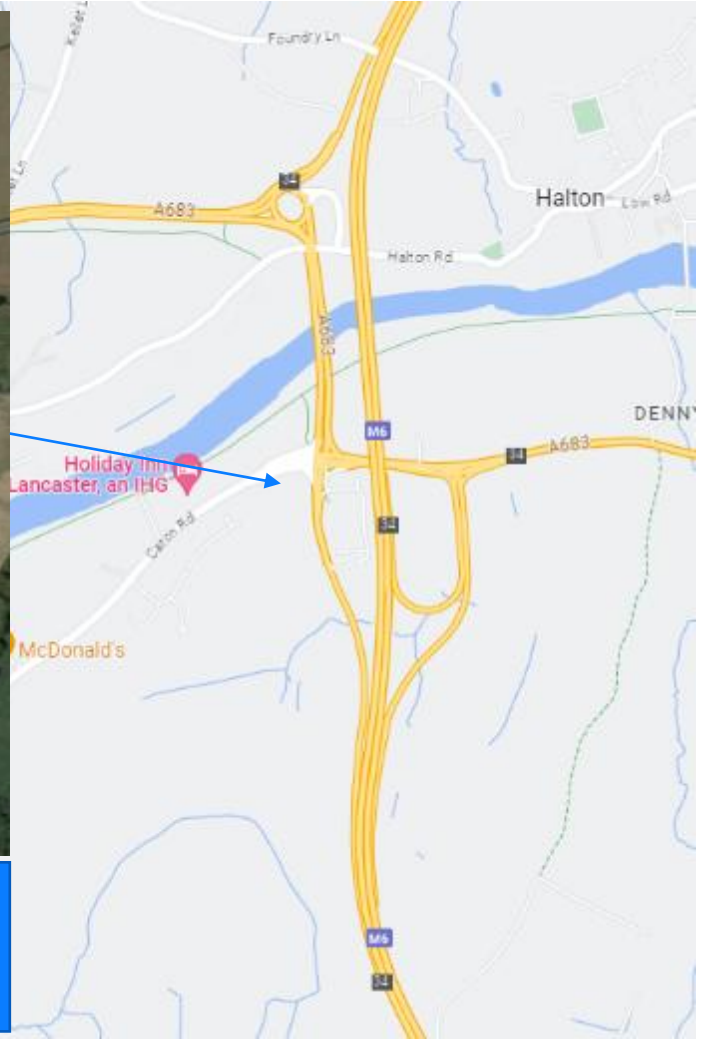
Scheme Features - M6 Junction 34 Changes



Former M6 Junction 34 Design (2013)



650 Space Caton Road Park and Ride inside reconfigured M6 Junction 34 (2019)



Scheme Images

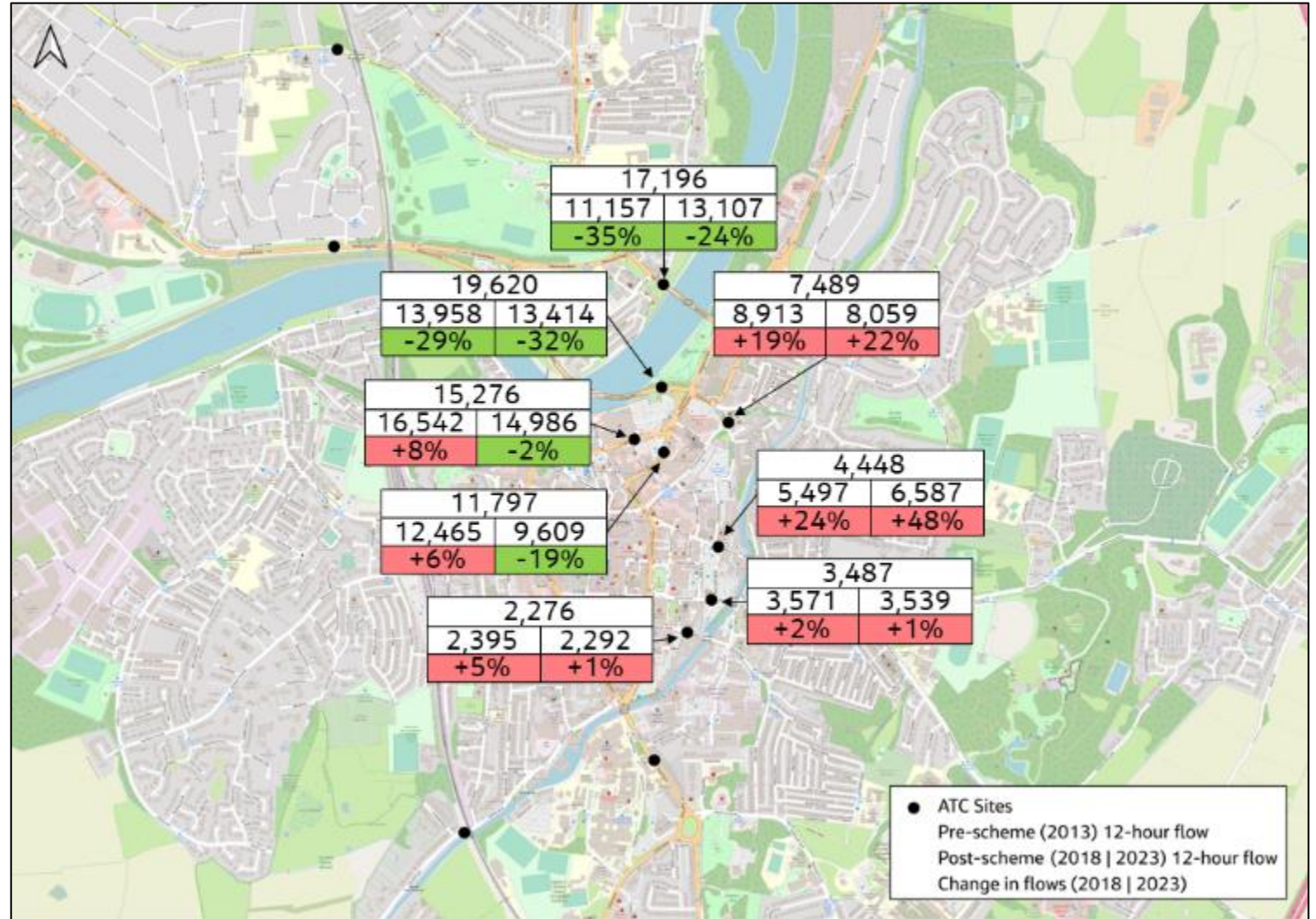


Previous Stakeholder Workshop

- Held in July 2019
- Broad agreement the scheme has been successful
- Data on scheme was unavailable at the time

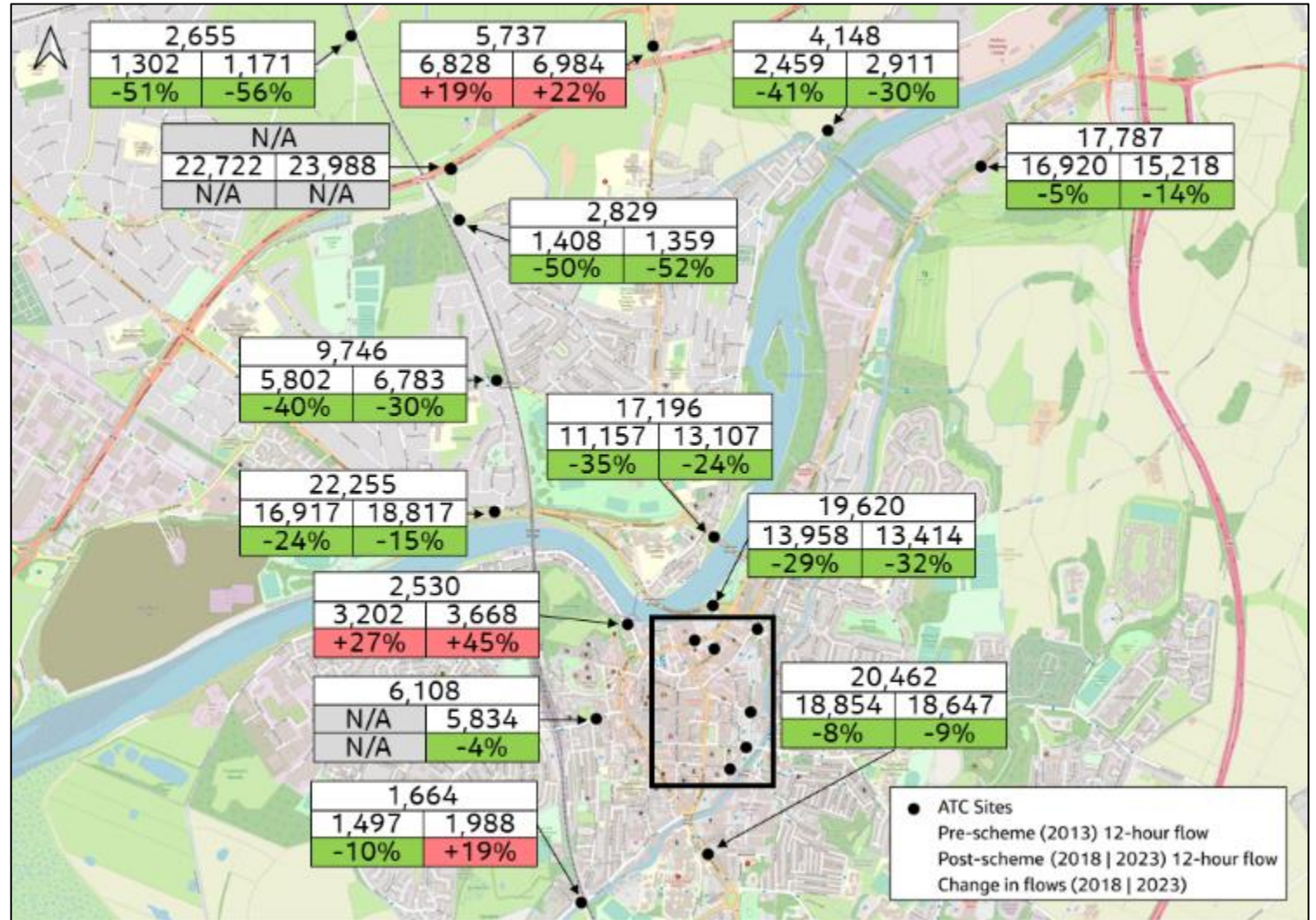
Five Year After Results

- Lancaster City Centre Traffic Counts
 - Decrease in traffic on River Lune bridges
 - Variations elsewhere but absolute numbers roughly similar



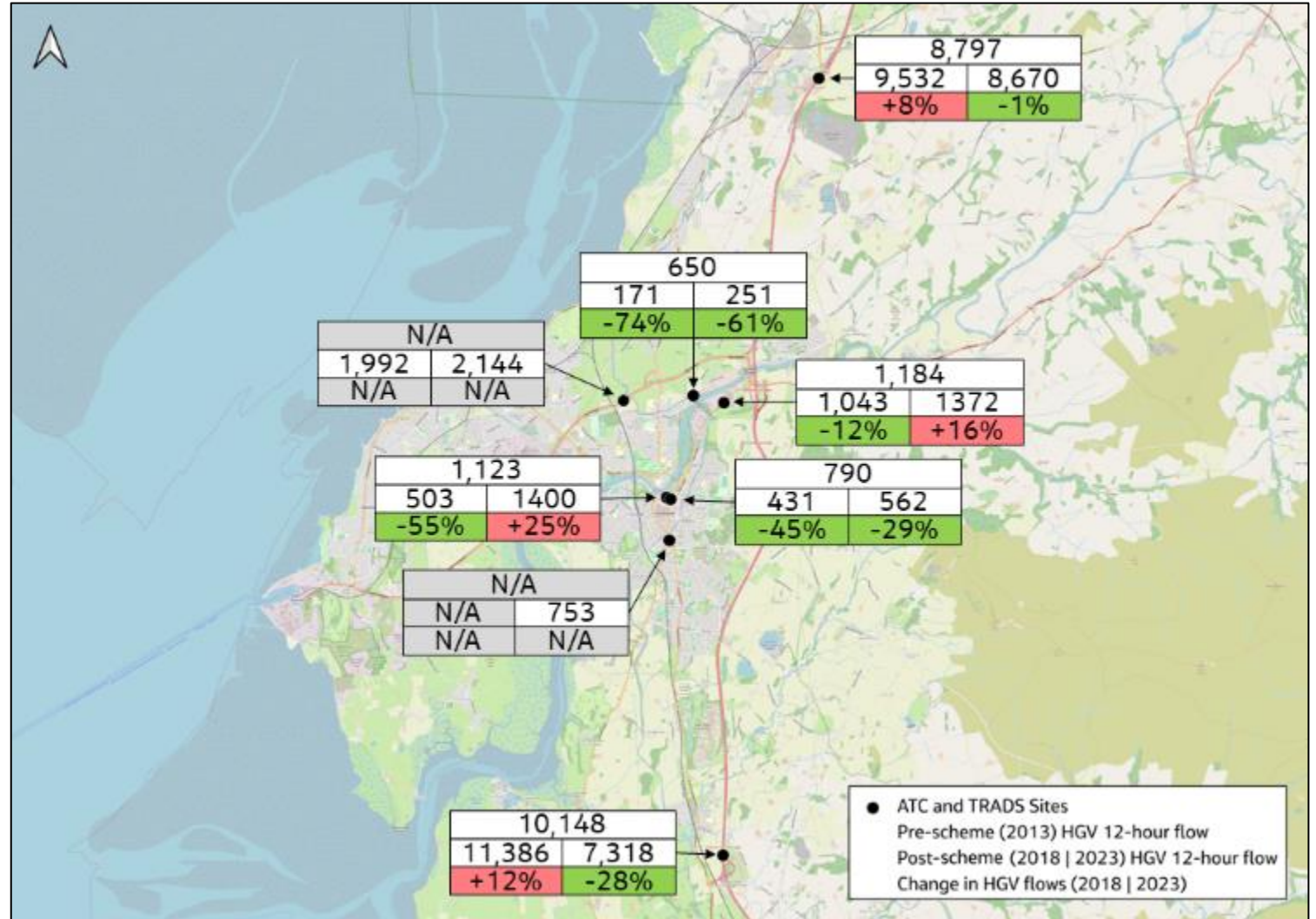
Five Year After Results

- Lancaster Wider Area Traffic Counts
 - Nearly 24,000 vehicles using the scheme
 - Decrease in traffic on old A683 through Lancaster
 - Decrease in traffic on surrounding roads



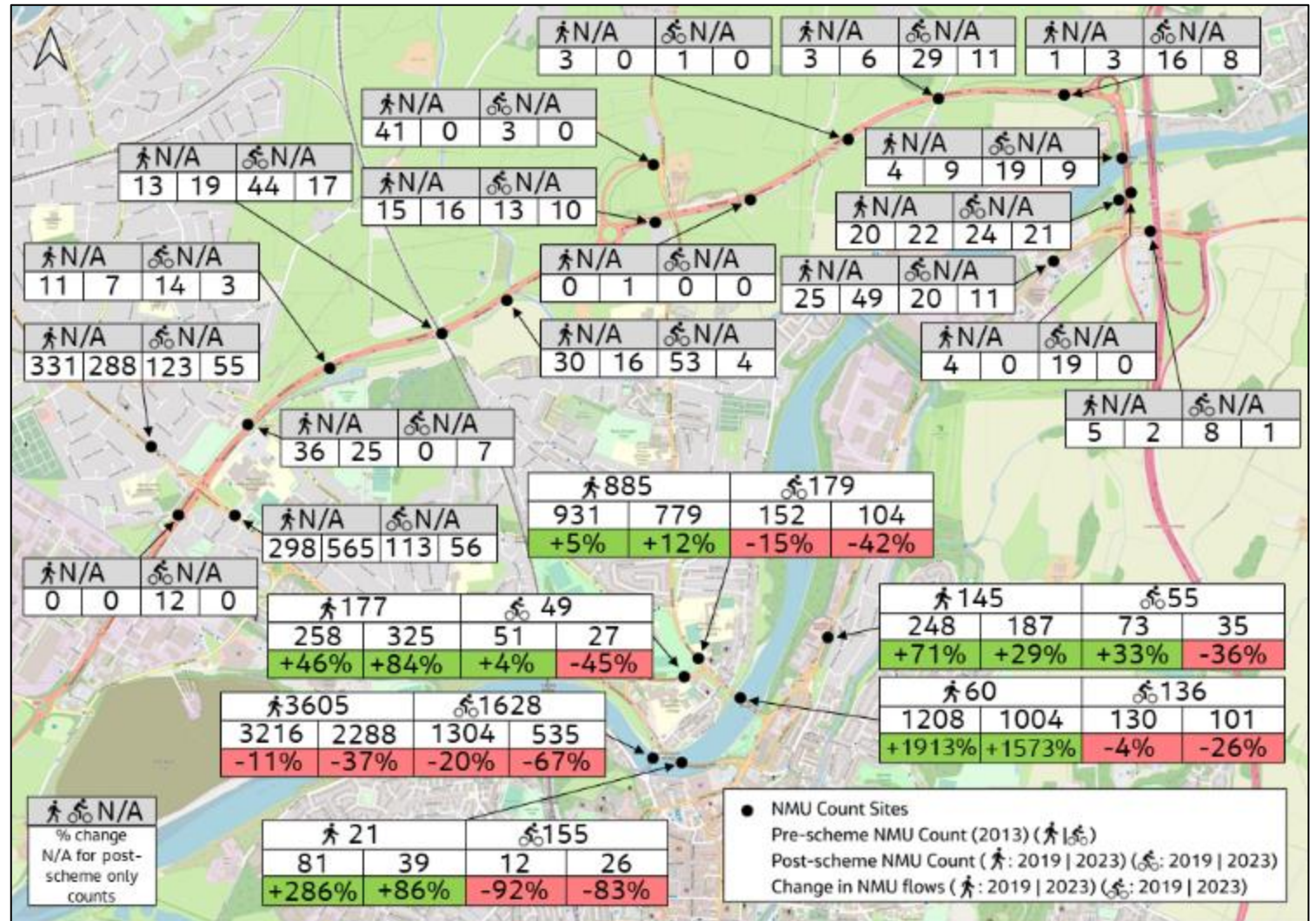
Five Year After Results

- Lancaster HGV Counts
 - Moderate increase on the scheme since 2018
 - Moderate increase on old A683, Caton Road and A6 Cable Street
 - Decrease in HGVs heading into Lancaster City Centre on A6 North Road



Five Year After Results

- Lancaster Pedestrian and Cycle Counts
 - Significant increase in pedestrians across Skerton Bridge
 - Overall decrease across all the River Lune bridges
 - Cycles within Lancaster have decreased
 - Scheme used by a moderate number of pedestrians and cycles

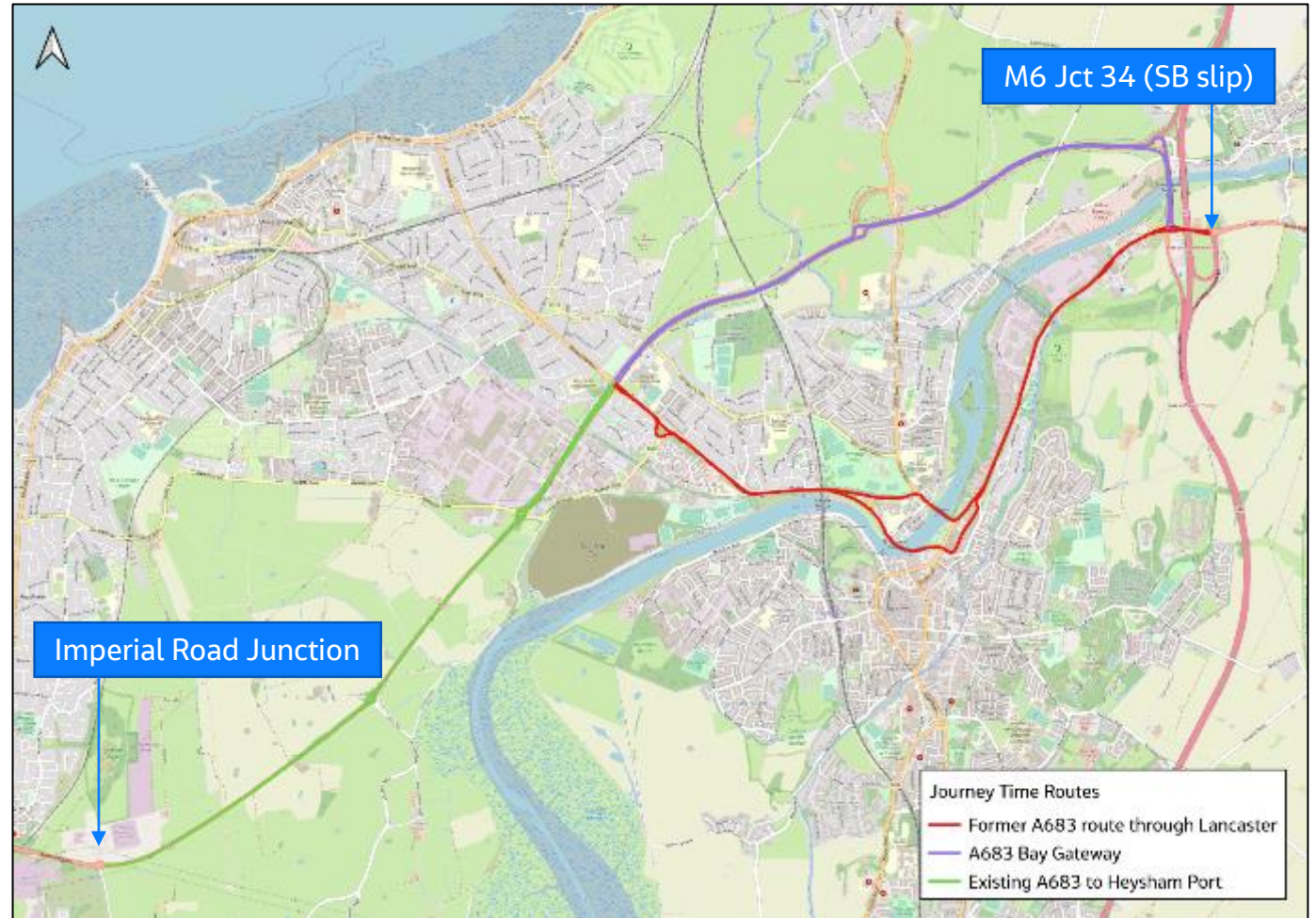


Five Year After Results

Journey Times

Direction	Period	Route 1 (Former A683 through Lancaster)			
		Pre-scheme journey time	Post-scheme journey time	Time difference	% Time difference
		2013	2022		
EB	Weekday AM	24:05	21:18	-02:47	-12%
	Weekday PM	27:16	17:07	-10:09	-37%
	Saturday	32:14	15:17	-16:57	-53%
WB	Weekday AM	25:12	18:46	-06:26	-26%
	Weekday PM	26:45	18:09	-08:36	-32%
	Saturday	30:36	14:03	-16:33	-54%

Direction	Period	Route 1	Route 2 (A683 Bay Gateway)		
		Pre-scheme journey time	Post-scheme journey time	Time difference	% Time difference
		2013	2022		
EB	Weekday AM	24:05	10:33	-13:32	-56%
	Weekday PM	27:16	11:22	-15:54	-58%
	Saturday	32:14	10:53	-21:21	-66%
WB	Weekday AM	25:12	10:23	-14:49	-59%
	Weekday PM	26:45	10:22	-16:23	-61%
	Saturday	30:36	09:33	-21:03	-69%



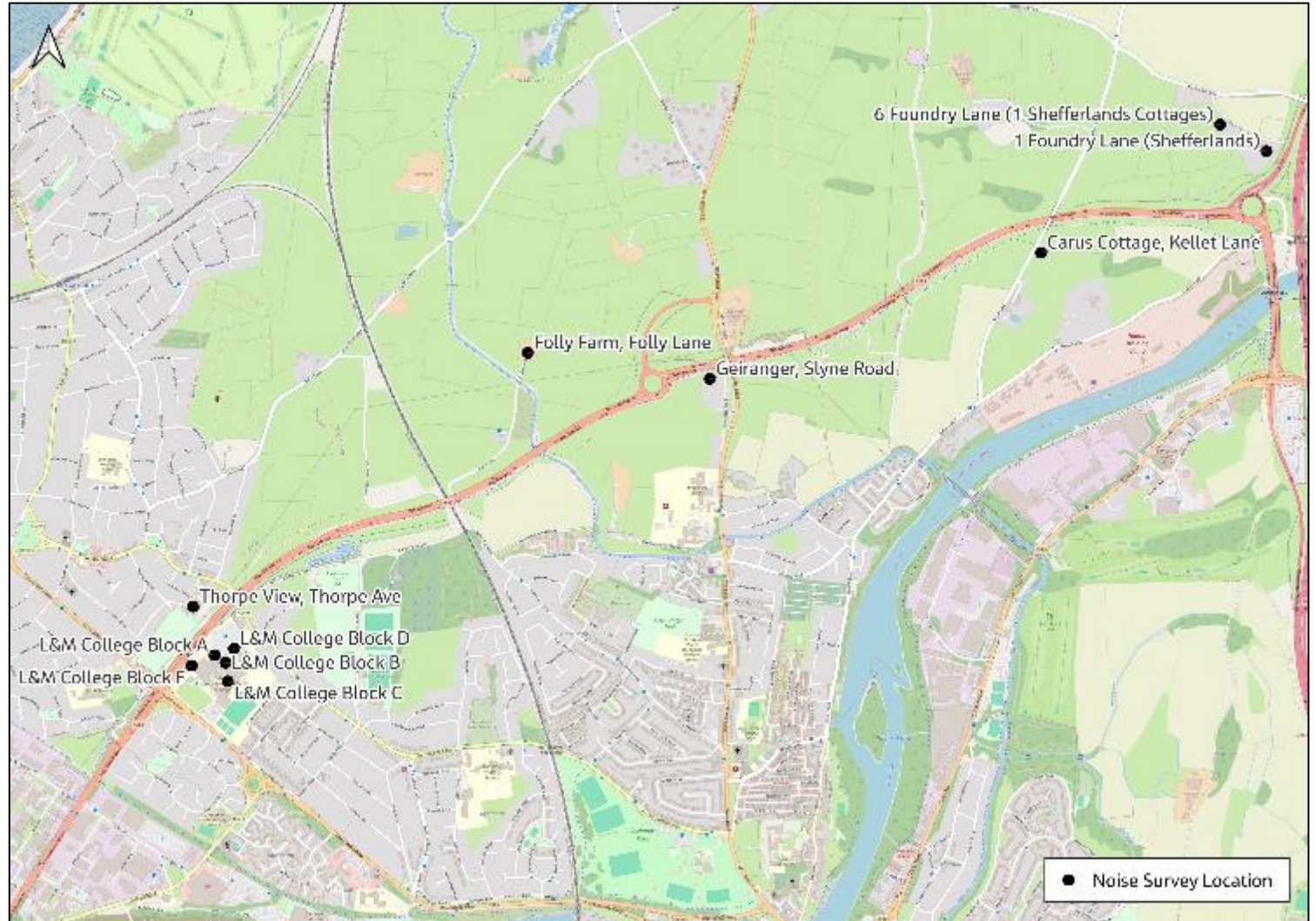
Five Year After Results

■ Noise

- Average Weekday Daytime Measured Noise levels (6am to Midnight) shows an increase in noise around the scheme

Receiver	Day		
	L _{A10 18 hours} (dB)		
	2011	2019	2023
Carus Cottage, Kellet Lane	51.7	53.0	58.0
Folly Farm, Folly Lane	44.3	49.5	47.0
Thorpe View, Thorpe Ave	46.8	53.2	58.0
1 Foundry Lane (Shefferlands)	57.6	56.3	62.0
6 Foundry Lane (1 Shefferlands Cottages)	48.0	52.6	57.0
Geiranger, Slyne Road	53.1	57.8	61.0
L&M College Block A	50.1	54.5	56.0
L&M College Block B	50.6	51.2	53.8
L&M College Block C	46.4	56.5	51.4
L&M College Block D	51.8	56.3	52.6
L&M College Block F ¹	51.7	61.2	59.2

Note 1 – Since the 2011 surveys, a new block F further away from the scheme has been constructed, so the noise monitoring positions were not consistent



Scheme Objectives

- SO1. Improve communications between Heysham, Morecambe and the M6 motorway, including improving access to Heysham Port and surrounding areas
- SO2. Facilitate industrial and commercial regeneration and provide employment opportunities
- SO3. Remove a significant volume of traffic congestion from the existing River Lune bridges in Lancaster city centre
- SO4. Create opportunities for the enhancement of alternative travel modes by relieving the current traffic conditions

Monitoring and Evaluation Questions

- For each question:
 - Background and previous feedback (5 minutes)
 - Break into small groups to discuss (10 - 15 minutes)
 - Feedback and discussion (10 minutes)
- There are 6 questions in total

Q1. Has accessibility improved from the M6 to Heysham and Morecambe compared to before the scheme opened?

- *Have journey times improved?*
- *Has congestion reduced?*
- *Is your journey more reliable?*

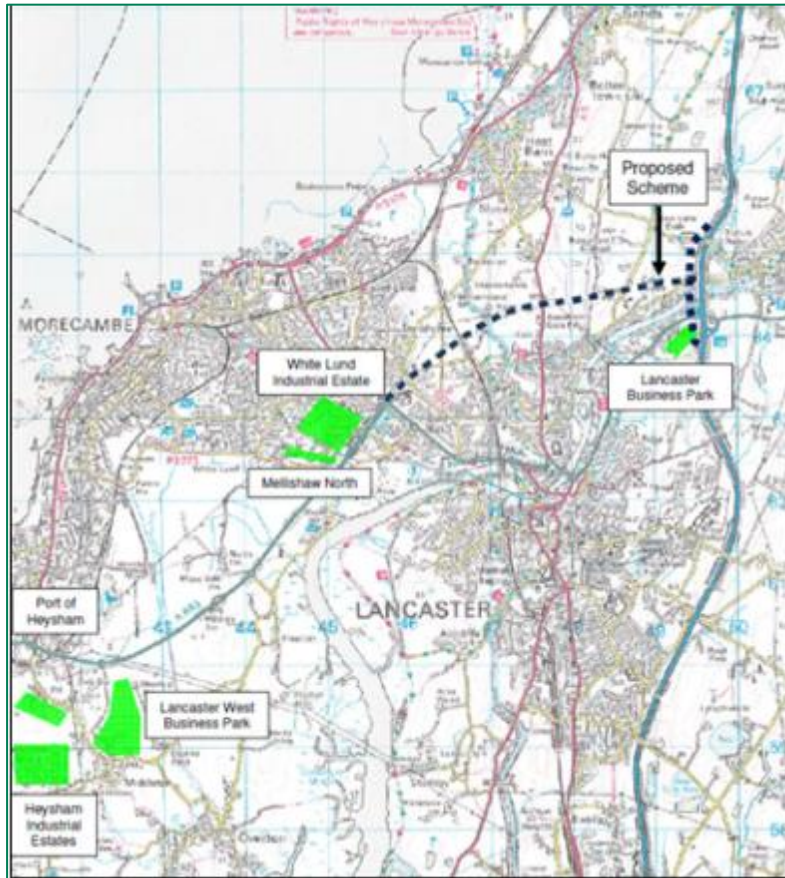


Q1. Has accessibility improved from the M6 to Heysham and Morecambe compared to before the scheme opened?

- *Have journey times improved?*
- *Has congestion reduced?*
- *Is your journey more reliable?*
- Previous comments:
 - Journey times have improved
 - Congestion has reduced, with less stationary traffic, but not gone away completely
 - Travel reliability has improved for students at Lancaster & Morecambe College
 - significant improvement in accessibility and punctuality
 - There are downstream issues (i.e. the original section between Heysham and Morecambe)
 - the original section may need improving to cope with the increased traffic demand
 - Joining roads to the A683 are at or reaching capacity
 - Cycling accessibility / infrastructure is good but not perfect
 - lack of cycling facilities on original section between Heysham and Morecambe

Q2. Has accessibility improved to key development sites in Heysham and Morecambe?

- *Has access to major employment sites and industrial estates been improved by the scheme?*

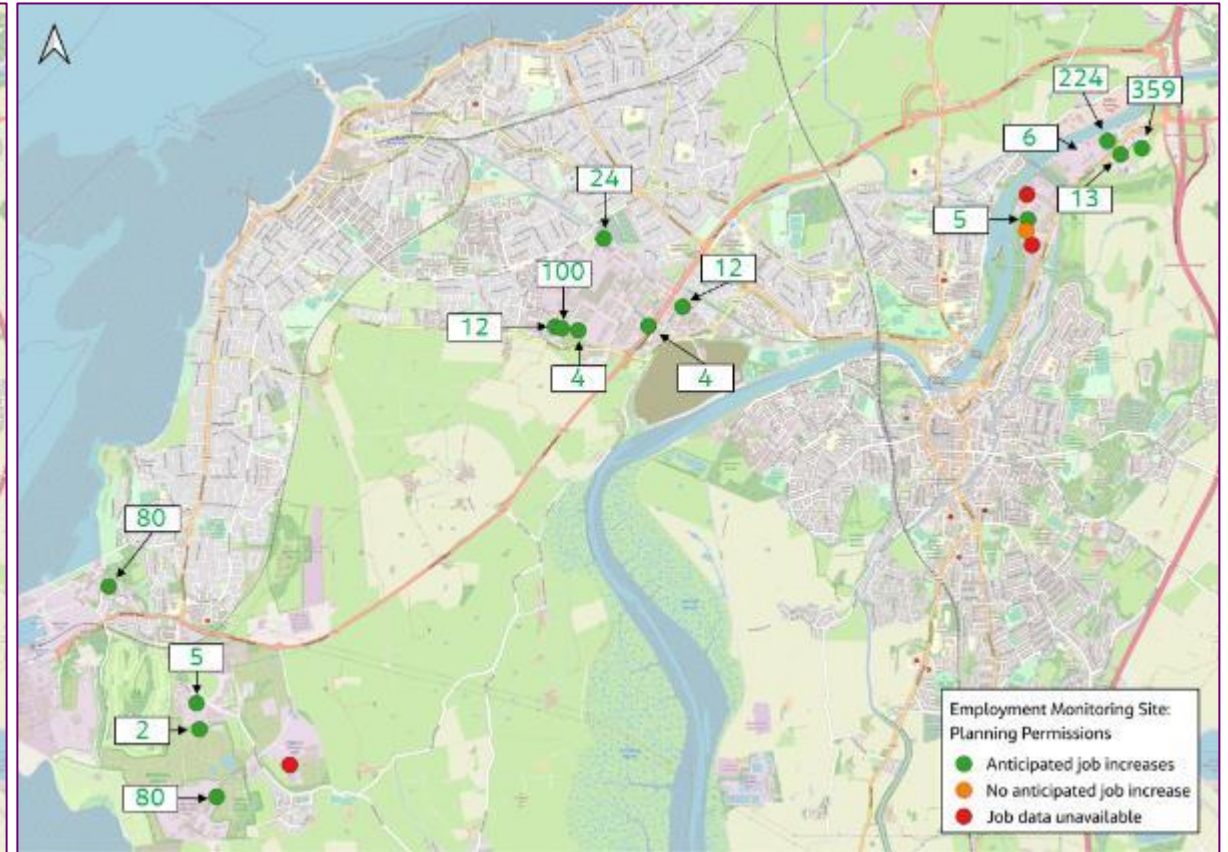
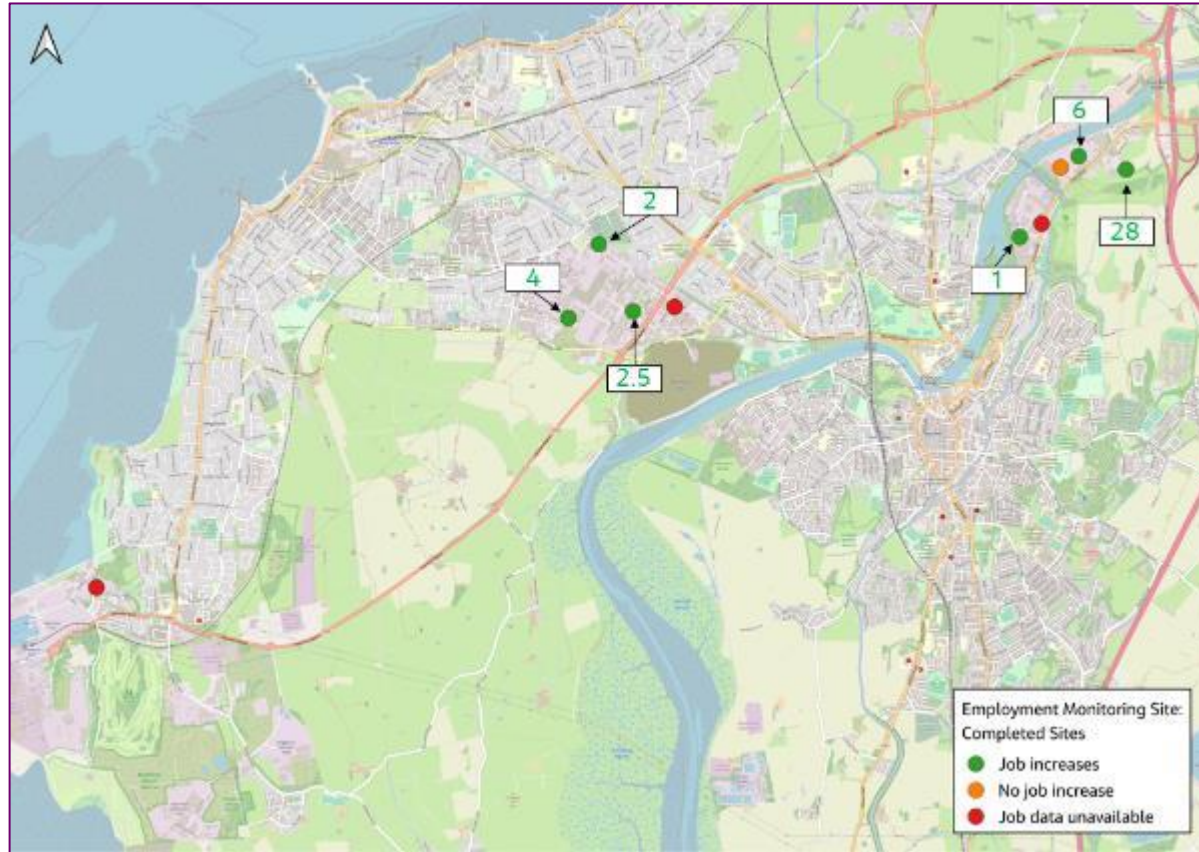


Q2. Has accessibility improved to key development sites in Heysham and Morecambe?

- *Has access to major employment sites and industrial estates been improved by the scheme?*
- Previous comments:
 - Accessibility has in general improved
 - Increased business confidence and investment
 - £20m investment at the port since the scheme's construction
 - Increased HGV traffic at the port (up 18%)
 - Increased tourism
 - Increased business openings
 - Waste plant in planning stage around Heysham port
 - Plans for switch centre power warehouse and Kia park incubators
 - Entrances to industrial estates limited by existing connections

Q3. Has there been an increase in employment at key development sites?

- Have local businesses benefited and grown since the scheme opened?
- Have the number of potential customers increased?



Q3. Has there been an increase in employment at key development sites?

- *Have local businesses benefited and grown since the scheme opened?*
- *Have the number of potential customers increased?*
- Previous comments:
 - Employment in the area as a whole has improved
 - Regeneration plans
 - Lancaster West Business Park
 - Heysham Industrial Estates
 - New units opened
 - White Lund
 - Lancaster Business Park (inc. new DPD site)
 - Eden Project more likely to be built in Morecambe



Q4. Has congestion reduced on the former A683 through Lancaster and on the existing Lune bridges?

- *Has congestion reduced within Lancaster City Centre and across the Lune bridges?*
- Previous comments:
 - Congestion decreased anecdotally, especially in the weekday inter-peak period
 - Fewer HGVs through city centre, although increases elsewhere
 - City centre traffic caused by new developments, roadworks and construction sites
 - City centre junctions are planned to change to encourage walking, cycling and public transport



Q5. Has the quality of the scheme met your expectations?

- *Do you think the scheme could have been improved?*
- *What positive comments do you have about the scheme?*
- *What are your main concerns about the scheme?*
- Previous comments:
 - Sound proofing, particularly around the college, is very good and traffic cannot be heard
 - Queuing on the M6 at junction 34
 - Lack of a Truck Stop causes difficulties for HGV parking
 - Speed limit is widely ignored and changes too frequently (3 times along the route)
 - Segregated lane built to bypass the A6 roundabout westbound has never opened
 - Rat running decreased but is now increasing again
 - Streetlighting only at junctions, not along the whole route
 - History of HGVs over-turning and accidents at A6 roundabout since opening
 - Signage not clear, particularly lane signage on approaches to roundabouts

Q6. Additional Comments

- *Do you have any further comments or questions about the scheme?*



Thank You and Next Steps

Thank you for your contributions!

Your responses will be collated and added to the Monitoring and Evaluation Report

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