7.6 Option Six

Principle of No through City Centre Traffic

This option would limit through traffic using the city centre. Either the western or eastern arm of the gyratory would be two-way with a section at either China Street or Dalton Square fully pedestrianised.

Then either the eastern or the western arm of the gyratory would be for sustainable travel only as indicated in options 4 and 5. Option 6a shows this permutation for a sustainable travel corridor to the east and pedestrianised area to the west. Option 6b shows a sustainable travel corridor to the west and pedestrianised area to the east.

Assessment of travel, transport and public realm implications

Sustainable Travel

For option 6a – see Sustainable Travel assessment of option 4.

For option 6b – see Sustainable Travel assessment for option 5.

Public Realm/Severance

For option 6a – Public Realm/Severance see assessment of option 4.

For option 6b – Public Realm/Severance see assessment for option 5.

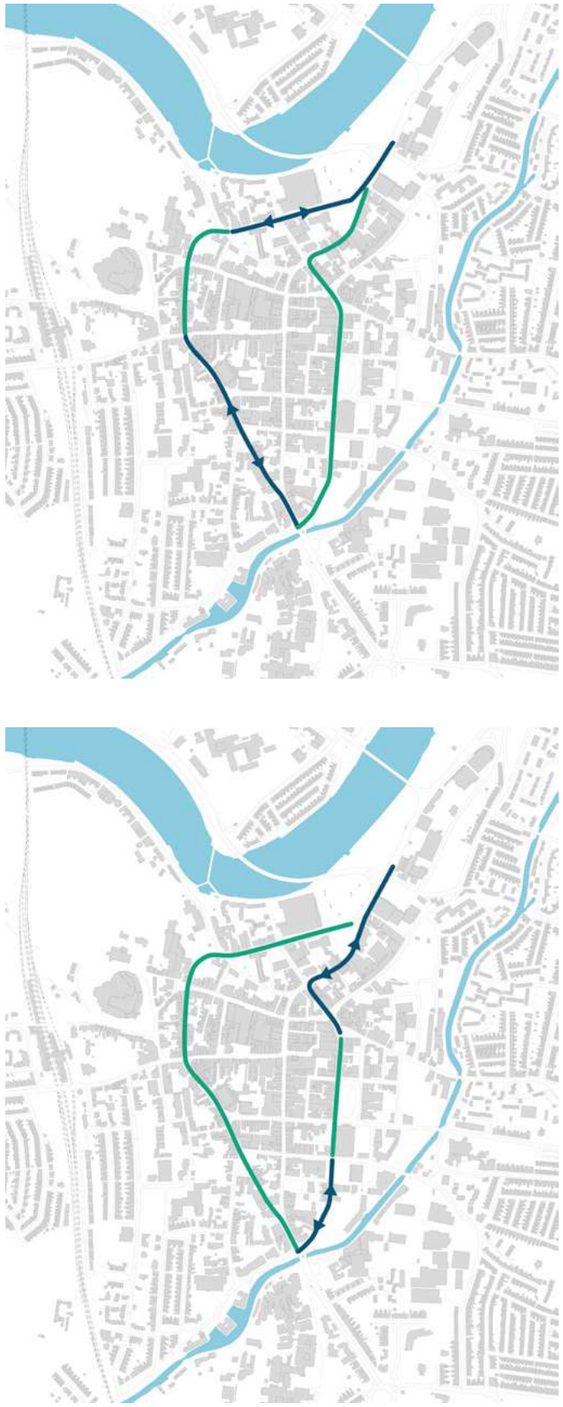
Air Quality

On the sustainable travel corridors air quality would improve substantially and overall exposure to polluted areas in the centre would be reduced, however the unrestricted funnelling of all through-traffic along certain residential routes may result in a mere redistribution of the problem if not mitigated.

Vehicle Movements

For option 6a – see Vehicle Movements assessment of option 4.

For option 6b – see Vehicle Movements assessment for option 5.



Strengths

- Lessens the impact of motorised traffic on the core city centre area.
- Provides a safer environment to travel for sustainable travel users.
- Improves air quality in parts of the city centre.
- Provides a safer environment for cyclists from all areas of the city to access city centre and onward traffic free routes by the river to Morecambe and the Lune Valley.
- Improves air quality in parts of the city centre.
- Decrease in road space for motorised traffic offers potential reductions in air quality and carbon emissions.
- Reduces severance to key areas in the city centre.
- Pedestrianisation of either China Street or Dalton Square area extends east west axis of city centre and links key heritage assets with the rest of the city centre area.
- Option 6a improves connectivity into Canal Quarter and High Street Heritage Action Zone developments.
- Option 6b improves connectivity between Lancaster Castle, Railway Station and St Georges Quay.
- Allows the majority of opportunities highlighted in section 5.1 to be considered.

Weaknesses

- Implications for providing through movements for vehicular travel in case of motorway closure.
- HGV access would be needed to serve industrial sites to the west of the city and this would impinge on the sustainable travel corridor of option 6a without mitigation measures.
- Shifting of motorised traffic, unless addressed by other measures, is likely to move air quality implications into more residential area if mitigated.
- Reduction in highway capacity for motorised traffic has implications for rat running.
- Without mitigation, may lead to a worsening of air quality and displacement of traffic emissions elsewhere on the local network.
- Acceptance (Public, Business, Political).

Appraisal