

# 7.7 Option Seven

## Principle of Gyratory Closed to Through Traffic Except for Exemptions

**No part of the gyratory would be available for private vehicles for onward traffic in any direction for an 11 hour period between 7.30am and 6.30pm six days per week (Monday-Saturday).**

Travel to the city centre and west Lancaster neighbourhoods is permissible but travel through the city centre is not. Controlled by ANPR Access Gates. Any vehicle can enter and gain access from the north or the south but cannot complete a through journey within two hours of driving past the ANPR gate (they can shop, visit services etc. and then travel through if not returning).

### Exemptions

- All police and emergency vehicles for any purpose at any time.
- Pure Electric Vehicles (Zero CO2) until 2030.
- Commercial vehicles delivering or collecting items from businesses within zone and carrying on to other destinations.
- Any vehicles carrying RLI hospital staff to and from work or patients with appointments or people visiting patients at the RLI.
- Blue Badge Holders and residents with mobility issues/hospital appointments being collected or dropped off as part of journey which includes onward travel for the driver after drop off/ collection.
- Taxis, with the condition that all taxis must be Pure Electric Vehicles by 2030.
- When used as M6 diversionary route (or at the discretion of Police/highway authority when circumstances demand).

As with option 6 the western arm could be used for vehicular traffic with the eastern arm used as a sustainable travel corridor. Alternatively the eastern arm could be for vehicular travel with the western arm acting as a sustainable travel corridor.

Option 7a shows this permutation for a sustainable travel corridor to the east with permitted traffic to the west. Option 7b shows a sustainable travel corridor to the west and pedestrianised area to the east.

### Assessment of travel, transport and public realm implications

#### Sustainable Travel

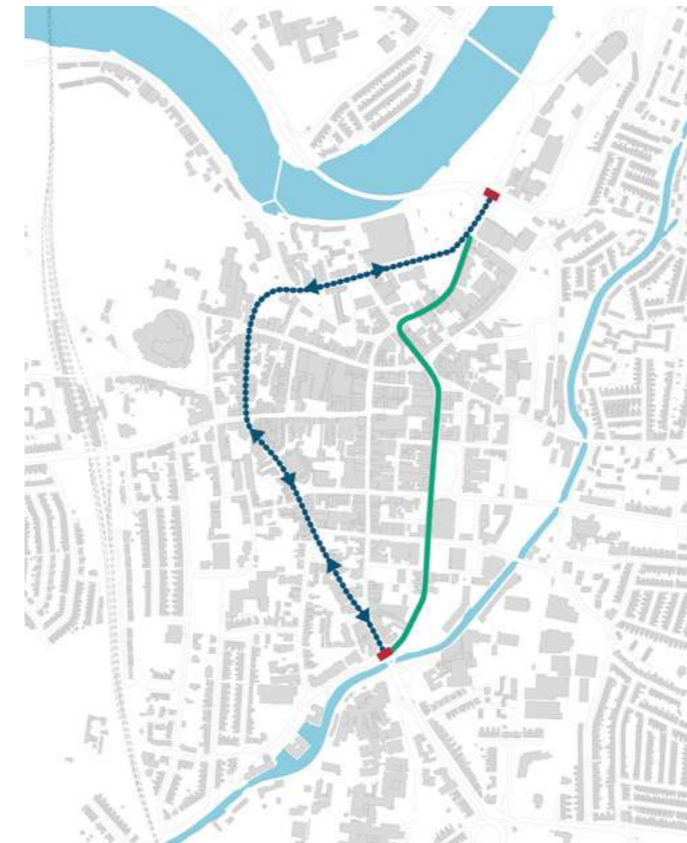
For option 7a – see Sustainable Travel assessment of option 4.

For option 7b – see Sustainable Travel assessment for option 5.

#### Public Realm/Severance

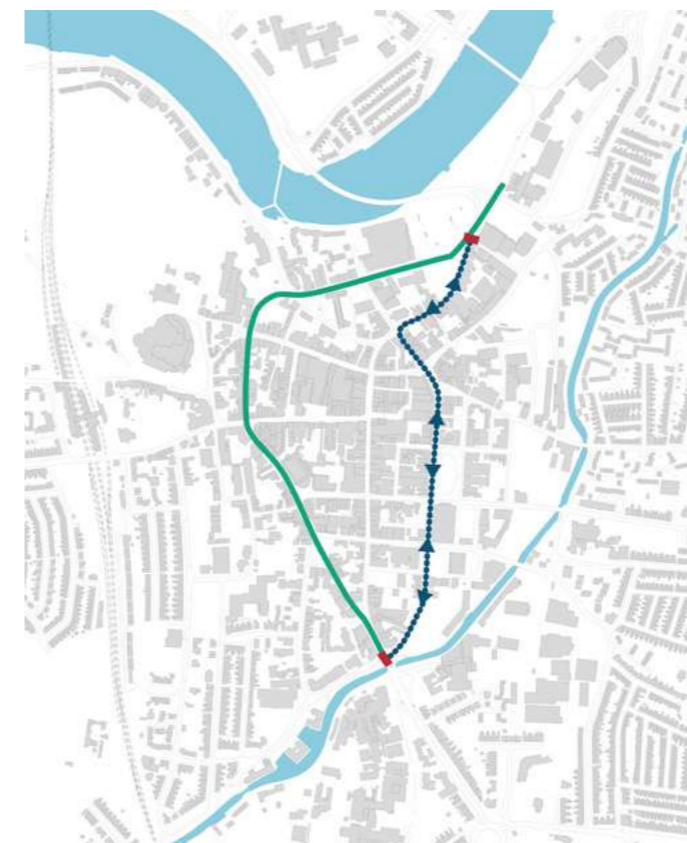
For option 7a – Public Realm/Severance see assessment of option 4.

For option 7b – Public Realm/Severance see assessment for option 5.



- ◀ KEY
- Sustainable travel only
- Access subject to conditions
- ANPR Location

◀ Option 7a



◀ Option 7b

*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 7a – see Vehicle Movements assessment of option 4.

For option 7b – 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.
- Decrease in road space for motorised traffic offers potential reductions in air quality and carbon emissions.
- Reduces severance to core areas of the city centre.
- Reduction of motorised traffic extends east-west axis of city centre and links key heritage assets with the rest of the city centre area.
- Option 7a improves connectivity into Canal Quarter and High Street Heritage Action Zone developments.
- Option 7b 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.
- Shifting of motorised traffic moves air quality implications into more residential areas' with 'May lead to a worsening of air quality and displacement of traffic emissions elsewhere on the local network if not mitigated.
- 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 7b without mitigation measures.
- Reduction in highway capacity for non-compliant motorised traffic has implications for rat running if not mitigated.
- Acceptance (Public, Business, Political).
- Needs integrated parking solution to limit vehicle flows searching for suitable parking.
- Difficulty and cost of implementation.

**Appraisal**

	Red	Amber	Green	Greener
 <p><b>Inclusive Environment</b></p> <ul style="list-style-type: none"> <li>• Reduce severance across the city centre between key public transport nodes.</li> </ul>				
 <p><b>Ease of Movement</b></p> <ul style="list-style-type: none"> <li>• Improve the reliability of journeys made by cyclists, pedestrians and public transport which pass through the city centre.</li> </ul>				
 <p><b>Quality of Place (Public Realm)</b></p> <ul style="list-style-type: none"> <li>• Lessen the impact which engine based transport and the congestion it creates has on the public realm and city centre environment.</li> </ul>				
 <p><b>Safety and Public Health</b></p> <ul style="list-style-type: none"> <li>• Ensure travel is, and feels safe for users of all modes.</li> <li>• Alleviate air quality issues and minimise air pollution within the city centre.</li> <li>• Increase the amount of active travel for access to the city centre, improving health and quality of life for the population.</li> <li>• Reduce carbon emissions from transport within the city centre.</li> </ul>				
 <p><b>Economic Benefit</b></p> <ul style="list-style-type: none"> <li>• Ensure parking and deliveries are managed effectively in a way that supports the sustainability of Lancaster city centre.</li> <li>• Increase footfall and support city centre functions.</li> <li>• Provide an environment that is able to adapt to future mobility trends; e.g. electric vehicles, intra urban mobility (electric bikes, scooters), autonomous vehicles.</li> </ul>				