

7.4 Option Four

Sustainable Travel Corridor East

This option would split the gyratory in two; two way traffic for all vehicular traffic would be allowed on the western arm of the gyratory, with the eastern arm prioritised for sustainable travel only, although service vehicles and some limited local access would be provided.

The entire arm of eastern arm would become two-way for sustainable travel only, with gates enabling bus only access between Nelson Street at the south end of Dalton Square and Moor Lane to the north of the city. Access for other vehicular traffic would be allowed at either end of the bus gates at Thurnham Street to the south and the A6 to the north to facilitate access and highly localised movements. The western arm of the gyratory would be the available for all vehicular travel commencing at King Street to the south, through to China Street, Bridge Lane and Cable Street. Provision to be made for HGVs to access industrial sites to west of the city via Damside Street and St Georges Quay.

Assessment of travel, transport and public realm implications

Sustainable Travel

The separation of the gyratory into a two-way vehicular arm and a two sustainable travel arm offers significant benefit to sustainable and active travel users. The sustainable travel corridor to the east provides the quickest route through the city centre for bus movements and provides a significant opportunity for cyclists to access the Millennium Bridge via Chapel Street and then excellent cycling infrastructure especially to the east along the Lune Valley and to the west to Morecambe and Heysham.

Direct access to the railway station will not be improved for cyclists, though the more reliable bus times would improve the viability of travelling to the railway station by bus as a part of a multi-stage journey.

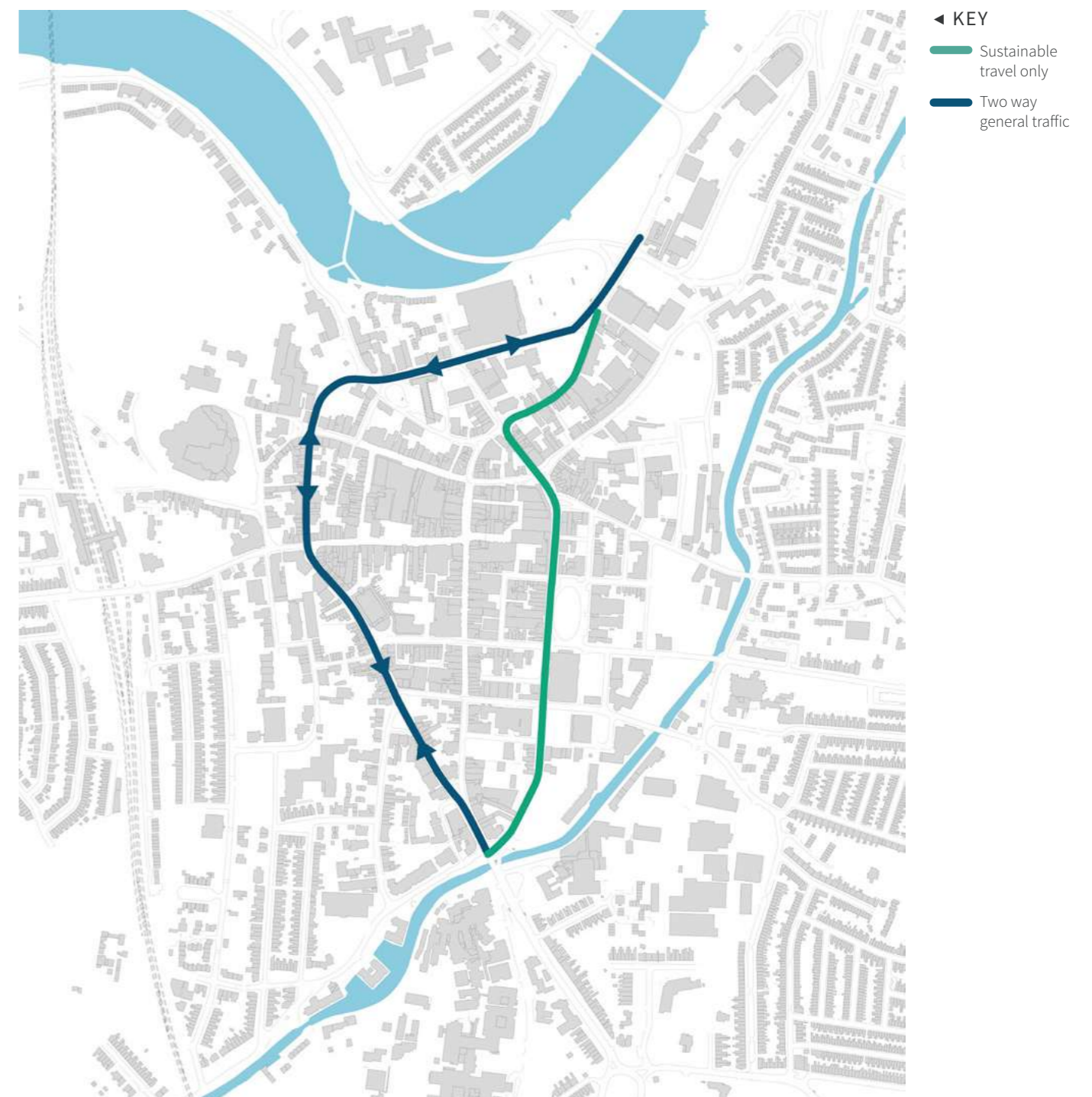
Accessing the core shopping area involves less interaction with general motor traffic, improving safety for cyclists.

Public Realm/Severance

The reduction in vehicular traffic on the eastern arm of the gyratory significantly decreases severance between areas such as the proposed Canal Quarter and cultural assets such as the Grand Theatre and Dukes Playhouse, and greatly opens up public space and key historical assets such as Dalton Square and the Town Hall. It also greatly improves pedestrian movements into the core retail area for residents and visitors from the east. However, the continuation of vehicular traffic on the western arm does not alleviate severance for residents in the west and arrival from the train station and the key historic castle area is still problematic.

Air Quality

Traffic will continue to be directed along the worst street 'canyons' which are located on the western side (China Street) and without mitigation there is the potential for decreased air quality along rat run routes. On the sustainable travel corridor air quality would improve substantially and overall exposure to polluted areas would be reduced.



Vehicle Movements

For vehicular traffic, capacity on the gyratory is reduced by 50%. Two-way traffic on the western arm of the gyratory provides improved access for residents in the west of the city to make onward north or south bound journeys without having to fully circumnavigate the full gyratory. However, without mitigation, reduced highway capacity may result in rat running through residential areas of Marsh, Fairfield, Aldcliffe and the vicinity of Dallas Road.

Without mitigation, accessing the western arm of the gyratory from the east is likely to see increased rat running in residential areas towards the Pointer Roundabout. Similarly rat running may increase in the east of the city following already established routes through the Freehold and Ridge residential areas as a means of avoiding the gyratory.

Strengths






- Reduces the impact of motorised traffic on the eastern arm of the gyratory.
- Provides a safer environment to travel for all uses on the eastern arm of the gyratory.
- Improves air quality on the eastern arm of gyratory.
- Provides a safer environment for cyclists from the south and the east 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 the east of the city.
- Improves connectivity into Canal Quarter and High Street Heritage Action Zone developments.

- Provides a basis for the opportunities on the eastern arm of the gyratory highlighted in section 5.1 to be considered

Weaknesses

- Does not reduce severance to the west of the city, particularly between the city centre, railway station and castle.
- Does not provide a safer environment for cyclists from the west of the city to access city centre and onward traffic free routes by the river to Morecambe and the Lune Valley.
- Reduction in highway capacity for motorised traffic has implications for rat running if not mitigated.
- Without mitigation may lead to a worsening of air quality on the western arm of the gyratory and displace traffic emissions elsewhere.
- Acceptance (Public, Business, Political).
- Does not provide a basis for the opportunities on the western arm of the gyratory highlighted in section 5.1 to be considered

Appraisal

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