

7.5 Option Five

Sustainable Travel Corridor West

This option would effectively be the reverse of Option 4. Option 5 would allow two-way traffic for all vehicular traffic on the eastern arm of the gyratory, with the western arm prioritised for sustainable travel only, although service vehicles and some limited local access would be provided .

The western arm of the gyratory would be closed to motorised traffic, with access for sustainable travel modes only at King Street to the south, through to China Street, Bridge Lane and Cable Street. Access for other vehicular traffic would be allowed on Aldcliffe Road and areas to the west, and on Parliament Street at the northern entrance to the city centre.

Assessment of travel, transport and public realm implications

Sustainable Travel

As with the previous option, the separation of the gyratory into a two-way vehicular arm and a two-way sustainable travel arm offers significant benefit to sustainable and active travel users. Reversing the option so that the western arm of the gyratory is a sustainable travel corridor means a slightly longer journey through the city centre for bus movements. For cyclists it provides a significant opportunity to access the Millennium Bridge via Damside Street and then excellent cycling infrastructure especially to the east along the Lune Valley and to the west to Morecambe and Heysham. However for southbound cyclists, the gradient from the bottom of the junction with Damside Street and up towards China Street may present problems.

Cyclists will have easier access to the railway station.

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.

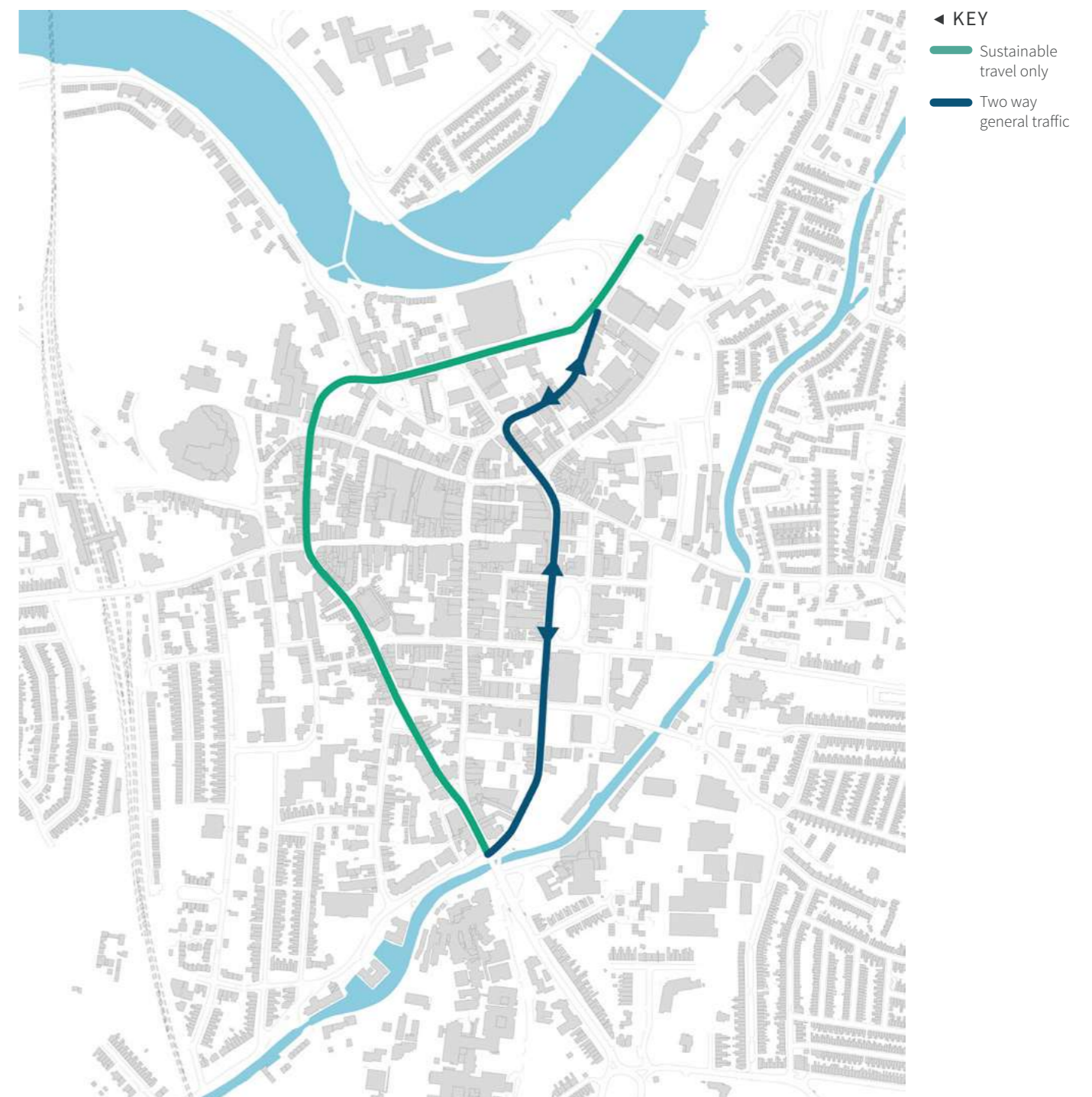
Accessing the core shopping area involves less interaction with general motor traffic, improving safety for cyclists.

Public Realm/Severance

The reduction in vehicular traffic on the western arm of the gyratory significantly limits severance between areas such as the castle and the railway station. It also greatly improves the acknowledged problems with severance and pedestrian congestion at the junction of King Street and Meeting House Lane and allows easy pedestrian access into the core retail area for residents and visitors from the west. However, the continuation of vehicular traffic on the eastern arm does not alleviate severance for residents and visitors from the east which would be problematic.

Air Quality

On the sustainable travel corridor, air quality would improve substantially and overall exposure to polluted areas would be reduced. More motor vehicle stops and starts on the trafficked side may result in a slight deterioration on that route. Fewer street canyons on the eastern side means exceedances are likely to be less severe.



Vehicle Movements

For vehicular traffic, capacity on the gyratory is reduced by 50%. Two-way traffic on the eastern arm of the gyratory provides improved access for residents in the east of the city to make onward north or south bound journeys without having to fully circumnavigate the gyratory. Without mitigation however, reduced highway capacity may result in rat running through residential areas of Freehold and Ridge.

For journeys from the west of the city, the sustainable travel arm presents some issues. Residents in the west would need to avoid the sustainable travel corridor meaning that traffic flows would increase in western neighbourhoods such as Aldcliffe, Fairfield and Marsh. Alternatively, exemptions could be made for residents in the west to use the sustainable travel corridor for access reasons but this would obviously impact upon the quality and nature of the route for busses and cyclists.

HGV access would be needed to serve industrial sites to the west of the city and this would impinge on the sustainable travel corridor. This could be mitigated against by raising the cycle bridge that crosses Damside Street to a suitable height. This would enable HGV traffic to access and egress the industrial estates via Damside Street and St George's Quay.

Strengths






- Reduces the impact of motorised traffic on the western arm of the gyratory.
- Provides a safer environment to travel for all users on the western arm of the gyratory.
- Improves air quality in parts of the city centre.
- Provides a basis for the opportunities on the western arm of the gyratory highlighted in section 5.1 to be considered

- 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 west of the city, particularly between the city centre, railway station, castle and quay area.

Weaknesses

- Does not reduce severance to the east of the city
- Gradient of western arm, particularly between Damside Street and Sun Street may deter cyclists heading south.
- Does not provide a safer environment for cyclists from the east of the city to access city centre and onward traffic free routes by the river to Morecambe and the Lune Valley.
- Without mitigation, may lead to a worsening of air quality on the eastern arm of the gyratory and displace traffic emissions elsewhere.
- HGV access would be needed to serve industrial sites to the west of the city and this would impinge on the sustainable travel corridor without mitigation measures.
- Reduction in highway capacity for motorised traffic has implications for rat running if not mitigated.
- Does not improve connectivity into Canal Quarter and High Street Heritage Action Zone developments.
- Acceptance (Public, Business, Political).
- Does not provide a basis for the opportunities on the eastern arm of the gyratory highlighted in section 5.1 to be considered

Appraisal

	Red	Amber	Green	Greener
 Inclusive Environment <ul style="list-style-type: none"> • Reduce severance across the city centre between key public transport nodes. 				
 Ease of Movement <ul style="list-style-type: none"> • Improve the reliability of journeys made by cyclists, pedestrians and public transport which pass through the city centre. 				
 Quality of Place (Public Realm) <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. 				
 Safety and Public Health <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. 				
 Economic Benefit <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. 				