TRANSFORMING LANCASTER TRAVEL

NEWSLETTER

MARCH 2021

SOUTH LANCASTER TO M6 ROAD
SCHEME AND LANCASTER CITY CENTRE
MOVEMENT AND PUBLIC REALM STRATEGY

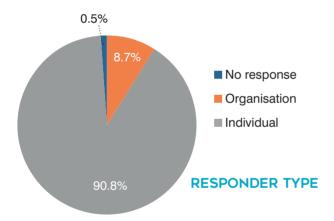
The recent six week consultation focused on options for infrastructure needed to unlock the South Lancaster Strategic Growth Area and for active travel in Lancaster city centre. In total 598 responses were received and we would like to take this opportunity to thank each person, business and organisation for taking the time to respond.

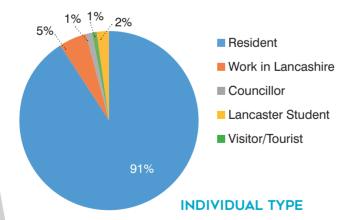
Consultation reports presenting the preferred options were reported to the Lancashire County Council's Cabinet on 4 February 2021.

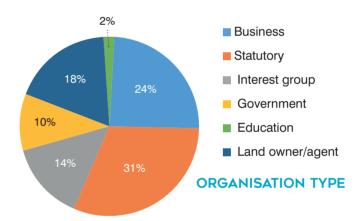
The Cabinet resolved to adopt the route of the preferred option for the M6 Junction 33 Reconfiguration with Link Road. The Cabinet also resolved to agree to forward three options for the Lancaster City Centre Movement and Public Realm Strategy for the purpose of further analysis and consultation.

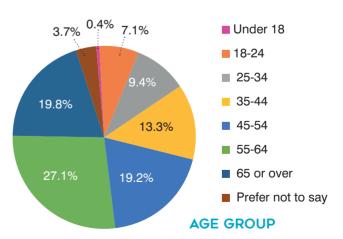
CONSULTATION RESULTS

The charts below summarise who took part. A detailed analysis of responses to the consultation can be found within the consultation report on the Transforming Lancaster Travel website.











LANCASTER CITY CENTRE MOVEMENT AND PUBLIC REALM STRATEGY

The consultation sought views on the strategy and presented a number of different route options. respondents were given the opportunity to indicate their three preferred options. There were 435 individual responses to the strategy and there were 875 total votes for all of the options presented with a clear preference for the three options to be taken forward. Of the top options Option 4 received 112 votes (12.8%), Option 8a received 111 votes (12.7%) and Option 6a received 110 votes (12.6%).



OPTION 6A

OPTION 8A

Option 4 - This option would split the gyratory in two. The eastern would become twoway sustainable travel corridor. All vehicular traffic would be allowed on the western arm.

Only sustainable travel access would be allowed between Nelson Street at the south end of Dalton Square and Moor Lane. Service vehicles and some limited local access would still be provided.

Option 6a - This option would create further private vehicle restrictions over Option 4 for through traffic using the City Centre. It would add a pedestrianised section on China Street between Market Street and Damside Street junctions.

The eastern arm of the gyratory would be the same as outlined in Option 4.

Option 8a - The city centre would become a Clean Air Zone (CAZ).

Under this option the western arm would be used for all vehicular traffic accessing the city CAZ. All vehicular traffic travelling through the city CAZ would be subject to a £12 charge (with exemptions).

The eastern arm of the gyratory would be the same as outlined in Option 4

NEXT STEPS



We are progressing the strategy through a full analysis of the three options and this process will incorporate transport modelling to assess both the displaced vehicular movements and air quality implications. This assessment will provide important information and begin the process of looking at how we can mitigate against some of

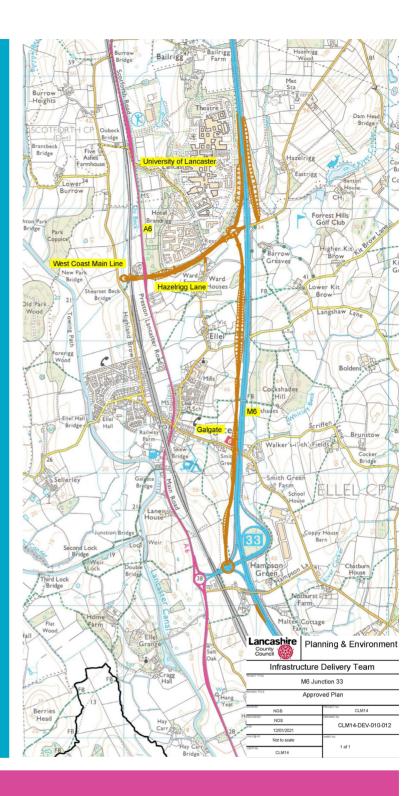
the consequences that the different options may present.

Further consultation in relation to the reduced number of options is expected to take place later in the year.

M6 JUNCTION 33 RECONFIGURATION WITH LINK ROAD

There were 496 individual responses to the consultation for the M6 Junction Reconfiguration with Link Road. Most responses were submitted through the online questionnaire but there were also detailed written feedback. comments and opinions. The public and stakeholder route preference was Central 1 option which was identified as the preference of 176 respondents (39%). This choice was followed by Central 2 option which was preferred by 48 respondents (11%) and then Western 1 option which was preferred by 35 respondents (8%). Some respondents did not pick a preferred option - totalling 131 respondents (29%).

The initial technical evaluation, consultation results and engineering options report confirm a preference for Central 1 option. This was reported to Lancashire County Council's Cabinet that resolved to formally adopt the Central 1 option. In doing so the Cabinet gave approval to the use of the county council's planning powers to acquire any land or rights needed to construct and maintain the roads and allow officers to begin drafting a Development Consent Order application.



NEXT STEPS

During 2021 and 2022 our appointed consultant will carry out field surveys to increase our environmental understanding of the local area to collect information about the environmental conditions around the adopted route.

This is to establish the potential impacts of the development and to inform how potential environmental impacts should be avoided, mitigated or where the local environment may be enhanced. If you are a landowner you will have received a notice to allow access for people carrying out surveys and your assistance is appreciated by letting us know if there are any particular requirements during the time that access is required.

The environmental information collected in the surveys and other studies carried out in the background will be used to inform the Development Consent Order planning application and to inform the final design.

CONTACT

Visit our website for more information about highways and transport proposals in the Lancaster area:

www.lancashire.gov.uk/Transforming-Lancaster-Travel

If you need help accessing the website information please contact us and we will help you.

Contact us

For general enquiries about the proposals in Lancaster or to opt-in to mailings contact the project team:

email: TLT@lancashire.gov.uk telephone: 01772 535479

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