

TRANSFORMING LANCASTER TRAVEL

NEWSLETTER

MARCH 2021

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

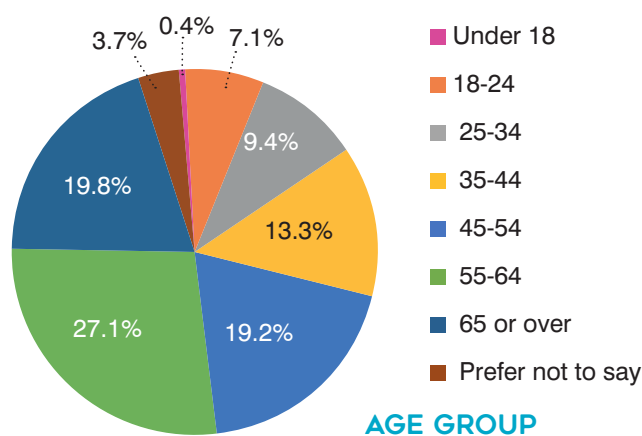
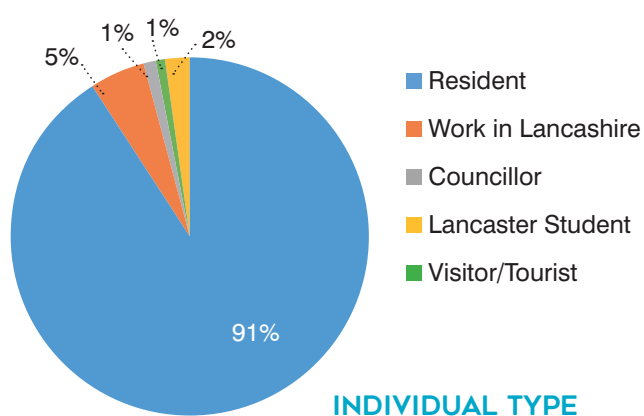
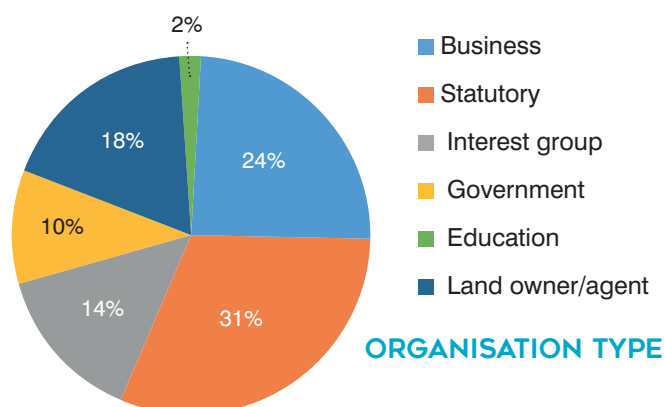
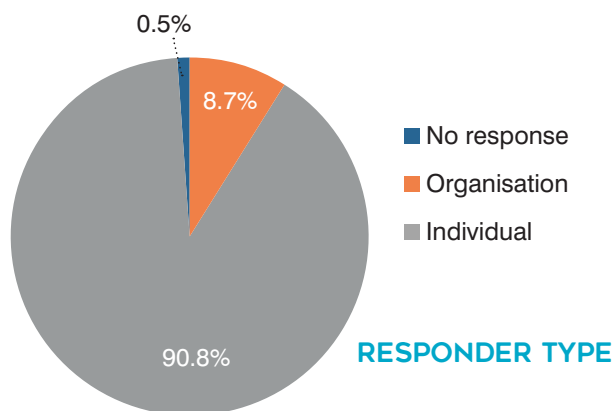
The recent six week consultation focused on options for infrastructure needed to unlock the South Lancaster Strategic Growth Area and for active travel in Lancaster city centre. In total 598 responses were received and we would like to take this opportunity to thank each person, business and organisation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

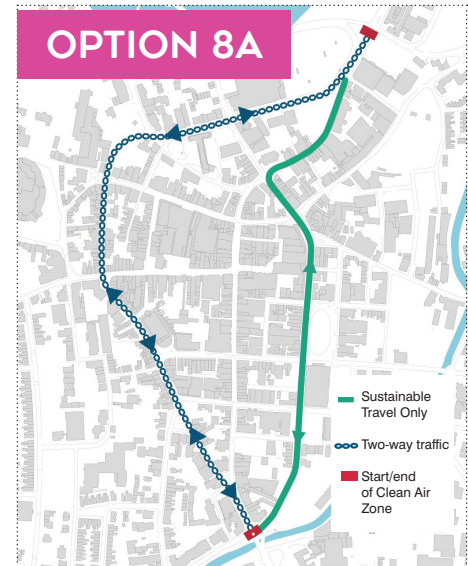
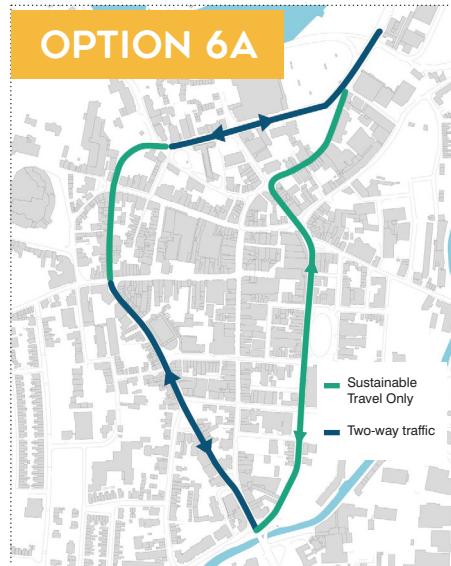
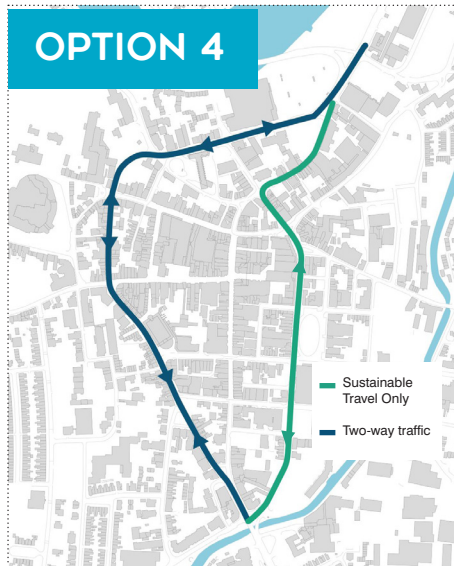
The charts below summarise who took part. A detailed analysis of responses to the consultation can be found within the consultation report on the Transforming Lancaster Travel website.



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 4 - This option would split the gyratory in two. The eastern would become two-way 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.

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:

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