

# 7.8 Option Eight

## Principle of City Centre Clean Air Zone

**The city centre would become a Clean Air Zone (CAZ). All traffic travelling through the city centre would be subject to a £12 charge except for the following exemptions.**

### Exemptions

- All police and emergency vehicles for any purpose at any time.
- Residential Permit Holders to the west of the CAZ.
- Pure-Electric Vehicles (Zero CO2) until 2030 (subject to review).
- Commercial vehicles delivering or collecting items from businesses within the zone and carrying onto other destinations.
- Any vehicles carrying RLI hospital staff to and from work or patients with appointments or people visiting patients at 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 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 and 7 the western arm could be used for vehicular traffic utilising the clean air zone with the eastern arm used as a sustainable travel corridor. Alternatively the eastern arm could be for vehicular travel utilising the clean air zone with the western arm acting as a sustainable travel corridor.

Option 8a shows this permutation for a sustainable travel corridor to the east with the western arm of the gyratory operating as a clean air zone. Option 8b shows a sustainable travel corridor to the west and the eastern arm of the gyratory operating as a clean air zone.

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

#### Sustainable Travel

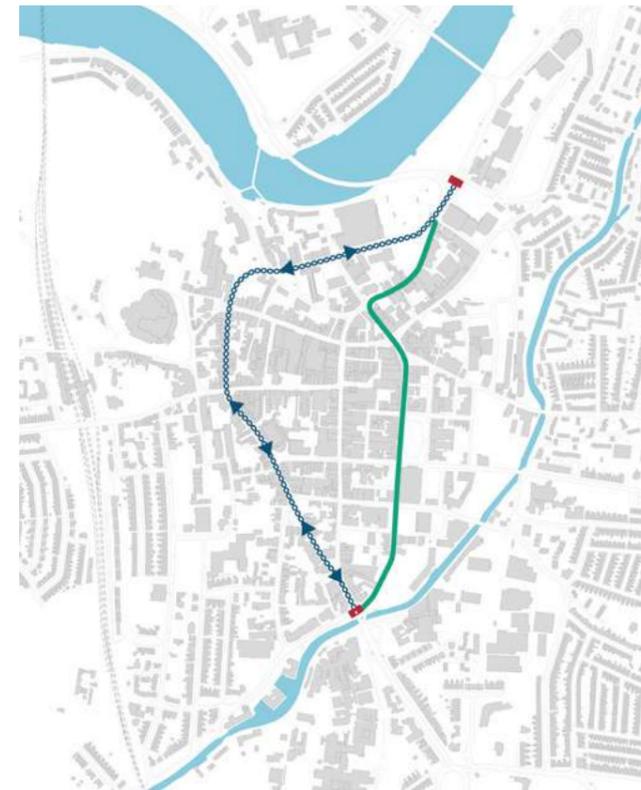
For option 8a – see Sustainable Travel assessment of option 4.

For option 8b – see Sustainable Travel assessment for option 5.

#### Public Realm/Severance

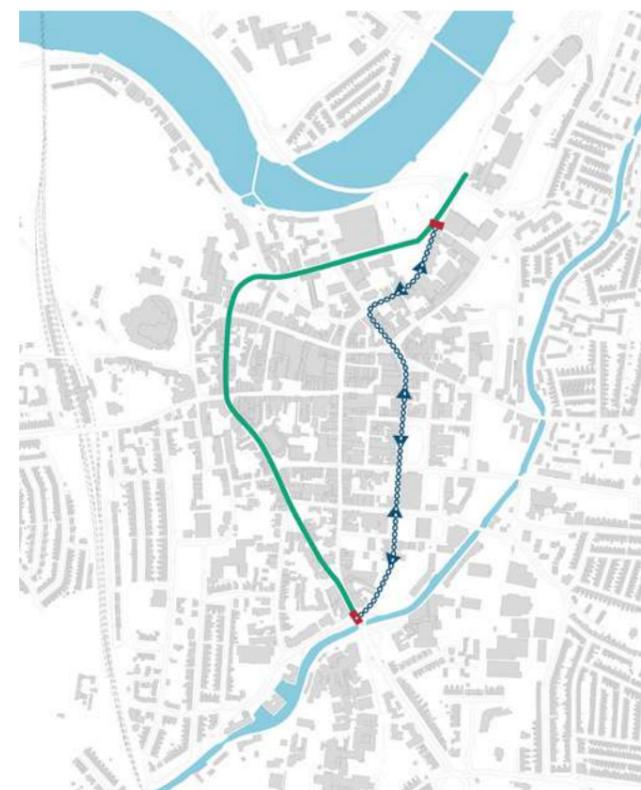
For option 8a – Public Realm/Severance see assessment of option 4.

For option 8b – Public Realm/Severance see assessment for option 5.



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

◀ Option 8a



◀ Option 8b

*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 8a – see Vehicle Movements assessment for option 4

For option 8b – see Vehicle Movements assessment for option 5

Additional too!

**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 8a improves connectivity into Canal Quarter and High Street Heritage Action Zone developments.

- Option 8b 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.
- Reduction in highway capacity for non-compliant motorised traffic has implications for rat running 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 8b without mitigation measures.
- Acceptance (Public, Business, Political).
- 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>				