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

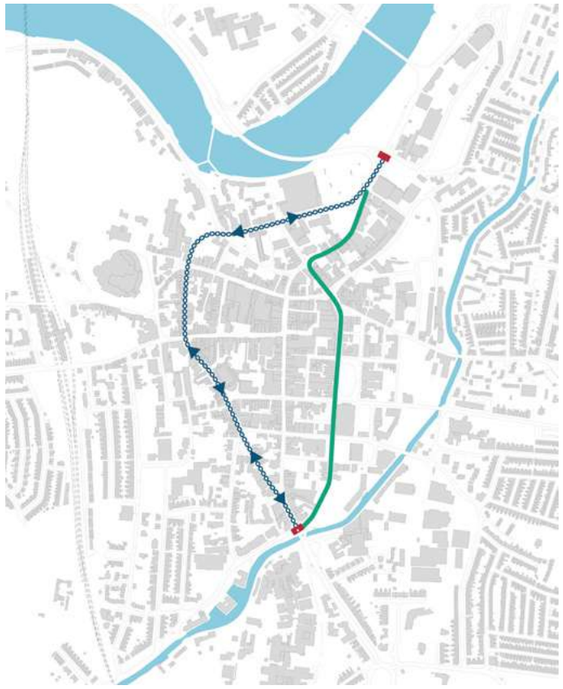
For option 8a – see Sustainable Travel assessment of option 4.

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.



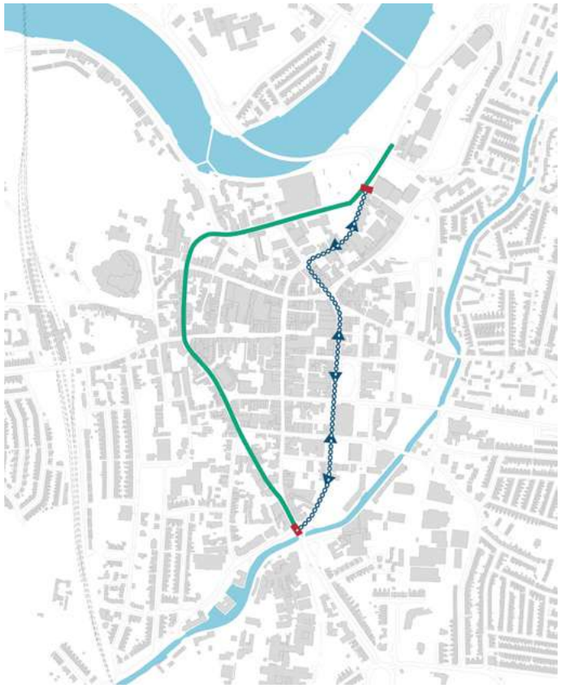
◄ KEY

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 of 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