



**Lancaster and District Cycle
Campaign**

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15 January 2012

Mr Tim Munday
Jacobs Engineering Ltd
Fairbairn House
Ashton Lane
Sale
Manchester M33 6WP

Dear Mr Munday

Cycle provision along A6 corridor between Galgate and Lancaster

As the Lancaster & District Cycle Campaign, Dynamo represents the views of its members and those of other cyclists in the district. We have 15 years' experience of cycle campaigning, which has in the recent past involved collaborating with Lancashire County Council and consultants Mayer Brown in how best to maximise the six years of Cycle Demonstration Town investment. Thus as legitimate and appropriate stakeholders in the development of the A6 corridor from Lancaster city centre to Junction 33, we feel justified in submitting our proposals on behalf of the many cyclists in the district.

Moreover, cycling, which clearly has a major role to play in delivering LTP3 objectives of meeting major national, transport and health policies, as well as observing Lancashire County Council's own road user hierarchy, is not represented in your list of named stakeholders.

Waiting to input at the public consultation stage has, in our experience, always proved futile. For this reason, we attach below for your consideration, at an early stage, our proposals for the A6 corridor with the necessary supporting evidence.

We look forward to hearing from you.

Yours sincerely

Richard Follows
For Dynamo

cc: *County Councillor Tim Ashton*
Jo Turton, Environment Directorate
County Councillor Chris Coates
County Councillor Joan Jackson

EVIDENCE-BASED PROPOSAL FOR AN A6 BICYCLE CORRIDOR



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As the sole body dedicated to promoting everyday, utility cycling in the Lancaster district, we are pleased to note that in Lancashire County Council's document *Local Transport Plan 2011 – 2021: A Strategy for Lancashire* (May 2011) there are at least 16 direct mentions of cycling as part of the Strategy, along with at least as many mentions again of goals (e.g. reductions in congestion and emissions, and increase in active travel) to which cycling is recognised as an important contributor.

In light of this welcome identification of cycling as a prime future transport modality, we will urge that solutions for specific routes, in this instance the A6 between Galgate and Lancaster city centre, incorporate high quality cycling infrastructure from the word go. The Cycle Demonstration Town years produced some notable achievements; however there remains much work before all key routes in the district are welcoming and safe environments for cycling. Notwithstanding some significant improvements, there are too many instances where carefully designed infrastructure ends abruptly, depositing cyclists in unprotected or hazardous situations. For the scale of shift to cycling mooted in the *Local Transport Plan*, greater integration and continuity of infrastructure is required. Otherwise, key routes will continue to be dominated by cars, and cycling as ordinary transport will be limited to the experienced and confident few. We want "Celebrating Cycling" to be the experience *wherever* in our district people choose the bicycle for everyday travel.

Dynamo also applauds the *Local Transport Plan 2011 – 2021* for harmonizing with HM Government's November 2010 White Paper *Healthy Lives, Healthy People: Our strategy for public health in England* (http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/documents/digitalasset/dh_127424.pdf), which highlights the environmental, social and health implications of motor traffic. Consequently the White Paper announces a policy of

- *positively promoting 'healthier' behaviours and lifestyles; and*
- *adapting the environment to make healthy choices easier.'* (2.31, p20)

and asserts that

'There are community responses that can help address long-term challenges like climate change while having a positive impact on health in the short-term, through... [for example] active travel – delivering low-cost health improvements and reducing emissions.' (p39)

It is in this wider national and local policy context that Dynamo sees modification to the Pointer roundabout as being a sound investment only insofar as it integrates with high quality cycling infrastructure to either side of it. Below we enumerate our case for a continuous cycle-priority route the entire length of the A6 from the city centre to Galgate, consistent with cycling's agreed position towards the top of Lancashire County Council's road user hierarchy. Our arguments are specifically validated by the following County Council documents:

Local Transport Plan 2011 – 2021: A Strategy for Lancashire (May 2011) (<http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=36949&e=e>), referred to below as 'LTP Strategy'

and

Local Transport Plan 2011-2021. Delivering our Priorities: Implementation Plan for 2011/12 (13/14 October 2011) (<http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=29612>), referred to below as 'LTP Implementation'.

As a general observation, cycling contributes to at least *five* of the seven factors identified in this diagram on page 10 of *LTP Strategy*:



Dynamo's specific case is as follows:

- a. The University – City Centre route links a major educational institution and employer (LU) with a major health facility and employer (RLI), and with multiple businesses in the centre. Transfer of a significant proportion of journeys to cycling would increase travel reliability along this link, both because urban cycling has been demonstrated to be more efficient and reliable than motoring for the individual traveller, and because it reduces congestion and pollution by the residual, essential motor traffic. (*LTP Strategy*: p8 3.12 'High dependency on the car for personal travel', p14 5.13, p21 'Priorities & Activities', p21 5.36. *LTP Implementation*: P37)
- b. A safe and attractive cycling route along the A6 would reduce transport, and thereby social, inequalities by making the cheapest, healthiest, fastest and most reliable urban transport modality available to all residents and visitors, regardless of social milieu. Socially, it is particularly significant that the route serves a major learning institution and a major health care facility. (*LTP*

Strategy: p9 'Our Transport Goals: Provide all sections of the community with safe & convenient access to... opportunities', p14 5.10, 5.11, 5.12, 5.13, p16 5.19, 5.20, p17 5.22)

- c. Car parking is often cited as a necessary function of some of the A6 road space. However this use of space does not meet any of the transport or health goals stated in the relevant national or local policies, and interferes with the priority use of this corridor for transport. We believe the Council should show resolve and conformity with its own policy by removing parking from the road so that it can better accommodate a high quality cycling route.
- d. As well as specific advantages for the A6 route, prioritisation of cycling '*supports the district's achievements in encouraging a culture of cycling and walking*' (LTP Implementation p36), being evidence of the Council's commitment and a tangible invitation to participate in the culture. The signposted suggested route from the city centre to the University via Primrose, Bowerham and Hala does not weaken the case for a direct, priority cycle route along the A6. The Primrose / Bowerham / Hala route falls short of contemporary quality standards for a cycling route as it is
 - i. Longer than the direct route;
 - ii. Hillier than the direct route;
 - iii. Includes junctions that are not optimised for cycling.

These attributes invalidate claims for the route as a high quality cycle connection between the city centre and the university. (LTP Strategy p20 5.32 '*Walking and cycling routes need to be direct and attractive to use*'.) Furthermore, its banishment to the less visible backstreets fails to promote cycling as a mainstream means of transport.

- e. Prioritisation of cycling, with consequent changes in driver behaviour and traffic volume and speed, would reduce noise and pollution for people living near the route, the improvement in living conditions contributing to wider social policy aims. (LTP Strategy: p5 2.5, p8 3.12 '*Negative impacts of traffic and transport on communities and the public realm*', p9 '*Our Transport Goals: more attractive neighbourhoods by reducing the impact of transport*', p16 5.20, p17 5.22, p17 5.22 '*What we will do*', p24 5.43 '*More emphasis to... walking and cycling*'. LTP Implementation: p37 on poor air quality.
- f. Even more urgently from an ethical standpoint, there would be road safety improvements for residents along the route, with less road space devoted to fast and/or heavy vehicles, making the corridor a much safer place for users of all ages, needs and abilities. (LTP Strategy: p8 3.12 '*Road casualties among children*', p18 5.28)
- g. Prioritisation of cycling along the A6 would not only reduce carbon emissions in line with National and County policies, but demonstrate, in a highly visible way at the gateway to the city, leadership in the transition to low-carbon planning. (LTP Strategy: p8 3.12 '*High levels of carbon emissions*', P9 '*Our Transport Goals: Reduce the carbon impact of Lancashire's transport*', p24 5.41 '*Reducing carbon emissions*', 5.45, p25 '*What we will do: Improving the range of sustainable transport options... including... cycling*.'