

7.1 Option One

Maintain the Existing One Way Network

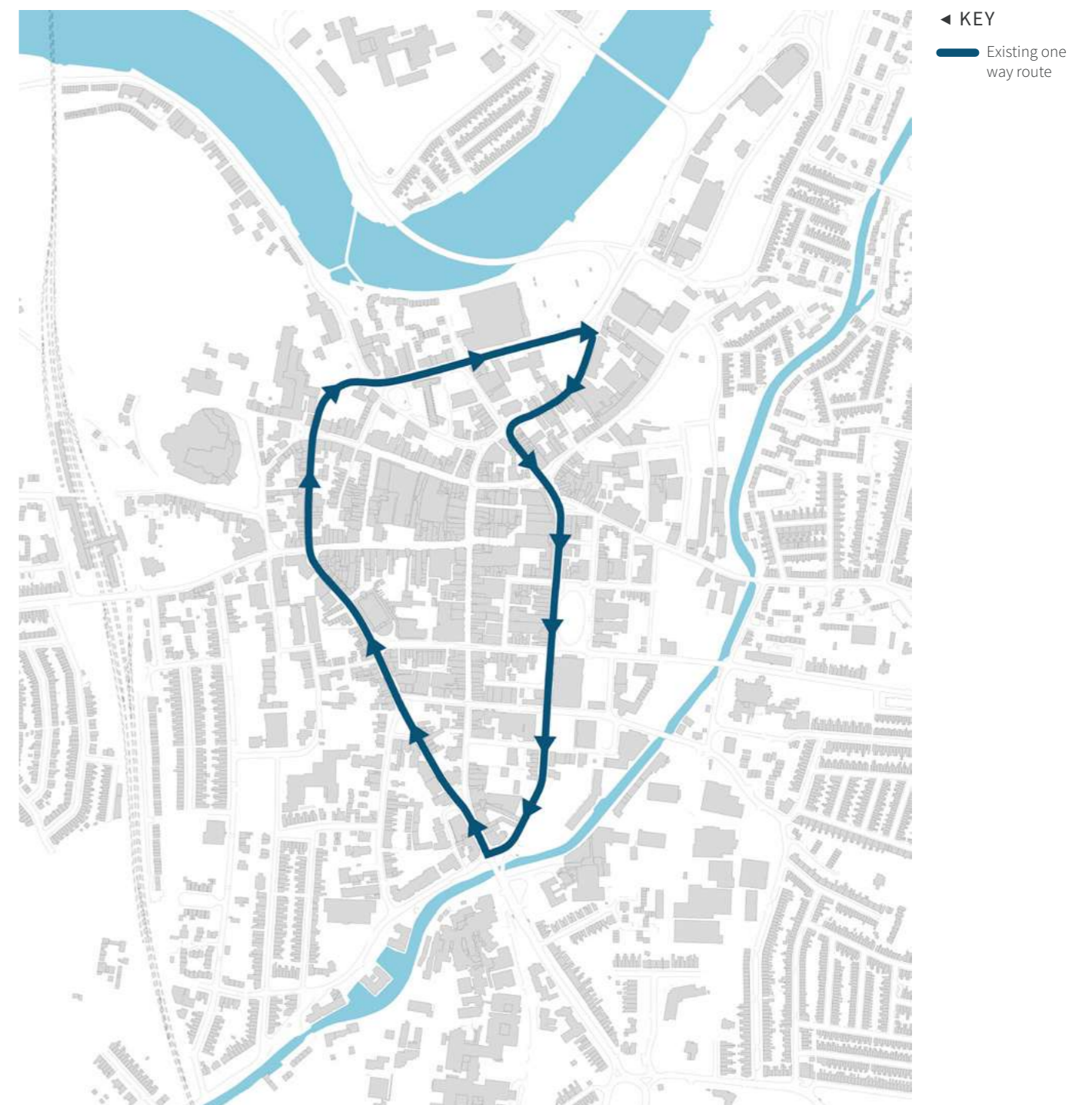
Option 1: Maintaining the existing one-way route is the option of least intervention. It envisages no change to the direction of the one-way gyratory system currently in place and does not reallocate road space to sustainable modes of transport.

Funding identified through the Housing Infrastructure Fund would not be eligible to support this option. Under this option any future measures will need to be funded by any development contributions that may be secured or any future and isolated funding programmes that may become available. This would not support a holistic approach to transport and movement planning for the city.

One example that this option will deliver, however, includes changes to the Pointer Roundabout which have already secured funding as part of the Safer Roads Fund programme. This is primarily a safety scheme to improve the environment for all users at the roundabout. As a result this will have little impact on the gyratory system or the travel choices of those who use it and needs to be delivered regardless of the wider route optioning.

Assessment of travel, transport and public realm implications

With no changes proposed to the transport system around the city centre would remain the same.








Strengths

- Safety improvements at Pointer Roundabout

Weaknesses

- Does very little to improve the city centre environment for pedestrians and cyclists.
- Does not provide potential improvement in air quality.
- Does not reduce carbon emissions from the city centre.
- Does not reduce severance at key locations in the city centre.
- Does not increase reliability for public transport.
- Does not provide a safer environment for users of all modes.
- Dose not provide a basis for any of the opportunities highlighted in section 5.1 to be considered

Appraisal

	Red	Amber	Green	Greener
 Inclusive Environment <ul style="list-style-type: none"> • Reduce severance across the city centre between key public transport nodes. 				
 Ease of Movement <ul style="list-style-type: none"> • Improve the reliability of journeys made by cyclists, pedestrians and public transport which pass through the city centre. 				
 Quality of Place (Public Realm) <ul style="list-style-type: none"> • Lessen the impact which engine based transport and the congestion it creates has on the public realm and city centre environment. 				
 Safety and Public Health <ul style="list-style-type: none"> • Ensure travel is, and feels safe for users of all modes. • Alleviate air quality issues and minimise air pollution within the city centre. • Increase the amount of active travel for access to the city centre, improving health and quality of life for the population. • Reduce carbon emissions from transport within the city centre. 				
 Economic Benefit <ul style="list-style-type: none"> • Ensure parking and deliveries are managed effectively in a way that supports the sustainability of Lancaster city centre. • Increase footfall and support city centre functions. • Provide an environment that is able to adapt to future mobility trends; e.g. electric vehicles, intra urban mobility (electric bikes, scooters), autonomous vehicles. 				