

7.3 Option Three

One lane and one way gyratory for vehicular traffic with second lane dedicated to sustainable travel

Option 3 proposes a reconfiguration of the gyratory that maintains the current one-way direction, however this will be reduced to one lane for general traffic, with the second lane dedicated to sustainable travel (e.g. buses and cycles) also one-way.

Assessment of travel, transport and public realm implications

Sustainable Travel

This option would offer journey time savings for buses and increase their reliability and resilience. It would offer improvements for cyclists, although highway space would be shared with buses and the one-way nature of the gyratory would not lead to direct journeys for cyclists.

Access to the railway station would be improved.

Public Realm/Severance

It would offer no improvement in terms of dealing with issues of severance and better public realm. The city centre area would be surrounded by traffic and aspects of severance between open space, cultural assets and transport interchanges would remain the same.

Air Quality

Air quality likely to improve at peak times due to reduction in vehicle capacity, however there is the potential for decreased air quality along rat run route without wider mitigation measures.

Vehicle Movements

Without mitigation, this option effectively reduces capacity for road vehicles by 50% and still operates as a one-way system. This would mean that residents within the west of the city would still need to access the gyratory for onward travel, but this would be down to one lane rather than two. This is likely to lead to these residents avoiding the gyratory as a through route, increasing rat running in residential areas in the west such as Aldcliffe, Fairfield and Marsh. Similarly to the east of the city, residential areas such as Freehold and Ridge would be more likely to suffer from increased rat running.








Strengths

- Due to decrease in road space for motorised traffic, offers potential improvement in air quality and reduction of carbon emissions.
- Decrease in traffic provides some improvement in the city centre environment for pedestrians and cyclists.
- Improves reliability for public transport.
- Improves air quality in parts of the city centre.

Weaknesses

- Does not reduce severance at key locations in the city centre.
- Does not reduce road safety significantly.
- Reduction in highway capacity for motorised traffic has implications for rat running if not mitigated.
- Acceptance (Public, Business, Political).
- Does 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. 				