

7.2 Option Two

Two way Gyratory

Option 2 proposes altering the gyratory away from its current one-way system to allow two-way traffic for all modes. This would result in a shift away from two lanes of one-way traffic to provide a single lane in both directions on both of the arms of the gyratory.

Assessment of travel, transport and public realm implications

Sustainable Travel

This option would offer no additional benefits for cyclists. It may offer some benefits in terms of journey time savings for bus routeing as it reduces the need for multiple loops of the inner gyratory.

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.

Temporary reallocation of road space for public events would be more easily facilitated with this option than the no-change and other one-way scenarios. Roads required for any proposed events could be closed off more easily than with the current configuration as the remaining open roads would already be set up for two-way travel.

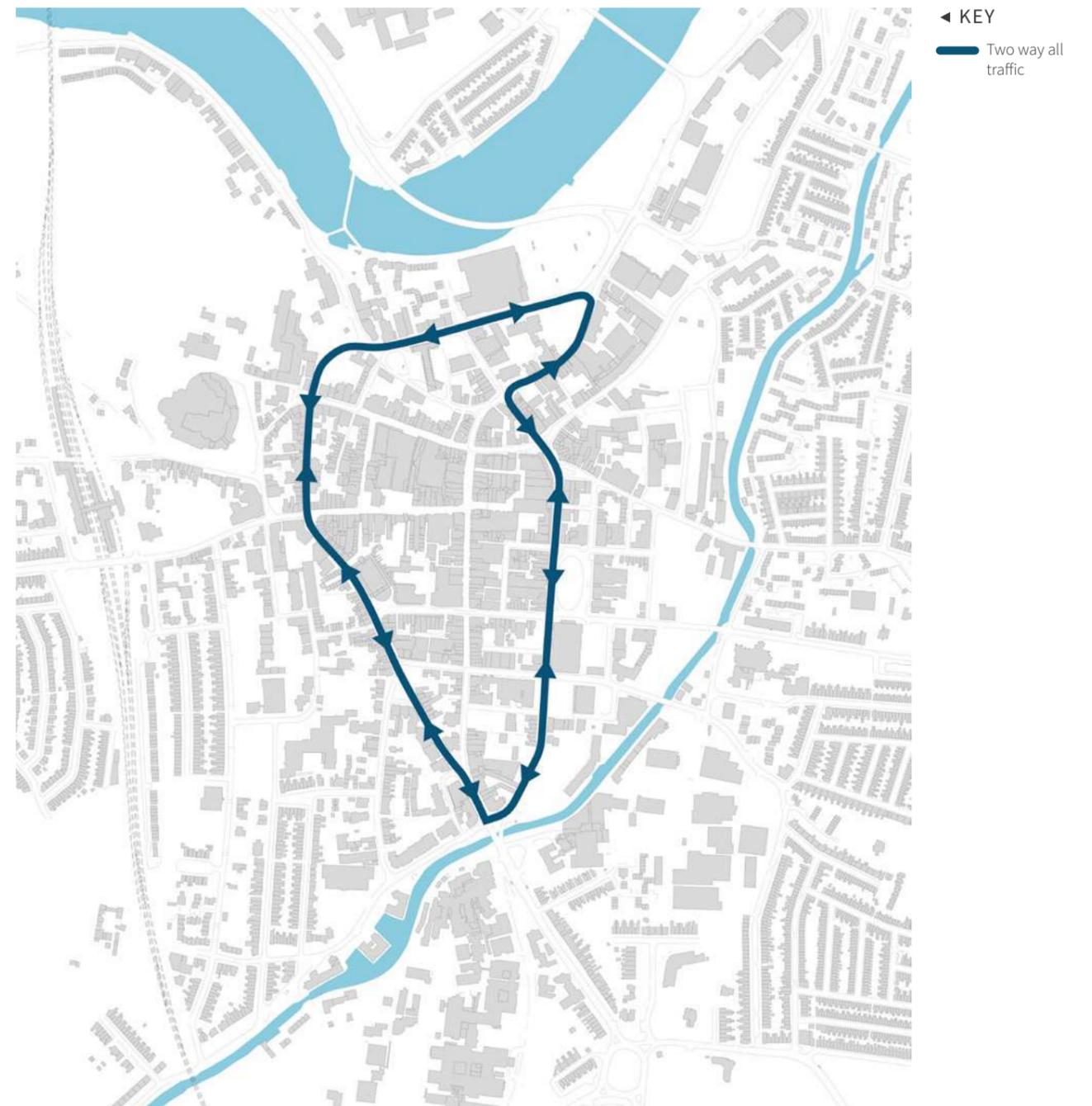
Air Quality

Air Quality likely to worsen as two-way traffic tends to lead to lower speeds and more stopping and starting.

Vehicle Movements

In terms of vehicular movements, there would be some potential benefits for residents in the east and west of the city who could make onward north and south bound journeys without having to fully circumnavigate the full gyratory system.

Congestion may worsen overall as stopping buses and vehicles waiting to turn right will cause more disruption to traffic flow than the existing scenario, where an additional lane is available to bypass obstacles. Particularly likely to cause disruption if more frequent buses are proposed.



Strengths

- Lessens vehicular journey time on the gyratory especially for west Lancaster residents.

Weaknesses

- Does not improve the city centre environment for pedestrians and cyclists.
- Air quality likely to worsen.
- 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. 				