Project Outline

Project Name	**City Centre Bridges**		
Project Manager	Richard Milligan	Date	16/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this scheme derives from a bid to the government for Active Travel Fund support. The text within the bid states:

"Improvements for cyclists using cycle logos in the carriageway, coloured surfacing and 'Do not overtake Cyclists' signage – measures to raise the profile of cycling on city centre bridges and to enable cyclists to feel more confident where the carriageway isn't wide enough to provide segregated cycle lanes and footways are constrained."

Project Description:

This project aims to address issues for cyclists on the three city centre bridges (Skeldergate, Ouse and Lendal).

The project will focus on safety and amenity concerns for cyclists, specifically focusing on reducing conflicts between cyclists and vehicles; for example, close/unsafe overtakes.

This project is necessary to address safety concerns for cyclists on Skeldergate, Ouse and Lendal bridges – for example, vehicles dangerously overtaking cyclists. The roads on the bridges are busy with cyclists, pedestrians and motorists, so improving the safety of this route is important for encouraging active travel in the city.

The project is also needed to fulfil CYC's commitment to the DfT within its 'Tranche 1' bid to the Emergency Active Travel Fund.

Aims and Objectives:

The Aim of the Project is to:

Address safety and amenity issues for cyclists on Skeldergate, Ouse, and Lendal bridges, with a focus on discouraging close / unsafe overtakes of cyclists by vehicles.

The Objectives are:

Implement a solution to address safety and amenity issues for cyclists on Skeldergate, Ouse and Lendal bridges.

Scope:

In Scope:

Geographical location: Adopted highway directly on Skeldergate Bridge, Ouse Bridge and Lendal Bridge.

Only the Adopted Highway covering footpath, carriageway, cycleway that is necessary to implement a solution

Consideration of cycle logos, road markings, coloured surfacing and signage solutions.

Consideration of non-civil construction solutions

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred but not essential.

Consideration of solutions that may reduce link capacity, where necessary to achieve the objectives.

Consideration of solutions that require changes to traffic regulation orders, including lower speed limits.

Consideration of solutions that impact loading / bus stop arrangements, where relevant.

Out of Scope:

Any other geographical area than that defined above.

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Consideration of civil constructions solutions.

Construction of new carriageway, cycle way or pavement.

Consideration of changes to adopted highway boundaries

Consideration of solutions that require the resolution of land ownership issues.

Changes to traffic signals or introduction of new traffic signals.

There are no parking bays within the area of this scheme and no changes to parking arrangements are to be explored

Strategic traffic modelling

Air quality modelling

Microsimulation or other local traffic modelling

Changes to street furniture beyond those required to achieve the stated objective

Consideration of solutions that would prevent motor vehicles access

Not looking to improve congestion, queue lengths, delays, bus facilities or infrastructure, street lighting, or other equipment assets.

Consideration of public realm improvements other than those needed to achieve the objective.

Consideration of improvements to bus operation or infrastructure.

The project will involve a communication with North Yorkshire Police to obtain their opinion on terrorism-related risks associated with these 3 bridges. Should this result in the need for further work, this will be explored through a mechanism separate to this project.

Outcomes and Benefits:
Improved safety for cyclists, measured by a comparison of accident figures over a 5 year period post completion. Increase the usage of the route by cyclists over a 5 year period, measured by a comparison count data.

Dependencies and related works:
There are no direct dependencies on this project from other workstreams.

Design Resource Procurement:
A contract is in place that can be used to obtain the necessary design resource for this project. No further procurement is required.