

Project Outline

Project Name	University East West Campus Link		
Project Manager	Nigel Ibbotson	Date	19/01/2022

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 project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“University of York - Further investigations in partnership with University staff and students of improved links between the East and West campuses”

Project Description:

This project aims to improve the link between the East and West campuses of the University of York for active travellers.

The project will consider the enhancement of existing paths, roads or cycle ways to better the East-West connection.

The project is needed because The infrastructure for active travellers that links the East campus to the West campus is not of a high standard.

Aims and Objectives:

The Aim of the Project is to:

enhance the East-West campuses link for active travellers to encourage students and staff to travel by bike, foot, and other active modes.

The Objectives are:

Implement built environment solutions to improve safety and amenity for cyclists and pedestrians along the route.

Implement LTN 1/20 guidance where feasible

Implement built environment solutions to encourage modal shift to non-motorised users along the route.

Scope:**In Scope:**

Consideration of built environment solutions along University Road, including at the junctions with:

- Wentworth Way/Siwards Way
- Vanburgh Way
- Morrell Way
- Harewood Way
- Un-named road to Derwent College
- Roundabout junction with Innovation Way
- 2Nr un-named roads to Derwent College
- Heslington Hall and at the junctions with Field Lane and Main Street(s)

Consideration of built environment solutions along Field Lane, including junctions with:

- School Lane
- Lakeside Way
- Church Lane
- Sussex Road
- Badger Wood Walk
- Roundabout junctions with Kimberlow Lane/Kimberlow Rise.

Consideration of traffic management/calming/speed reduction solutions

Consideration of solutions that may result in a reduced traffic capacity / increased congestion to motor vehicles, where necessary to achieve the objectives.

Only the footpath, carriageway, cycleway or verge necessary to address the project aims within the above road parameters.

Considerations of solutions only within the Adopted Highway.

Consideration of removal of ghost islands and turning boxes

Consideration to introduce mandatory and/or segregated/widened cycle lanes where feasible

Consideration to implement LTN 1/20 guidance where feasible. 'Green' scoring solutions are preferable, but solutions scoring lower than green will be considered.

Consideration of provision of standalone signalised pedestrian crossings to replace pedestrian refuges where feasible and especially at Field Lane/Lakeside Way junction.

Local traffic junction modelling (LINSIG) where relevant

Out of Scope:

Not looking to improve:

- Congestion / Queue lengths / Delays
- Bus Facilities
- Upgrade Equipment
- Street Lighting

Consideration of solutions that require the resolution of land ownership issues

Construction of new roads, paths or footways

Consideration of new traffic signals other than standalone pedestrian crossings.

Consideration of solutions outside of the geographical scope defined above

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

Alterations to bus routes or stops.

Consideration of changes to parking provision

Air Quality modelling

Strategic traffic modelling

Changes to street furniture beyond those necessary to implement a solution

Consideration of solutions that would restrict motor vehicles access

Improvement to public realm other than those required to achieve the stated objectives

Outcomes and Benefits:

Improved East-West campus link for active travel users – Measured by usage surveys after construction, compared to pre-construction data.

Dependencies and related works:

There are no direct dependencies for this project.

Another scheme is on the programme that intends to undertake work in parts of the same geographical area as this scheme. The links between the schemes will be managed to minimise abortive work and ensure co-ordination.

Design Resource Procurement:

It is proposed to undertake a tendered procurement exercise to obtain the required design resource to progress this scheme.