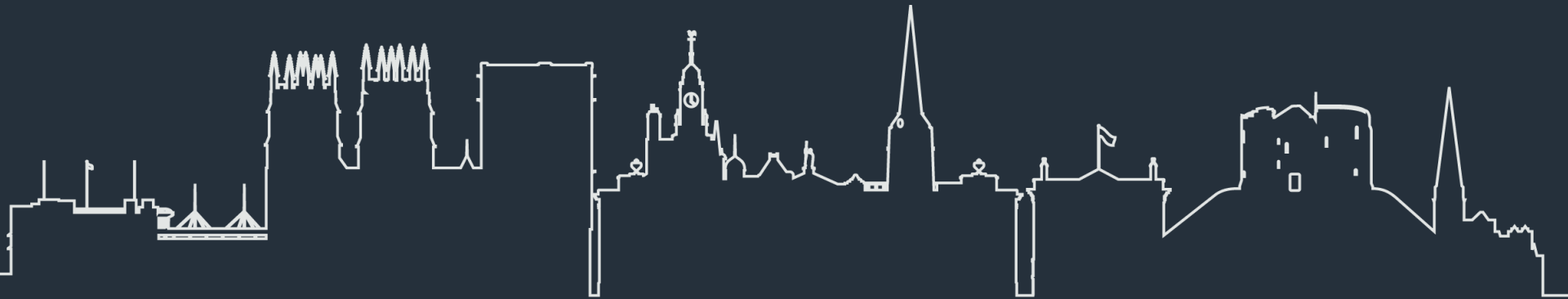


Rougier Route

5th January 2025.



City Centre – bus distribution

- Bus routes on Lendal Bridge
- 1,2,5,6,19,30,31,40,80,
- Bus routes on Rougier Street corridor
- 3,4,6,7,9,10,11,12,13,14,16,21,24,36,37,59,81,81,83,196, 412, 747,840,843, U1, U2,UNI,X46, X47 (>1000 buses per day)
- Bus routes on Skeldergate Bridge
- 3, Uni & 9



Brief History

- Looked at ways of creating dedicated bus lanes without impacting vehicle flow – too narrow.
- Examined a number of opportunities for city centre bus priority.
- Focussing on the corridor where the most buses travel and where the impact of delay is greatest.
- Removing through traffic was the only way we could deliver the improvements to bus reliability and journey times



Core Design Principles

1. Retain vehicle access to all existing parking spaces and loading bays.

2. Prioritise the movement of sustainable modes of travel and be led by our transport hierarchy.

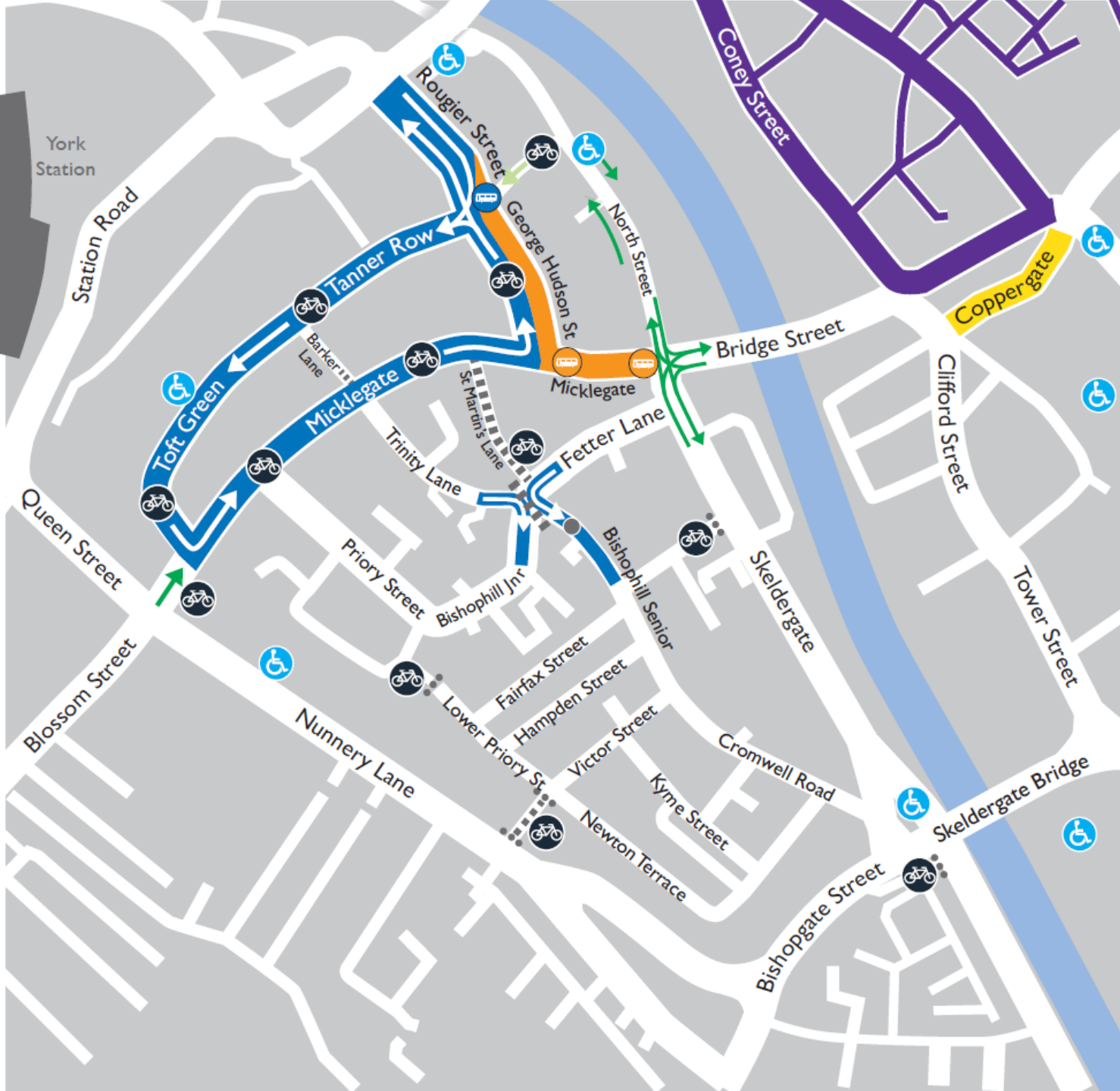
3. Deliver bus journey time savings & make services more reliable.





Context Plan

- 1** Queuing with vehicles to enter Rougier Street
- 2** Queuing with vehicles at the Micklegate / George Hudson junction
- 3** Queuing with vehicles at the Skeldergate / Micklegate junction
- 4** Tight turn on High Ousegate - made more difficult by volume of vehicles
- 5** Right turn out of Coppergate delays buses
- 6** Queuing back onto Tower Street and buses can not turn



- Bus/Cycle only
- One way route
- Bus lane
- Bus gate
- Traffic direction
- Access only
- Potential change to access
- Existing bus lane
- Cyclists both directions
- Car park with Blue Badge spaces or on-street parking for Blue Badges
- Footstreets
- Existing modal filter to be relocated









How it would work in practice

- Experimental Traffic Regulation Order – 18months
 - Acts as an opportunity to understand the impacts
 - Lets us adapt and change the layout in response to comments
- Camera enforced – ANPR (Automatic number plate recognition)
- No fines for 6 months from implementation – warning letters
- Fairly light touch implementation on the ground
- Plenty of advance signage
- Communications work with hotels, businesses and car parks



Working together to improve and make a difference

21/01/26

Consultation

- Launched Wednesday 19th November
- Closes 12th January
- Drop-in sessions have been held in the City Centre and Bishophill
- Talking to businesses – pre and during consultation conversations held
- Ward Committees
- Online survey for those who can't attend
- If implemented, a full 18-month consultation period



Next Steps

- Public Consultation on the proposal; Nov – Jan 25/26
- Consultation Analysis & reporting; Jan – Feb 25
- Executive Approval; Spring 2026
- If approved - procurement & contractor mobilisation
Spring – Summer 26
- Implementation; Summer 2026.
- Experimental period; 18 months from go live date



Any Questions?



Working together to improve and make a difference

21/01/26

Options Discounted East of the River

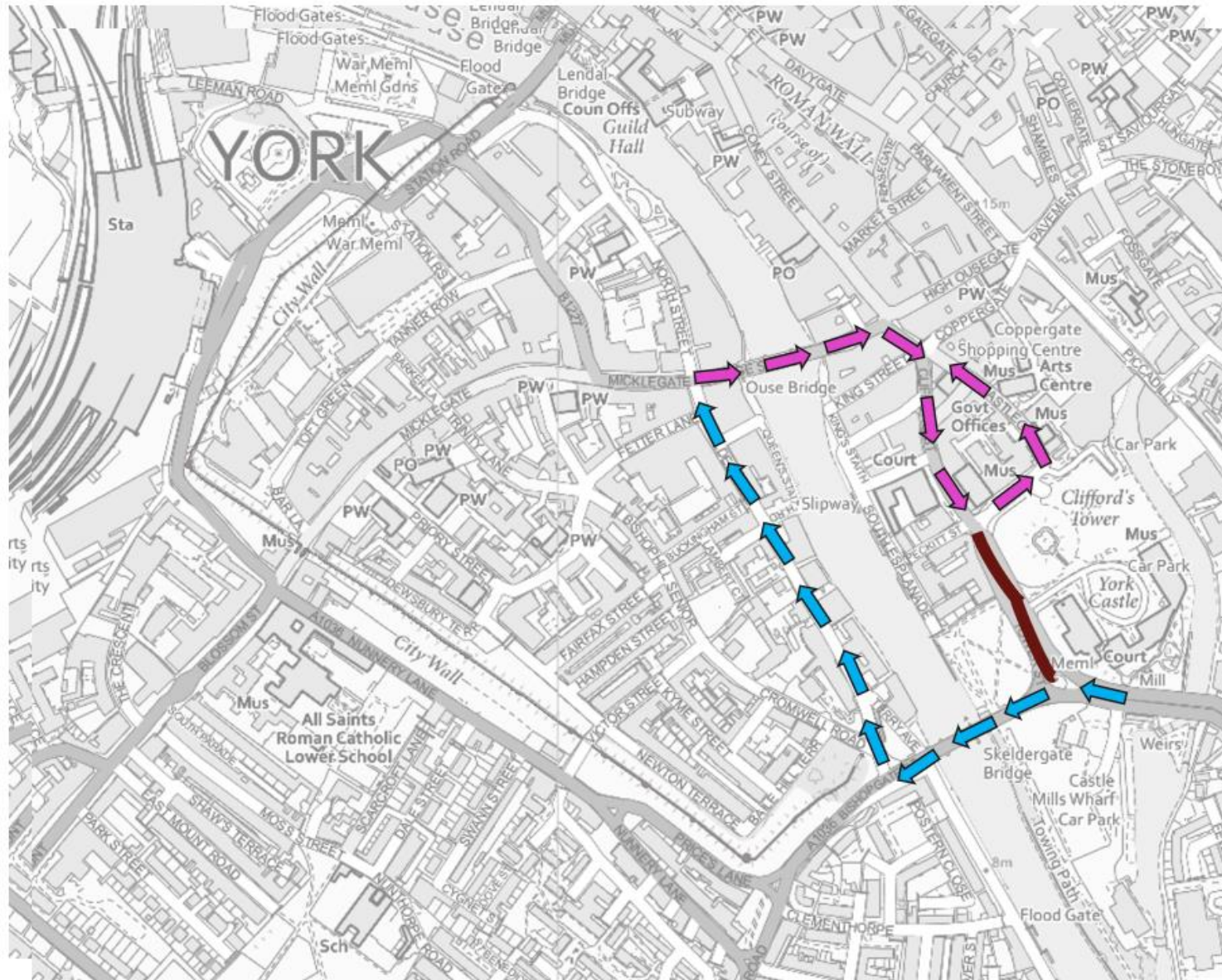
Tower Street Roundabout

Castlegate not suitable
as an escape route.

Nowhere for HGVs to
turn

Cars / deliveries would
still impact busiest bus
corridor

Trips accessing the
Clifford St. area
would have to use
Skeldergate / Ouse
Bridge or extensive
white list.



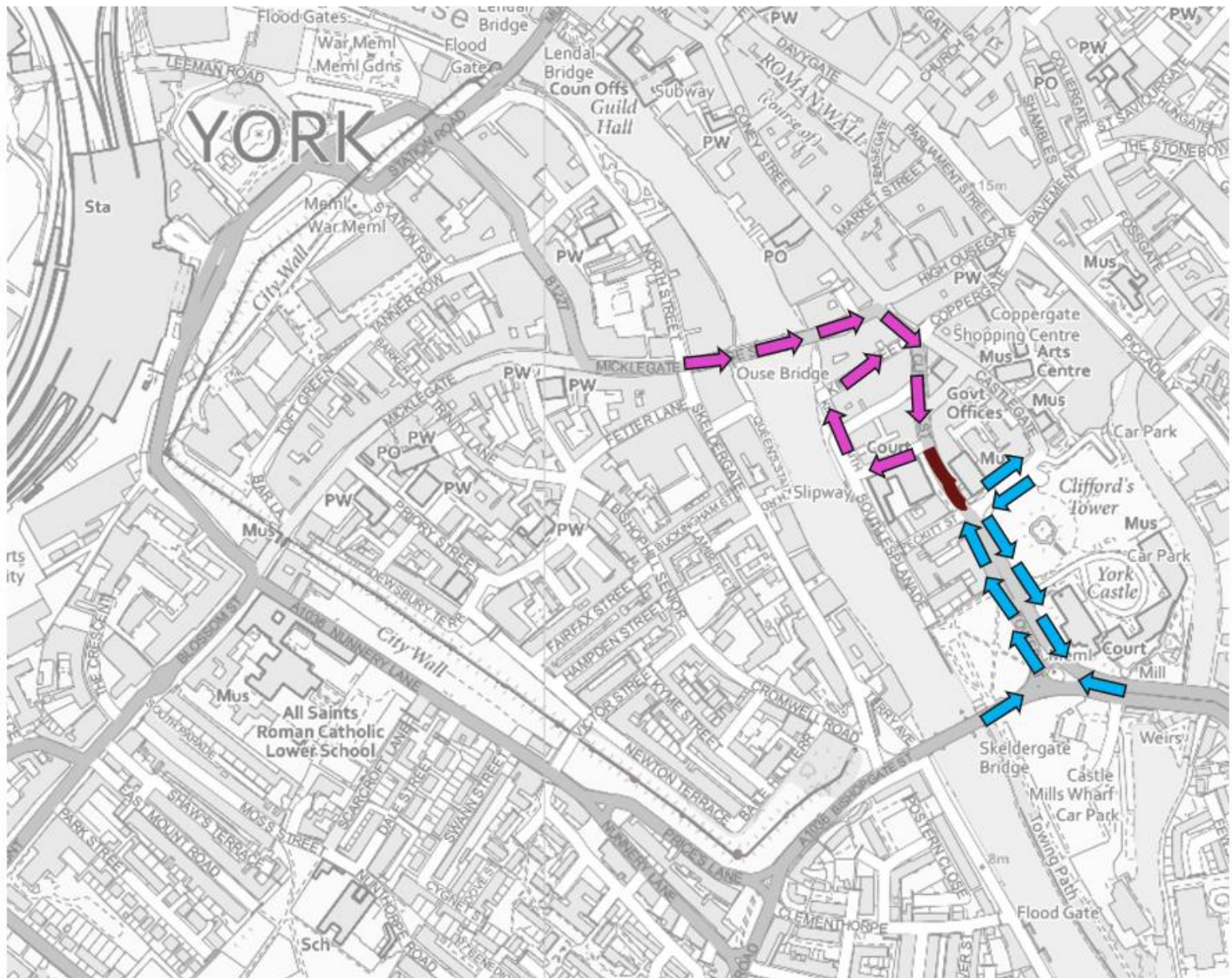
Options Discounted East of the River

Peckitt St.

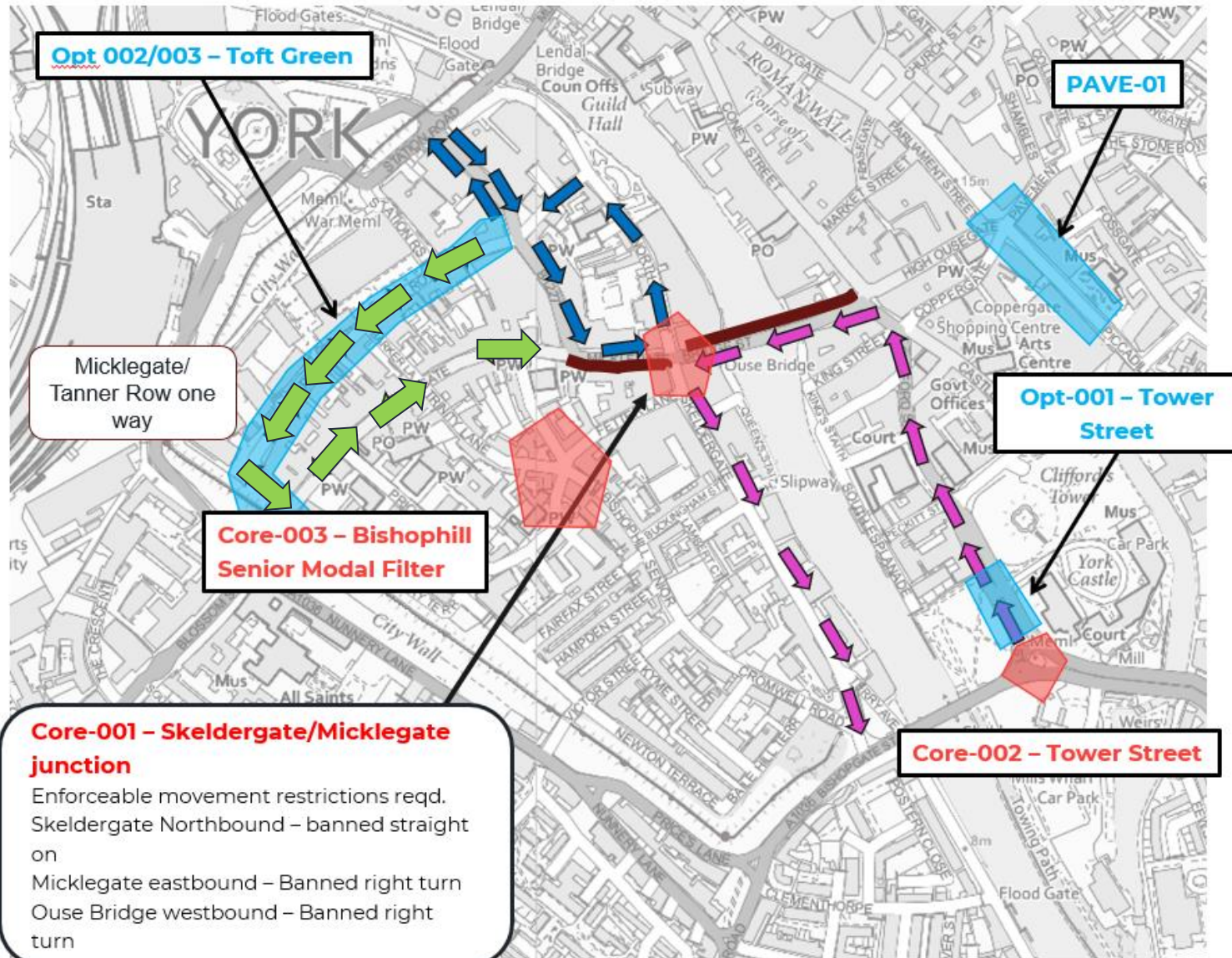
Castlegate not suitable as an escape route.

Nowhere for HGVs to turn outside Hilton

Trips accessing the Clifford St. area would have to use Skeldergate / Ouse Bridge. Escape route not suitable for larger vehicles.



Bishophill residents
will need to access
their area via
Skeldergate /
Cromwell Road.



Option B

Enables access to all areas

Provides protection for buses

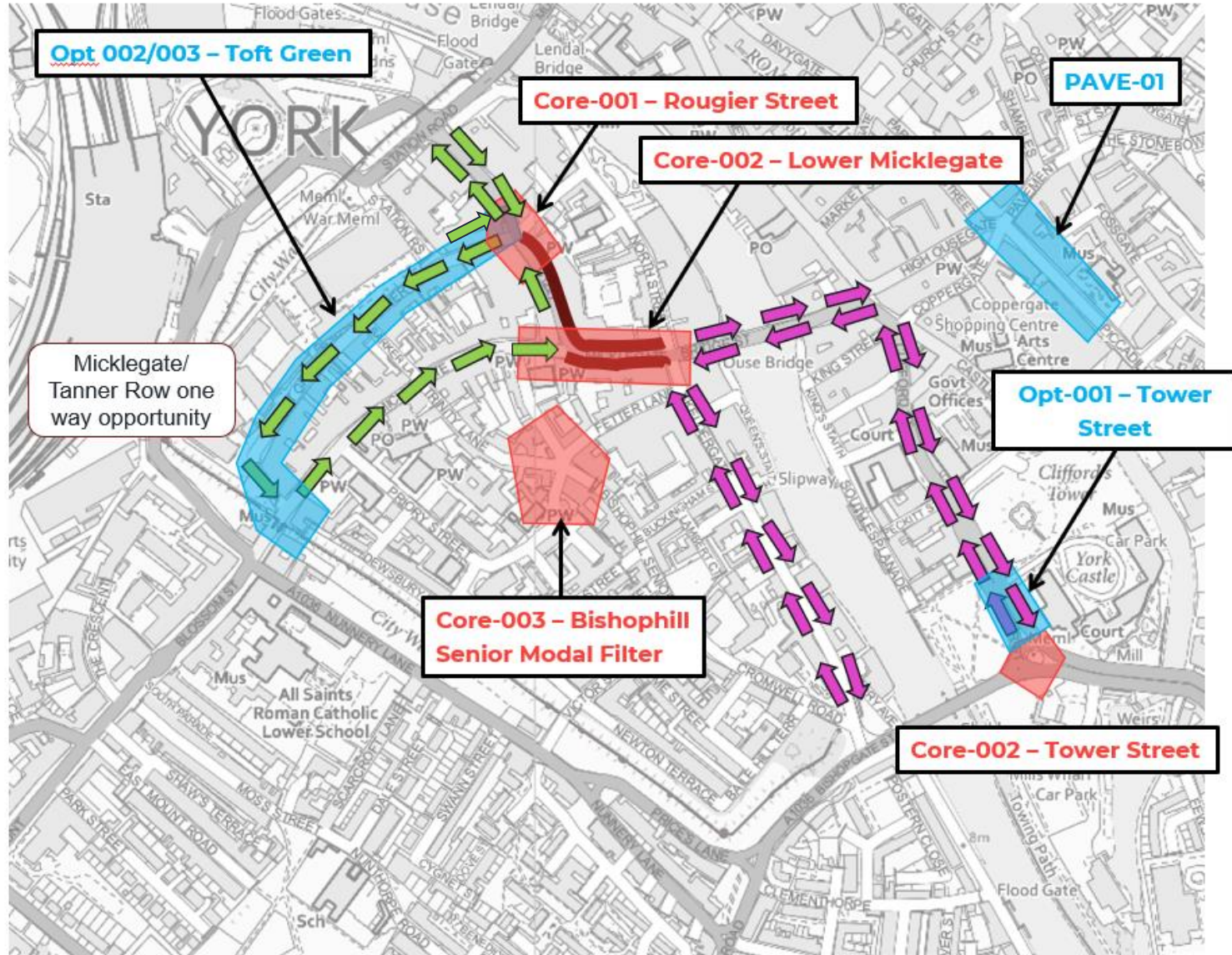
Option for one-way Micklegate

Small number of affected frontages

Minimised exemption requirements

Bishophill residents will need to access their area via Skeldergate / Cromwell Road.

More routing options – less simple than option a.



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