

Bootham Cycle Crossing – Summary of Alternatives Considered

Scheme Reference	Alternative Scheme Description	Advantages	Disadvantages
A	Convert existing Pelican to a Toucan crossing at existing location. (see plan at page 2 of this Annex).	Provides a signal controlled priority crossing for cyclists; avoids cost of constructing linking path; no planning approval required.	<ul style="list-style-type: none"> • Takes cyclists significantly away from their natural desire line; • Footways too narrow for two-way shared use, especially on west side where a tree restricts the available width.
B	Convert existing Pelican to a Toucan crossing at a location closer to St. Mary's. (see plan at page 3 of this Annex).	Provides a priority crossing; avoids cost of constructing linking path; no planning approval required.	<ul style="list-style-type: none"> • Nearby mature tree would need removing; • Possible conflict between two-way cyclists and pedestrians on the crossing, given the restricted width available (converted from the existing cobbled area).
C	Cyclist crossing refuges on Bootham, on either side of St. Mary's junction. (see plan at page 4 of this Annex).	Allows road to be crossed in two halves quite close to the desire line; Avoids cost of installing signals; no planning approval required.	<ul style="list-style-type: none"> • Does not provide any positive priority for cyclists; • Insufficient space for turning traffic; • Cyclists likely to cross in shadow of islands in area of conflict with traffic.
D	Link path through BPH to a Toucan crossing at the Bootham Terrace/ Grosvenor Terrace junction with Bootham. (see plan at page 5 of this Annex).	Provides a signal controlled priority crossing for cyclists, and an additional facility for pedestrians; Avoids having to use steps at bottom of St. Mary's (uses railway underpass instead).	<ul style="list-style-type: none"> • Could be viewed as being away from the desire line; • Creates a longer route for cyclists; • Cost of constructing linking path would be high; • Planning approval required for linking path; • Street lighting required on linking path for personal security reasons; • Creates potential conflicts between cyclists and pedestrians on the footway; • Underpass is narrow and not ideal for shared use; • Would create another set of signals in close proximity to two others on Bootham.