

Project Outline

Project Name	St Georges Field Crossing		
Project Manager	Beth Old	Date	03/02/2022

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:

This project was identified as part of the CYC's 'ATF Tranche 2' successful bid to the DfT. The text included within the bid states:

"The scheme would provide a pedestrian/ cyclist crossing on Tower Street (dual carriageway) adjacent to the St Georges Field car park access road to allow pedestrians and cyclists using the existing riverside paths to link into pedestrian and cycle routes on the north side of the Inner Ring Road which is currently a barrier to movement."

Project Description:

Provision of a new signalised Toucan Crossing on Tower Street (dual carriageway) adjacent to the St Georges Field Car Park entrance, to allow pedestrians and cyclists using the existing riverside path to link into existing and proposed pedestrian and cycle routes on the north side of the Inner Ring Road.

Aims and Objectives:

The Aim of the Project is to:

Improve safety, amenity and accessibility of the city centre for cyclists, pedestrians and wheelchair users on routes into York's core pedestrianised area.

The Objectives are:

Toucan Crossing - A new signalised pedestrian/cyclist Toucan crossing on Tower Street, adjacent to the St Georges Field car park entrance.

Active travel network linkages - Link the above new crossing into existing pedestrian and cycle routes alongside the Inner Ring Road and along the riverside, to the rear of St George's Field car park. Ensure that work can be utilised by and is not abortive to future connections with the Castle Gateway scheme.

Scope:

In Scope:

Geographical location: At the entrance to St Georges Field Car Park.

Where feasible, New signalised cyclist/pedestrian toucan crossing on Tower Street adjacent to the St Georges Field car park entrance.

Changes to central margin as needed to implement crossing.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred. Non green scoring solutions can be considered if they achieve project objectives.

Consideration of options that would reduce traffic capacity, where necessary to achieve the objectives.

Local traffic modelling

Out of Scope:

Changes to road layout other than as needed to the centralised margin

Changes to street lighting

New cycle lanes or footpath construction.

Air quality modelling

Improvements for users other than cyclists and pedestrians.

Consideration of solutions that would restrict motor vehicles access.

Strategic or microsimulation traffic modelling.

Consideration of solutions that require changes to the extents of the adopted public highway, or consideration of land ownership issues.

Consideration of solutions that improve street furniture or public realm, except where required to achieve the project objectives.

Not looking to improve:

- Congestion / Queue lengths / Delays
- Bus facilities
- Upgrade Equipment

Consideration of improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Increase in pedestrians and cyclists using the route, measured by comparison of survey data.

Improved pedestrian and cyclist safety, measured by a comparison of accident statistics post construction.

Dependencies and related works:

There is a strong dependency on the Castle Gateway scheme. Feasibility outputs are dependent upon certain stage of the Castle Gateway design process.

Design Resource Procurement:

In-house resource is fulfilling the design role for this scheme, supported by resource from an existing contract. No procurement is therefore required to obtain design resource.