

## Active Travel Programme Scheme Evaluation

The table below provides a summary of the criteria used to evaluate each scheme.

**A more detailed evaluation is made below this table.**

	Cost Estimate	Priority	Delivery Challenges	Progress already made	Other potential methods to achieve aims	Has External Funding?	Conclusion	Proposed Budget and Source	Spend to Date
Navigation Road Cycle Route	£5k	Undefined	Achievable	Constructed	NA	No	Retain as Phase 1	£5k (CYC)	£37k
A19 Cycle Scheme	£6,000k	Very High	Very Challenging	Early feasibility and consultation	None known	Yes (DfT)	Detailed design and deliver in phase 2. Review of pinchpoints and new scope for delivery in phase 1.	£133k (DfT)	£106k
A1237 Bridge Scheme	£10,000k	Very High	Very Challenging	See Below	Potential extension to the Outer Ring Road Dualling project	Yes (DfT)	Phase 2 - Pause scheme pending further funding	£0k	£6k
City Centre North South Cycle Route	£100k	High	Challenging	Ready to appoint PD	None known	No	Retain as Phase 1	£100k (CYC)	£0k
City Centre Bridges	£15k	Very High	Achievable	In Implementation	NA	No	Retain as Phase 1	£15k (CYC)	£0k
University Road Minor	£100k	Undefined	Achievable	Constructed	NA	No	Retain as Phase 1	£100k (CYC)	£60k

Pedestrian Works									
Hospital Fields Road Cycle Improvements	£800k	Very High	Challenging	Feasibility complete	None known	No	Retain as Phase 1	£800k (CYC)	£40k
Manor Lane / Shipton Road	£150k	High	Achievable	Feasibility underway	None known	No	Retain as Phase 1	£150k (CYC)	£14k
Orbital Cycle Route at Lawrence St / James St	£20k	High	Very Challenging	PD assigned	None known	No	Phase 2 - Pause scheme pending further funding	£0k	£0k
Wheldrake / Heslington Path	£1000k	Very High	Very Challenging	See Below	Yes, Local Development	Yes (DfT)	Phase 2 - pending further funding; but commence land acquisition discussions by negotiation.	£0k	£4k
Acomb Road Scheme	£4000k	Very High	Very Challenging	Ready to appoint PD	None known	Yes (DfT)	Phase 2 - Pause scheme pending further funding	£0k	£0k
Fishergate Gyratory Ped and Cycle Scheme	£6M	Very High	Very Challenging	Ready to appoint PD, Feasibility partially complete	None known	No	Phase 2 - Pause scheme pending further funding	£0k	£1k
Fulford Road / Frederick House	£800k	High	Challenging	Ready to appoint PD	None known	No	Phase 2 - Pause scheme pending further funding	£0k	£0k
Nunnery Lane / Victor St Puffin to Toucan	£230k	Medium	Very Challenging	None	Yes, Capital programme ref TM05/19	No	Merge into cap project TM05/19	£0k	£0k

University East West Campus Link	£4,000k	High	Challenging	Ready to appoint PD	None known	Yes (DfT)	Retain only as far as Detailed Design stage	£58k (DfT Revenue)	£0k
St Georges Field Crossing	£100k	Very High	Achievable	Feasibility complete	None known	Yes (DfT)	Retain as Phase 1	£133k (DfT)	£0k
People Streets at Ostman Road	£700k	Very High	Achievable	Feasibility complete	None known	No	Retain only as far as Detailed Design stage	£133 (DfT)	£41k
Rougier St / Tanners Moat Gap	£15k	High	Very Challenging	PD assigned	Yes, Local Development	No	Phase 2 - Pause scheme pending further funding	£0k	£0k
Skeldergate Cycle Improvements	£150k	High	Achievable	Feasibility complete	None known	No	Retain as Phase 1	£150k (CYC)	£12k
Nunthorpe Rd / Southland Rd	£10k	Medium	Achievable	None	Yes, Capital programme ref CY01/21	No	Merge into cap project CY01/21	£0k	£0k
Chocolate Works Riverside Path	£100k	Medium	Very Challenging	None	None known	No	Phase 2 - Pause scheme pending further funding	£0k	£0k
Tang Hall Lane / Foss Islands Path	£160k	High	Achievable	Feasibility complete	None known	No	Phase 2 - Pause scheme pending further funding	£0k	£13k
City Centre Cycle Parking Improvements	£150k	Undefined	Very Challenging	Feasibility underway	None known	Yes (DfT)	Retain as Phase 1	£150k (DfT)	£0k
People Streets at Clifton Green Primary	£700k	Undefined	Challenging	PD assigned	None known	Yes (DfT)	Retain only as far as Detailed Design stage	£100k (DfT)	£0k
People Streets at Badger Hill Primary	£700k	Undefined	Challenging	PD assigned	None known	Yes (DfT)	Retain only as far as Detailed Design stage	£100k (DfT)	£0k

<b>Costs not assigned to a specific project</b>									£299k
<b>Total</b>	<b>£36M</b>						<b>Total</b>	<b>£2,068k</b>	<b>£633k</b>

### Navigation Road Cycle Route

Project Description – This scheme aims to introduce a ‘one-way plug’ on Navigation Road, consisting of an access restriction for motor vehicles, to free up space for the implementation of improved cycle facilities along this street.

Scheme cost estimate - £5k – This scheme is already constructed and cost estimates relate to undertaking remaining monitoring and post-construction reporting activities.

Scheme Priority – This scheme has no formal priority assigned.

Challenges to delivery – There are no significant challenges to completing this scheme.

Progress already made – This scheme is constructed, only post-construction activities remain.

Recommendation – This scheme is recommended to remain on the programme due to the fact it is already constructed and remaining activities are low in cost.

### A19 Shipton Road Cycle Route

Project Description - A new 3.2 km radial route with cycle lanes from the Rawcliffe Bar Park and Ride site along Shipton Road to Bootham Bar.

New and enhanced lightly segregated/widened cycle lane(s) on the first Park & Cycle corridor (on Shipton Road/Bootham route) – re-allocation of carriageway space to encourage use of the Park & Cycle scheme and to cater for local increases in cycle usage on strategic commuting corridors.

The project is needed to improve safety and amenity of pedestrian and cyclist journeys on A19 Shipton Road, including the junctions at Clifton Green and Rawcliffe Lane.

Scheme cost estimate - £6M – This cost estimate derives from early feasibility work undertaken by the Principal Designer. This figure would likely change if Feasibility work were progressed, however it provides an acceptable figure to use for this purpose.

This amount is greater than the budget for the entire existing programme.

Scheme Priority – This scheme has been given 'Very High' priority.

Challenges to delivery – This scheme is very challenging to deliver. It is likely to include removal of a number of resident parking bays and removal of cobbles. There are some challenges to be resolved re deliveries to businesses and potential impacts on traffic.

Progress already made – A Principal Designer has been commissioned and the scheme is approaching completion of Feasibility. Concept designs have been shared with local ward councillors.

External Funding – This scheme was part of CYC’s ‘Emergency Active Travel Fund’ bid to the DfT. CYC have received some funding support for this scheme, however it is insufficient to take the scheme through to delivery.

Recommendation – This scheme is complex and involves a substantial budget beyond what is currently available. The current proposal is for the current full corridor scheme to await further funding as part of phase 2 before progressing beyond the current options stage of design. An assessment of the pinch points will be used to develop a scope for delivery in phase 1 to utilise the remaining funding. This scope will be considered at a future decision session of the Executive Member for Transport

### Manor Lane / Shipton Road Improvements

Project Description - This project aims to address issues for pedestrians and cyclists crossing both Manor Lane and Shipton Road (at Manor Lane). These crossings have large footfalls from school children, meaning it is extremely busy in the morning and early afternoon. This project aims to resolve safety and amenity issues at these crossings.

Currently these crossings do not safely accommodate the heavy footfall from school children at peak times (early morning and early afternoon).

The Manor Lane junction is wide and has very generous kerb radii – in the past large vehicles used the road to access former engineering works, but this has long since been replaced by residential usage. As a result, vehicles can turn into Manor Lane at speed from Shipton Road. This poses safety threats to active travellers using the road. The pavement is narrow on the south side, meaning it does not safely accommodate vulnerable pedestrians or large volumes of pedestrians.

Currently the speed limit at the central refuge crossing on Shipton Road is 40mph which, coupled with its relatively narrow width, introduces risks for any active travellers who may cross here.

By reviewing these crossings, safety and amenity issues could be addressed, encouraging safe active travel and maximising the take up of any improved facilities.

Scheme cost estimate - £150k – This is a relatively minor scheme focussed on small scale junction improvements. Feasibility has not completed but this cost estimate is moderately reliable, based on previous experience of similar schemes.

Scheme Priority – This scheme is assigned 'High' priority.

Challenges to delivery – No significant issues are currently identified. Finding a buildable engineering solution is likely the most significant hurdle, however it is thought that this is likely to be challenging, but achievable.

Progress already made – A principal designer has been assigned and is currently underway with feasibility work.

Recommendation – This scheme is likely to result in a built asset at completion and is likely to be affordable, therefore it is proposed to retain this scheme.

### A1237 Bridge Cycle Route

Project Description – Construction of a new Active Travel bridge over the River Ouse and the East Coast Main Line. This scheme arises from the concern that the current bridge discourages pedestrians and cyclists from using this bridge. Initial feasibility identified that a scheme on the existing bridge was not possible due to the width of the existing structure.

Scheme cost estimate - £10M – No meaningful estimates currently exist for building a new bridge, however a very rough estimate would be in the order of £10M.

Scheme Priority – This scheme has been given 'Very High' priority.

Challenges to delivery – Building a new bridge over the Ouse and the East Coast Main Line is clearly a major project which would be challenging and expensive.

Progress already made – A report was presented in July '22, including the outcome of Feasibility work based on the previously approved project scope. This feasibility work showed that the scheme to adapt the current structure was not viable.

Other potential methods to achieve the project aims – There are currently plans to include this location within the extended 'Outer Ring Road' (ORR) dualling project as a new structure will be required. Design work for that scheme would involve consideration of active travel provision, and it is therefore thought that this is might be a viable mechanism to achieving this projects original aims subject to funding availability.

External Funding - This scheme was part of CYC's 'Active Travel Fund' bid to the DfT. CYC have received some funding support for this scheme, however it is insufficient to take the scheme through to delivery.

Recommendation – The major funding required for this schemes is not currently available, therefore development of the scheme should be kept in programme as part of Phase 2 and opportunities to progress via major infrastructure funding explored. .

### City Centre North South Cycle Route

Project Description - This project aims to address issues on the North-South Cycle Route for active travellers. This route is on the edge of the city centre but within the inner ring road, and links High Petergate to Walmgate.

The project will consider the routes safety and amenity issues that present due to a lack/poor quality of directional and safety signage at points.



Currently there are amenity issues along the route due to a lack of obvious directional signage. There is also a lack of safety signage along the route.

The North-South Cycle route forms an important part of the York city centre cycle infrastructure as it offers a segregated route through the city for active travellers. By improving the safety and amenity of the route, it shall encourage active travel.

Scheme cost estimate – £100k – Feasibility work has not been undertaken and this is therefore a high level figure based on officer experience, after reviewing the approved project outline.

Scheme Priority – This scheme has been given ‘High’ priority.

Challenges to delivery – This scheme is ‘challenging’, due to the fact it is based in the city centre, within the city walls, and will touch on many different stakeholders and physical constraints. The project is focussed mostly on signage and low level interventions and it is therefore likely the feasibility work will result in a deliverable proposal.

Progress already made – The ‘Navigation Road Cycle Route’ scheme noted above originally formed part of this scheme and has been delivered on the ground. This scheme consists of the remaining elements that have not yet been progressed. Proceeding with feasibility work can commence as soon as the contract is awarded (refer to Contract Award section of this report)

Recommendation – This scheme is likely to be affordable and there is a reasonable expectation that it will result in a built asset on completion. It is therefore proposed that the scheme be retained at Phase 1.

City Centre Bridges

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, buses and motorists, so improving the safety of this route is important for encouraging active travel in the city.

Scheme cost estimate – £15k – Feasibility work is complete, this cost estimate is based on sufficient evidence.

Scheme Priority – This scheme has a ‘Very High’ priority.

Challenges to delivery – This scheme includes low level interventions such as road markings. It is therefore low complexity and not challenging to implement.

Progress already made – This scheme has completed feasibility and has a decision to proceed to implementation, which is currently underway.

It should be noted that the request for special permission to use signage advising motorists to give cyclists space has been declined by the Department for Transport. As such, the implementation of this scheme will no longer include that element.

Recommendation – This scheme is affordable and is likely to be constructed in the near future. It is therefore proposed that this scheme be retained as part of Phase 1

### University Road Minor Pedestrian Works

Project Description - This project aims to address issues with the accessibility of the pavement surface on the East side of University Road (adjacent to Heslington Hall) by Heslington Hall bus stop.

The project focuses on damage to the pedestrian path caused by tree roots from three trees. The trees as well as the roots partially block the path which poses a safety threat. They also render the path unusable to many wheelchair / mobility scooter users and residents pushing children in prams and pushchairs.

Scheme cost estimate - £100k – This amount is based on the completed scheme and is therefore an accurate figure.

Scheme Priority – This project has not had a priority assigned.

Challenges to delivery – None.

Progress already made – This scheme has been constructed.

Recommendation – This project has been constructed .

### Hospital Fields Road Cycle Improvements

Project Description - This project aims to deliver segregated cycle facilities on Hospital Fields Road between the off-road path at its western end (coming from New Walk riverside path near Millennium Bridge) to Fulford Road and the connection to Walmgate Stray and the University. This project would improve the East-West cycle route across York and encourage active travel around the City.

Hospital Fields Road forms an important part of the East-West cycle route and currently has no facilities except those which are associated with the Advanced Stop Line at the Fulford Road end and the link at the western end leading down to New Walk. Therefore, the introduction of segregated cycle facilities will help fill a key gap on this important strategic route which links the University of York to the Millennium Bridge.

Scheme cost estimate - £800k – This estimate is based on completed Feasibility work, prior to detailed design work. It is therefore fairly reliable.

Scheme Priority – This scheme is assigned ‘Very High’ priority.

Challenges to delivery – Implementation is likely to affect on street parking provision in the area. Feasibility work is complete and a viable engineering solution has been identified.

Progress already made – Feasibility work is complete and public consultation is due to start shortly.

Recommendation – It is recommended that this scheme is retained as part of phase 1. This is due to the scheme priority, the fact that it is affordable and fulfils a key strategic role for the cycle network and has a reasonable chance of resulting in an asset on completion.

Orbital Cycle Route – Lawrence St / James St

Project Description - This project aims to resolve conflicts between cyclists and pedestrians at the point where the Orbital Cycle Route crosses from Regent Street over Lawrence Street onto James Street and vice versa. It specifically focuses on safety and amenity issues as the Orbital Cycle path abruptly crosses the Lawrence Street pavement and sightlines are blocked by adjacent properties.

There are safety issues between pedestrians and cyclists on the Orbital Cycle Route where Regent Street meets/crosses Lawrence Street and continues onto James Street. Regent Street has a modal filter at its northern end and the cycle route abruptly meets the rear of the Lawrence Street pavement and although there is some warning signage for cyclists or pedestrians it is low-key and probably missed by many users. Also due to the buildings either side on Regent Street, the visibility is bad for both cyclists and pedestrians. These safety issues also give rise to amenity issues.

Scheme cost estimate - £20k – This estimate is not based on any feasibility work. It is based on the fact that the scheme is of extremely limited scope.

Scheme Priority – This scheme is assigned ‘High’ Priority.

Challenges to delivery – It is thought that the chances of delivering an asset on completion are very low. Finding a buildable engineering solution is unlikely within the agreed scope of works. This is based on high level discussions with the Principal Designer, but before completion of the feasibility stage. To achieve the project objectives it is thought that the project scope would need to be extended such that significant changes to the traffic signalling junction are explored. Exploring this would then increase the cost estimate for the scheme by approximately £100k.

Progress already made – A Principal Designer has been assigned and feasibility works have recently started.

Recommendation – Due to the challenges, it is recommended that this scheme is paused pending further funding as part of ‘Phase 2’ works.

### Wheldrake / Heslington Path

Project Description - The active travel options for residents of Wheldrake, South of York, are limited as the two access roads linking it to the city centre (A19) Selby Road and Elvington Lane are high speed and narrow. This project seeks to provide a pedestrian and cycle link between the village of Wheldrake and Main Street at Heslington as well as a recreational cycle route to access the countryside. It also seeks to provide an off-road pedestrian and cycle path where possible.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow around the University and poor provision for cyclists and pedestrians wishing to travel between Wheldrake and Heslington including children in Wheldrake travelling to Fulford School.

Scheme cost estimate – £1M – Land purchase costs are estimated at £90k based on a completed land survey report. The length of one potential route is approximately 1.6km, although other routes have been considered. Because this is a rural route, the complexity is thought to be lower than an urban route of similar length. Therefore the baseline estimate of £2M per kilometre is not appropriate. A significantly lower estimate of £800k per kilometre has been used to reach this figure. It is reiterated that this figure is not the result of completed feasibility work.

Scheme Priority – This scheme is assigned 'Very High' Priority.

Challenges to delivery – The key challenge to delivering this scheme is the land assembly. If the route is off road, then the shortest route identified would be through Wheldrake Wood and via Langwith Stray and would require acquiring land.

Achieving this would require resolution of land ownership issues for 4 separate land parcels, all owned by different landowners.

Progress already made – Feasibility work was completed on the full length of this scheme and presented to the EMDS in July '22. This report concluded that the scheme could not reasonably be funded out of existing budgets..

Other potential methods to achieve project aims - One alternative solution for improving active travel links between Wheldrake and Heslington could potentially be achieved as part of the 'Garden Village' development.

External Funding - This scheme was part of CYC's Active Travel Fund bid to the DfT. CYC have received some funding support for this scheme, however it is insufficient to take the scheme through to delivery.

Recommendation –

delivery of the full scheme is currently unaffordable, it is recommended that this scheme awaits further funding and is therefore retained in Phase 2. Officers are instructed to commence land acquisition by negotiation. Any agreed acquisition will need to be considered within 2023/24 transport budgets, decision for which will be brought back for a decision at a EMDS.

### Acomb Road

Project Description - This project seeks to provide a strategic radial active travel provision between Beckfield Lane and The Fox junction (junction of A59 / B1224).

The scheme was included in York's package of schemes submitted to the DfT in June 2020 for Active Travel Fund support.

There is currently very little provision for cyclists on Acomb Road despite high flows of cyclists and a relatively wide (for York) road.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow on this corridor.

Work West of Hebden Rise is included within the Feasibility stage of this scheme, however construction of this element may be progressed separately, dependant upon consultation outcomes and project interactions with a separate 'Acomb Regeneration' scheme.

Scheme cost estimate - £4M – Cost estimates based on feasibility work do not currently exist. This scheme has a length of 2km. At roughly £2M per kilometre, this gives a rough cost estimate of £4M total.

Scheme priority – This scheme is assigned 'Very High' priority.

Challenges to delivery – This scheme is likely to involve removal of some on street parking spaces and challenging pinch points along route

Progress already made – A Principal Designer has been identified as part of the current procurement process, however insufficient funding to progress the scheme is available.

External Funding - This scheme was part of CYC's Active Travel Fund bid to the DfT. CYC have received some funding support for this scheme, however it is insufficient to take the scheme through to delivery.

Recommendation –It is recommended that the scheme awaits further funding as part of 'Phase 2' works.

Fishergate Gyratory Ped and Cycle Scheme



Project Description - Provision of improvements to cyclist and pedestrian safety between the existing facilities at the Fulford Road / Maida Grove junction and the Paragon Street / Fishergate Bar junction.

The project is needed because Fishergate and Fishergate Gyratory currently have fairly poor cycle infrastructure which acts as a barrier to many potential users on this radial route and creates a gap between existing facilities southwards on Fulford Road and northwards from Fishergate Bar into the city centre.

Several of the side roads off Fishergate and the gyratory have relatively poor pedestrian crossing facilities which discourage pedestrians from walking alongside this radial route and especially parents from walking their children to the two primary schools on this stretch.

Scheme cost estimate - £6M – This estimate is based on completed Feasibility work and is therefore moderately reliable.

Scheme Priority – This scheme is assigned 'Very High' priority.

Challenges to delivery – Feasibility work has been completed for this scheme by an external organisation which secure DfT funding to carry out the work. The feasibility work identified challenges to delivering including practical engineering and traffic impacts.

The significant physical restraints along the route provide great challenges to implementing a safe solution whilst still achieving an LTN 1/20 compliant scheme, all within the currently approved project scope (See Background Paper 2). Taking the current Feasibility designs through to detailed design will require a lot more work and would not be deliverable in phase 1.

Should these engineering challenges be overcome, there would still remain significant challenges to delivery in terms of the impact of the scheme including traffic and parking impacts.

Progress already made – Feasibility work is completed and referred to above. To pursue this scheme further a Principal Designer would need to be appointed to carry out further design work and one is included within the contract that is ready to award (see Contract Award section of the main report)

Recommendation – This scheme is likely to cost three times the total current programme budget. It is recommended that this scheme awaits further funding as part of ‘Phase 2’ works.

### Fulford Road / Frederick House

Project Description - Provision of measures to complement the improvements for cyclists and pedestrians which have been delivered by the developers of the Frederick House site. The scheme would improve facilities for cyclists

The developers of the former Frederick House site were required to make improvements to the section of Fulford Road in the immediate vicinity of their site for pedestrians and cyclists.

This scheme complements those changes and would provide safer opportunities for cyclists to cross this key arterial route and access off-road / riverside route via Alma Terrace.

Cost Estimate – £800k – Feasibility has not yet been undertaken, therefore this cost estimate is based on high level ‘per kilometre’ estimates, after reviewing the approved project outline (see Background Paper 2)

Priority – This scheme is assigned ‘High’ priority

Challenges to Delivery – Feasibility work has not yet been completed, therefore it is difficult to determine what challenges there may be to delivery.

Progress – A Principal Designer has been identified as part of the contract award referred to in this report.

Recommendation – Due to the likely cost of the scheme relative to the overall budget, alongside the fact that this scheme does not have the highest priority, it is recommended that this scheme awaits further funding and is therefore retained in ‘Phase 2’.

#### Nunnery Lane / Victor St – Puffin to Toucan

Project Description – This scheme consists of changes to the Highway in front of Victoria Bar on Nunnery Lane, to improve active travel provision. Specifically by converting the existing Puffin crossing into a Toucan crossing to provide a safer crossing point over the inner ring road for cyclists between Bishophill and the South Bank area.

Cost Estimate – £230k – Feasibility work has not yet progressed, this figure represents a high level estimate based on previous experience.

Priority – This scheme has been given a ‘Medium’ priority, the lowest priority on the programme.

Challenges to Delivery – Achieving the approved project outline (see Background Paper 2) it would be necessary to resolve the outstanding issue at Victoria Bar with the inoperable access control measures (rising bollards) as presented to the EMDS in November 2019. It was decided to explore options for this issue alongside the aspiration for a Low Traffic Neighbourhood for Bishophill. Until this is resolved it is not possible to progress this scheme.

Progress – A Principal Designer is in place and is ready to start Feasibility work pending resolution of the above issue.

Recommendation – Due to the dependence upon the aforementioned access scheme, it is proposed that this scheme is added into the scope of work of that project. Reference TM05/19 on the capital programme.

### University East / West Campus Link

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.

Cost Estimate – £4M – Concept work was carried out by Sustrains in 2018, further feasibility work has not yet commenced on this scheme and this estimate is therefore based on a cost per kilometre basis. This included an assessment of the approved project scope (see Background Paper 2) which includes LTN 1/20 compliant off-road segregated facilities along the 2km route.

Priority – This scheme has been assigned ‘High’ priority.

Challenges to Delivery – Feasibility work has not yet commenced for this scheme, therefore detailed challenges have not yet been identified. Previous work has highlighted challenges regarding impact on the Conservation area, highway reallocation issues etc.

Progress – A Principal Designer has been identified and is ready to start work pending award of the contract referred to in this report.

External Funding – A recent award of ‘Capability Funding’ from the DfT has provided a revenue stream by which this scheme could proceed to the end of Feasibility and Detailed Design.

Recommendation – It is recommended that this scheme is retained on the programme as part of phase 1, but is taken only as far as creating a project that is ready for delivery, and that only the revenue funding assigned from the DfT be used on this scheme, as per Annex 2.

### St Georges Field Crossing

Project Description - Provision of a new signalised Toucan Crossing on Tower Street (dual carriageway crossing of the Inner Ring Road) adjacent to the St Georges Field Car Park entrance. This new crossing will significantly improve pedestrian facilities along this stretch of the inner road linking the city centre with the Barbican and the Fishergate, Fulford Road and South Bank areas as well as the riverside paths. It complements the vision for the Castle Gateway project.

Cost Estimate – £100k – This estimate is based on completed Feasibility work and is likely to be moderately accurate.

Priority – This scheme has been assigned ‘Very High’ priority.

Challenges to Delivery – This project is well progressed with consultation completed. A viable engineering solution has been identified. There are no significant challenges identified.

Progress – Feasibility work is complete and consultation is complete. The next step would be to obtain an Executive member decision to proceed to construction.

External Funding – This scheme has received funding from the DfT as part of a previous Active Travel Fund bid.

Recommendation – Due to the affordable cost and advanced nature of the work, it is proposed to retain this scheme as phase 1 of the programme and proceed to construction using, as per Annex 2.

### People Streets at Ostman Road

Project Description - Provision of measures to improve the environment on Ostman Road near Carr Junior and Infant Schools at school drop-off and pick-up times, to encourage parents and pupils to walk, cycle or scoot to school.

The project is needed to improve safety and accessibility for children and parents affiliated with Carr Junior and Infant schools. Vehicles associated with the school drop-off and pick-up clog up Ostman Road and discourage children and parents from walking, cycling and scooting to school.

The project is also needed to improve the safety and amenity of cyclist journeys along Ostman Road, and to fulfil our commitment to the DfT as part of our Active Travel Fund bid.

Cost Estimate – £700k – This is based on completed Feasibility work and Executive Member decision on preferred design option.

Priority – This scheme has been assigned ‘Very High’ priority.

Challenges to Delivery – A viable engineering solution has been identified. This scheme will be presented to the Executive Member Decision Session on November 15<sup>th</sup> 2022 for approval to continue to detailed design and therefore create a scheme ready for delivery when funding is identified

Progress – Feasibility is complete, Consultation is complete, a decision is being sought at the November 2022 Executive member Decision Session.

External Funding – This scheme has received DfT funding.

Recommendation – The scheme is achievable, however insufficient funding is available to construct the scheme on the ground. It is recommended that the scheme remain on the programme, but work is only continued until the end of Detailed Design, pending further funding, and using only DfT funding (see Annex 2). Delivery would be subject to the identification of funding.

### Rougier St / Tanner Moat Gap

Project Description - Provision of improvements to cyclist, pedestrian and wheelchair/mobility scooter user safety and amenity at the modal filter (cycle gap) between Rougier Street and Tanners Moat.

To minimise conflict between cyclists, pedestrians and wheelchair/mobility scooter users.

To prevent motor vehicle access through the modal filter.

To improve left turn into Tanners Moat from Rougier Street for cyclists.

Cost Estimate – £15k – Feasibility work has not been completed, this estimate is based on previous experience of similar schemes.

Priority – This scheme is assigned 'High' priority.

Challenges to Delivery – Although feasibility work has not been carried out on this specific project scope (see Background Paper 2), this issue has been previously considered as part of the TSAR (Traffic Signal Asset Renewal) junction refurbishments at Lendal Arch Gyratory. This work determined that an engineering solution was difficult to achieve, and that the current layout is likely to be the most viable, in terms of achieving the stated project aims. Planning consent has been granted for major development adjacent to this area with construction operations and landscaping conditions that will impact on the area.

Progress – Early feasibility work is underway.

Other methods – A nearby development is considering changes at this location.

Recommendation – It is unlikely that this scheme will result in a built asset after completion of feasibility due the challenges in finding a viable engineering solution in line with the approved project scope. It is therefore recommended that this scheme is paused pending further funding as part of ‘Phase 2’ works.

#### Skeldergate – Cycle improvements at buildouts

Project Description - Provision of improvements to cyclist safety and amenity at the build-outs at Skeldergate. The cycle route along Skeldergate forms an important link between the riverside route from Millennium Bridge along Terry avenue and onwards down North Street to the rivers route to Scarborough Bridge, the Railway Station and the wider area to the North of the City. There are two traffic calming pinch points on Skeldergate which impact on cyclists as well.

To minimise conflict between road users at Skeldergate. Improve safety, amenity and accessibility for cyclists on the route along Skeldergate, and to reduce and/or remove conflict at build-outs.

Cost Estimate – £150k – This estimate is based on completed Feasibility work and is therefore moderately reliable.



Priority – This scheme has been assigned ‘High’ priority.

Challenges to Delivery – Feasibility work is completed and no significant challenges to delivery have been identified.

Progress – Feasibility work is complete, consultation is complete, the next step is an Executive Member Decision Session.

Recommendation – It is recommended that this scheme is retained on the programme and progressed with CYC funding as per Annex 2. This is because the scheme is well progressed, is affordable, and is likely to result in a built asset.

#### Nunthorpe Road / Southlands Road

Project Description – Revise the layout of a bollard arrangement on Nunthorpe Road / Southlands Drive to improve the facility for users of adapted cycles.

Cost Estimate – £10k – Feasibility work has not been completed, however based on the modest project aims it is likely that the costs of this scheme are equally modest.

Priority – This scheme has been assigned ‘Medium’ priority, The lowest priority on the programme.

Challenges to Delivery – Feasibility work has not yet progressed, however it is likely that the modest project scope would result in a scheme with few challenges to delivery.

Progress – No progress has been made on this scheme under instruction.

Other methods – It is possible that this scheme could be pursued under an alternative existing scheme on the Transport Capital Programme, the 'Access Barrier Review', reference CY01/21.

Recommendation – Due to the assigned priority of this scheme, it is proposed that it be delivered by alternative means, namely through the Access Barrier Review project on the capital programme, reference CY01/21.

#### Chocolate Works Riverside Path

Project Description – To make improvements to the footpath alongside the 'Chocolate Works' development to improve a challenging section in the strategic cycle route from Millennium Bridge across the racecourse to Dringhouses and beyond.

Cost Estimate – £100k – Feasibility work has not been completed on this scheme and this figure is a high level estimate based on experience.

Priority – This scheme has been assigned 'Medium' priority.

Challenges to Delivery – Feasibility has not been completed on this scheme, however an initial evaluation indicates that there are likely to be significant challenges to achieving the project aims due to practical engineering issues. It would be necessary to find a solution to the significant gradient, and this is not likely to be possible within the physical bounds of the scheme.

Progress – Feasibility work has not been started. A Principal Designer is in place.

Recommendation – It is recommended that this scheme be paused pending further funding as part of ‘Phase 2’.

### Tang Hall Lane / Foss Islands Path Access

Project Description - This project aims to resolve issues for active travellers at the junction where the Foss Islands cycle path joins Tang Hall Lane which currently forms part of Route 66 of the National Cycle Network. The project will consider safety and amenity issues for active travellers.

Civil construction solutions and traffic management solutions will be explored to resolve this issue.

This project is necessary to address safety and amenity issues for active travellers using the Tang Hall Lane / Foss Islands Cycle path. The junction is potentially dangerous for cyclists turning both off and onto the road, as it abruptly joins the road just beyond the brow of a hump-back bridge with no warning for cyclists or vehicles respectively.

Cost Estimate – £160k – This estimate is based on completed feasibility work and is therefore likely to be moderately accurate.

Priority – This scheme has been assigned ‘High’ priority.

Challenges to Delivery – Feasibility work is complete and there are no significant challenges to delivery identified.

Progress – Feasibility work is complete, consultation is complete, the next step is an Executive Member Decision Session.

Recommendation – Although this scheme is well progressed and does not contain any significant non-monetary challenges to delivery, there is insufficient funding to retain this within the programme. It is recommended that this scheme is paused pending further funding as part of ‘Phase 2’ works. Due to the level of progress on this scheme, it is recommended that should additional funding be found, this scheme is the first one to be resumed.

### City Centre Cycle Parking Improvements

Project Description - This project will address issues regarding the provision, layout, accessibility and suitability of cycle parking infrastructure in and near the footstreets area of the city centre and extending out as far as the city walls.

Existing cycle parking infrastructure will be audited and updated to meet the recommended guidance of Local Transport Note LTN1/20 with opportunities for new adapted/load bike provision to be introduced alongside these existing locations.

The project will also investigate the potential for brand new cycle parking locations and the introduction of secure cycle storage lockers in the footstreets area, offering provision for standard/adapted/load bike provision in areas where this has previously not been possible. This will include provision for e-bikes and similar vehicles.

An analysis of a ‘Cycle Hub’ facility will also be undertaken, however delivery of such a facility will not be part of this scheme.

This project is necessary to address feedback from cyclists including owners of ebikes via the My City Centre process and in other discussion that a lack of suitable secure cycle parking is prohibiting them from considering Cycling as a suitable travel option for their journey into the city centre.

Cost Estimate – £150k

Priority – This scheme has not been assigned a priority as funding was secured after the member decision that determined priorities.

Challenges to Delivery – Significantly increasing the number and quality of cycle parking spaces within the footstreets of the city centre will only be achievable through significant compromise and by reassignment of existing highway space. There are very few ‘easy wins’ available and tough issues will need to be resolved to achieve the project scope for this scheme (see Background Paper 2). This could mean reassigning taxi ranks, pavement café space, public performance spaces, etc.

Progress – A principal designer has been assigned and feasibility has started.

External Funding – This scheme has received £150k of DfT grant funding.

Recommendation – It is recommended that this scheme is retained on the programme, and that only the assigned DfT funding of £150k is used to progress this scheme at this stage

### People Streets at Clifton Green Primary

Project Description - To identify, propose and introduce design measures to improve the built environment around Clifton Green Primary focusing on:

- Identified concerns regarding the safety of crossing points on the Kingsway North approach to the school entrance
- Reducing the prevalence of cars parking on verges and blocking visibility during these times
- The clarity of crossing points across the school approach area with particular focus on the entrance to the York Medical Group site
- Enhancing the potential for parents and pupils to prioritise the use of active travel modes where possible (walk, cycle or scoot to school.)

Consideration for the place making opportunities to create a connection between the school entrance and the green space which runs along the centre of Kingsway North.

Cost Estimate – £700k – Feasibility work is not yet complete for this scheme. This estimate is based on completed feasibility work for a similar scheme, namely the People Streets at Ostman Road scheme, see above.

Priority – This scheme has not been assigned a priority as funding was secured after the member decision that determined priorities..

Progress – A Principal Designer has been appointed and feasibility work has commenced.

External Funding – This scheme has received £100k of DfT funding.

Recommendation – It is recommended that this scheme is retained on the programme as part of Phase 1 and pursued using only the assigned DfT funding

### People Streets at Badger Hill Primary

Project Description - To identify, propose and introduce design measures to improve the built environment around Badger Hill Primary focusing on:

- Identified concerns regarding traffic volumes and speeds in the Crossways area during school pick up and drop off times.
- Reducing the prevalence of cars parking on verges and blocking visibility in the area during these times
- Identified concerns regarding the ease of crossing the road in the area due to reduced visibility due to parked cars and lack of defined/clearly identified crossing locations.
- Enhancing the potential for parents and pupils to prioritise the use of active travel modes where possible (walk, cycle or scoot to school.)

Consideration for the place making opportunities to create a connection between the school entrance and the green spaces located to the west end of Crossways and the public park located on Deramore Drive West.

Cost Estimate – £700k – Feasibility work is not yet complete for this scheme. This estimate is based on completed feasibility work for a similar scheme, namely the People Streets at Ostman Road scheme, see above.

Priority – This scheme has not been assigned a priority as funding was secured after the member decision that determined priorities..

Progress – A Principal Designer has been appointed and feasibility work has commenced.

External Funding – This scheme has received £100k of DfT funding.

Recommendation – It is recommended that this scheme is retained on the programme and pursued using only the assigned DfT funding.