

Project Outline

Project Name	Rougier St / Tanners Moat Gap		
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:

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:

“Rougier Street to Tanners Moat cycle gap – improvements at this junction to make it more pedestrian and cycle-friendly and to prevent vehicle use”

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.

Aims and Objectives:

The Aim of the Project is to:

To improve safety, amenity and accessibility for cyclists, pedestrians and wheelchair/mobility scooter users at the modal filter (cycle gap) between Rougier Street and Tanners Moat.

The Objectives are:

Improved Safety - Improve the safety of pedestrians, cyclists and wheelchair/mobility scooter users at this location.

Improved Amenity - Improve the amenity for pedestrians, cyclists and wheelchair/mobility scooter users at this location

Scope:**In Scope:**

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

Consideration of solutions to Improvements left turn into Tanners Moat from Rougier Street for cyclists

Consideration of Civil Engineering and built environment solutions

Consideration of physical measures to enforce existing restrictions.

Changes within the adopted public highway.

Consideration of changes that will impact traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Changes to the traffic signal junction operation or layout.

Consideration of solutions that require changes to the boundaries of the adopted public highway or resolution of land ownership issues

Consideration of solutions that require structural changes to the adjacent bridge.

Consideration of changes that prevent motor vehicle access (any more than those current restrictions)

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

New cycle lanes.

Resurface any roads/footpaths not required to enable proposed solution.

Changes to existing restrictions / TROs.

Consideration of rising bollards or technology solutions to enforcement.

Not looking to improve the following:

- Congestion
- Bus facilities/routes
- Queue lengths
- Traffic capacity

Outcomes and Benefits:

Improved cyclist, pedestrian and wheelchair / mobility scooter user safety – measured by comparison of accident statistics post construction.

Increase in pedestrians, cyclists and wheelchair/mobility scooter users using the route – Measured by comparison of survey data post construction.

Dependencies and related works:

There are no direct dependencies on this project.

Design Resource Procurement:

A contract is in place for the provision of design resource support. No further procurement is required to obtain design resource support.

