

Project Outline

Project Name	Fishergate Gyratory Ped and Cycle Scheme		
Project Manager	Nigel Ibbotson	Date	27/01/2022

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:

“Fishergate Gyratory – further investigations of improvements for pedestrians and cyclists to make the gyratory less intimidating”

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.

Aims and Objectives:

The Aim of the Project is to:

Improve safety, amenity and accessibility for cyclists in the gap between existing facilities on Fulford Road and Fishergate Bar and to improve safety and amenity for pedestrians along the same stretch of road, especially at side road junctions.

The Objectives are:

Improve Safety - Improve safety for pedestrians and cyclists along this section of route.

Improve Amenity - Improve the amenity for pedestrians and cyclists along this section of route.

Scope:**In Scope:**

Geographical Extents: Fulford Road / Maida Grove junction northwards through the 20mph section of Fishergate up to the Fishergate Gyratory system, then through Fawcett Street to link with existing facilities at the Paragon Street / Fishergate Bar junction.

Consideration of improvements to the Orbital Cycle Route crossing of Fishergate between Melbourne Street and Blue Bridge Lane

Investigation of potential link to the signed route between University of York and the City Centre (Heslington Road / Kent Street and off-road route along the western edge of The Barbican site) - (linking to this route only, no changes to this route itself)

Consideration of improvements outside Fishergate Primary School

Improvements will be considered at the section of Fishergate between Grange Street and Grange Garth junctions

Improvements will be considered at the 20mph gateway at southern boundary of St George's RC Primary School

Improvements will be considered to the current two-stage informal crossing at the western end of Kent Street

Consideration of Civil Engineering and built environment solutions

Consideration of (non-technology) physical measures to enforce existing restrictions.

Consideration of Changes to existing restrictions / TROs including changes to parking.

Only those locations within the adopted highway.

Traffic modelling (Microsimulation and/or Strategic modelling)

Consideration of LTN 1/20 guidance. 'Green' scoring solutions are preferable but not essential.

Consideration of options that reduce traffic capacity of the route (without preventing existing vehicular access) , where necessary to achieve the objectives.

Out of Scope:

Changes to the western and northern sides of the Fishergate Gyratory other than where specifically identified above.

Changes to zebra crossing outside St George's RC Primary School.

Resurface any roads/footpaths not required to implement the identified solution.

Drainage evaluation / changes except where such issues directly affect the identified objectives (eg if poor drainage affects a cycle lane).

Changes to existing traffic signals or introduction of new traffic signals.

Consideration of rising bollards or technology solutions to enforcement.

Changes to the adopted public highway extents or consideration of solutions that have land ownership implications.

Air Quality Modelling

Not looking to improve the following:

- Congestion

- Bus facilities/routes
- Queue lengths
- Traffic capacity

Changes to street furniture, except where necessary to implement a solution.

Consideration of options that will restrict motor vehicle access to areas currently accessible.

Consideration of improvements to public transport infrastructure of operations.

Improvements to the public realm not directly necessary to implement a solution.

Outcomes and Benefits:

Improved cyclist and pedestrian safety – Measured by incident figures over notional 2021 baseline over the next 5 years.

Increase in pedestrians and cyclists using the route - Increase over notional 2021 baseline over the next 5 years.

Dependencies and related works:

There are no direct dependencies on other projects / schemes.

Design Resource Procurement:

A Principal Designer is in place and feasibility work is currently ongoing. At present no decision is required in relation to procurement of design resource, however a decision will be required to appoint design resource after the feasibility stage if the scheme is to proceed to construction.