

Project Outline

Project Name	A19 Cycle Scheme		
Project Manager	Shoaib Mahmood	Date	17/01/2022

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:

This project derives its mandate from a bid to the government for 'Active Travel Fund' support. The relevant text contained within the bid states:

“funding will allow some of the existing pedestrian refuges on the road (which currently cause cycle lanes to be narrowed) to be replaced with signalised crossings and improvements to the main junctions on the road”

“Installation of light segregation on Shipton Road. Reallocation of road space to cyclists at the Rawcliffe Lane Shipton Rd and Shipton Road/Clifton Green junctions”

“Provision of pedestrian crossing facilities at Clifton Green incorporating into upgraded signalised junction. Conversion of two pedestrian refuges on Shipton Road to toucan/ puffin crossings to give wider cycle lanes at these locations without compromising the safety of pedestrians. Bus boarder build outs at bus stops so cycle lanes are continuous along length of Shipton Road (currently go around buses at laybys).”

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 cyclist journeys on A19 Shipton Road, including the junctions at Clifton Green and Rawcliffe Lane.

It is also needed to fulfil the requirements of the grant funding provided to CYC by the government, specifically in relation to the 'Active Travel Fund' and 'Emergency Active Travel Fund' grants.

The need for the project has been identified through consultation with members in advance of a grant funding bid, tempered by a gap analysis of cycling/ walking infrastructure in York, determined through York's LCWIP scoping study.

Aims and Objectives:

The Aim of the Project is to:

Improve safety for pedestrians and cyclists along the A19 corridor between Bootham Bar and the Park and Ride Site

Improve the amenity of the cycling corridor on this same route to encourage further cycling / modal shift / NMU (non-motorised use)

Fulfil the grant funding requirements of the DfT where relevant

The Objectives are:

Continuous Cycle Lane - Provide a near continuous cycle lane between Clifton Green and Bootham Bar on both sides of the road

Segregated / Widened Cycle Lanes - Introduce 'lightly segregated / widened cycle lanes' where feasible

Mandatory Cycle Lanes – Introduce mandatory cycle lanes where feasible

Implement LTN 1/20 Guidance – Implement elements of LTN 1/20 guidance

Replace ped refuges – Replace existing pedestrian refuges with signalised crossings where feasible

Improve junctions for cyclists – Make changes to the junctions of Clifton Green / Water End and Rawcliffe Lane / Shipton Road to improve the amenity for cycling

Reduce Speed Limit - Reduce the speed limit along a section of the A19 to improve the amenity of the corridor for cyclists

Remove ghost islands and turn boxes - Remove ghost islands and turn boxes to improve the amenity for cyclists, where feasible

Scope:

In Scope:

Geographical Location: The A19 from Rawcliffe Park and Ride to Bootham Bar .

Consideration of the safety of pedestrian access to Clifton Parish Church and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Clifton Green and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Surrey Way and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Southolme Drive and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Northolme Drive and consideration of solutions if safety issues are identified.

Consideration of solutions to enable safe pedestrian access to existing bus stops.

Consideration of options which may cause a reduced capacity at junctions, where necessary to achieve the objectives.

Local modelling of impacts.

Consideration of removal of 21 car parking bays / spaces between Burton Stone Lane and Bootham Crescent.

Consideration of implementation of parking restrictions outside York Sports Club, where this would assist in achieving the project objectives.

Consideration of implementation of parking restrictions between Homestead Park entrance and Ouse Lea, where this would assist in achieving the project objectives.

Consideration of changes to parking provision along the route, where required to achieve the objectives.

Consideration of removal of cobbles.

Consideration of LTN 1/20 guidance – ‘Green’ scoring solutions are preferred, however lower scoring solutions that still represent an improvement can be explored.

Consideration of changes to traffic signals along the route (excluding those junctions within the exclusions section).

Consideration of a reduction in the speed limit.

Consideration of removal of ghost islands and turn boxes.

Only solutions which can be implemented within the adopted public highway.

Consideration of introduction of segregated facilities.

Consideration of changes to traffic regulation orders except where explicitly excluded below.

Out of Scope:

Consideration of changes to locations outside the area defined above.

City-wide / Strategic traffic modelling.

Air-Quality modelling.

Not looking to improve the following:

- Congestion
- Bus facilities / routes
- Reduce queue lengths
- Improve traffic capacity
- Upgrade equipment
- Resurface any roads / footpaths not necessary to achieve the stated objectives

Consideration of changes to St Leonards Place / Bootham traffic signal junction.

Consideration of changes to Rawcliffe Park and Ride traffic signal junction.

Consideration of options that prevent motorised vehicles from using the route (no road closures or access restrictions to be considered).

Consideration of options that would require the resolution of land ownership issues.

Changes to street furniture except those required to implement the proposed solution and achieve the project objectives.

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Consideration of improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Increase in pedestrians and cyclists using the route – Measured by comparison to notional 2019 baseline.

Improved cyclist safety / Reduced incidents – Measured by review of accident figures over 5 years post scheme completion.

Dependencies and related works:

There are no direct dependencies on other projects.

Design Resource Procurement:

A procurement exercise has been undertaken and a quotation has been obtained to undertake preliminary design work for the scheme.

The quotation for the preliminary design work is for the amount of £69,124.82.