

# A1237 Bridges Active Travel Scheme

Assessment of design proposals

City of York Council

April 2022

5194767



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# 1. Introduction

This active travel scheme on the A1237 bridges forms part of City of York Council's (CYC) Active Travel Programme of Works. The scheme is to be partially funded by the Department for Transport's Emergency Active Travel Fund (EATF), Tranche 2, with the remainder topped up by CYC funds.

To receive the EATF funding the scheme, designed by another design consultancy, needs to be designed in accordance with LTN 1/20: Cycle Infrastructure Design. The City of York Council has asked Atkins to review the design and determine if the current design can be progressed or if significant, or wholesale, changes are required to the design to enable the client's objectives to be achieved. This report sets out the current state of the design proposals in relation to design standards and safety risk and the options considered feasible for the continuation of the project.

The scheme extends span two bridges: Rawcliffe Ings Bridge and Millfield Railway Bridge. These bridges sit side by side on a section of the A1237 between Millfield Lane roundabout and the A1237 / A19 Shipton Road roundabout. This report will refer to the scheme as the 'A1237 bridges' scheme.

## 2. Scheme Objectives

The scheme's aim is to encourage more walking and cycling trips by installing measures along the A1237 bridges to make it easier and safer for pedestrians and cyclists to travel over the bridges.

The additional design objective is the completion of active travel designs that are in accordance with LTN 1/20 and can claim funding from the Active Travel Emergency Fund (Tranche 2).

## 3. Background

CYC have submitted a bid to the government for EATF Tranche 2 funding and this includes funding for a scheme on A1237 bridges described as follows<sup>1</sup>:

*'A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern*

*The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures provided to segregate Active Travel users from vehicles.'*

The bid states a scheme cost of £120,000 for design and construction.

## 4. Review of Existing Situation

A comprehensive report on the current situation and the options for improving cycle facilities on the A1237 bridges has been compiled by WSP (dated 26<sup>th</sup> May 2021). This report should be referred to for background information on the scheme with only key points re-iterated here. A copy of the report is embedded in **Appendix A**.

The scheme location is shown in Figure 4-1 and the scheme extents are shown in Figure 4-2.

The total distance between the A1237 / Millfield roundabout and the A1237 / A19 Shipton Road roundabout is circa 1000m and the length across the two bridges that is being considered for protective measures for cyclists is approx. 425m.

<sup>1</sup> [emergency-active-travel-fund---tranche-2-survey \(york.gov.uk\)](https://www.york.gov.uk/active-travel/emergency-active-travel-fund---tranche-2-survey)



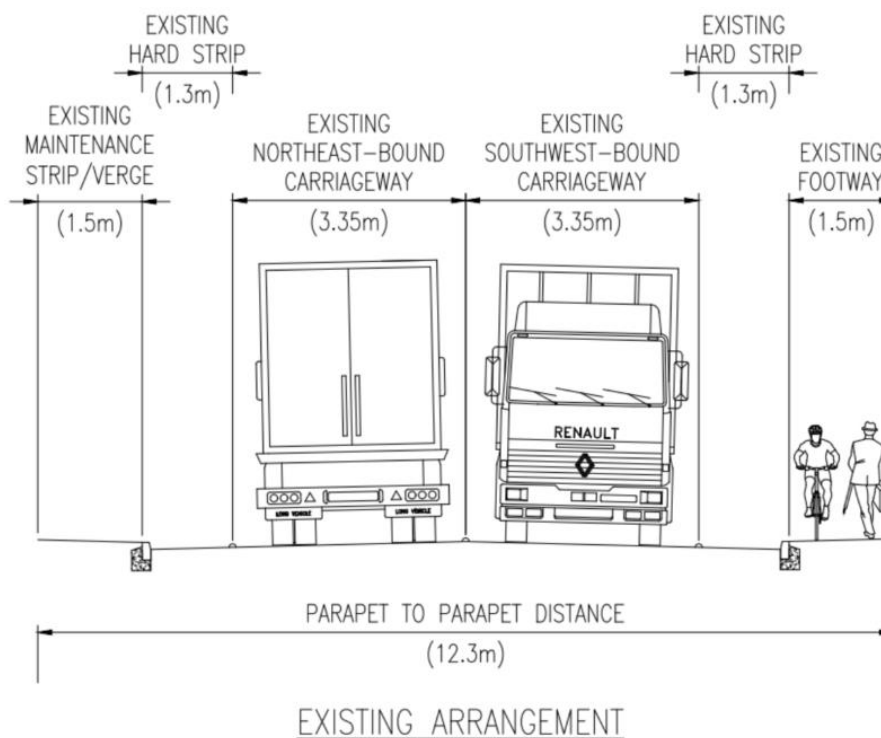
**Figure 4-1 – Location Plan**



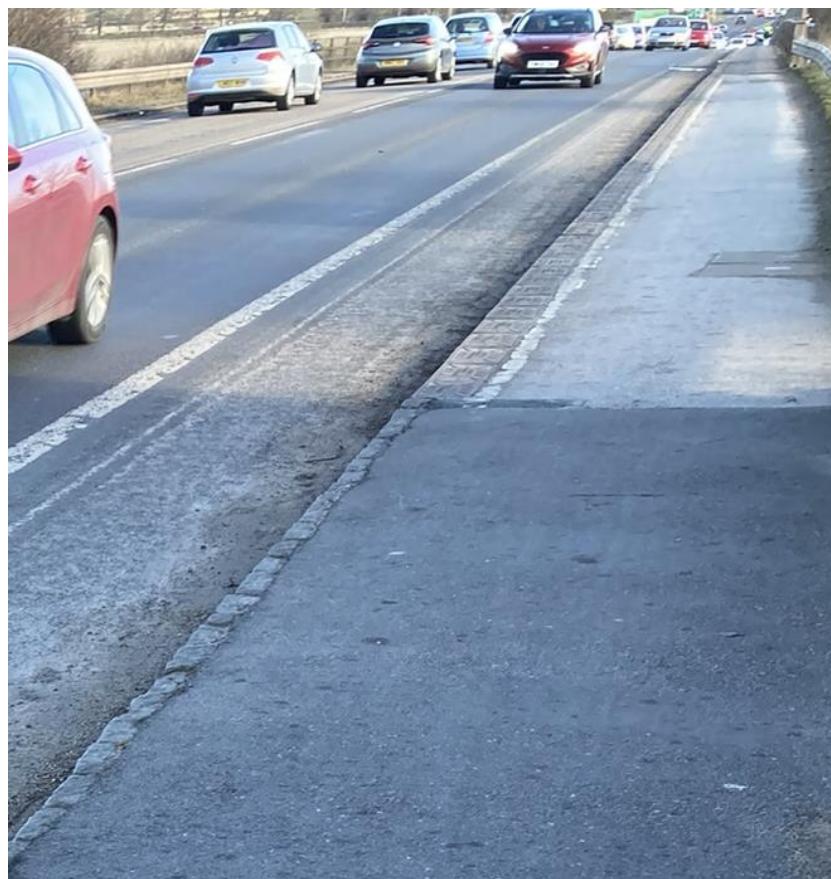
**Figure 4-2 - Scheme extents**

## 4.1. Highway Layout

The scheme extends span two bridges: Rawcliffe Ings Bridge and Millfield Railway Bridge. The bridges carry the A1237 over the River Ouse and the East Coast Mainline (ECML) respectively and are approximately 48m apart. The WSP report included a typical existing cross section arrangement for the A1237 over both bridges which is duplicated here in Figure 4-3 for information. Figure 4-4 is a photograph showing a view of the existing arrangement with the shared use path along the south side of the carriageway.



**Figure 4-3 - Extract from WSP's Options Report showing existing cross section arrangement**



**Figure 4-4 - View of existing shared use path looking east**

The footway alongside the A1237 links a commercial and residential area to the south-west with the mainly residential area of Rawcliffe to the north-east. A senior school, Manor Church of England Academy, is situated to the south-east of the bridges and some pupils are anticipated to use the footway on the bridges to travel between homes in Rawcliffe and the academy, both on foot and on cycles.

The kerbline along the bridge decks is a side inlet drainage system with a vertical face and inset gullies at intervals.

## 4.2. Key Findings

Based on the review of existing information and a desktop assessment the key issues are:

- The A1237 carries a high volume of traffic (53,673<sup>2</sup> AADT in 2019) and has a 60mph speed limit.
- The total distance between roundabouts is circa 1000m and the distance across the two bridges where there is no grassed separation strip is approx. 425m.
- The traffic surveys indicate that cyclists use the route throughout the day (05:00 to 23:00) with peaks showing around 08:00 and 17:00. During the AM peak the two-way flows are circa 61 cyclists and in the PM peak the two-way flows are circa 41 cyclists.
- No survey data is available for pedestrian usage.
- The A1237 is not lit.
- In the past five years there have been no collisions on this section of the A1237 between the A1237 / A19 and A1237 / Millfield Lane roundabouts. There have been two serious collisions involving cyclists at the A1237 / A19 roundabout and two slight collisions involving cyclists at the A1237 / Millfield Lane roundabout.

<sup>2</sup> Taken from '31 Channel 1 North' and '31 Channel 1 South' combined AADF for schooldays neutral months

## 5. Key Design Parameters in LTN 1/20

LTN 1/20 is national guidance that provides a recommended basis for design of local authority roads based on five overarching design principles which are that networks and routes should be:

1. coherent,
2. direct,
3. safe,
4. comfortable, and
5. attractive.

LTN 1/20 encourages the provision of separate space for cyclists to protect them from busy and fast roads, with a fully kerbed cycle track being the optimum provision, followed in suitability based on safety for cyclists, by:

- stepped cycle tracks
- light segregation
- cycle lanes
- mixed traffic – cyclists and motorised traffic on the carriageway

Figure 4.1 in LTN 1/20 summarises the appropriate protected space for cyclists based on different traffic conditions. Tables 5-2 and 5-3 set out the recommended desirable and absolute minimum widths for the different cycle route provisions.

## 6. Review of Current Design Proposals

The current design proposals have been reviewed against the guidance in LTN 1/20: Cycle Infrastructure Design for the cycling elements and against the Design Manual for Roads and Bridges (DMRB) CD 143: Designing for walking, cycling and horse-riding for the walking elements.

### 6.1. Current Design Proposals

The current design proposals are contained in the design drawings found in **Appendix B**.

The proposed cross section below has been extracted from WSP's Option Report. In summary the proposals are to reduce the speed limit to 40mph and to install light segregation alongside a new bi-directional cycle lane (2.1m wide) that utilises reallocated road space. Traffic lanes would be reduced to 3.35m<sup>3</sup> wide and hardstrips removed. To avoid intrusive work on the bridge decks the light segregation element is to be formed by temporary traffic management barriers that can sit on top of the carriageway surface. The temporary barriers proposed are MASS barriers which require non-permanent fixing as the barriers are anchored with sandbags<sup>4</sup>

<sup>3</sup> This lane width is to be reduced to 3.15m with a 200mm wide marginal strip following the RSA1 recommendations -See section 6.2.

<sup>4</sup> <https://www.safesitefacilities.co.uk/products/road-barriers-traffic-management/street-works-barriers/mass-crash-tested-barrier>



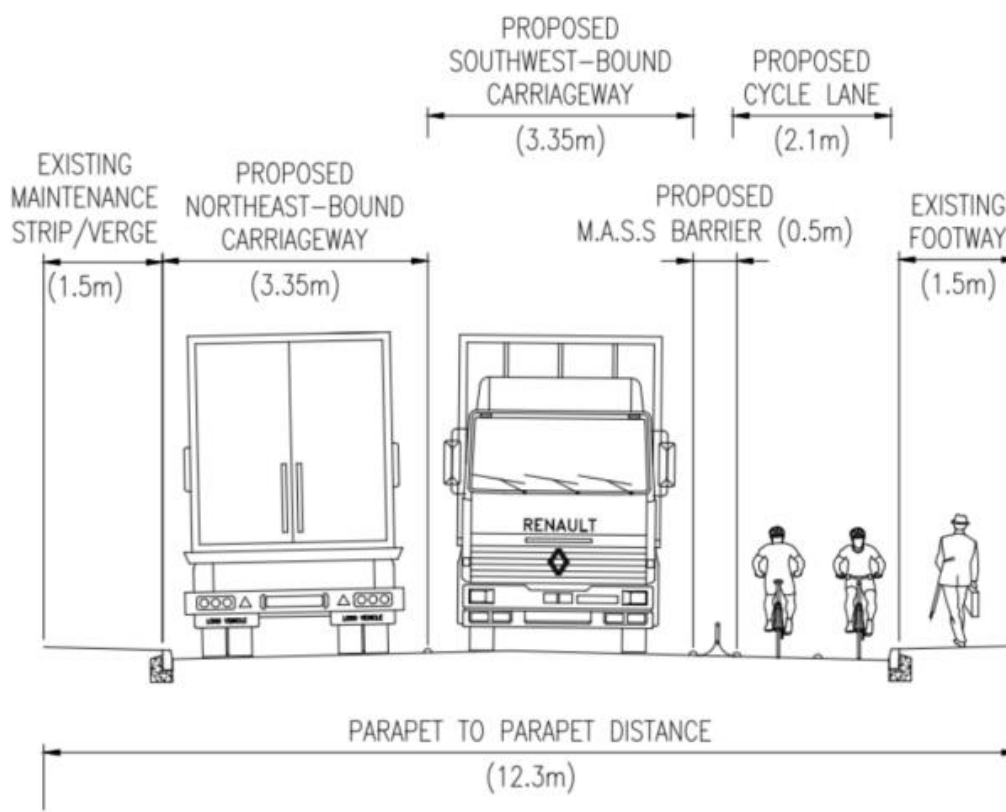


Figure 6-1 - Extract from WSP's Options Report showing proposed cross section

## 6.2. Stage 1 Road Safety Audit Review

A Stage 1 Road Safety Audit has been carried out for CYC (Ref. 70081506-WSP-RSA-0001 P01) and a Designers Response has been produced (Ref. 70081506-WSP-RSA-0001 P01 Designers Response P02). Problems relevant to this assessment and their agreed actions are summarised below:

- Removal of the hard strips may result in conflicts if a broken-down vehicle is unable to leave the carriageway. Agreed action is to provide warning signs of the narrow carriageway.
- Removal of the hard strips may result in conflicts, especially between large vehicles in opposing traffic streams. The agreed action is to provide 200mm marginal strips and reduce lane widths to 3.15m.
- Longitudinal carriageway joint will sit in the south-westbound traffic lane and may create a hazard for powered two wheelers. Also, a section of high friction surfacing will extend into the south-westbound traffic lane and could cause differential skidding and loss of control collisions. The agreed action is to resurface the carriageway as part of the scheme.
- Loss of control hazard for cyclists from untreated surfaces / lack of maintenance. Agreed action is for a maintenance plan to be agreed at detailed design stage.
- Loss of control hazard for cyclists traveling over the expansion joints. The agreed action is the provision of cycle-friendly expansion joints or cover plates to be considered at the detailed design stage and during the carriageway resurfacing programme (if approved).
- Loss of control hazard from ponding in the cycle lane. The agreed action to review the drainage provision at detailed design stage.

The agreed actions alter the scheme proposals by reducing traffic lanes from 3.35m wide to 3.15m wide and reallocates the space gained for 200mm wide marginal strips along both carriageway edges. They also add to the scheme proposals by requiring carriageway resurfacing and modifications to the expansion joints and potentially add to the proposals if modifications to the drainage system are required to resolve ponding issues.

### 6.3. Site Visit Observations

A site visit was undertaken by the assessment team on Wednesday 23<sup>rd</sup> February 2022. The team were on site between 0900 and 1000 when the weather was mild with overcast skies. Temperature on the day was approximately 8°C.

The assessment team walked along the footway between the A1237/A19 Rawcliffe roundabout and Manor Church of England Academy on Millfield Lane.

The following sets out the observations made by the assessment team whilst out on site.

- The A1237 is a busy road and queues from both the A1237 / A19 and A1237 / Millfield Lane roundabouts back up to and over the bridges.
- During the site visit five pedestrians and one cyclist used the shared path over the bridges (both directions). No cyclists were observed using the carriageway.
- The surfacing of the road and shared use path is poor on and around all bridge deck joints.
- Surfacing of the shared use path over the bridges was in poor condition in places.
- The bridges are in an exposed site which experiences high winds.

### 6.4. Review of Current Design Proposals

Following a review of the current design proposals, the road safety audit and designers' response reports, and a site visit several concerns have been raised relating to:

- Loss of hardstrips and reduction in traffic lane widths
- Type of cycle route protection
- Width of the cycle lane
- Width of the footway
- Maintaining structural integrity of the bridge deck/structure

These concerns are discussed below.

#### 6.4.1. Loss of hardstrips and reduction in traffic lane widths

The reallocation of road space has resulted in the loss of the 1.0m wide hardstrips. Following the RSA Stage 1 the proposals are to provide marginal strips to replace the hardstrips. These marginal strips are to be 200mm wide and the space take from the lane widths, reducing the lane widths from 3.35m to 3.15m.

Providing 3.15m wide lanes on a busy all-purpose road with a 40mph speed limit raises the following safety concerns:

- The increased risk of vehicle collisions between large vehicles traveling in opposing directions.
- The increased risk of vehicle collisions on the narrow lanes caused by lack of street lighting and / or high winds.
- The increased risk of vehicles colliding with the temporary barriers.

If a collision occurred on this section of road the road would be blocked, and the resulting traffic tailbacks would impede emergency vehicles from reaching the collision site.

The total carriageway width would be 6.7m wide with a 1.5m wide paved verge on the north side. This provides a total useable width of 8.2m. This section of road regularly experiences traffic congestion with traffic queues forming on both roundabout approaches and backing up to and over the bridges. This is a concern as any emergency vehicles needing to travel along this section of road to an incident elsewhere could be held up, or even stopped, as the 8.2m useable width may not be sufficient space for vehicles that are stationary, or moving on the bridge, to move aside and let the emergency vehicle through.

## 6.4.2. Cycle Route Protection

The following describes the proposed cycle route protection and how it aligns with LTN 1/20 values:

- The proposals provide light segregation alongside a carriageway with a 40mph speed limit. This does not align with the guidance in LTN 1/20 (Table 4-1) which recommends fully kerbed cycle tracks in 40mph speed limits. The table indicates that the provision of light segregation can exclude some users when used on a road with a 40mph speed limit, especially if there are other constraining features affecting the route.
- The proposals provide a 0.5m wide separation strip. According to LTN 1/20 (Table 6-1) the separation strip between a cycle lane and a traffic lane should be 1.0m wide for a road with a 40mph speed limit, with an absolute minimum width of 0.5m. The separation strip helps to protect cyclists from air turbulence. The proposals provide the absolute minimum, according to LTN 1/20.

Whilst the scheme proposal is to install light segregation the usual features used for light segregation, such as wands and orcas, are not permitted as they must be fixed into the bridge deck (See Section 6.4.5). Instead, a standard temporary vehicle restraint system is proposed. WSP's Options Report specifies 'MASS' barriers which are 500mm wide and 420mm high. The low height could heighten the sense of exposure and the proximity of cyclists to passing traffic could create crosswind buffeting effects on cyclists caused by large vehicles passing at 40mph.

The desirable setback of the barrier from the live lane is 600mm although this can be relaxed to 375mm subject to a risk assessment (DMRB CD377, Table 9.17). Using a MASS barrier, within a 500mm separation strip and a 200mm wide marginal strip would not provide the desirable setback, it would provide circa 350mm setback (the actual setback requires verification by the manufacturer). Reductions from the desirable setback bring moving traffic closer to the barrier and the risk of collisions with it, especially in the hours of darkness and when there are strong winds.

## 6.4.3. Width of the cycle track

The following describes the proposed cycle track width and how it aligns with LTN 1/20 values:

- The proposals provide a 2.1m wide bi-directional cycle track. According to LTN 1/20 the desirable two-way cycle route width is 3.0m, with an absolute minimum width of 2.0m for cycle flows of 300 or less per hour (Table 5-2, LTN 1/20).
- The proposed cycle track is bound on one side by a 100mm high kerb and on the other side by a 420mm high barrier. According to LTN 1/20 (Table 5-3) an additional width of 200mm is required to maintain effective cycle track width next to a kerb, and 250mm for a cycle track next to a vertical feature up to 600mm high.
- According to LTN 1/20 the absolute minimum width for the cycle track should be 2.45m (2.0m+0.2m+0.25m). Therefore the proposed 2.1m width does not meet with LTN 1/20 absolute minimum recommended provision.

Based on these figures it can be surmised that at a 2.1m absolute minimum width (as proposed) there would need to be a compromise in speed and position for two cyclists to safely pass in opposing directions. The concern at this site is that the constrained section is approx. 425m long and the bounding features (a vertical faced drainage kerb and a barrier with a curved profile) could become collision hazards for cyclists deviating from their path or stopping and putting a foot down on an uneven surface. Place this in the context of a midwinter's peak hour and the cyclists have to navigate the route and each other in darkness as the route is not lit.

## 6.4.4. Width of the footway

The following describes the proposed footway width and how it aligns with the Design Manual for Roads and Bridges (DMRB) CD 143: Designing for walking, cycling and horse-riding:

- The existing and proposed footway width is 1.5m. The DMRB CD143 (Table E/1.2) requires a footway with a vertical feature on one side (greater than 1.2m high) to be 3.1m wide. The absolute minimum is 2.5m wide. Therefore the effective width does not meet the minimum requirements in the DMRB design standard.
- The proposals do not include a separation strip. The DMRB CD143 Clause E/1.2.1 recommends a separation from the carriageway of 0.5m on roads with a speed limit of 40mph or less. However, as the

footway would be adjacent to the cycle track this recommendation is not applicable. There is no requirement for a separation strip between a footway and a cycle track.

As both the cycle track and the footway are below the recommended widths and adjacent to each other it can be anticipated that there would be instances where pedestrians and cyclists are traveling in opposing directions at the same time and place, resulting in potential conflict due to the space restrictions. This could become a significant issue if usage were to increase.

#### 6.4.5. Maintaining structural integrity

WSP's Option Report states that:

*'Light segregation was considered but would need to be affixed to the bridge structure and the proposals are therefore to use temporary barriers (as used for traffic management) so that effects of the scheme could be trialled without significant works to the bridge structure.'*

The wands typically used for light segregation schemes are affixed to the road using screws that require holes drilled, 160mm deep<sup>5</sup>, into the carriageway structure. The bridge decks have circa 100mm thick surfacing laid onto the reinforced concrete decks (Refer to as-built drawings). The decks are circa 130mm thick and sit on top of concrete beams. Drilling holes into the slim deck at intervals along a given line is highly likely to hit the steel reinforcement and affect the integrity of the deck structure.

It is therefore considered highly unlikely that any intrusive work to affix barriers to the bridge decks would be acceptable and so it would be difficult to develop the use of the temporary barriers into a permanent scheme. Unless methods were agreed to affix the barriers or light segregation elements to the carriageway surface this would result in the proposed temporary traffic management barriers becoming a permanent feature.

### 6.5. Inclusive Design review of Current Design Proposals

Removing cyclists from the shared use path improves the route for pedestrians as they do not have the risk of coming into conflict with cyclists. Improving the footway surface would also be a benefit to pedestrians.

The retention of the 1.5m width perpetuates the current issues for users with buggies and for groups of pedestrians, especially if they meet pedestrians coming the other way. The 1.5m width is also unsuitable for people with wheelchairs or walking sticks, when it comes to passing one another. However, it's debateable if the current proposals or any improvements to the footway such as widening, would benefit users with mobility impairments. This is because the bridge location, with long approaches and gradients, is a current disincentive and expected to be a future disincentive to a large proportion of the user groups. Further consideration of these concerns by the council is suggested to ensure it complies with its duties under the Equality Act 2010.

The proposed width of the bi-directional cycle track has limitations for disabled cyclists and users with adapted bikes or cargo bikes. Again, the long approaches with gradients along with the constrained space and proximity to heavy flows of traffic are expected to deter some users, especially adults with children on cycles, less confident cyclists, and cyclists with mobility impairments.

The lack of lighting along the route could discourage some pedestrians and cyclists and limit use to the hours of daylight due to the perception of there being a lack of personal security and road safety.

Stakeholder engagement would be necessary to clearly determine if the current proposals would have a positive or negative impact on existing and potential users as it is not currently clear how the scheme intends to support a wide range of people to do more active travel. Understanding the user demographic would assist in determining what measures would be necessary to improve the current scheme from an inclusive design perspective.

### 6.6. Users and Usage

The route across the A1237 bridges connects two areas of York but the level of need for the connection is not easy to discern without a pedestrian survey, study of trip generators and stakeholder engagement.

The cycle survey shows a reasonable usage of the existing facility. It could be assumed that there may be some latent untapped demand due to the low standard of the current facility discouraging all but the most confident and able cyclists. One of the concerns with the current proposals is that, because of its spatial constraints and proximity to live traffic, the safety risks to users become greater as user flows increase. This is because there will be more situations where users have to pass one another and to do so they need to move to

<sup>5</sup> [Greenwich WandOrca \(rediweldtraffic.co.uk\)](http://GreenwichWandOrca(rediweldtraffic.co.uk))

the edges, or from the footway to the cycle track, resulting in collisions with other users or the infrastructure (kerbs and barriers). So there could be a point where the route is not desirable, nor safe, once a certain, as yet unquantified, flow is reached. The benefits then become marginal if users avoid the facility when it's anticipated to be busy and users with concerns over safety or personal security avoid the facility

## 6.7. Wider context

It is important to look at this scheme in a wider context. The A1237 forms part of a ring road around the City of York and is a single carriageway throughout its length. Plans are being progressed to dual the A1237 from the A19 Shipton Road roundabout eastwards to the A1036 Hopgrove roundabout. The scheme would include new footways and cycle tracks alongside the A1237 with underpasses to connect the new provision with existing networks both sides of the A1237. The section of the A1237 west of the A19 Shipton Road roundabout does not form part of these plans.

The concern is that if the dualling of the A1237 took place then a high quality 60mph dual carriageway with high quality segregated cycling and walking provisions would exist alongside these proposals which narrow a single carriageway down to 3.15m wide lanes, with a 40mph speed limit, and a lightly segregated narrow cycle track. Moreover, this situation is unlikely to change as funding for dualling the A1237 link between the A19 Shipton Road and Millfield Lane roundabouts, and providing high quality cycling and walking provisions, is unlikely 'due to the prohibitive expenses of new structures, such as [the River Ouse and the East Coast Railway] bridges'<sup>6</sup>.

It could be surmised from this that it is very unlikely that this section of the A1237 will be upgraded in the near future or long term. This could affect the safety of users as the major scheme to dual the A1237 would attract more pedestrians and cyclists to travel alongside the A1237, and increase numbers on this section over the bridges, where the provision would not support the increased usage without further compromising safety.

## 6.8. Key Findings

The key issues with the current proposals are:

- The provision of light segregation, with absolute minimum separation (0.5m) and absolute minimum cycle lane width (2.0m) creates a very low standard provision that does not cater for all users and has some safety concerns.
- The provision of a cycle route next to a road with a 40mph speed limit and high volumes of traffic across two bridges that are exposed to high winds and with no street lighting does not cater for all users and has some safety concerns.
- The need to maintain structural integrity of the bridge decks could result in the temporary traffic management barriers becoming a permanent feature.
- The loss of hardstrips and reduction in traffic lane widths could have an impact on network management across the city if an incident occurred on the bridges which closed the road and caused traffic congestion.
- The loss of hardstrips and reduction in traffic lane widths could have an impact on incident response units as the restricted highway corridor, coupled with traffic queues on the A1237 could prevent or delay units from getting through
- The long-term situation could be a high-quality provision on the adjacent section of the newly dualled A1237 that increases usage over the bridges and increases the safety risk to users.
- The problems raised by the road safety audit have resulted in actions to include carriageway resurfacing and modifications to expansion joints as a minimum. These additional elements will increase the cost of the work significantly.

# 7. Design Progression Options

This review has assessed the current design proposals for their suitability for progression to preliminary design. The following discusses the feasibility of progressing the current design proposals in their entirety, with adaptations, and with wholesale changes, effectively as a new design.

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<sup>6</sup> [York outer ring road dualling scheme – City of York Council](#)

## 7.1. Current Design Proposals

This review has summarised significant issues with the current design proposals, gleaned from the Options Report, road safety audit, an inclusive design assessment, and a site visit (See Section 6). The review has also shown that the current design proposals do not align with LTN 1/20 values and guidance.

The assessment indicates that the current design proposals would generate minimal benefits for cyclists and several safety risks as well as significant costs associated with carriageway resurfacing and modifications to expansion joints.

If these safety risks are not remedied, and the proposals aligned with LTN 1/20 guidance, then the scheme as it stands currently is highly unlikely to be granted EATF funding.

It is therefore **advised** to not proceed with the current design proposals as shown on the design drawings in **Appendix B**.

## 7.2. Adaptation of Current Design Proposals

The bridge decks preclude the construction of any intrusive works including a stepped or segregated cycle track as this would impact on the integrity of the bridge structure and the side-inlet drainage provision. This along with the constrained width severely restricts the options available within the current highway corridor. It is therefore not considered feasible to produce an active travel scheme within the existing corridor that provides a safe, smooth, and attractive facility for pedestrians and cyclists, or that could receive funding from EATF.

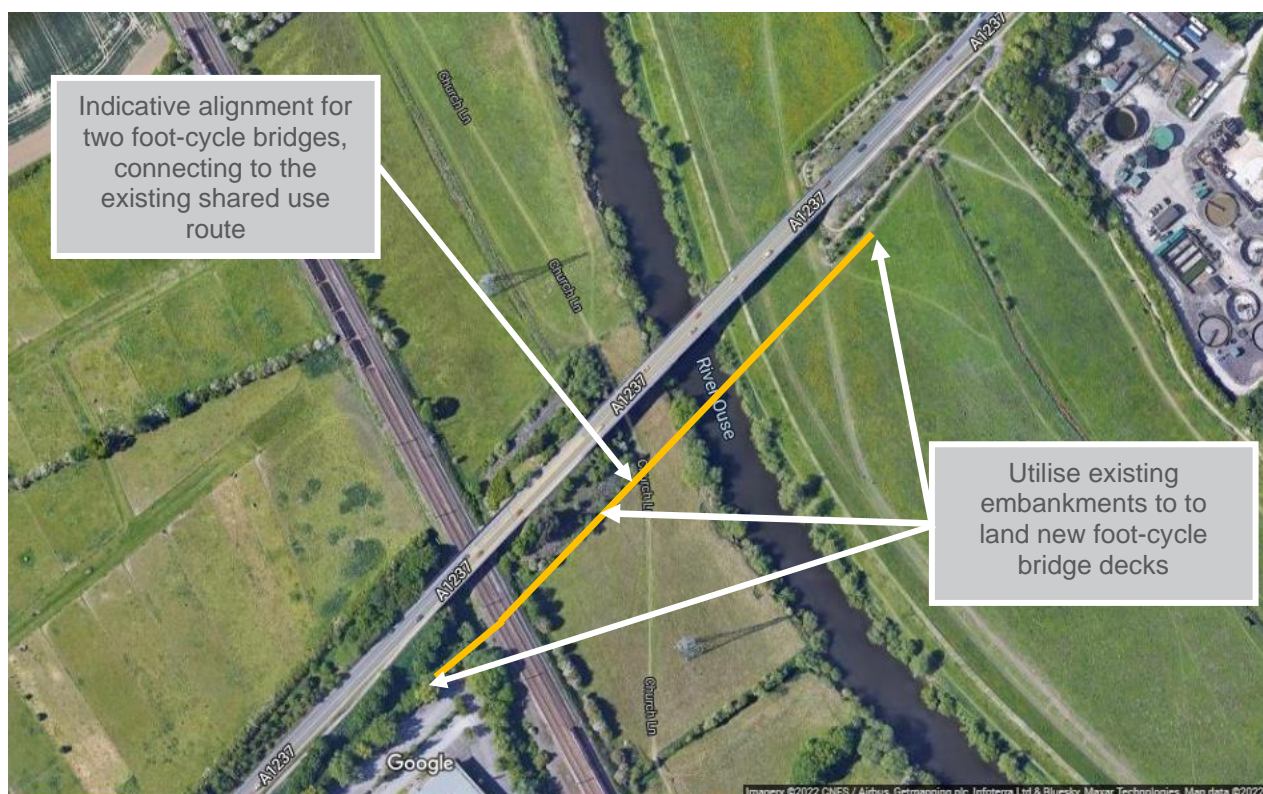
## 7.3. Wholesale new design

To provide a high-quality facility for pedestrians and cyclists that could cater for increased usage and be a permanent feature would require infrastructure outside of the existing highway corridor.

The two bridges are separated by an embankment which could be modified to land new foot-cycle bridge decks on and a new route constructed alongside the A1237 corridor, similar to the facility on the west side of the A1237 / Haxby Road roundabout- see Figure 7-1 and Figure 7-2. Providing segregated facilities with rest points, seating and lighting would align with the proposals for the adjacent A1237 dualling scheme.



**Figure 7-1 – Plan showing the shared use path alongside the A1237 at the Haxby Road roundabout**



**Figure 7-2 - Indicative alignment for new foot / cycle bridges and approaches**

## 8. Conclusions and Recommendations

This assessment has raised significant issues with the current design proposals and highlighted the following three key issues:

- The current design proposals are expected to generate minimal benefits for cyclists and pedestrians and the scheme is unlikely to be funded by Active Travel England.
- The current design proposals create or increase several safety risks for cyclists, pedestrians, and motorists.
- The current design proposals would incur significant costs associated with carriageway resurfacing and modifications to expansion joints that are required to address safety issues.

The inability to include any intrusive works on the bridge decks along with the constrained width severely restricts the options available within the current highway corridor.

Whilst it is often considered better to do something, rather than nothing, in this situation it may be better to do nothing, rather than install a low standard facility that will be retained for the long term. Following the assessment, it is advised to not proceed with the current design proposals and to consider options outside of the current highway corridor.

## 9. Next Steps

The suggested next steps are to carry out a feasibility study for the option described in Section 7.3 that includes the following tasks:

- a pedestrian count survey
- a trip generation study
- a Diversity/Equality Impact Assessment
- stakeholder engagement

# Appendices





# Appendix A. WSP's Option Report



## EMERGENCY ACTIVE TRAVEL FUND (EATF)

<b>DATE:</b>	26 May 2021	<b>CONFIDENTIALITY:</b>	Internal
<b>SUBJECT:</b>	York – A1237 Bridge Cycle Facilities		
<b>PROJECT:</b>	70073583	<b>AUTHOR:</b>	Andy Carpenter
<b>CHECKED:</b>		<b>APPROVED:</b>	Jon Phillip

## PEDESTRIAN / CYCLE FACILITIES, A1237 BRIDGES

### Executive Summary

Further to Government advice and revised DfT Guidance and following award by the DfT of the second Tranche of funding, WSP has reviewed (on behalf of City of York Council, CYC) cycle provision on the A1237 Outer Ring Road (ORR) between the junction with the A19 and Great North Way (GNW) roundabouts across Rawcliffe Ings Bridge (over the River Ouse) and Millfield Railway Bridge (over the East Coast Main Line (ECML)) which were constructed in the mid-1980s.

This report considers the types of medium-term measures which could be implemented to improve facilities along this corridor (focusing on where they are currently very poor) ahead of a potential future upgrade to this section of the ORR (in the long-term) which would include more substantial off-road facilities for cyclists between A19 and A59.

The budget for these works limit the scope of what is achievable (given the two structures) and are effectively limited to removal of hardstrips to provide sufficient width for a narrow two-way cycle lane. A segregated two-way on-carriageway cycle lane of 2.1m would be largely LTN compliant and whilst further discussion would be required on the potential safety implications / Road Safety Audit, this should be weighed against the current risks of the very narrow shared path (particularly for when pedestrians/cyclists pass each other) and the alternative of cyclists using the hardstrips as cycle lanes (which already occurs) as well as pedestrians stepping out into the carriageway to avoid cyclists.

An alternative would be to remove the hardstrips and provide conventional mandatory cycle lanes on both sites of this section of the A1237 although this would not satisfy the DfT requirements for EATF2 funding. It would also require crossings to/from the northbound lane and many cyclists may not use the northbound lane as it requires 2 crossings to use a distance of less than 600m.

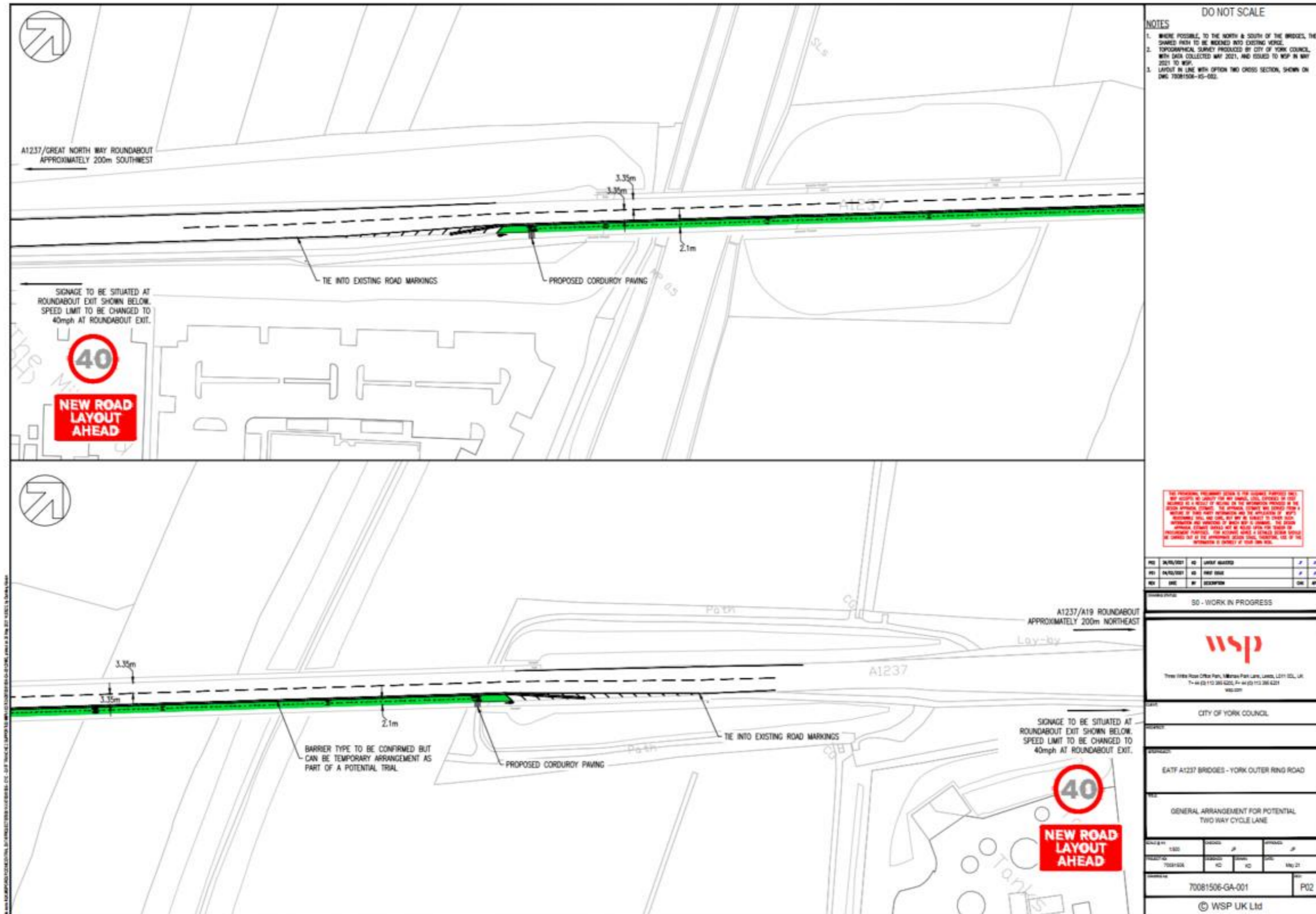
### Current Use

Whilst the current facilities between A19-GNW are shown on the York Cycle Route Map as existing off-road cycle track, they are significantly substandard to the point of not being possible to pass cyclist and pedestrian in many places. As such, cyclist dismount signs are provided on the approaches to Rawcliffe Ings Bridge and Millfield Railway Bridge so that cyclists following the signs cannot use this section as intended. It is assumed that the signs were erected after incidents on the path although these do not appear in the STATS19 data.

Perhaps surprisingly given the current standard of facilities the A1237 route is relatively well-used and provides an important link where there are otherwise limited options to cross the river and ECML (the next closest bridge being Water End, requiring a significant diversion of around 6km). Based on a single 1 hour count on site on a November (2020) Wednesday, between 1300-1400, 24 cyclists and 10 pedestrians were counted (sum of both directions). This is likely to be higher during spring/summer months and outside COVID.

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# Appendix B. Current Proposed Scheme



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