

## Project Outline

Project Name	<b>Acomb Road Cycle Scheme</b>		
Project Manager	Nigel Ibbotson	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:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

With regards to this project, the bid states:

“a scheme to permanently improve conditions for cyclists on a main road (B1224) to the west of York which the LCWIP identifies as having the potential to carry large numbers of cyclists, including many children travelling to schools, but where there is very little provision. Length of road affected approx. 1.5 miles.”

### Project Description:

This project seeks to improve conditions for cyclists on Acomb between Hebden Rise 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.

This project also forms part of a commitment to the DfT through a successful 'Active Travel Fund' bid.

Work West of the location identified above (Hebden Rise) is not included within this scheme and can be considered as part of a separate 'Acomb Regeneration' scheme.

### **Aims and Objectives:**

#### **The Aim of the Project is to:**

Provide LTN 1/20 compliant facilities for cyclists on a route along Acomb Road between Hebden Rise and the Fox junction (A59 / B1224), which will allow CYC to discharge the grant conditions on its ATF award.

Improve safety for cyclists along the B1224 (Acomb Road)

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

Improve safety of pedestrians along the corridor.

#### **The Objectives are:**

Cycle Lanes - Provide LTN1/20 compliant cycle lanes, where feasible, on Acomb Road between Hebden Rise and The Fox junction (A59 / B1224).

Implement LTN 1/20 guidance - Implement elements of LTN 1/20 wherever feasible.

Replace Pedestrian Refuges - Replace existing pedestrian refuges with signalised crossings where feasible.

Improve Safety and Amenity for Cyclists and Pedestrians - Make changes to improve the amenity of the corridor for NMU (non-motorised users).

### **Scope:**

#### **In Scope:**

Consider the introduction of mandatory segregated/widened cycle lanes where feasible. This includes consideration of solutions that may affect loading and access to businesses.

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 car parking bays/spaces between West Bank Park and the Fox Junction (A59 / B1224).

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 a reduction of the speed limit (especially at pinch points along route).

Consider removal of ghost islands and turn boxes and replacement with raised table crossings or alternative solutions where feasible.

Consideration of changes that will improve safety of users travelling to and from Acomb Primary School, within the defined geographical extents.

Consideration of standalone signalised pedestrian / cyclist crossings (not junctions, see exclusions)

Consideration of changes within the adopted public highway only.

Consideration of changes that may impact upon business loading.

**Out of Scope:**

Work West of the location identified above (Hebden Rise) is not included within this scheme and can be considered as part of a separate 'Acomb Regeneration' scheme.

Other geographical locations outside of the area identified above will not be considered as part of this scheme.

'People Street' scheme on Ostman Road adjacent Carr Junior & Infant Schools, which forms part of a separate scheme

Consideration of a toucan crossing at junction with Severus Street and Carr Lane. This is outside the geographical area of this scheme.

Changes that restrict or prevent motor vehicle usage of the corridor.

City-wide/Strategic traffic modelling.

Air quality modelling.

Not looking to improve the following:

- a) Congestion.
- b) Bus facilities/routes.
- c) Reduce queue lengths.
- d) Traffic capacity.
- e) Upgrade equipment.
- f) Resurface any roads/footpaths not required as part of the works.
- g) Street lighting.
- h) Traffic signalling other than pedestrian crossings

Provision of drives/replacement car parking for residents.

Electric scooter provisions.

Consideration of changes to street furniture other than those required to implement a solution.

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

Consideration of traffic signal junction solutions (standalone crossings can be considered)

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

Relocation / replacement of street furniture.

### **Outcomes and Benefits:**

Increase in cyclists and pedestrians using the route. – Measured by a comparison of cycling figures compared to notional 2019 baseline figures.

Improved cyclist and pedestrian safety / reduced incidents – Measured by evaluating accident figures over 5-years post-construction.

**Dependencies and related works:**

There are no direct dependencies on any other project.

**Design Resource Procurement:**

A procurement exercise is proposed to be undertaken to obtain Principal Designer support.