

Project Outline

Project Name	A19 Shipton Road Cycle Route – Phase 1 Interventions		
Project Manager	TBC	Date	21/02/2023

Purpose of this Document:

This document summarises key project information to ensure that project delivery aligns with stakeholder and decision maker expectations.

Mandate:

The '22 Nov 2022 Executive Meeting' resulted in a decision to split the government funded 'A19 Shipton Road Active Travel Corridor Scheme' into two phases, due to cost estimates for the full scheme exceeding available budgets.

This project forms 'Phase 1' of this scheme and intends to introduce smaller scale interventions that are affordable within the available budget and which address locally identified issues.

Project Description:

This project aims to improve pedestrian access across the A19 Shipton Road for people travelling between Fylingdale Avenue and Northholme Drive in both directions.

The nearby residential streets, hospital, and other local amenities are located on each side of the A19, resulting in a pedestrian desire line across this main arterial route.

Provision of a standalone signalised pedestrian crossing over the A19 will improve the safety, convenience and amenity of the pedestrian route at this location.

Aims and Objectives:

The Aim of the Project is to:

Improve pedestrian access across the A19 at the junction with Fylingdales Avenue and Northholme Drive.

The Objectives are:

Introduce a standalone signalised pedestrian crossing over the A19 at the junction with Fylingdales Avenue and Northholme Drive.

Scope:

In Scope:

Installation of a standalone signalised pedestrian crossing over the A19 at the junction of Fylingdales Avenue and Northholme Drive. The crossing is to be located either immediately north of Fylingdales Avenue, or immediately south of Northholme Drive (subject to relevant road safety audit and principal designer support)

Power provision – Installation of a new dedicated power supply to meet the requirements of the Electricity (Unmetered Supply) Regulations 2001. Use of a power supply from existing street lighting columns is not permitted.

Only that resurfacing of footpaths and carriageway required for the installation of the crossing, to meet safety requirements, as identified within a formal Road Safety Audit.

LINSIG traffic modelling to understand the immediate local traffic impacts of the introduction of the crossing.

Alteration of Traffic Regulation Orders as they relate to double yellow lines, only so far as is required to implement the new crossing.

Consideration of future-proofing the installation so that it can be converted into a Toucan in the future if required.

Out of Scope:

Consideration of a full signalised junction solution – a full junction is likely to cost more than the available budget.

Consideration of solutions to make motor vehicular access into and out of the side roads easier – This is not within scope of the Active Travel Programme.

Introduce or remove parking spaces, parking laybys, residents parking zones, or other parking related interventions (there are currently no such facilities within the geographical area of this scheme)

Introduction of flood water storage solutions

Introduction of public realm improvements, parklets, aesthetic planting boxes, benches, and other street furniture

Resurfacing of the carriageway or footpath where not strictly required for the installation of the crossing in terms of safety. Only resurfacing identified as being necessary within the formal Road Safety Audit will be explored.

Improvements to bus service infrastructure, including bus stops, laybys, bus lanes and associated infrastructure.

Introduction of cycle lanes or similar cycling infrastructure.

Improvements to drainage infrastructure, except where essential for the installation of the crossing.

Consideration of land ownership issues. Only solutions that are entirely within the adopted public highway are to be considered.

Micro-simulation or Strategic traffic modelling.

Air Quality modelling.

Alteration or introduction of Traffic Regulation Orders, including double yellow lines, where not needed for the introduction of the new crossing.

Closure of existing access routes or the introduction of turning movements bans or other related access restrictions.

Outcomes and Benefits:

Improved pedestrian access across the A19 at the junction of Fylingdale Avenue and Northholme Drive.

Benefits are to be measured by a post-installation consultation.

Dependencies and related works:

This scheme forms Phase 1 of the ATP funded 'A19 Shipton Road Active Travel Scheme', however this project is not dependent upon any other scheme within the Active Travel Programme.

This scheme is independent of work to adjust the speed limit along the A19, however it will be taken into account during the project.

Design Resource Procurement:

The intention is to use in-house resource.