

## Project Outline

Project Name	<b>Wheldrake to Heslington Pedestrian &amp; Cycle Improvements</b>		
Project Manager	Nigel Ibbotson	Date	02/02/2022

### 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. The relevant text within the bid states:

“The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York.”

### Project Description:

The active travel options for residents of Wheldrake, South of York, are limited as the two access roads linking it to the city centre (A19) Selby Road and Elvington Lane are high speed and narrow. This project seeks to provide a pedestrian and cycle link between the village of Wheldrake and Main Street at Heslington. It also seeks to provide an off-road pedestrian and cycle path where possible.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow around the

University and poor provision for cyclists and pedestrians wishing to travel between Wheldrake and Heslington including children in Wheldrake travelling to Fulford School.

### **Aims and Objectives:**

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

Provide an off-road cycle path between Wheldrake and Heslington using existing permissive routes and stretches of new off-road routes.

Improve the amenity of the pedestrian and cycling corridor along this route to encourage further cycling/pedestrian modal shift to NMU (non-motorised use) in both directions.

Fulfil the grant funding requirements of the DfT where relevant.

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

Provide an off-road path or combination of off-road path and tracks for cyclists and pedestrians between Wheldrake and Heslington.

Provide a near continuous cycle lane between Wheldrake and Heslington villages.

Introduce “lightly segregated/widened cycle lanes” where feasible.

Introduce mandatory segregated/widened cycle lanes” where feasible.

Implement elements of LTN 1/20 wherever feasible.

### **Scope:**

#### **In Scope:**

Geographical Scope:

Consideration of solutions on the 5 potential routes, as part of considering all options, as follows:

Route 1 - A combination of off-road and existing highway amendments to provide a cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake, Main Street through

Wheldrake Lane, new right-hand turn/link alongside Pool Bridge Farm ditch to Langmill Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 2 - A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 3 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Fir Tree Farm field to connect with Langwith Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 4 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 5 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Fir tree Farm field to connect with Langwith

Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Consider speed restrictions and traffic calming measures, where necessary.

Local traffic modelling.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non-green scoring solutions can be considered if they represent an improvement in line with project objectives.

Consider removal of ghost islands and turn boxes.

Consideration of land ownership issues and changes to adopted public highway boundaries.

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

Consideration of changes to TRO (Traffic Regulation Orders), except those changes that would restrict motor vehicles access.

**Out of Scope:**

Consideration of changes to locations outside of the areas defined above.

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) Improve traffic capacity.
- e) Upgrade equipment.
- f) Resurface any roads/footpaths not required as part of these works.

Crash barrier/speed mitigation works at Elvington Airfield.

Cycle parking facilities at Wheldrake and Heslington or along the route.

Bridge barrier improvements on Common Lane overpass to the A64.

University-wide cycle/pedestrian connections to this route.

Consideration of solutions that will restrict access to motorised vehicles users.

Improvement to public realm or street furniture other than those changes required to achieve the objectives.

Improvements to public transport operation or infrastructure.

#### **Outcomes and Benefits:**

Increase in cyclists and pedestrians using the route, measured by a comparison of surveyed user data compared to 2019 baseline data.

Improved cyclist and pedestrian safety/reduced incidents, measured by a comparison of accident figures over a five year period, post construction.

#### **Dependencies and related works:**

Sustrans are undertaking a feasibility study in a similar, but not equivalent, location. Whilst there are no direct dependencies at this point, there will be a degree of shared work between the two schemes.

#### **Design Resource Procurement:**

A procurement exercise will be undertaken to obtain design resource.