

**Notice of a public meeting of  
Executive**

**To:** Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley, Waller and Widdowson

**Date:** Thursday, 30 September 2021

**Time:** 5.30 pm

**Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

**AGENDA**

**Notice to Members – Post Decision Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday, 4 October 2021**.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

**1. Declarations of Interest**

At this point, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

## 2. **Exclusion of Press and Public**

To consider the exclusion of the press and public from the meeting during consideration of Annexes A, B and C to Agenda Item 9 (Haxby Station – Update and Land Acquisition) on the grounds that they contain information relating to the financial or business affairs of particular persons (including the authority holding that information). This information is classed as exempt under paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by The Local Government (Access to Information) (Variation) Order 2006).

## 3. **Minutes** (Pages 3 - 14)

To approve and sign the minutes of the last Executive meeting, held on 26 August 2021.

## 4. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

**Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Tuesday, 28 September 2021.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://www.york.gov.uk/AttendCouncilMeetings) to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

## **Webcasting of Remote Public Meetings**

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

- 5. Forward Plan** (Pages 15 - 18)  
To receive details of those items that are listed on the Forward Plan for the next two Executive meetings.
- 6. Preparations for Welfare Winter Planning and Support** (Pages 19 - 46)  
The Director of Customer and Communities to present a report which reviews the provision of nationally and locally funded welfare support available to financially vulnerable residents and families during the coming winter months, seeks approval for proposals to address school holiday hunger in the short term and food poverty in the longer term, and provides options for the use of remaining emergency covid-related funding to benefit those residents most affected by the pandemic.
- 7. York & North Yorkshire Road Safety Partnership – Safer Roads Strategy** (Pages 47 - 88)  
The Director of Planning, Transport & Environment to present a report which seeks endorsement of a strategy, developed with partners, to be used as a framework for the delivery of road safety interventions in the city.
- 8. York Outer Ring Road (YORR) – Phase 1 Dualling – Evaluation of the Consultation Process and Resolution to Submit a Planning Application** (Pages 89 - 320)  
The Director of Planning, Transport & Environment to present a report which provides details of the evaluation of the consultation process carried out last autumn on the proposed YORR Phase 1 dualling scheme, recommends modifications to the scheme, and seeks approval to submit a planning application based on the revised scheme design.
- 9. Haxby Station – Update and Land Acquisition** (Pages 321 - 340)  
The Corporate Director of Place to present a report which provides an update on progress towards a proposed new railway station in Haxby, and seeks approval to add the Haxby Station project to the council's capital programme and to acquire the freehold interest of a plot of land in Haxby which will assist in delivery of the project.
- 10. Urgent Business**  
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Fiona Young

Contact details:

- Telephone – (01904) 552030
- E-mail – fiona.young@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)  
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی میا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

## Coronavirus protocols for attending Committee Meetings at West Offices

If you are attending a meeting in West Offices, you must observe the following protocols.

**Good ventilation is a key control point, therefore, all windows must remain open within the meeting room.**

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you should follow government guidance. You are advised not to attend your meeting at West Offices.

### Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend. Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://www.nhs.uk/conditions/coronavirus/covid-19/testing/rapid-lateral-flow-tests/), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests). Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

### Guidelines for attending Meetings at West Offices

- Please do not arrive more than 10 minutes before the meeting is due to start.
- You may wish to wear a face covering to help protect those also attending.
- You should wear a face covering when entering West Offices.
- Visitors to enter West Offices by the customer entrance and Officers/Councillors to enter using the staff entrance only.
- Ensure your ID / visitors pass is clearly visible at all time.
- Regular handwashing is recommended.
- Use the touchless hand sanitiser units on entry and exit to the building and hand sanitiser within the Meeting room.
- Bring your own drink if required.
- Only use the designated toilets next to the Meeting room.

### Developing symptoms whilst in West Offices

If you develop coronavirus symptoms during a Meeting, you should:

- Make your way home immediately
- Avoid the use of public transport where possible
- Follow government guidance in relation to self-isolation.

You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you should not attend the meeting.**

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City of York Council

Committee Minutes

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|               |  |
|---------------|--|
| Meeting       | Executive  |
| Date          | 26 August 2021   |
| Present       | Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley, Waller and Widdowson |
| In Attendance | Councillor Douglas (on behalf of the Opposition Group Leader)  |

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## **PART A - MATTERS DEALT WITH UNDER DELEGATED POWERS**

### **23. Declarations of Interest**

Members were asked to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, that they might have in the business on the agenda. No additional interests were declared.

### **24. Minutes**

Resolved: That the minutes of the Executive meeting held on 20 July 2021 be approved, and signed by the Chair as a correct record.

### **25. Public Participation**

It was reported that there had been 10 registrations to speak at the meeting under the Council's Public Participation Scheme; however, one speaker was now unable to attend.

Jane Burton spoke on Agenda Item 5 (CYC Recovery and Renewal Strategy), on behalf of York Accessibility Action Group. She objected to the proposals to extend the current footstreets arrangements, stating that they excluded disabled people from the city centre and thus were a poor reflection on York, and noting that the proposed mitigations were unworkable.

Anne Norton also spoke on Item 5, objecting to the footstreets proposals, on behalf of York Disability Forum. She highlighted issues previously raised in consultation about the distance of

blue badge parking from the city centre and hazards caused by pavement cafes, and urged Members not to delay restoring blue badge access to the centre.

Pamela Mills also spoke on Item 5 in objection to the footstreets proposals. She highlighted the detrimental effect on blue badge holders of being unable to park in the city centre, especially those people who had limited time with their carers, as it did not allow enough time to carry out essential activities.

James Euesden also spoke on Item 5, on behalf of York Cycle Campaign. He expressed concern that data in the report showed a drop in levels of cycling in York when they had increased elsewhere, and noted that the lack of a safe cycle route across the city was exacerbated by excluding cyclists from the footstreets.

Jamie Wood also spoke on Item 5 in objection to the footstreets proposals, stating that they amounted to discrimination against blue badge holders, that the Equalities Impact Assessment was inadequate and that responses to consultation had been misrepresented.

Delma Tomlin spoke on Item 5 on behalf of York Early Music Centre and other music venues, outlining the ongoing difficulties that they faced as a result of the pandemic and supporting the proposal to allocate funding to York music venues.

Christopher Sherrington spoke on Item 5, on behalf of York Music Venue Network, the Music Venue Trust and the Fulford Arms. He urged Members to approve the proposal to fund the city's music venues, as an example of how councils could support their local economy.

Richard Powley spoke on Agenda Item 6 (York Community Woodland). As the owner of a neighbouring farm, he expressed concerns about the potential impact on his property and sought clarification on issues including nuisance, light and fencing.

Cllr Looker, Ward Member for Guildhall spoke on Agenda Items 8 (Finance & Performance Monitor) and 9 (Capital Programme Monitor). Commenting in particular on Adult Social Care, she expressed concern about the council's ability to meet the budget challenges and stressed the need to look for more innovative solutions.



**26. Forward Plan**

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

**27. City of York Council Recovery and Renewal Strategy - August Update**

The Chief Operating Officer presented a report which provided a final update on the council's activities both directly in response to Covid-19 and to support recovery and renewal. Future updates would be contained in relevant reports considered as part of the normal business of the council.

The report summarised work undertaken over the past 19 months in relation to business support, financial inclusion and supporting the city centre, and looked ahead to the continuing challenges posed by Covid-19. It also made recommendations in respect of the future operation of the footstreets and the allocation of available funding for supporting businesses. The latest rate of new Covid cases in York was reported as 327.9 per 100k population, while 69.8% of adult residents had received both doses of the vaccine. A amendment was reported to paragraph 39 of the report, the 5<sup>th</sup> sentence of which should read as follows: *“Applications would be sought from individual venues that received Cultural Recovery Fund investments from the Arts Council, using the criteria from the Grassroots Music Venues Fund (see Arts Council website), but without the restrictions on infrastructure and buildings.”*

The Chief Operating Officer and the Chair recorded their thanks to staff, partners and volunteers for all the work they had undertaken during this period. Members echoed these comments and highlighted achievements within their individual portfolio areas. In response to matters raised under Public Participation, officers confirmed that the complexities were recognised and the recommendation was for a temporary extension of the footstreets; there would be opportunities for further public engagement, and a more comprehensive equalities assessment would accompany the report to Executive in November. Work to understand the figures around cycling, which remained a council priority, would also continue.

Resolved: (i) That the contents of the report be noted.

(ii) That the use of ARG funds and the positive impact of this approach on the York economy be noted, and that approval be given to allocate:

- a) £500k to the business voucher support scheme and
- b) £100k to support York's music venues.

(iii) That a final allocation report be brought to Executive at the end of 2021.

Reason: To support the York economy and its recovery from the Covid pandemic.

(iv) That officers be requested to obtain the necessary permissions to extend the current temporary footstreet arrangements, which are due to expire in September 2021, so that the 127 businesses currently operating street cafes can continue to operate in the interim and so that all available options can be presented to Executive in November to consider the future operation of the footstreets, which will include extending the additional blue badge parking provision that has already been provided.

(v) That the number of mitigations enacted since approval of the Temporary TRO to help support Blue Badge Holder access to the city centre (as set out in paragraph 40 and Annex 1) be noted.

Reason: To enable Executive to consider future arrangements of the footstreets extensions together with further improvements to accessibility in the city centre. The extension of the temporary orders will allow the current arrangements initiated in response to the government's Covid-19 guidance and Pavement Café License legislation to continue until Executive has been able to formally consider the statutory consultation and feedback on the further mitigation options.

(vi) That approval be given to extend the Temporary TRO for the continued one-way operation of Coppergate with contraflow cycle lane

until December 2021 pending consultation on the potential changes to the arrangements, including removal of the restrictions, and to remove the current pedestrian barriers from the southern footway immediately.

Reason: To allow the Executive / Executive Member to consider the results of engagement with stakeholders prior to making a decision in line with recent directions from the Department for Transport, and because pedestrian barriers are no longer considered necessary at this location with the removal of social distancing restrictions.

(vii) That officers be requested to continue the engagement with disabled people's advocacy groups, and to engage with the Human Rights and Equalities Board on the emerging ideas from this summer's strategic review of city centre access and parking and any additional suggestions from the statutory consultation for improving access in the city centre.

Reason: To ensure that the council works to improve access to the city centre for all.

(viii) That it be noted that reports will be brought to Executive in November 2021 on the future operation of the footstreets, My City Centre, Review of Access and Parking and the Future Funding of Dial a Ride.

Reason: This will also allow Executive to consider the decision on the future operation of the footstreets in the light of My City Centre and the Strategic Review of Access in full.

(ix) That consultation and engagement be undertaken with Scrutiny before the November Executive meeting on the future operation of the footstreets, accessibility to the city centre and the surrounding constraints.

Reason: To ensure that consideration is given to all ongoing constraints and opportunities regarding the extension of the city centre footstreets.

(x) That approval be given to implement additional dropped kerbs within the city centre footstreets around pavement cafes as mitigation, by prioritising these locations as part of the LTP programme.

Reason: To mitigate the impact of the continued presence of café licences on mobility aid access where some premises may not now be accessible without considerable detours.

(xi) That £20k be allocated from the Covid Recovery contingency to support York Wheels / Dial and Ride and Shopmobility and promote their services to potential users.

Reason: In recognition of the critical role they have played and will continue to play in the recovery of the city centre.

**28. York Community Woodland Community Co-design Vision and Process for Selecting Capital Funding and Delivery Partner**

The Corporate Director of Place presented a report which summarised the outcomes of engagement work to inform the final design of the York Community Woodland and set out a recommended process for agreeing the final design plan, the external capital funding source to support the creation and management of the woodland, and the appointment of a delivery partner.

Since consideration of the vision and objectives of the project by Executive on 27 August 2020 (Minute 31 of that meeting refers), land near Knapton village had been purchased with funding from the Northern Forest budget and revenue grants secured from White Rose Forest (WRF) and the Forestry Commission, as set out in paragraphs 5-9 of the report. The report had been developed in consultation with partners in WRF and the Community Forest Trust. Public consultation had also taken place aimed at reaching a wide and diverse audience across the city, as detailed in paragraphs 10-15. Feedback from this co-design process was included in the 'Community & Stakeholder Engagement Response Report' at Annex 1, along with official responses from The Woodland Trust, Natural England and other

bodies. Pegasus Planning Ltd. had been appointed to draw up a proposed woodland design masterplan and offers of capital funding had been secured from both the WRF and Forestry England.

In commending the proposals to Members, the Executive Member for Environment & Climate Change thanked the stakeholders and partners involved in progressing the project so rapidly. In response to comments made under Public Participation, she confirmed that these concerns would be taken into account in finalising the design details.

Resolved: (i) That the views of residents and stakeholders gained through community consultation be noted, and that the community woodland vision and woodland name be approved.

Reason: To ensure that the York Community Woodland project fully reflects the views and priorities of local residents and stakeholders.

(ii) That authority be delegated to the Executive Member for Environment and Climate Change to approve the final woodland design, select the source of external capital funding to support the woodland creation and approve the carrying out of a procurement process to appoint a woodland creation delivery partner.

Reason: To ensure a timely decision regarding woodland design in order to meet the 2021/22 tree planting season (October to March).

(iii) That authority be delegated to the Director of Governance to take such steps as are necessary to enter into the funding agreement and to procure, award and enter into the resulting contracts for the appointment of a woodland creation delivery partner should the Executive Member for Environment & Climate Change select the White Rose Forest Trees for Climate fund as the external capital funding source to support York Community Woodland delivery.

Reason: To ensure timely entry into the lease to meet project deadlines.

(iv) That authority be delegated to the Executive Member for Environment & Climate Change to approve the publication of any necessary 'open space' disposal Notice under s.123 of the Local Government Act 1992 and to consider any comments received from the public in response to such Notice should the Executive Member for Environment & Climate Change select Forestry England as the external capital funding source to support York Community Woodland delivery, in return for the council granting Forestry England a long term lease of the land.

Reason: To ensure timely entry into the lease to meet project deadlines.

(v) That authority be delegated to the Director of Governance to take such steps as are necessary to enter into the resulting lease with the Secretary of State for Environment, Food & Rural Affairs for the York Community Woodland site at Knapton should the Executive Member for Environment & Climate Change select Forestry England as the external capital funding source to support York Community Woodland delivery.

Reason: To ensure timely selection and appointment of a woodland creation delivery partner to meet project deadlines.

## **29. Updating the Council's Adopted Highway Data and Recording Processes**

The Corporate Director of Place presented a report which sought approval to implement the process required by the Local Government Ombudsman (LGO), in a decision dated 19 May 2021, to update the council's records in respect of its adopted highway data.

The LGO's decision, attached as Annex A to the report, concerned a complaint that the council's failure to update its records to show that a road was adopted had led to the

complainant missing an opportunity for access to faster broadband. The LGO had asked the council to complete a review of the road adoption system by 19 August 2021 and to report the findings to Members within a month of completing the review, seeking approval for changes and recommendations. The review had been completed and the results and recommendations were set out in the report.

Two options were presented, as detailed in paragraph 15:

**Option A** (recommended) – undertake a full update addressing all areas to be reviewed, setting up a small highway recording function in the Place Directorate to progress this.

**Option B** – prioritise the update within current staffing levels. This was not recommended as it would reduce the level of service for other duties and would not meet the LGO's requirements.

Resolved: (i) That the actions taken to comply with the LGO's requirements, including to undertake a full update of the highway extent map, List of Streets and Definitive Map in 2021/22 and 2022/23 addressing all areas to be reviewed and updated, be noted.

(ii) That therefore approval be given to set up a small highway recording function within the Place Directorate, initially for a period of one year, funded through existing resources.

Reason: To comply with the LGO's requirements and meet the council's statutory duties within an acceptable timescale.

### **30. 2021/22 Finance and Performance Monitor 1**

The Chief Finance Officer presented a report which provided details of the council's overall finance and performance position for the period 1 April 2021 to 30 June 2021, together with an overview of any emerging issues.

The report highlighted a number of known pressures that would need to be carefully managed throughout the year, the continuing impact of the Covid-19 pandemic, and the significant ongoing pressures on children's and adults' social care budgets.

The gross financial pressures facing the council were projected at £7.8m. After mitigation and further action, as outlined in the report and in the directorate summaries at Annex 1, it was considered that this could be brought down to a net position of £5m. The council had £6.9m general reserves to call upon should the outturn not be within the approved budget. Member approval was sought to write off three debts above £100k, as detailed in paragraphs 23-26, and to award contracts in respect of ICT procurement, as explained in paragraphs 28-33. In respect of service delivery, performance remained high despite the challenges faced over the past year and continued to compare favourably against areas similar to York. Performance indicators had also remained positive, as summarised in paragraph 36 of the report and detailed in Annex 2.

In supporting the recommendations, and in response to comments under Public Participation, the Executive Member for Finance & Performance highlighted the work being done to support social care services and the extra funding allocated to this area (paragraphs 8 and 13) and noted that levels of cycling had dropped from a higher baseline in York than in other places. The Chair drew attention to discussions at the City of York Outbreak Management Board, and the Board's agreement to lobby the Department of Health for more funding.

- Resolved:
- (i) That the finance and performance information, and the actions needed to manage the financial position, be noted.
  - (ii) That approval be given to write off bad debts as outlined in paragraphs 26 to 30 of the report.
  - (iii) That the two elements of the MSA procurement be awarded as follows, as outlined in paragraphs 28-33:
    - a) The Dark Fire contract to be awarded to City Fibre for 15 (with option of plus 3 plus 2) years;
    - b) The Managed Services contract North to be awarded for 7 (with option of plus 3x1) years.

Reason: To ensure that expenditure is kept within the approved budget.



**31. Capital Programme - Monitor 1 2021/22**

The Chief Finance Officer presented a report which set out the projected out-turn position of the council's capital programme for the 2021/22 financial year, along with requests to re-profile budgets to or from current and future years.

A decrease of £62.138m was reported on the programme approved in February 2021, resulting in a revised programme for 2022/22 of £158.404m. Variances against each portfolio area were set out in Table 1 at paragraph 6 of the report and detailed in paragraphs 7-48. The revised 5-year programme was summarised in Table 2 at paragraph 49. Officers reported that the slippage was due mainly to the re-profiling of major schemes, as was to be expected with such complex projects.

In commending the recommendations to Members, the Executive Member for Finance & Performance welcomed the progress on a number of schemes, including the Guildhall, the Community Stadium and the completion of Marjorie Waite Court.

Resolved: (i) That the 2021/22 revised budget of £158.404m, as set out in Table 1 at paragraph 6 of the report, be noted.

(ii) That the re-stated capital programme for 2021/22 to 2025/26, as set out in Table 2 at paragraph 49, be noted.

Reason: To enable the effective management and monitoring of the council's capital programme.

**PART B - MATTERS REFERRED TO COUNCIL**

**32. Capital Programme - Monitor 1 2021/22**

The Chief Finance Officer presented a report which set out the projected out-turn position of the council's capital programme for the 2021/22 financial year, along with requests to re-profile budgets to or from current and future years.

A decrease of £62.138m was reported on the programme approved in February 2021, resulting in a revised programme

for 2022/22 of £158.404m. Variances against each portfolio area were set out in Table 1 at paragraph 6 of the report and detailed in paragraphs 7-48. The revised 5-year programme was summarised in Table 2 at paragraph 49. Officers reported that the slippage was due mainly to the re-profiling of major schemes, as was to be expected with such complex projects.

In commending the recommendations to Members, the Executive Member for Finance & Performance welcomed the progress on a number of schemes, including the Guildhall, the Community Stadium and the completion of Marjorie Waite Court.

**Recommended:** That Council approve the adjustments resulting in a decrease in the 2021/22 budget of £62.138m, as detailed in the report and contained in Annex A.

**Reason:** To enable the effective management and monitoring of the council's capital programme.

Cllr K Aspden, Chair

[The meeting started at 5.35 pm and finished at 7.27 pm].

**Forward Plan: Executive Meeting: 30 September 2021**

**Table 1: Items scheduled on the Forward Plan for the Executive Meeting on 14 October 2021**

| <b>Title and Description</b>   | <b>Author</b>   | <b>Portfolio Holder</b>        |
|--|-----------------|--------------------------------|
| <p><b>Haxby Station – Site Selection</b></p> <p><b>Purpose of Report</b><br/>To consider the potential sites for a new Haxby Station and recommend a single preferred site to be taken forward for further development.</p> <p>Executive will be asked to: (subject to previous approvals at Executive on 30 September 2021) approve a preferred single site to take forward for further development as the potential location of the new Haxby Station.</p>   | Richard Holland | Executive Member for Transport |
| <p><b>Highways Infrastructure Asset Management Plan</b></p> <p><b>Purpose of Report</b><br/>This report requests approval to introduce a strategic approach for the asset management of York’s highway network. The Highways Asset Management Plan (HIAMP) is required to optimise the allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users of the transport network</p> <p>The Executive will be asked to approve the introduction of the Highways Infrastructure Asset Management Plan and note the revision to the Highway Safety Inspection Manual.</p> | Bill Manby      | Executive Member for Transport |

| Title and Description   | Author           | Portfolio Holder   |
|---|------------------|--|
| <p><b>Housing Delivery Programme Update</b></p> <p><b>Purpose of Report</b></p> <p>The report provides an update on the Housing Delivery Programme and will set out a development budget for the Ordnance Lane/Hospital Fields Rd project which will trigger the submission of the planning application. The report also updates on public engagement work at Willow House, developing ideas at York Central and other potential community housing projects.</p> <p>The Executive will be asked to agree the allocation of a development budget from the agreed HRA capital programme and the agreement to proceed with community housing schemes.</p>  | Michael Jones    | Executive Member for Housing & Safer Neighbourhoods                                      |
| <p><b>School Capital Works at Millthorpe and Manor Schools to Accommodate the Expected Demand for Pupils Places from within the Schools Catchment Area by September 2022</b></p> <p><b>Purpose of Report</b></p> <p>To provide details about the capital work needed to create additional accommodation to fulfil an expected temporary 3-year demand for pupils living in the catchment areas for Millthorpe and Manor schools in Secondary Planning Area West (SPA West).</p> <p>The Executive will be asked to approve the use of the basic need funding to complete capital works at Millthorpe and Manor Schools to accommodate additional school places to fulfil the Local Authority Statutory Sufficiency Duty.</p> | Claire McCormick | <p><b>Lead member:</b><br/>Executive Member for Children, Young People and Education</p> |

**Table 2: Items scheduled on the Forward Plan for the Executive Meeting on 18 November 2021**

|  |                      |  |
|--|----------------------|--|
| <p><b>Refresh of York’s Parish Charter</b></p> <p><b>Purpose of Report</b><br/>To set out an updated version of York’s Parish Charter following consultation with Local Councils.</p> <p>The Executive will be asked to note the report.</p> | <p>Charlie Croft</p> | <p>Executive Member for Culture, Leisure and Communities</p> |
|--|----------------------|--|

**Table 3: Items Slipped on the Forward Plan**

| <i><b>Title &amp; Description</b></i> | <i><b>Author</b></i> | <i><b>Portfolio Holder</b></i> | <i><b>Original Date</b></i> | <i><b>Revised Date</b></i> | <i><b>Reason</b></i> |
|---------------------------------------|----------------------|--------------------------------|-----------------------------|----------------------------|----------------------|
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**Executive****30<sup>th</sup> September 2021**

Report of the Director, Customer & Communities  
Portfolio of the Executive Members of Finance &  
Performance and Housing & Safer Neighbourhoods

**Preparations for Welfare Winter Planning & Support****Summary**

1. This report reviews the provision of nationally and locally funded covid welfare support available to financially vulnerable residents and families during the coming winter months whilst the effects of the pandemic are still being felt across the city.
2. The report assesses the costs and options around addressing school holiday hunger in the short term whilst looking to address food poverty impacts in the city in the longer term. It also provides options for Executive consideration around how to use remaining related emergency covid-related funding to best effect for the benefit of those residents most impacted by the pandemic including early preventative schemes.
3. Importantly the report summarises the different elements of support that will be made available through specific themed activities, partnership co-ordination of advice and information and a comprehensive communications plan. These combined activities along with any approved funded schemes will ensure residents can secure the right support at the right time over the coming winter period.

**Recommendations**

4. The Executive is asked to:
  - a) Note the continued impacts of the pandemic on financially vulnerable members of York's communities as many Government covid welfare

schemes come to an end and note the full range of activities planned by the council and partners to support residents during the forthcoming winter.

- b) Note the £1m covid emergency funding identified by Executive at the start of the pandemic and how this funding has been distributed.
- c) In relation to holiday Free School Meal vouchers approve £150k funding to cover the school holidays in the current financial year to February Half Term (and excluding the week at Christmas covered by Holiday Activities and Food Programme Funding) from the York Financial Assistance Scheme (YFAS) Emergency Fund reserve (paragraphs 23 and 41).
- d) Refer school holiday food provision to the Children Education & Communities Policy & Scrutiny Committee to consider the effectiveness, impact and funding of the voucher scheme alongside other grassroots community based provision and other schemes to address food poverty impacts (paragraphs 23 and 41). This work could also inform further formal responses back to the Department for Education.
- e) Consider and agree funding for the schemes for one year from existing YFAS emergency funds as outlined in the report (paragraphs 34-39 and 41):
  - i. Early Support Fund at an additional cost of £20k
  - ii. Early intervention for residents in debt at a cost of £35k
  - iii. 100% Digital York Project Coordinator at a cost of £23,220.

**Reason:** *To acknowledge the ongoing financial impacts of the pandemic on residents, recognise the ending of a number of related government support schemes, consider mitigations and increase awareness of developing council plans to support residents in debt and in difficulty meeting their day to day living expenses.*

## **Background**

- 5. There is no doubt that the economy in York is bouncing back from the covid pandemic and this is positive in providing job opportunities for local residents. This does not however alleviate the pressures on financially



vulnerable residents in either the short or longer term. Whilst this may seem contrary to what may be expected, the link between job availability and financial vulnerability is more complex.

6. The number of working age residents claiming Council Tax Support (CTS) rose during the pandemic as there were transient claimants effected by covid. The core base of around 5,500 claimants in each month has remained constant since June 2020 (up from 4623 in February 2020). The majority are employed either part time or full time but do not earn enough to manage without claiming benefits. There are a range of causes for this including:
  - low pay and /or part-time hours
  - child care costs
  - high property costs in York
  - skills, education and experience mismatches in terms of available higher paid jobs
  - the employment taper in Universal Credit\*
    - \*The Universal Credit earnings taper rate is currently **63%**. This means that for every £1 you earn over your work allowance (if you are eligible for one) your Universal Credit will be reduced by 63p. This amount will be deducted automatically from your Universal Credit payment. (gov.uk 12 Apr 2021)*
  - health conditions and disabilities.

### Support Provided

7. The financial impacts of the pandemic on businesses and residents have been recognised locally and nationally, with the provision of a number of financial support schemes. These schemes for individuals and families for the 2020/21 year were summarised in a report to the Executive Portfolioholders on 12<sup>th</sup> July 2021 which can be found here:  
  
<http://modgov.york.gov.uk/documents/s150921/Welfare%20Benefits%20Financial%20Inclusion%20July%2012%202021%20Final.pdf>
8. The value of direct City of York financial support spent to the 31<sup>st</sup> March 2021, was £829k which has been supplemented with Government funding of £1.7m.
9. The table below shows spend from the allocated £1m council budget in 2020/21 (829K). The £412k reserve set out in the Financial Implications section of this paper is the residual funding from the 2020/21 budget and the existing prior year YFAS reserve.

**Area**

|  |           |
|--|-----------|
| Community hubs - pre pay cards                     | £ 10,255  |
| Hub Support  | £ 75,000  |
| Community food parcels                             | £ 63,111  |
| Mobile phones & internet                           | £ 11,000  |
| Discretionary free school meals - Pupils confirmed | £ 50,505  |
| Covid-19 Hardship Grant for CTS - Council Funding  | £ 78,844  |
| Winter Support Grant Charged to YFAS               | £ 235,620 |
| YFAS scheme  | £ 304,526 |

**Total****£ 828,861**

10. £50.5k was provided from the council emergency budget for free school meal vouchers of £15 per week per child for October 2020 half-term holidays and since that date the government's Winter Support Grant funding and Local Covid Support Grant (which superseded the Winter Support Grant) was top sliced for the following school holidays including summer 2021 holidays.
11. Further support to financially vulnerable residents has been provided by established and voluntary community based food banks and networks supported by the virtual community hubs in operation also funded by the council.
12. The level of funding from Government moving into 2021/22 has reduced with the Local Covid Support Grant which replaced the winter support grant continuing until the end of September 2021, and isolation grant funding now extended until the end of March 2022. The council continues to provide a hardship payment (£75) to each resident claiming Council Tax Support throughout 2021/22.

Ending of Covid Welfare Support schemes

13. This month there will be a significant reduction in existing nationally provided covid welfare support for the financially vulnerable that creates a financial 'cliff edge' with the ending of:
  - Local Covid Support Grant which has:
    - supported families with extra funding for food and fuel costs;

- funded school holiday free school meal vouchers.
  - Furlough support for those unable to work.
  - £20 per week Universal Credit supplement.
14. The financial and linked social issues arising from the covid pandemic are broad and complex in some cases exacerbating existing issues around debt, food and fuel poverty whilst also creating new problems such as mental health pressures and social inclusion (isolation and loneliness).

#### Rent Arrears and Housing debt impacts

15. The possible impacts related to housing is contained in a recent report (May 2021) by the London School of Economics which identified at a national level:
- Over 400,000 private tenants may be in significant rent arrears by the end of 2021.
  - Almost all of these tenants could be at risk of eviction.
  - National unemployment rising to 6.5% this year (currently 4.34%).
  - Currently around 10% of private tenants are thought to be unemployed – this is double the average unemployment rate – and 6 to 7% of them appear to be in arrears.
  - This is around twice the proportion of a ‘normal’ year”.
  - The Courts are currently unable to handle the number of cases it is lawfully able to deal with (mainly where there are at least 6 months of arrears).

#### Holiday Hunger and Free School Meal (FSM) Voucher Provision

16. Pre-pandemic there was no additional funding to support families during school holidays for children eligible for benefits related free school meals. Schools do receive funding to provide free school meals during term time.
17. During the pandemic there has been an increase in the number of children eligible for benefits related free school meals. School census data shows that in between January 2020 and January 2021 there was an increase in the numbers of eligible children across all phases. This is shown in the table below:

| <b>Phase/type of school</b>   | <b>January 2020</b> | <b>January 2021</b> |
|-------------------------------|---------------------|---------------------|
| Primary                       | 1586                | 1917                |
| Secondary                     | 980                 | 1268                |
| Pupil Referral Unit           | 81                  | 77                  |
| Special School                | 74                  | 85                  |
| <b>Total eligible for FSM</b> | <b>2721</b>         | <b>3347</b>         |

18. During the period of national lockdown between March 2020, and August 2020, the government introduced the national voucher scheme to fund food vouchers for children eligible for benefits related FSM. This was to provide food for those children who were unable to attend school and was extended to cover the summer holidays in 2020. Schools received funding directly from the Department for Education to provide food during the period of the first national lockdown and to provide food assistance during the lockdown between January 2021, and March 2021. This direct funding to schools did not cover the school holidays and as previously described the government provided funding through the Winter Grant Scheme to extend support for FSM vouchers during the Christmas 2020 holidays, February 2021 half-term and Easter 2021.
19. In November 2020, the government announced the extension of the Holiday Activities and Food Programme (HAFP). The programme offers eligible children free healthy meals and enriching activities over the Easter, summer and Christmas holidays 2021. The council received £383k funding to coordinate the delivery of the programme. The funding has been based on the projected participation rates of eligible children in the local area and cannot be used to provide food for children who do not attend the activities. The information from the Easter and summer programme is being used to develop the offer for the Christmas holiday period. There is currently no information from central government about whether the HAFP will continue to be funded in 2022.
20. Guidance for schools has recently been updated and from September 2021 there is no requirement for schools to provide free school meals during school holidays. Where pupils eligible for benefits related free

school meals are self-isolating at home during term time, schools should work with their school catering team or food provider to provide good quality lunch parcels.

21. This leaves the question as to whether the council now withdraws from subsidising FSM vouchers during the holiday periods. Continuing to fund creates a significant unfunded budget pressure.
22. Executive Members are requested to consider the policy direction and funding for provision of food vouchers during the 2021/22 academic year. The estimated cost for the full academic year (excluding 1 week HAFP funded at Christmas) at £50k per week is £300k. If local authorities are to inherit this budget pressure given the lack of direct funding from Government this is something Executive may wish to refer to Children Education & Communities Policy & Scrutiny Committee. Through consultation scrutiny can assess this issue alongside grassroots community based provision and other schemes to address food poverty impacts. This work could also inform further formal responses back to the Department for Education.
23. In the meantime Executive is asked to consider whether it wishes to fund FSM holiday vouchers in relation to the imminent October half term holidays at a cost of £50k to be funded from remaining emergency funds. Alternatively given winter pressures on families, associated support up to and including February Half-Term would cost £150k and could also be funded from within existing emergency reserves. Vouchers for the full academic year would cost £300k however this would put reserves at risk as outlined in the financial implications section of this report unless other funding could be identified.

#### Planning for Winter and Beyond

24. Whilst traditional welfare benefits advice and support will continue to be provided by the council and its partners, all involved in this work are likely to see a potential increase in demand for support over the winter months. To manage this the council will plan to act as early as possible to prevent some of these demands rising further through both direct support and by also supporting, with the help of partners, residents to help themselves. This support will emanate from a set of actions set around addressing the short and longer term impacts described in this report and will cover areas such as:
  - Communication, advice and information raising awareness of existing support mechanisms;

- Help tackle the underlying reasons for debt holistically rather than piecemeal across services in the council;
- Take action as early as possible;
- Review and respond to food action schemes available in the city for those groups helping to alleviate food poverty;
- Work with partners, established schemes and economic development to tackle fuel poverty.

25. This list is not exhaustive and will influence longer term plans which will be informed by work on a revised Financial Inclusion Strategy and importantly the work of the York Poverty Truth Commission. The work on establishing the Commission is underway part funded by the council and other partners with planning sessions in place for October. More information can be found here:

<https://www.eventbrite.co.uk/e/vcse-assembly-poverty-truth-commission-tickets-167742796219>

26. An example of the work that is being planned in terms of communication and awareness- raising is **the Challenge Poverty/Talk Money Month**. Partners have joined the ‘Challenge Poverty’ and ‘Talk Money’ annual events together and are looking to develop a programme over the period from 11th October to 12th November 2021. This will build on the council’s communications plan to ensure all residents are aware of where and how they can access advice and support over the winter period.

27. This is a joint city-wide project with a range of partners involved. Communities, groups and organisations will be invited to take part including Community First Credit Union, Illegal Money Lending Team, Age UK, Carers Centre, Older Citizens Advocacy York, Peasholme, Community Hubs, St Nicks new York Energy Advice in addition to staff across the council including Local Area Co-ordinators, Housing Management officers and Benefits team members.

28. The focus will be:

- a collective approach on promoting and providing support;
- promoting trusted online tools and services, including money support and budgeting;
- available advice and support services – encouraging financially vulnerable residents to talk to their creditors and/or get support from

a debt advisor who can help them manage bills and suggest solutions;

- accessing winter warmth, fuel costs and switching, Home Upgrade Grants (HUG) and other grants;
- planning for Christmas.

29. More information is available at:

<https://challengepoverty.co.uk/>

<https://maps.org.uk/talk-money-week/>

30. This period of activity also includes ‘Get Online’ week during which the 100% Digital York Network is planning a number of activities. The Network was set up by Explore York and the council in partnership along with a range of voluntary, charity organisations and other partners to tackle digital exclusion and inequalities in the city. Digital access to services, information, education and advice has been critical to many residents during the pandemic and has helped to address financial inclusion and social isolation in many ways. Those who have not had access whether due to skills, equipment and/or connectivity have been significantly disadvantaged as a result of the pandemic and will need further support during the coming winter months.
31. To address the increasing risks of fuel poverty over the coming months, with the rising bills and those struggling financially worrying about keeping warm, the launch of York Energy Advice has been recently announced. The work is being led by St Nicks and [York Community Energy](#), with support from [Yorkshire Energy Doctor](#) and other local partners, funded through the Energy Industry Voluntary Redress Scheme. The service will provide advice and support direct to residents, via referrals, and support and training for other organisations.
32. In addition to the review of holiday hunger schemes already mentioned there are plans to respond to the needs of food action groups who are working hard in helping to alleviate food poverty in the city. These plans include the development of a coordination network and hub which will reduce food loss and impact climate change, covid recovery and food poverty. The scheme when developed will provide a consistent thread of food loss reduction measures for residents whether at work, home, or accessing community support. Although in its early stages, partners and groups are already working together to improve co-ordination and reviewing best practice examples of this work. Funding opportunities are being sought to

finance initial resources to form the network and any implications for the council will be considered at a future Executive Member Decision Session.

Proposed Additional Schemes for approval

33. As part of planning to address the impacts of winter and short term welfare support schemes ending, Executive Members are asked to consider three proposals which will help those struggling from the worst impacts of financial and digital exclusion and debt. These could be considered as short term solutions but feeding into longer term strategies if proved successful – these would be funded from YFAS covid reserve (see financial implications at paragraph 43). If approved it is proposed that output measures are developed for each scheme and monitoring undertaken by the council’s Financial Inclusion Steering Group (FISG), reporting to Executive Portfolio holders every six months as part of the normal FISG public reporting cycle.

**Early Support Fund (Total costs £60k, £40k from existing funds and £20k from YFAS reserve)**

34. The proposal is to provide a flexible and quick way to access small grants within communities delivered by Local Area Co-ordinators for people who are facing crisis and/or specific barriers to accessing support. An 18 month pilot has already been undertaken in Local Area Coordinators team (via external funding provided Lankelly Chase).
35. The updated version of the scheme is to provide flexible grants to families identified as needing assistance to improve their overall financial position and reduce inequalities created by, or exacerbated by, the negative effects of the Covid pandemic. In essence this is a community accessed element of the York Financial Assistance Scheme. £30k would be earmarked for council housing residents from the existing Housing Emergency fund, £10k has already been provided through core YFAS funding for digital hotspots and so £20k is required from the YFAS reserve.

**Early Intervention for Residents in Debt (Total costs £35k from YFAS reserve)**

36. The proposal is to run a pilot project over the next year to explore and develop a positive and collaborative approach to support those people who are in Council Tax arrears. Involving:



- Council Tax Recovery Team
- CYC Benefits & Contributions Advisor
- Peasholme Charity
- MEAM (York Making Every Adult Matter)

37. The pilot will test and develop a model of working between advisers and Council Tax, Housing & Benefits services which takes a holistic approach of resident's total debt situation and the support that is available.

**100% Digital York Project (Total costs £23,220 from YFAS reserve)**

38. The partnership led by Explore York requires a Coordinator who can ensure that the work can move forward at speed to bring the benefits of being online to everyone in York. It is estimated that 13% of the York residents are currently not online. One of the work streams of the partnership is to combat financial exclusion but there are also other benefits around improving skills and tackling social isolation. The Coordinator will work with partners to develop learning courses, to avoid any duplication and to ensure that people are signposted to where they can receive the help they needed.

39. One of the key areas of work for the Coordinator will be to attract more funding for additional posts and to fund their post once the initial year is over.

**Funding of the additional schemes and recommendations**

40. The total cost of implementing these schemes is £118k however the first scheme (Early Support) already has £10k of core YFAS funding for mobile and digital hotspots along with £30k which can be provided from the Housing hardship fund leaving £78k to be met from existing emergency funds. Executive Members are asked to consider approval of any or all of these schemes for one year to help mitigate the ongoing financial impact of the pandemic and inform longer term schemes to assist those who are in long term debt, irrespective of the impacts of the pandemic.

## Analysis

41. In terms of the options that can be considered for each recommendation:

- Option A – no further funding commitments are considered and Executive notes the existing and future expenditure plans.
- Option B - in relation to the provision of school holiday FSM vouchers the options available for consideration are as follows but should be considered in light of the financial implications and risks as outlined in paragraphs 43 to 45:
  - i. Approve £50k funding for October Half-Term;
  - ii. Approve £150k funding to cover the school holidays in the current financial year to February Half Term (and excluding the week at Christmas covered by Holiday Activities and Food Programme Funding);
  - iii. Approve £300k funding to cover school holidays in the full 2021/22 academic year (excluding the week at Christmas covered by Holiday Activities and Food Programme Funding); or
- Option C Executive can choose to (i) refer or (ii) not refer school holiday food provision to the Children Education & Communities Policy & Scrutiny Committee.
- Option D Executive can choose to (i) accept or (ii) reject the funding of any or all of the three schemes proposed to support financially vulnerable residents to soften the impact of the ending of many covid welfare support schemes.

Given the financial risks outlined in the report relating to available funding the recommended options are Options B (ii), C(i) and D(i).

## Council Plan

42. The outcomes in this report contribute to the key Council Plan priority focussed on delivering 'Well-paid jobs and inclusive economy' and the related focus on financial inclusion impacts of the Covid-19 crisis in terms of meeting immediate needs and planning for ongoing impacts on families and children.

## Implications

43.

(a) **Financial** –

Council covid emergency YFAS funding balances set aside for this purpose stand currently at £412k. The balance can be used for any or all of the costs mentioned in this report but Executive members should be mindful of the ongoing pandemic and possible impacts on those residents who have always been financially vulnerable, those who are new to debt and those who are in deeper difficulties due to the impacts of covid. Allocating what will be all of the funding now may leave only a small amount for future emergency provision and is a risk if for example, demand on the YFAS scheme increases in year.

Using a significant proportion of this money to fund free school meal holiday vouchers could also set a longer term precedent that the council cannot afford and should be assessed against any alternative forms of support that families can access within their communities. It is advisable given the risks outlined that a maximum of £150k is allocated for this purpose.

(b) **Human Resources (HR)** - There are no implications

(c) **Equalities** – As outlined in the attached impact assessment at Annex A the recommendations will have positive impacts as the purpose is to provide support in terms of financial, digital and advice and information for those residents who have been struggling financially as a result of the pandemic, or their financial vulnerability has worsened due to the pandemic. Once approved it will be possible to communicate more broadly and also work with third sector partners to promote the activities. There is equality of access to all residents who live in the York boundary and who meet the criteria for the support. Advice and information will be available to all.

(d) **Legal** – There are no implications There are no legal implications directly arising from this report however the various schemes and proposals referred to in this report may require legal advice and support as and when necessary.

- (e) **Crime and Disorder** - There are no implications
- (f) **Information Technology (IT)** - There are no implications
- (g) **Property** - There are no implications

### **Risk Management**

- 44. The key risk relate to deepening financial difficulties for individuals and families affected by the pandemic when related financial support ceases at the end of this month should there be no action taken to maintain some support at a time when prices are rising and winter months mean increased costs for many individuals and families. This support in itself may be insufficient to meet all needs as the available budgets for support are limited.
- 45. The financial risk for the council is outlined in paragraph 43 above. The recommendations in this report seek to mitigate these highlighted risks.

#### **Contact Details**

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#### **Chief Officer Responsible for the report:**

Pauline Stuchfield Director of Customer &  
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Tel No.01904 551706

**Report Approved Date** 17/9/2021

**Specialist Implications Officer(s)** *Chief Finance Officer and  
Director of Governance & Monitoring Officer*

**Wards Affected:** *List wards or tick box to indicate  
all*

|       |
|-------|
| ✓ All |
|-------|

**Annexes:**

Annex A: Equalities Impact Assessment

**Background Papers:**

Financial Inclusion Welfare Benefits Update – Executive Member June 21

<http://modgov.york.gov.uk/documents/s150921/Welfare%20Benefits%20Financial%20Inclusion%20July%202012%202021%20Final.pdf>

**List of Abbreviations**

|      |                                     |
|------|-------------------------------------|
| CTS  | Council Tax Support                 |
| DfE  | Department for Education            |
| FISG | Financial Inclusion Steering Group  |
| FSM  | Free School Meals                   |
| HAPF | Holiday Activities & Food Programme |
| HUG  | Home Upgrade Grants                 |
| IT   | Information Technology              |
| k    | Thousand                            |
| MEAM | Making Every Adult Matter           |
| YFAS | York Financial Assistance Scheme    |

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

|   |  |                     |   |
|---|--|---------------------|---|
| <b>Directorate:</b>                                       | Customer & Communities                             |                     |   |
| <b>Service Area:</b>                                      | Customer & Communities                             |                     |   |
| <b>Name of the proposal :</b>                             | Preparations for Welfare Winter Planning & Support |                     |   |
| <b>Lead officer:</b>                                      | Pauline Stuchfield                                 |                     |   |
| <b>Date assessment completed:</b>                         | 2/9/2021   |                     |   |
| <b>Names of those who contributed to the assessment :</b> |  |                     |   |
| <b>Name</b>   | <b>Job title</b>                                   | <b>Organisation</b> | <b>Area of expertise</b>                  |
| David Walker  | Head of Customer & Exchequer Services              | CYC                 | Welfare Benefits, Government Covid Grants |
|   |  |                     |   |
|   |  |                     |   |

## Step 1 – Aims and intended outcomes

|            |   |
|------------|---|
| <b>1.1</b> | <b>What is the purpose of the proposal?</b><br>Please explain your proposal in Plain English avoiding acronyms and jargon.  |
|            | To provide a clear roadmap to support financially vulnerable residents in our communities during the ongoing covid-19 pandemic. The proposal looks specifically at pressures around, food, utility costs, access to emergency funding, digital inclusion and Free School Meals (FSM) vouchers during the school holidays. |

|            |  |
|------------|--|
| <b>1.2</b> | <b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)  |
|            | No not as such all support is discretionary driven by a reduction in Government support. There is no statutory obligation for the council to provide any support after September 2021 when Government covid grants expire. |

|            |  |
|------------|--|
| <b>1.3</b> | <b>Who are the stakeholders and what are their interests?</b>  |
|            | <p>The key stake holders are:</p> <ul style="list-style-type: none"> <li>• The Council in trying to provide welfare support for its residents to alleviate food &amp; fuel poverty and providing online access to digitally excluded residents.</li> <li>• The residents of the city who will benefit from any support provided</li> <li>• Schools in respect of FSM voucher support for their pupils</li> </ul> |



|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Third sector agencies who provide similar support and or advice</li> </ul> |
|--|---|

|            |   |
|------------|---|
| <b>1.4</b> | <b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.   |
|            | The council is not in a position to alleviate poverty as it has neither the financial resource nor the power to reshape national policy. This paper looks to set out a range of activities at least for the 2021/22 winter period that seeks to address some of the financial pressures on individuals and families whilst building in some community resilience. |

## Step 2 – Gathering the information and feedback

|            |  |                         |
|------------|--|-------------------------|
| <b>2.1</b> | <b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc. |                         |
|            | <b>Source of data/supporting evidence</b>  | <b>Reason for using</b> |
|            | N/A  |                         |
|            |  |                         |
|            |  |                         |

|  |  |
|--|--|
|  |  |
|--|--|

### Step 3 – Gaps in data and knowledge

|   |   |  |  |
|---|---|--|--|
| <b>3.1</b>  | <b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b> |  |  |
| <b>Gaps in data or knowledge</b>  |   | <b>Action to deal with this</b>              |  |
| We do not know what if any future government funding may become available |   | Assume that nothing further will be received |  |
|   |   |  |  |

### Step 4 – Analysing the impacts or effects.

|  |   |  |  |
|--|---|--|--|
| <b>4.1</b>                               | <b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</b> |  |  |
| <b>Equality Groups and Human Rights.</b> | <b>Key Findings/Impacts</b>   | <b>Positive (+)<br/>Negative (-)<br/>Neutral (0)</b> | <b>High (H)<br/>Medium (M)<br/>Low (L)</b> |
| <b>Age</b>                               | n/a   |  |  |
| <b>Disability</b>                        |   |  |  |

|  |  |   |      |
|--|--|---|------|
|  | n/a  |   |      |
| <b>Gender</b>                                  | n/a  |   |      |
| <b>Gender Reassignment</b>                     | n/a  |   |      |
| <b>Marriage and civil partnership</b>          | n/a  |   |      |
| <b>Pregnancy and maternity</b>                 | n/a  |   |      |
| <b>Race</b>                                    | n/a  |   |      |
| <b>Religion and belief</b>                     | n/a  |   |      |
| <b>Sexual orientation</b>                      | n/a  |   |      |
| <b>Other Socio-economic groups including :</b> | <b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b> |   |      |
| <b>Carer</b>                                   | No   |   |      |
| <b>Low income groups</b>                       | Yes  | + | High |
| <b>Veterans, Armed Forces Community</b>        | No   |   |      |
| <b>Other</b>                                   |  |   |      |
| <b>Impact on human rights:</b>                 |  |   |      |

|                                 |             |  |  |
|---------------------------------|-------------|--|--|
| List any human rights impacted. | <b>None</b> |  |  |
|---------------------------------|-------------|--|--|

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

|   |   |
|---|---|
| <p><b>High impact</b><br/>(The proposal or process is very equality relevant)</p>       | <p>There is significant potential for or evidence of adverse impact<br/>The proposal is institution wide or public facing<br/>The proposal has consequences for or affects significant numbers of people<br/>The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>      |
| <p><b>Medium impact</b><br/>(The proposal or process is somewhat equality relevant)</p> | <p>There is some evidence to suggest potential for or evidence of adverse impact<br/>The proposal is institution wide or across services, but mainly internal<br/>The proposal has consequences for or affects some people<br/>The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p> |
| <p><b>Low impact</b><br/>(The proposal or process might be equality relevant)</p>       | <p>There is little evidence to suggest that the proposal could result in adverse impact<br/>The proposal operates in a limited way<br/>The proposal has consequences for or affects few people<br/>The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>                                 |

**Step 5 - Mitigating adverse impacts and maximising positive impacts**

|  |   |
|--|---|
| 5.1  | <b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b> |
| <p>The recommendations will have positive impacts as the purpose is to provide support in terms of financial, digital and advice and information for those residents who have been struggling financially as a result of the pandemic, or their financial vulnerability has worsened due to the pandemic. Once approved it will be possible to communicate more broadly and also work with our third sector partners to promote of of the activities. There is equality of access to all residents who live in the York boundary and who meet the criteria for the support. Advice and information will be available to all.</p> |   |

## Step 6 – Recommendations and conclusions of the assessment

|  |  |
|--|--|
| 6.1  | <b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b> |
| <p>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p> |  |

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

| <b>Option selected</b>           | <b>Conclusions/justification</b>   |
|----------------------------------|--|
| No major change to the proposal. | The proposal develops existing measures the council has been using to support residents throughout the covid pandemic. These are also aligned to other local authorities nationally and their experiences. |

**Step 7 – Summary of agreed actions resulting from the assessment**

| <b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b> |                           |                           |                  |
|---|---------------------------|---------------------------|------------------|
| <b>Impact/issue</b>   | <b>Action to be taken</b> | <b>Person responsible</b> | <b>Timescale</b> |
| N/a   |                           |                           |                  |
|   |                           |                           |                  |
|   |                           |                           |                  |
|   |                           |                           |                  |

**Step 8 - Monitor, review and improve**



|             |   |
|-------------|---|
| <b>8. 1</b> | <b>How will the impact of your proposal be monitored and improved upon going forward?</b><br>Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded? |
|             | As currently happens all actions that are quantifiable are measured and reported back through Financial Inclusion Steering Group (FISG) and its mid-year and outturn financial inclusion published reports.   |

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**Executive****30 September 2021**

Report of the Director of Transport, Environment and Planning  
Portfolio of the Executive Member for Transport

**Endorsement of York and North Yorkshire Road Safety Partnership:  
Safer Roads Strategy****Summary**

1. The successful delivery of a reduction in road safety incidents on the highway network across the city relies on the close cooperation between a number of partners. The York and North Yorkshire Road Safety Partnership is a longstanding grouping of the agencies/authorities who are committed to working together, sharing resources and expertise to provide a co-ordinated, evidenced-led approach to prevent deaths and injuries on our roads.
2. Road safety has a much wider impact than preventing injury. Improving road safety and the confidence of road users (including pedestrians) can also have significant benefits for active travel, improving wider physical and mental wellbeing, as well as improving community cohesion and environmental aspects.
3. This report recommends that the strategy, included in Annex A, which has been developed with the partners is endorsed and used as a framework for the delivery of road safety interventions in the city. Note: The final document is subject to approval of all of the partner organisations meaning that there is the potential for final changes needing to be made prior to the preparation of a final version for publication which will be launched later in the year.
4. Changes were been made to the original draft document to address comments raised by the Executive Member in relation to the importance of active travel and the need to include emerging technologies such as eScooters and eBikes. Comments relating to the prioritisation of resources by partners to particular responsibility areas, such

enforcement, will be progressed through the review of the governance processes.

## **Recommendations**

5. The Executive is asked to:

- 1) Endorse the York and North Yorkshire Road Safety Partnership: Safer Roads Strategy included in Annex A

Reason: To ensure the effective coordination and delivery of road safety measures and initiatives across the city.

- 2) Direct officers to review the proposed processes and governance arrangements to ensure the road safety concerns of local residents and Councillors are adequately addressed in the prioritisation of resources across the partners and delegate to the Corporate Director of Place (in consultation with the Director of Governance or her delegated officers) the authority to take such steps as are necessary to enter into the resulting agreement..

Reason: To ensure appropriate mechanisms are in place to allocate road safety resources to local priorities.

## **Background**

6. The York & North Yorkshire Road Safety Partnership has developed from the 95 Alive road safety partnership originally formed in 2004 which was a group of local authorities, emergency services and other agencies that work together throughout the county to reduce the number of people killed and injured on the roads.

7. The York and North Yorkshire Road Safety Partnership brings together the key agencies who all have a shared interest in and responsibility for making our roads safer. The partnership includes:

- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- City of York Council
- North Yorkshire County Council

- Highways England (Now National Highways)
  - Office of the Police, Fire and Crime Commissioner for North Yorkshire
8. Over the last year Officers have been working with partner organisations developing the Safer Roads Strategy which would replace the previous 95 Alive Safer Roads, Healthier Places Strategy which ran through to 2020.
  9. It is proposed that the partnership will deliver a range of joint strategic interventions driven by the 4E's of Education, Engagement, Engineering and Enforcement, to tackle high-risk priority areas and improve the safety of those most vulnerable road users. By embracing the globally recognised 'Safe System' approach to road safety improvement and to road safety management systems, the partnership will build towards the long-term Vision Zero ambition, where fewer people will be killed or seriously injured on our roads.
  10. The five-year (2021-26) Safer Roads Strategy is a step towards the long-term vision of keeping all York and North Yorkshire roads users alive and safe. Supporting this strategy is an Action Plan which details the activities of the partnership and how they will deliver against the strategic priorities over the coming years.
  11. Over the last few years, under the previous 95 Alive Partnership Strategy and through the Council's own road safety policies, the transport team have delivered many schemes and initiatives to reduce the number and impact of incidents across the city. Many of these items are delivered under the framework identified within the Safer Roads Strategy to ensure a consistent evidence based approach is taken across York and North Yorkshire area taking account of local priorities.
  12. The Council funds a variety of revenue and capital interventions to address road safety issues ranging from cycle training through to highway engineering measures. The council allocates Local Transport Plan funding through the Transport Capital Programme to three main road safety areas: Local Safety Schemes (identified following a review of accident cluster sites), Speed Management (schemes identified through the Y&NY Road Safety Partnership Speed Management Protocol) and Danger Reduction (schemes/studies raised by local ward councillors and residents). It should be noted that many of the other transport projects progressed in the city to provide better infrastructure (such as the

provision of cycle routes or upgrade of traffic signals) also enhance the safety of road users

13. Details of the capital spend on dedicated road safety schemes over the last 5 years is identified below:

### Road Safety Schemes 2016/17 to 2020/21

Summary of Spend 2016/17 to 2020/21

| Year         | Local Safety Schemes | Danger Reduction | Speed Mgt  | Total      |
|--------------|----------------------|------------------|------------|------------|
|              | £1,000s              | £1,000s          | £1,000s    | £1,000s    |
| 16/17        | 68                   | 20               | 63         | 152        |
| 17/18        | 87                   | 56               | 133        | 276        |
| 18/19        | 23                   | 77               | 44         | 143        |
| 19/20        | 33                   | 44               | 92         | 168        |
| 20/21        | 80                   | 22               | 47         | 149        |
| <b>Total</b> | <b>291</b>           | <b>219</b>       | <b>378</b> | <b>889</b> |

14. Summary of Road Safety schemes delivered through the Transport Capital Programme over the last 5 years:

- Extension of existing 20mph limit on Thanet Road, including speed cushions and new speed tables at pedestrian crossings.
- Amendments to speed limit gateway on Heslington Lane, including conversion of zebra crossing to a parallel crossing for pedestrians & cyclists.
- New pedestrian refuges at York Road, Acomb and York Road, Strensall to improve safety for pedestrians.
- Review & amendments to the existing 20mph zone on Eason View.
- Improvements to junction layout and pedestrian crossing facilities at The Hollies, Stockton on the Forest) Danger Reduction.
- Amendments to mini-roundabouts at Green Lane, Rawcilffe, to address speeding issues.
- Improvements to the zebra crossing on Hull Road at Owston Avenue, including build-outs to reduce the width of the crossing.
- Review of existing village gateway treatments, and improvements to signing & lining to highlight changes in speed limits where required.
- Implementation of 'buffer' 40mph limits on approaches to three villages, and a review of the impact on traffic speeds.

- Ongoing programme of smaller-scale local safety schemes, including minor amendments at junctions, signing and lining improvements, and reviews of existing 20mph zones.
  - Ongoing programme of smaller-scale danger reduction schemes to address minor safety issues.
  - Review of existing Vehicle Activated Signs, with renewal/ relocation of signs where required.
15. A significant proportion of the remainder of the capital programme is focussed on pedestrian and cycle schemes to provide additional safe facilities to encourage active travel. In addition all transport schemes which affect the layout of the highway are assessed through a Road Safety Audit process to ensure the designs and layouts in operation are safe.
16. All fatal traffic accidents are reviewed jointly by the Police and Council Highways/Road Safety teams to determine whether there are any measures which could be undertaken to address the incident. All accident records are analysed on an annual basis to identify any cluster sites which are then assessed for highway works using Local Safety Scheme funding.
17. Vehicle Activated Signs (VAS) which highlight when vehicles are exceeding the speed limit are provided at sites across the city which have been identified and delivered in accordance with the Council's VAS policy. The policy currently restricts the type of signs which can be used in the city to those which highlight when a vehicle is exceed a set limit. Following trials using signs which indicate the speed of vehicles a decision is due to be made by the Executive Member on whether the policy should be changed to also include these Speed Indicator Devices as options at sites identified using the policy.
18. The road safety team also provides a range of revenue funded activities:
- Balance bike training to pre-school children
  - Pedestrian training to years 3 and 4 pupils
  - Bikeability level 1, 2 3
  - Urban Cycle Training
  - School Crossing Patrols at primary schools
  - Be bright be seen cycle lights to secondary schools
  - Cycle training for asylum seekers
  - Cycle awareness training for advanced driving instructors

- Supporting the Safe Kids campaign run by the Institute of Advanced Motorists – AJ1 funded project
19. The Highways Asset Management Plan which provides the mechanism for prioritising resources to deliver a safe and serviceable highway networks includes consideration of areas of particular road safety concern such as areas which have a particular impact on cyclists and the condition of speed management measures.
  20. The proposed York & North Yorkshire Safer Road Strategy Action Plans will be subject to regular review to ensure they continue to meet the priorities of the partners, Council and key stakeholders. Emerging issues such as technology changes with the introduction of scooters/ebikes and connected and automated vehicles will be considered as part of those reviews. It is also proposed to undertake a review of road safety issues within the city as part of the development of the Local Transport Plan to ensure that resources are allocated to areas that will have the greatest impact on the aim to reduce casualties and provide a safer environment for residents.
  21. National government has announced that it expects to introduce changes to legislation in December which will enable Local Authorities to enforce certain moving traffic offences identified in part 6 of the Traffic Management Act 2004. These offences generally relate to the contravention of restrictions identified by road signs/markings such as banned turning movements, entry into box junctions, environmental weight limits etc. but does not include speed limits. Local Authorities who wish to undertake civil enforcement of these offences will need to apply to the Secretary of State for an order to be made. Further guidance is expected to be issued to Local Authorities shortly.

## **Consultation**

22. The strategy has been developed in consultation with the partner organisations who have responsibility for road safety. The strategy provides an overarching framework for the delivery of road safety across the area. It is proposed to consult on the detailed approach to addressing road safety concerns in the city as part of the Local Transport Plan development.

## **Options**

23. Members have three main options to consider
  - Option 1 – Endorsement of the Safer Roads Strategy.



Endorsement of the Safer Roads Strategy as drafted

- Option 2 – Endorsement of the Safer Roads Strategy with comments  
Endorsement of the Safer Roads Strategy as drafted with comments to be addressed in the final version subject to approval by the other partners. Delegate approval of the final version to the Director of Transport, Environment and Planning in consultation with the Executive Member for Transport.
- Option 3 – Rejection of the Safer Roads Strategy

## **Analysis**

24. An effective strategy to address road safety concerns relies on all agencies with responsibility for the delivery of elements of road safety policy working together with a common goal. Each agency has a primary role with, for example, the Police enforcing moving traffic offences and the Council having responsibility for providing and regulating the highway network. Other elements of the strategy such as Education rely on the agencies working together to deliver the most effective outcome.
25. Option1 (Recommended) would confirm the strategy which has been prepared by the partners ensuring that the roles of the partners is more clearly understood and the overarching objectives are identified.
26. Option 2 could delay the implementation of the strategy to enable further refinement of the document to be undertaken to address local concerns with the potential for significant amendments needing the collective support from all of the partners prior to approval. Comments on the delivery of the local aspects of the strategy will be incorporated into the Local Transport Plan refresh.
27. Option 3 would remove the benefits of an overarching partnership strategy for delivering improved road safety across the area.
28. There are concerns that whilst the partnership effectively enables the partners to coordinate their individual powers and duties to address road safety issues collectively there are limited mechanisms to challenge and influence the priorities of individual partners to address particular priorities for local residents. It is recommended that officers should be review the governance arrangements to ensure this concern is addressed.
29. As part of this process the Police Fire and Crime Commissioner could be invited to a Council Scrutiny meeting to enable Councillors to more fully

understand the current processes/priorities and raise particular areas of concern.

## Council Plan

30. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

31. The Safer Roads Strategy helps to create safer communities and an environment which encourages residents to travel more sustainably using active modes.

## Implications

- **Financial** – There is no separate financial contribution to the Road Safety Partnership except for officer time and potentially works/initiatives which come out of the progressing the strategy such as speed management schemes. These are funded through existing Council revenue and Capital budgets.
- **Human Resources (HR) - None**
- **One Planet Council / Equalities** – The strategy ensures that any conflict between different transport modes is considered with particular focus on vulnerable road users. The strategy relates to all residents and visitors to the North Yorkshire and York area equally and does not impact any one group more than any other. The strategy recommends engagement with organisations that support people with protected characteristics to ensure that their needs are considered.
- **Legal** - It is important to ensure robust governance arrangements are in place to enable effective decision making which takes into account the priorities and interests of all partners.

The most recent agreement in relation to the partnership is a Memorandum of Understanding from 2014 which names the key partners as North Yorkshire Police, North Yorkshire Fire & Rescue, North Yorkshire County Council, the Highways Agency and CYC. This agreement provides for a Steering Group consisting of representatives from each of the key partners through which the strategy, action plan, delivery and performance of the partnership is governed. There is also an Officers Working Group, again with representatives from each of the key partners, whose remit is to prepare the annual road safety action plan and report to the Steering Group. The agreement also contains a dispute resolution clause which first escalates issues through a number of stages internally before submitting a dispute to an alternative dispute resolution process.

The Steering Group and Officer Working Group structure seems to align with the proposals in the governance section set out within the Strategy. This would need to be set out in more detail in the proposed Partnership Service Level Agreement in order to address the concerns raised regarding the limited mechanisms to challenge and influence the priorities of partners to address particular priorities for local residents.

- **Crime and Disorder:** Enforcement responsibilities are defined by national legislation and progressed by the individual partners in accordance with the framework identified in the strategy.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications

## **Risk Management**

8. The partnership approach and Safer Roads Strategy will help to reduce the risk of road safety incidents by ensuring that resources are prioritised following an evidence based assessment.

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**Annexes**

Annex A - Draft York and North Yorkshire Road Safety Partnership: Safer Roads Strategy

**List of Abbreviations Used in this Report**



# York and North Yorkshire Road Safety Partnership

DRAFT Safer Roads Strategy  
2021-2026



York & North Yorkshire  
**Road Safety Partnership**

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## Abbreviations

|         |   |
|---------|---|
| 4Es     | Engineering, Enforcement, Education and Engagement                    |
| FCIU    | Forensic Collision Investigation Unit                                 |
| FMS     | Force Management Statement  |
| HMICFRS | Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services |
| ISA     | Intelligent Speed Adaptation  |
| KPI     | Key Performance Indicator   |
| KSI     | Killed and Seriously Injured  |
| MCIT    | Major Collision Investigations Team                                   |
| NRCN    | National Rural Crime Network  |
| NYCC    | North Yorkshire County Council  |
| NYFRS   | North Yorkshire Fire and Rescue Service                               |
| NYP     | North Yorkshire Police  |
| RTC     | Road Traffic Collisions   |
| SCV     | Safety Camera Vehicles  |
| STRA    | Strategic Threat and Risk Assessment                                  |

DRAFT

## Foreword

**The York and North Yorkshire Road Safety Partnership Strategy Group  
Chair: Jonathan Foster, Deputy Chief Fire Officer - North Yorkshire Fire  
& Rescue Service**



It is an honour to play such an important role as the Chair of the York and North Yorkshire Road Safety Partnership Strategy Group. On behalf of the Partnership, I would like to introduce the new Safer Roads Strategy which sets out our collective understanding of who is at most risk on our roads and how we will work together to reduce the number of those who are killed or seriously injured as well as improve the overall safety of all road users in York and North Yorkshire.

While it is good news that over recent years we have seen a reduction in the number of those who are killed or seriously injured on our roads, we know these collisions can have a devastating impact. It is for this reason that we are committed to working towards Vision Zero, with the aim of continuously reducing the risk of death or serious harm and to enhancing the safety of all road users in York and North Yorkshire.

Our focus over the next five years is to work in partnership, gathering our resources and expertise to deliver a co-ordinated, evidenced-led approach which consistently improves the safety of our roads, reduces casualties and improves the health and wellbeing of all road users. We will continue to work with local communities and our wider partners to deliver Safer Roads across York and North Yorkshire.

*"NYFRS Signature"*

*"NYP Signature"*

*"CoY Signature"*

*"Highways England Signature"*

*"PFCC Signature"*

*"NYCC Signature"*

*"YAS Signature"*



## Introduction

Roads are essential to our everyday lives, for business and leisure. Our roads are busier than they have ever been so, with over 6,000 miles of roads across our City and County, road safety has never been more important.

Road collisions can have a devastating impact on all those involved, as well as having a significant economic cost. York and North Yorkshire have a good record of reducing the number of serious and fatal casualties over the last 20 years. The rate of killed and seriously injured (KSI) casualties on North Yorkshire's roads has fallen by 26% during the last five years (2015-2019) versus an upward national trend. The number of fatalities has however continued to be high during this time.

Pedestrians, pedal cyclists, and motorcyclists remain the most vulnerable road users and account for disproportionately high numbers of casualties across the City and County, which reflects the national picture. Overall, of all the vulnerable groups motorcyclists had the highest number of those who were killed or seriously injured in road collisions in 2019.

We realise that we have a challenge ahead of us, one that is not the sole responsibility of any single agency to address. That is why we are collectively determined to work as the York and North Yorkshire Road Safety Partnership, bringing together the key agencies responsible for keeping our road users safe, healthy, and active as they travel across our City and County.

The partnership includes North Yorkshire Police, North Yorkshire Fire and Rescue Service, Yorkshire Ambulance Service, City of York Council, North Yorkshire County Council, Highways England, and the Office of the North Yorkshire Police, Fire and Crime Commissioner.

As a partnership we are committed to working together, to continue to sharing resources and expertise to provide a co-ordinated, evidenced-led approach to prevent deaths and injuries on our roads. The casualty reduction we have seen in recent years is welcome but there is progress to be made if we want our road users to travel safely without the risk of injury or harm.

Road Safety has a much wider impact than preventing injury. Improving road safety and the confidence of road users (including pedestrians) can also have significant benefits for active travel, improving wider physical and mental wellbeing, as well as improving community cohesion and environmental aspects. The provision of a safe environment for active travel modes for trips to school and work is even more important as the local authorities strive to deliver their commitments to zero carbon emissions.

As a partnership, we will deliver a range of joint strategic interventions driven by the 4E's of Education, Engagement, Engineering and Enforcement, to tackle high-risk priority areas and improve the safety of those most vulnerable road users. By embracing the globally recognised 'Safe System' approach<sup>1</sup> to road safety improvement and to road safety management systems, we

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<sup>1</sup> Organisation of economic co-operation and Development (OECD) & International Transport Forum: [Towards Zero: Ambitious Road Safety Targets and the safe system approach](#) ISBN 978-92-821-0195-7 OECD/ITF, 2008

will build towards our long-term *Vision Zero* ambition, where less people will be killed or seriously injured on our roads.

This five-year Safer Roads Strategy is a step towards our long-term vision of keeping all York and North Yorkshire roads users alive and safe. Supporting this strategy is an Action Plan that details the activities of the partnership and how they will deliver against the strategic priorities over the coming years.

DRAFT

## Current situation

### National Context

Great Britain now has one of the best road safety records in the world - but five people still die on Britain's roads every day.

In 2019, 153,158 people were injured in reported Britain's road traffic collisions, down 5% on 2018 and 31% on 2009, and 1,752 people were killed, down 2% on 2018 and 21% on 2009.<sup>2</sup> The majority of fatalities (57%) occurred on rural roads, whereas the majority of injuries (63%) occurred on urban roads.

Motorcyclists, cyclists and pedestrians are still the most at-risk road user groups with the highest fatality and casualty rates. While the number of young people killed or seriously injured has continued to decrease since 2011, the number of people killed aged 60 and over has increased by 9%.

Road traffic collisions can have devastating personal effects, but also have significant economic costs from the response and care required to help people cope and recover. In 2019, each fatality represents on average over £2.1 million in costs to services and the economy, which could have been avoided had the collision been prevented.<sup>3</sup>

In addition, road casualty reduction is part of the public health agenda. In 2014, Public Health England published a key piece of guidance on reducing unintentional injuries on the road in children and young people under 25 years<sup>4</sup> which recommends three main actions in relation to road safety:

- Improve safety for children travelling to and from school;
- Introduce 20mph limits in priority areas as part of a safe system approach to road safety, and;
- Coordinate action to prevent traffic injury and improve health.

Speeding offences made up 85% of total motoring related offences<sup>5</sup> in England and Wales in 2019, an 8% increase on 2018 and 25% over the last five years.

Although 2020 should be treated as an exceptional year, and despite confirming an expected fall in the number of road deaths in view of travel restriction measures in place for much of the year to

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<sup>2</sup> Reported road casualties in Great Britain: 2019 annual report, [Reported road casualties in Great Britain: 2019 annual report \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/824442/Reported-road-casualties-in-Great-Britain-2019-annual-report.pdf)

<sup>3</sup> [Road accident costs Great Britain 2010-2018 | Statista](https://www.statista.com/statistics/1000000/road-accident-costs-great-britain-2010-2018/) The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

<sup>4</sup> Public Health England, 2014. Reducing unintentional injuries on the roads among children and young people aged under 25 years, [Reducing unintentional injuries on the roads among children and young people \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/284442/Reducing-unintentional-injuries-on-the-roads-among-children-and-young-people.pdf)

<sup>5</sup> Speeding offence detection and disposal in England and Wales 2019 – 2020, [Speeding offences analysis 2019-20.pdf \(racfoundation.org\)](https://www.racfoundation.org/wp-content/uploads/2020/07/Speeding-offences-analysis-2019-20.pdf)

tackle coronavirus, new figures show the overall fatality rate actually increased during the first half of 2020.

However, the decade-long stagnation in reducing road deaths has urged the government to move towards an integrated approach to road safety, where road deaths and casualties are the result of multiple contributing factors. The effect of this approach would be to look at the transport system as a whole to raise standards and improve partnership coordination, so that preventable road deaths and injuries are reduced to an absolute minimum.

### Local Context

Covering over 3,200 square miles, York and North Yorkshire has approximately 6,000 miles of busy rural and urban roads. The Yorkshire and Humber region has witnessed a 12.5% increase in traffic across the entire road network since 2010, resulting in a greater diversity of road users and approximately 1 million additional miles being travelled each year in North Yorkshire.

International cycling events have encouraged a rise in cyclists. Increased online shopping and home deliveries have resulted in a rise in commercial vehicles traffic. The move to more dual fuel and electric vehicles has added a new dimension to the type of vehicles using our roads.

The York and North Yorkshire Road Safety Partnership has a good record of reducing the number of people killed or seriously injured on these roads with 26% fewer KSI collisions in 2019 compared to 2015. This is in stark contrast to an upward national trend (*Figure 1*). Safety Camera Vehicles, for example have contributed to a 24% decline in fatalities at KSI hotspots since 2016.

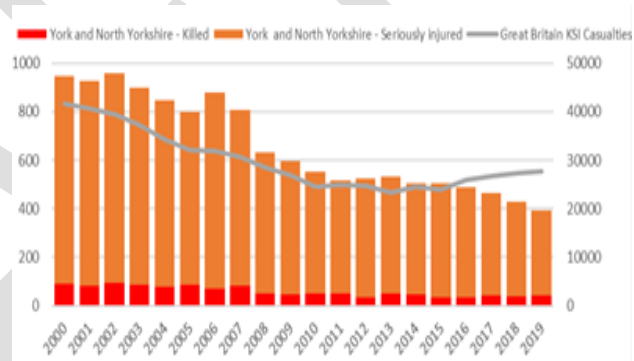


Figure 1: York and North Yorkshire KSI casualties vs Great Britain



Figure 2: York and North Yorkshire average annual number of casualties by severity (2015-2019)

Between 2015 and 2019, on average 2,458 people were injured on the York and North Yorkshire roads each year (*Figure 2*), with an average of 417 serious injuries and 38 fatalities per year. Our focus is on preventing and therefore reducing the casualties that cause most harm i.e., the number of fatalities and serious injuries.

In 2020, the number of KSIs across our county was lower than in 2019 but fatalities remained at a similar level despite the reduction in traffic flow due to COVID-19. 2020 should be treated as an outlier year due to the pandemic and will therefore not affect our analysis.

Analysis of casualty and collision data enables us to identify *who* is at greater risk of being seriously injured or killed, *where* the most serious incidents are likely to occur, *when* they happen and *why*.

### WHO?

There has been a downward trend in the number of KSIs across all road user types over the last five years, with the exception of a small increase in pedal cyclist KSIs in 2019.

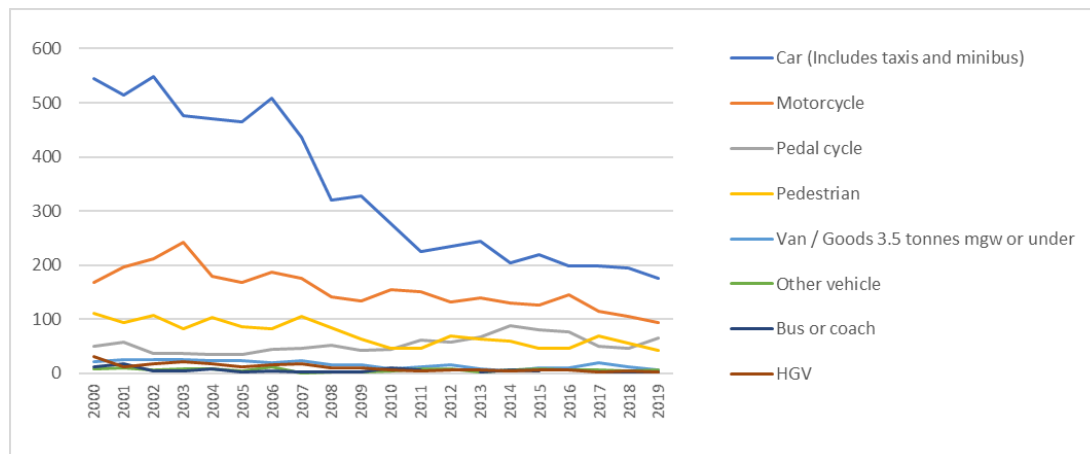


Figure 3: York and North Yorkshire KSI casualties by road user type

### Priority groups

Further analysis of KSI casualty data and road users has identified a number of priority groups which is where we will focus our partnership activity.

#### Vulnerable road users

Pedal cyclists, motorcyclists and pedestrians are disproportionately represented in our road casualty statistics. We know that the fatality rate compared to other road user groups is disproportionately high amongst these groups.

Between 2015 and 2019, vulnerable road users accounted for 51% of those killed or seriously injured across our county's roads.

- *Motorcyclists* account for around 26% of KSI casualties but only form around 7% of the traffic on our roads.
- *Pedal cyclists* account for a high and increasing proportion of all KSIs over the last five years (14%), 17% in 2019.
- *Pedestrians* account for 11% of all KSIs. Half of all under 16-year-old KSIs were pedestrians.

#### Older road users

50 - 74 year olds account for a growing proportion of our county's KSIs, up from 26% in 2015 to 36% in 2019.

#### Children and young people

Under 25's form around a quarter (23%) of KSIs. Whilst there has been a year-on-year reduction in KSIs among young people (aged 16-25), KSIs among children aged under 16 remain static.

#### Business users

Those who drive for work or commute make up two fifths of KSI casualties in our county (40% of KSIs in 2019).

## Men

It is of note that 70% of all fatalities and serious injuries are male.

## WHERE?

Most of our KSI collisions take place on our rural roads, predominantly on 60mph roads (57%), followed by 30mph roads (28%).

Looking across the City of York and the seven districts in the county of North Yorkshire, each will have its own road safety priorities reflected in our Action Plan e.g. motorcycles account for a higher proportion of KSI incidents in Craven and Ryedale than in other districts, whereas pedal cyclists account for a far higher proportion of KSIs in York. The Action Plan will be subject to regular review, including engaging with key stakeholders, at a local level by the individual Partners to ensure that priorities continue to be appropriate.

The Officer Working Group will conduct in depth analysis of City and District data to identify incident hotspots, any patterns in collision locations and road user types most at risk to best target our Road Safety Partnership prevention activities and interventions.

## WHEN?

Most KSI collisions take place in the day between 12pm and 4pm, with the number of KSIs highest on Fridays and during the Summer months of July and August.

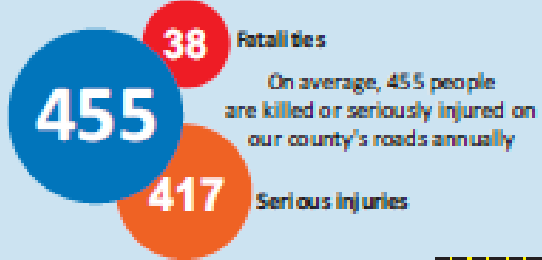
## WHY?

Driver behaviour is most often responsible for collisions with six in ten KSI collisions citing driver/rider error and/or reaction as the main contributory factors.

33% of KSI collisions occur on wet roads, and brake and tyre conditions can be contributory factors as well as driver behaviour. 1 in 4 cars are used with tyres which do not meet minimum legal requirements.

Excessive or inappropriate speed can be a factor in collisions, in particular, its impact on severity of any injuries sustained. 85,016 speeding offences were recorded in our county over 2019, a 103% increase on 2018.

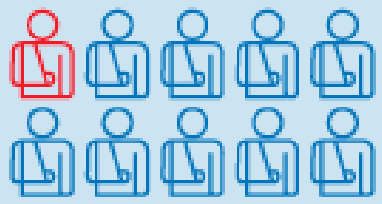
# Killed and Seriously Injured Casualties in York and North Yorkshire



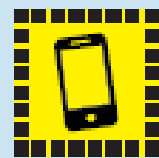
On average, 455 people are killed or seriously injured on our county's roads annually



Driver error or reaction contributes to 6 in 10 KSI casualties



1 in every 10 KSI casualties is a fatality

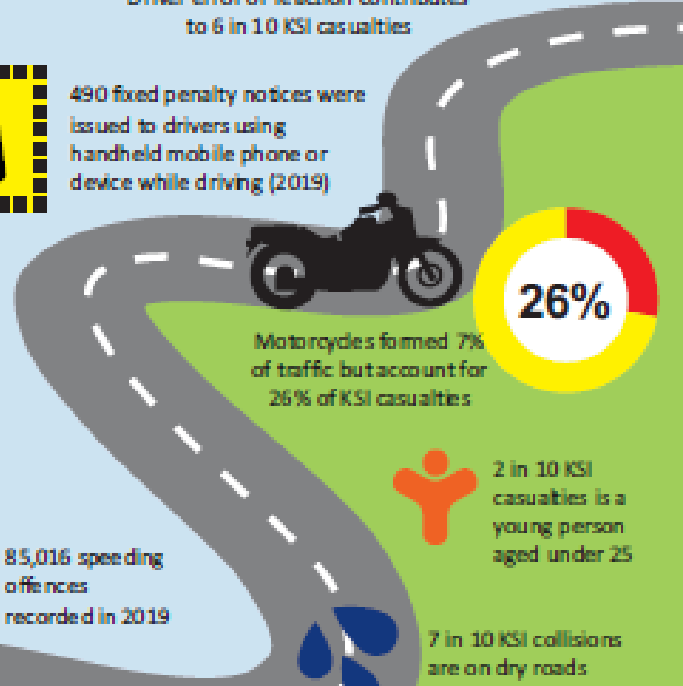


490 fixed penalty notices were issued to drivers using handheld mobile phone or device while driving (2019)

1 in 10 KSI casualties is a pedestrian,

2 in 10 is a passenger and

7 in 10 is a driver



2 in 10 KSI casualties is a young person aged under 25



85,016 speeding offences recorded in 2019

Pedal cyclists account for 14% of KSI casualties, increasing over time



## Speed Limit



2% of KSI collisions are in a 20mph limit

28% of KSI collisions are in a 30mph limit

5% of KSI collisions are in a 40mph limit

1% of KSI collisions are in a 50mph limit



57% of KSI collisions are in a 60mph limit

7% of KSI collisions are in a 70mph limit



3 KSI casualties in every 10 are on urban roads, 7 in 10 are on rural roads



9 in every 20 KSI casualties are car occupants



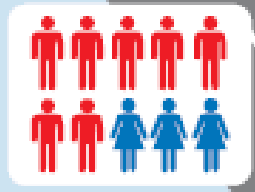
5 in every 20 KSI casualties are powered two wheeler riders or passengers



3 in every 20 KSI casualties are pedal cyclists



2 in every 20 KSI casualties is a pedestrian



7 in 10 KSI casualties are male



1 in every 20 KSI casualties is an occupant of another vehicle e.g. goods vehicle, bus or coach

Data based on 5 year average from 2015-19, Dept for Transport.

## Our Vision

### Towards Vision Zero

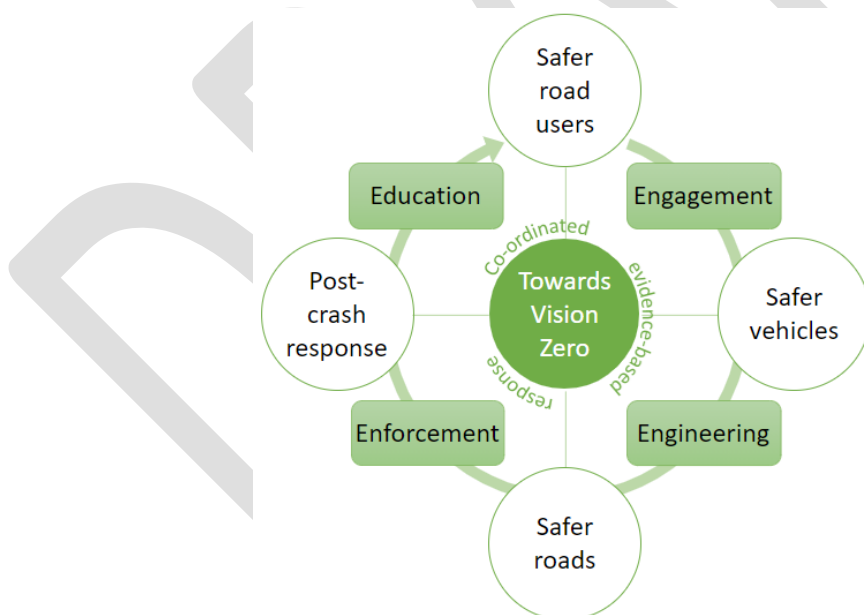
York and North Yorkshire Road Safety Partnership is committed to reducing the number of those who are killed or seriously injured on our roads while keeping everyone safe.

Nearly all road deaths and injuries are preventable. Our strategy will be guided by the long-term *Vision Zero*, to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all and embody the 'Safe System' approach. We will work together to make our roads a safer environment for everyone, whilst reducing casualties year on year. To achieve this, we need to share the responsibility to provide a safe environment in which people can move around and help road users to behave with due care and respect towards themselves and others.

### Strategic Priorities in York and North Yorkshire

The Partnership has brought together local<sup>6</sup> and national<sup>7</sup> strategic documents and analysis of collision data and road user risk to inform this Strategy and develop solutions that best suit the needs of our community.

By 2026, we aim to reduce the number of those who are killed or seriously injured and improve the safety for all road users in York and North Yorkshire by working towards our long-term goal of Vision Zero.



<sup>6</sup> Local strategic documents such as Force Management statement (FMS), Strategic Threat and Risk Assessment (STRA)

<sup>7</sup> Department of Transport, [The road safety statement 2019: a lifetime of road safety \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/781222/the-road-safety-statement-2019-a-lifetime-of-road-safety.pdf);

Department of Transport, [Strategic Framework for Road Safety \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/781222/the-road-safety-statement-2019-a-lifetime-of-road-safety.pdf); HMICFRS, [Roads policing: Not optional – An inspection of roads policing in England and Wales \(justiceinspectorates.gov.uk\)](https://www.justiceinspectorates.gov.uk/hmicfrs/publications/roads-policing-not-optional-an-inspection-of-roads-policing-in-england-and-wales/)



Figure 4: Building *Vision Zero* - outcomes and priorities

The partnership has agreed to the principles of the Safe System approach and will shape a strategic outcomes framework around its four pillars:

1. Safer Road Users
2. Safer Vehicles
3. Safer Roads
4. Post-Crash Response

These strategic outcomes will help us to deliver our vision by 2026, and address the key challenges identified by our analysis.

To achieve these outcomes, the partnership has identified four priority areas of action:

1. Education
2. Engagement
3. Engineering
4. Enforcement

These will focus the partnership on prevention and early intervention activities, increasing effective road safety education and engagement activities, working with others to ensure the road infrastructure is fit for purpose and that signage is clear and visible, and where necessary targeting enforcement to deter or disrupt both inappropriate driver behaviour and the criminal use of the road network.

Road users who commit one of the *fatal five* offences are far more likely to be involved in a fatal collision than those who do not. Data analysis shows that six in ten collisions identified driver error/reaction as a contributory factor. The partnership will focus activity within these priority areas to address the *fatal five* aspects that dominate road traffic collisions which include:

- × Inappropriate or excessive speed
- × Not wearing a seat belt
- × Driver distractions (including using mobile devices such as phones, 'sat navs' and tablets)
- × Driving under the influence of alcohol or drugs
- × Careless and inconsiderate driving.

Most importantly, we will always work in a co-ordinated and evidence-based way, being led both by our data analysis and by community concerns, while ensuring we maximise local and national best practice, experience and expertise.

Our Strategic Priorities are based on our knowledge of the issues we face, as set out in our local context section above. The Partnership will set a yearly Action Plan across the priority areas of action that address the *fatal five* and deliver against our strategic outcomes.

## 1. Safer Road Users

### Our outcomes:

- More confident road users who understand and recognise risks, especially the *fatal five* and know the highway code and how to safely use roads and stay safer.
- Improved targeted, coordinated and evidence-based delivery of road safety awareness campaigns which reach out to York and North Yorkshire Road users and encourages positive and safe behaviours.
- Skilled road users who choose to use an appropriate mode of travel, act safely and within the law and seek to improve road experiences for themselves and others.
- Delivery of road safety enforcement and perception of safety are improved which reduce the *fatal five* behaviour.

### Target user groups:

#### *Young road users: first steps to greater safety*

Road safety skills are vital for young people of all ages, both for their own wellbeing and for that of others. What we learn, what we are exposed to and how we behave at a young age can remain with us all our lives.

#### *Young adults: dealing with growing independence*

Once children reach young adulthood with greater mobility and freedom, their exposure to risk, alongside under-developed awareness of danger and consequence leads to a higher likelihood of acting on impulse and peer pressure. The early years behind the wheel are the most risky, and too many young drivers and passengers are overrepresented in collision and casualty statistics.

#### *Adults: staying within the law*

Adults need to put all the "road safe" learning from younger years into practice staying legal and safe on the road. Continued learning to improve skills and to create positive role models to other easily influenced road users is essential.

#### *Third-age adults*

Older road users' knowledge, experience and skills can deteriorate with age, reduced on road activity and declining cognitive and physical capability. As the UK's population ages, it is crucial that older people can maintain the skills and confidence required to remain safe and effective drivers.

#### *Safer Motorcycles*

Ensuring that motorcyclists are equipped with the specialist skills necessary in order to stay safe on the road, understanding the risks, increasing protection and improving behaviour.

#### *Pedestrians, agricultural vehicles, cyclists and equestrian*

Recognising the potential hazards on the roads and immediate environmental needs which extend beyond the person in a vehicle and wider road safety awareness. All those using the roads must take action to ensure their mode of travel has followed appropriate safety measures or safety checks have been made, e.g., bicycle safety checks prior to travel and ensuring high visibility is displayed on the journey.

## 2. Safer Vehicles

### Our outcomes:

- York and North Yorkshire residents understand the benefits of, and proactively choose, vehicles equipped with appropriate safety technology.
- Educated road users who understand the importance of vehicle safety, who service and maintain their vehicle regularly, who understand the roads and environment and make sure their vehicle is suitably equipped for the journey.
- More responsible business owners who equip their workforce with a safe and regularly checked fleet and ensure their staff are skilled in vehicle safety.

### Target vehicles:

#### *Fleets and people who drive for work*

Employers can have a major role to play in improving safety on the roads through ensuring that their staff are properly prepared and motivated to drive and ride safely, and that they are using safe vehicles.

#### *Safer Large Goods Vehicles*

More than 10% of collisions involve Goods vehicles (third highest vehicles type). Improvements need to continue for the safety of Large Goods Vehicles to reduce collision involvement with vulnerable road users, predominantly cyclists and pedestrians, and with other vehicles as well.

#### *Safer Motorcycles*

Ensuring that motorcyclists are aware of the importance of well-equipped and maintained vehicles, particularly tyres, chains and breaks and that the use of safety features are utilised such as anti-lock brakes.

#### *Automated Vehicles*

The development of vehicle technologies such as automated braking systems, vehicles connected to highway infrastructure regulating speed and ultimately fully automated vehicles is expected to reduce the incidents of vehicle collisions. The development of safer vehicles has had a significant, positive impact on crash survivability. Whilst road user behaviour accounts for most collisions, the Safe System ethos identifies the need to make crashes survivable.

## 3. Safer Roads

### Our outcomes:

- Road engineering and signage that is appropriate to the road type and which reduces the risk of harm, assists road users to be confident on the roads and helps them to understand the risks.
- Reduction in traffic speed within the 20mph speed limit areas.
- Reduction in criminal and anti-social use of York and North Yorkshire road network in partnership with bordering agencies.
- Improved information sharing with one partnership data repository to gather and analyse road safety data which directs activities in high-risk hotspot locations and is used to respond to road safety complaints and concerns.

- Coordinated and engaged Community Speed Watch Schemes and members who feel part of the wider Safer Roads Partnership delivery.
- Planning, designing and delivery of walking and cycling infrastructure is improved which assists in making active travel safer and more attractive.
- Identifying and addressing collision cluster sites, where funding is available, to reduce the recurrence of collisions at these locations.

## Target road types:

### *Rural Roads*

A high number of fatalities on our roads occur on rural roads, particularly among young car drivers and passengers aged 16-24 years.

### *The Strategic Road Network*

England's Strategic Road Network (SRN) such as A1, A19, and A64 in York and North Yorkshire has some of the safest of all roads in the UK, but there is still the need to continue to improve safety on them through the introduction of physical improvements. Driver behaviour changes will be addressed through campaigns and engagement work under Safer Road Users and Safer Vehicles.

### *Urban areas and the environment*

Inappropriate speed is an important factor in some collisions and influences the severity of injuries sustained in collisions. There is a public concern about the effects of speed and safety and by addressing collision cluster sites, the risk of further collisions is reduced.

## 4. Post-Crash Response

### Our outcomes:

- Enhanced coordinated partnership activity that reduces the number of those killed and seriously injured on the roads of York and North Yorkshire, keeping communities safe as they travel across our road network.
- Ensure that all districts offer equally high standards of rescue, hospital care and long-term rehabilitation following a serious road collision.
- Understanding the causes of serious collisions to prevent or reduce their reoccurrence.
- Ensuring that when there is a serious collision the response from emergency services ensures that the risk of further collisions is minimised.

### Targeted Response:

#### *Victims*

Those who have been affected by road collisions, the injuries or fatalities that have resulted from these, shows the often devastating and sometimes long-term impact it has on the victim and their families.

*Community*

Local communities or specific road user groups are impacted by any KSI collisions and often feel the need to take action to make a positive change.

*Vulnerable Groups*

Initial analysis shows Motorcycles formed 7% of traffic but account for 26% of KSI casualties over the past 5 years.

Effective targeted action with enforcement and support of road safety in area such as Craven, where there were high numbers of motorcycle collisions with a proactive and highly visible approach by the partnership resulted in a decrease in the number of incidents. Biker down training would be helpful to ensuring motorcyclists have the skills that enable them to manage injuries in the event of a collision while waiting for emergency services.

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## Partnership Governance

Responsibility for delivering the Safer Roads Strategy will be owned by the York and North Yorkshire Road Safety Partnership. However, this strategy aims to bring together the knowledge, expertise, and resources from wider partners to achieve efficient and effective results.

Community support is key to the success of achieving our outcomes therefore, we will work with our local communities and volunteers to help with delivery of our priorities in making our community safer.

### Who?

The York and North Yorkshire Road Safety Partnership brings together the key agencies who all have a shared interest in and responsibility for making our roads safer. The partnership includes:

- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- Yorkshire Ambulance Service
- City of York Council
- North Yorkshire County Council
- Highways England
- Office of the Police, Fire and Crime Commissioner for North Yorkshire

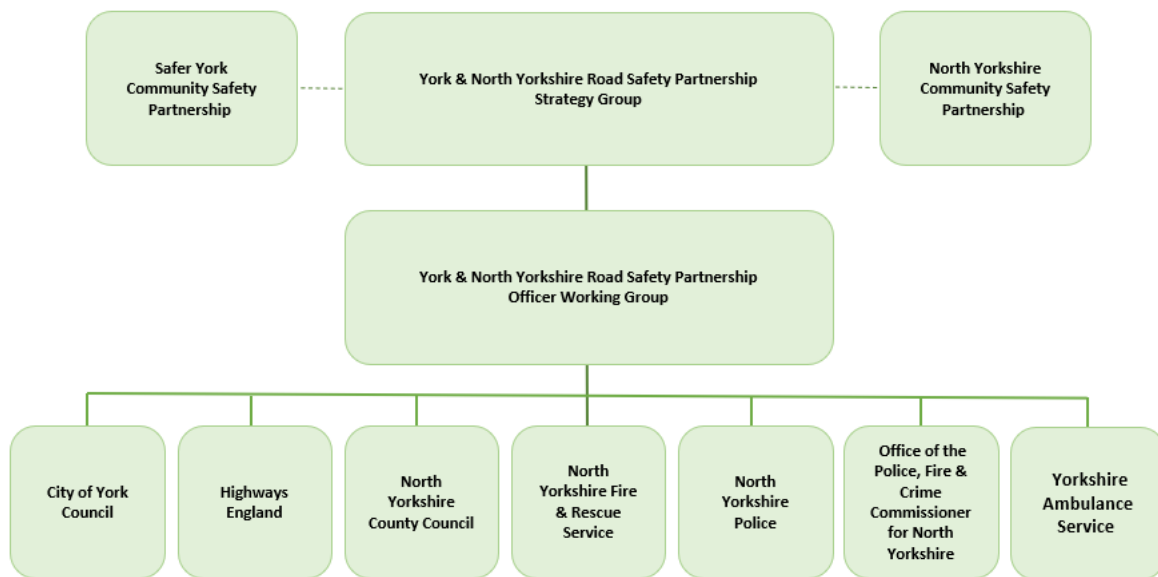


Figure 5: Road Safety Partnership Governance Structure

The Road Safety Partnership reports its progress to both the York and North Yorkshire Community Safety Partnerships, as well as each partner organisation having its own accountability and scrutiny arrangements.

## How?

The York and North Yorkshire Road Safety Partnership comprises of three meeting structures to deliver the Strategy. The Strategy Group sets the overall strategy and provides strategic direction to the Officer Working Group. The Officer Working Group develop and deliver the annual delivery plan against the strategy, targeting initiatives in accordance with local data, evidence, and intelligence. The Officer Working Group monitor the progress of the Action Plan and the Local Tasking Groups deliver local activities against the Action Plan.

Performance is monitored at the York and North Yorkshire Road Safety Partnership Strategy Group and Officer Working Groups.

Figure 6: Delivery of the Partnership Strategy



The Partnership has several approaches which will be promoted at each governance level to help deliver initiatives under each of the pillars to achieve our outcomes:

- supporting more learning and training to improve and develop positive road user behaviours;
- increasing road user awareness; and
- further development of intelligence led enforcement.

In addition to the above we will work together to identify and evaluate new initiatives, including exploring best practice from other areas to ensure we continue to focus our efforts on our key priorities.

As the Partnership delivers the Action Plan it will draw on both operational response and road safety activities through an internal capacity review and assessment of options focused on

resource additionality delivered through the national police uplift with the associated vehicle assets.

A Partnership Service Level Agreement will set out the roles and responsibilities of each partner in delivering the Action Plan and achieving the strategy's outcomes.

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## Measures of Success

In order for the Partnership to measure the impact of its delivery we will set annual indicators which demonstrate our success in achieving our strategic outcomes of **Safer Road Users**, **Safer Vehicles**, **Safer Roads** and **Post-Crash Response** working towards Vision Zero. These will be set within our Action Plan and monitored regularly.

It is important that we revise and refresh our Action Plan annually as the road safety landscape is constantly changing and it is therefore acknowledged that our measures will need to continuously evolve.

Following Action Plan implementation, the collision data, traffic speeds and feedback from the public and local stakeholders will be evaluated to determine the effectiveness of the interventions and strategy.

We will publish our Action Plan each year, setting out how we are achieving a reduction in fatalities and the number of those who are seriously injured on our roads. We will also measure how we are improving the safety for all road users in York and North Yorkshire working towards our Vision Zero. The diagram below sets out our strategic measures of success which will form the basis of how we will monitor our progress in delivering the Safer Roads Strategy.

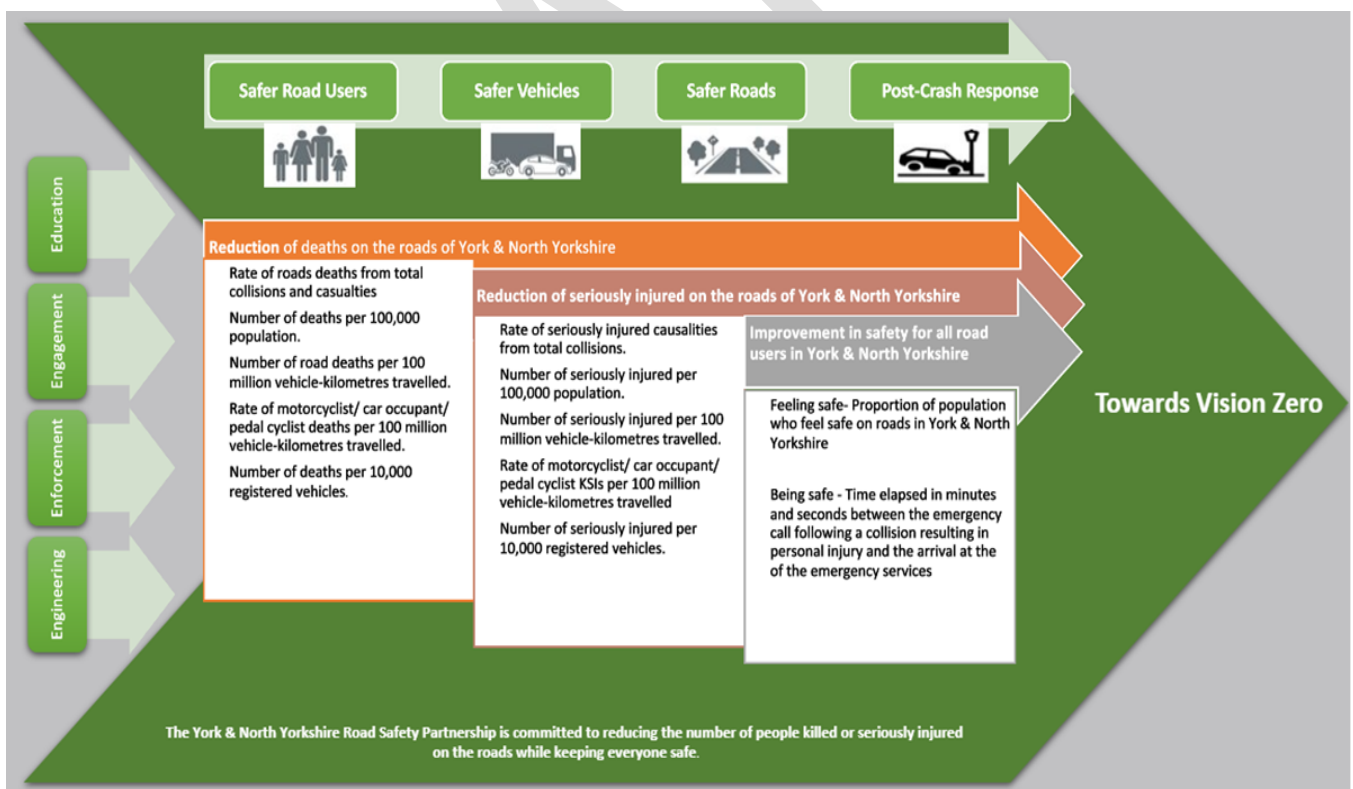


Figure 7: Strategic Measures of Success

Due to the nature of road safety, there are delays between actions being taken and their effect on some outcomes being visible and measurable. We therefore recognise the need to identify a mixture of measures that can demonstrate both short-term and longer-term achievements.

The annual Action Plan will be developed by the Officer Working Group and progress of delivery will be monitored regularly by the Strategy Group. The Local Tasking Groups will deliver our evidenced-based interventions and report against the measures set. Individual partners will ensure that the concerns of local stakeholders and interest groups in their areas are incorporated into the reviews of the action plan.

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## Annex 1: Partnership Action Plan



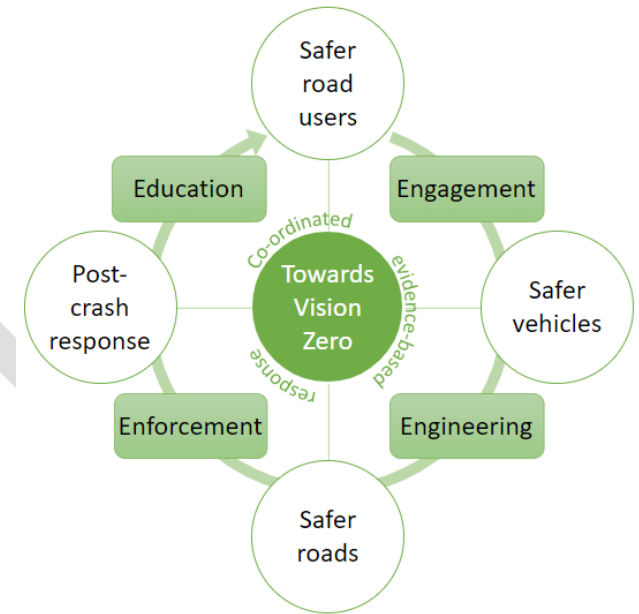
### Our Goal

Our goal is to work towards *Vision Zero* and the reduction of road collision fatalities and serious injuries.

We believe that our goal will be achieved by coordinated and evidence-based education, engagement, engineering and enforcement activity, targeted at reducing the '*fatal five*', which deliver against four strategic outcomes.

### Our Outcomes

Our outcomes set out the change the partnership will help implement and are the building blocks that will achieve our Vision Zero.



| Safer Road Users  | Safer Vehicles   | Safer Roads   | Post-Crash Response  |
|---|--|---|--|
| <ul style="list-style-type: none"> <li>• More confident road users who understand and recognise risks, especially the <i>fatal five</i> and know the highway code and how to safely use roads and stay safer.</li> <li>• Improved targeted, coordinated and evidence-based delivery of</li> </ul> | <ul style="list-style-type: none"> <li>• York and North Yorkshire residents understand the benefits of, and proactively choose, vehicles equipped with appropriate safety technology.</li> <li>• Educated road users who understand the importance of vehicle safety, who service and</li> </ul> | <ul style="list-style-type: none"> <li>• Road engineering and signage that is appropriate to the road type and which reduces the risk of harm, assists road users to be confident on the roads and helps them to understand the risks.</li> </ul> | <ul style="list-style-type: none"> <li>• Enhanced coordinated partnership activity that reduces the number of those killed and seriously injured on the roads of York and North Yorkshire, keeping communities safe as they travel across our road network.</li> </ul> |

|   |  |  |   |
|---|--|--|---|
| <p>road safety awareness campaigns which reach out to York and North Yorkshire Road users and encourages positive and safe behaviours.</p> <ul style="list-style-type: none"> <li>• Skilled road users who choose to use an appropriate mode of travel, act safely and within the law and seek to improve road experiences for themselves and others.</li> <li>• Delivery of road safety enforcement and perception of safety are improved which reduce the <i>fatal five</i> behaviour.</li> </ul> | <p>maintain their vehicle regularly, who understand the roads and environment and make sure their vehicle is suitably equipped for the journey.</p> <ul style="list-style-type: none"> <li>• More responsible business owners who equip their workforce with a safe and regularly checked fleet and ensure their staff are skilled in vehicle safety.</li> </ul> | <ul style="list-style-type: none"> <li>• Reduction in traffic speed within the 20mph speed limit areas.</li> <li>• Reduction in criminal and anti-social use of York and North Yorkshire road network in partnership with bordering agencies.</li> <li>• Improved information sharing with one partnership data repository to gather and analyse road safety data which directs activities in high-risk hotspot locations and is used to respond to road safety complaints and concerns.</li> <li>• Coordinated and engaged Community Speed Watch Schemes and members who feel part of the wider Safer Roads Partnership delivery.</li> <li>• Planning, designing and delivery of walking and cycling infrastructure is improved which assists in making active travel safer and more attractive.</li> </ul> | <ul style="list-style-type: none"> <li>• Ensure that all districts offer equally high standards of rescue, hospital care and long-term rehabilitation following a serious road collision.</li> <li>• Understanding the causes of serious collisions to prevent or reduce their reoccurrence.</li> <li>• Ensuring that when there is a serious collision the response from emergency services ensures that the risk of further collisions is minimised.</li> </ul> |
|---|--|--|---|

## Our Action Plan

Our Action Plan is formed around the **four E's** priority areas of action, each of which delivers across our four strategic outcomes of **Safer Road Users**, **Safer Vehicles**, **Safer Roads** and **Post-Crash Response**.

Our approach to address the *fatal five* is integrated within our Action Plan to influence the behaviour of road users which covers safer speed, use of protective equipment such as seatbelts, child restraint uses and helmets, driving carefully and considerately without alcohol and drugs, and being distraction free.

The Partnership will demonstrate leadership in its delivery, exploring the role for improvements in driver behaviour alongside developments in infrastructure design, vehicle safety and speed management as part of the Safe System.

### Education:

- Deliver our road safety education interventions across different target groups to build knowledge and understanding of how to use roads safely and the impacts of dangerous and irresponsible driving, particularly the *fatal five*, and improve awareness of safe travel behaviours, particularly around speed limits (including 20mph limits), interaction with vulnerable road users (including emerging modes such as scooters and ebikes, use of seatbelts and safe use of phones.
- Deliver training programmes to educate drivers from all ages to choose the appropriate speed for the roads and conditions.
- Provide evidence-based best practice interventions for young, male drivers in rural areas to reduce collisions on high-risk roads.
- Deliver education programmes for children across the City and County so that they achieve a minimum basic level of road safety awareness before and while they begin travelling independently.
- Explore opportunities for working with elderly and disability groups to promote safe travel and mobility using a range of transport types.
- Educate about the importance of vehicle maintenance and safety, particularly tyre and brake conditions.
- Use the output from collision investigation and learning along with knowledge of the devastating impact collisions have on victims and their family, to inform partnership communication and safety awareness campaigns to improve systematic information sharing and post collision learning.
- Promote campaigns to prevent collisions on our roads such as BikeSafe, ROADWISE and to highlight the dangers of close passing of cyclists.
- Publicise results of vehicles exceeding speed limits recorded by the Safety Camera Van and the criminal justice outcomes of fatal and life-changing or life-threatening collisions that proceed to prosecution through partners' media channels.

- Work with wider partners to promote bicycle safety across all areas and deliver motorcycle safety including Biker Down and Bike Safe training initiatives.
- Ensure our partner agencies have the necessary competencies and knowledge to deliver road safety interventions in a professional manner and to a high standard.
- Work with commercial fleet operators, and the business community to promote good practice in work related road safety, including support for Driving for Better Business.
- Given that there are high numbers of serious injuries in rural areas, take action to develop guidelines to promote best practice in speed education measures and supporting area-wide safety management.
- Review and assess the police CRASH system of road traffic collision recording, to determine if through integration with existing core recording systems it will improve quality assurance monitoring of road traffic collision data.

#### Engagement:

- Work to enable more communities to access Community Speed Watch to improve their feeling of safety and confidence out and about in their area.
- Promote the Speed Management Protocol to enable speeding concerns to be addressed in a coordinated approach to deliver the most appropriate interventions.
- Work with communities and partners to identify those most at risk and work collaboratively to deliver interventions tailored to meet local priorities through shared information, ideas, and opinions.
- Publicise outcomes of road safety and enforcement operations such as Operation Spartan cases and of incidents involving excessive or inappropriate speed recorded by the Safety Camera Van for education and engagement purposes.
- Work to improve engagement of professional drivers in vulnerable road users training.
- Engage with commercial operators and the business community to promote tyre safety and vehicle check campaigns.
- Enhance partnership engagement with those vulnerable road users who are most at risk of being killed or seriously injured in a collision.
- Work with partner to explore options for extending support for victims of road crimes, and victims of road collisions where no crime has been charged.

- Close liaison between road authorities and the health sector to assess and implement practical responses following those killed or seriously injured in a collision.
- Ensure appropriate measures are in place to support those who have been impacted by any KSI collisions with after care approach to specific communities or groups.

### Engineering:

- Adopt System based approach to address safer roads e.g., through engagement with local District plans around new developments and walking and cycling infrastructure plans.
- Work to redesign streets to encourage lower speeds as part of Healthy Streets programmes and to enable safe environment for people to walk, cycle, ride, and drive, whilst considering our most vulnerable road users. Ensure enabling features of the street, such as the width of the carriageway, the use of street lighting and clear road signs, including Vehicle Activated Signs.
- Provide information to inform people about the types of road challenges and the types of behaviours that are appropriate to encourage road users to adapt their behaviour accordingly.
- Ensure road safety interventions designs provide safer road measures and meet community needs and meet best national standards.
- Routinely analyse vehicle risks in causes of collisions and feedback findings to national, regional, and local recording bodies to ensure information is considered as part of future engineering of vehicle safety.
- Access funds to improve infrastructure which is compliant with the road safety directives.
- Consider the Post-collision/crash care which is designed to facilitate a faster and effective emergency response from rescue and hospital care services following the road collision.
- Encourage use of vehicle safety technology, and train new and existing drivers and riders in how to use new vehicle safety features, the new technologies as well as semi and fully automated driving.



- Promote technologies and enabling necessary conditions for the functioning of automotive Intelligent Speed system (ISA)<sup>8</sup> (Where applicable) and adopting of safety technology.
- Maximise the use of innovative technologies which contribute to enhanced road safety.
- Promote use of telematics and black box technology used to monitor driver behaviour.

#### Enforcement:

- Identify the most high-risk drivers and riders and use targeted enforcement activity focussed on high-risk offenders to reduce the reoffending cycle.
- Use high-visibility patrols, seemingly randomised deployments (location and time), to maximise coverage to those roads evidenced as the highest risk areas across York and North Yorkshire to amplify the deterrent effect.
- Optimise the use of speed cameras and mobile speed enforcement technology in areas of higher risk and/or community concern, including 20mph limit areas where appropriate.
- Continue to focus on road Camera Enforcement operations against the *fatal five* to monitor and enforce speed limits and irresponsible behaviour such as use of mobile phones.
- Deliver speed awareness courses to every first-time offender to ensure those committing offences learn how to be safer, better road users.
- Undertake more specialist enforcement campaigns around the *fatal five*, particularly taking a zero-tolerance approach to drink and drug driving through campaigns such as Op Attention, and related offences, such as uninsured or unlicensed vehicles.
- Expand and randomise unpredictable technical roadside checks against drink driving and allow random breath testing and police use of mobile evidential breath testing equipment.
- Work collaboratively through road operations such as Operation Spartan to deliver education to those vulnerable road users who act in a dangerous and/or irresponsible manner.

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<sup>8</sup> ISA is a vehicle safety technology that will be a mandatory fitment in all new model cars in the EU and UK from 2022 and will be required on all new build of existing models from 2024. It uses a sign-recognition video camera and a GPS-linked speed limit database to help drivers keep to the current speed limit. Such a system will limit engine power when necessary to help prevent the driver from exceeding the current speed limit. The system can be overridden, or temporarily switched off. As well as improving road safety, reducing emissions and saving fuel, the system can help drivers avoid speeding fines.

- Work with bordering Police forces and other key stakeholders to tackle cross border criminality on York and North Yorkshire Roads.
- Investigate all fatal collisions, and closely monitor all KSI collisions and maintain a list of high-risk routes and sites of concern to make informed decisions on contributory factors and provide appropriate remedial action.
- Improve justice and care for victims of traffic collisions and signpost victims of collisions to the most appropriate restorative justice and post-collision support services.

## Contacts

The main contacts for the York and North Yorkshire Road Safety Partnership are:

[www.roadwise.co.uk](http://www.roadwise.co.uk)

[road.safety@northyorks.gov.uk](mailto:road.safety@northyorks.gov.uk)

Road Safety and Active Travel:

County Hall, Racecourse Lane, Northallerton. DL7 8AH 01609 780780,

[www.northyorks.gov.uk](http://www.northyorks.gov.uk) [road.safety@northyorks.gov.uk](mailto:road.safety@northyorks.gov.uk)

City of York Council Sustainable Transport Service West Offices, Station Rise, York. YO1 6GA 01904 555579

[www.york.gov.uk](http://www.york.gov.uk)

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**Executive**

**30<sup>th</sup> September 2021**

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

**York Outer Ring Road (YORR) – Phase 1 Dualling – Evaluation of the Consultation Process and Resolution to Submit a Planning Application.**

**Summary**

1. A consultation process about the proposed YORR Phase 1 dualling scheme held in autumn 2020 has been evaluated by the project team. Over 3,500 comments from residents and stakeholders were received about the proposals. The key indicators which emerged from the process were that there was 79% support (agreed or strongly agreed) for the scheme proposals but there were also concerns about inadequate facilities at some locations for pedestrians and cyclists.
2. This report describes in greater detail the evaluation and outcome of that process (**the ‘consulted scheme’**) and how this has led to some recommended revisions to the proposals having listened to what people have said (**‘the revised scheme’**). A separate report about the consultation process can be found at Annex A.
3. The main modifications which are recommended to be made to the consulted scheme are:
  - a. The provision of pedestrian and cycle crossing facilities at the junction of Wigginton Road with the A1237 to improve safety and access for active travel around the roundabout and to link into local services and amenities located north east of the intersection.
  - b. The provision of a safeguarded route for a future orbital pedestrian/cycle route from Strensall Road junction to Monks Cross roundabout approximately 1.1km in length.

- c. Diversion of Bridleway no. 4 at Huntington and provision of a Pegasus Crossing at Monks Cross junction.
  - d. Members will also be advised about design development on noise and environmental mitigation. Some modifications to the consulted scheme have been made as a matter of course since the engagement process. These are described in more detail below at paragraph 39 onwards.
4. The carbon impact of the scheme has been considered throughout the development of the project. In principle it is anticipated that traffic will redistribute around the city as a result of the additional orbital capacity reducing overall journey times and emissions. Further measures, enabled by this additional capacity, are being considered as part of the development of the new Local Transport Plan to reduce the impact of traffic within the city's urban areas. In addition the step change in active travel provision as a result of the scheme will enable more walking and cycling trips to be undertaken reducing the number of short distance car trips to key destinations in the area.
5. In addition some changes are proposed to the consulted scheme as a natural consequence of further design development and survey work over the past six months. Therefore the revised scheme is now shown at Annex B in a series of general arrangement drawings. Having settled on these revisions, the project team are seeking a resolution from the Executive to take the revised scheme proposals forward to be submitted for a planning application (subject to Member approval).
6. If a resolution is made to accept the revised scheme, the project team will be in a position to submit a planning application in October 2021.

## **Recommendations**

7. The Executive are requested to:
- 1) Note the general progress on the YORR Phase 1 Dualling Scheme.
  - 2) Approve the outcome of the public engagement process.

Reason: To inform Members of the decisions in this report and to take into consideration for future decision making.

3) Accept the proposed revisions shown in Annex B and give approval to the design changes listed out below to be taken forward in a planning application:

- a. The provision of pedestrian and cycle crossing facilities at the junction of Wigginton Road with the A1237 to improve safety and access for active travel around the roundabout and to link into local services and amenities located north east of the intersection.
- b. The provision of a safeguarded route for a future 1.1km length of orbital pedestrian/cycle route from Strensall Road junction to Monks Cross roundabout.
- c. Diversion of Bridleway no. 4 at Huntington and provision of a Pegasus Crossing at Monks Cross junction.
- d. Design and development amendments regarding noise and environmental mitigation. These modifications to the consulted scheme have been made as a matter of course since the engagement process.
- e. Realignment of dualling from land to the north of the existing carriageway to the south side extending in a north westerly direction from Little Hopgrove roundabout for approximately 750m.

Reason: The Executive are recommended to approve the changes to enable a design freeze in order that the scheme can be finalised in order to maintain programme and progress to the next stage.

4) Give approval to the project team to submit a planning application based on the revised scheme design attached at Annex B and delegate to the Director of Transport, Environment and Planning the authority to agree any minor amendments which may be required to the design which have a minimum cost impact.

Reason: To enable submission of the planning application in order to seek planning approval and maintain progress on the programme.

## **Background**

8. The YORR Improvement programme has made solid progress over the course of the year. Members will recall from previous reports that this programme comprised two separately funded schemes for junction upgrades and dualling which have been combined into a single scheme of delivery. The assurance process and final approval for the funding is administered by West Yorkshire Combined Authority (WYCA).
9. The project team have progressed the scheme from late 2020 securing the appointment of the supply chain, developing the detailed design and undertaking a consultation process which took place last autumn.
10. Since early spring 2021 the main effort of the project team has been to focus on the following areas of work:
  - evaluation of the consultation process
  - development of the detail design and business case
  - undertaking surveys and preparing documentation for the planning application
  - working through the necessary governance of the scheme
  - acquisition of land
11. The main purpose of this report is to present to Members the outcome and evaluation of the consultation process and to make recommendations for some changes to the consulted scheme which would be taken forward to apply for planning approval.
12. A report entitled 'A1237 York Outer Ring Road Phase 1 Dualling – Stakeholder and Public Engagement Report' by consultants, Pell Frischmann is provided at Annex A detailing the whole process comprising the approach, response and evaluation. The following paragraphs provide an overview of the process with a summary of the outcome.

## **Analysis**

### ***Approach to the engagement process***

13. As part of the project development of the scheme an extensive public engagement process was completed throughout October and November 2020. The scope of this process was to fully capture public comments on the proposals without using traditional forms of face to face



consultation. Due to the ongoing lockdown and social distancing measures related to Covid-19, traditional consultation methods were not permitted or feasible. Several forms of public engagement were decided upon in line with the draft City of York Council (CYC) engagement strategy.

14. Publicity about the scheme was released through the following outlets:
  - Press release
  - Webpages
  - Scheme flythrough visualisation video
  - Signage
  - Social media
  - Virtual consultation event
  
15. Once details of the proposed scheme were publicised, the consultation phase was undertaken to capture public responses and comments. This was achieved using two feedback-based methods below:
  - Household Surveys
  - Online Questionnaire

### ***Stakeholder Engagement***

16. In order to ensure that stakeholders were fully consulted on the scheme proposals, the following approaches to engagement were agreed with the Executive Member and Project Board:
  - Member and Parish Council Briefings
  - Statutory consultees were invited to comment on the scoping opinion
  - Stakeholder Letters
  - Direct Engagement with landowners.

The relevant stakeholders have been consulted throughout the process to date and will continue to be engaged in the process as the project continues.

### ***Level of response to the engagement process***

17. Over 17,000 household survey packs were posted to members of the public and businesses within the study area. A total of 2,649 questionnaires were returned, representing a return rate of 15.6%. In

terms of the online questionnaire, this yielded a further 941 replies, providing a combined total of 3,590 responses.

18. Fifteen questions were posed to residents and members of the public ranging from factual information about their usage of the route, to their opinions about the proposals. Responses received back covered a wide range of subject matter and were grouped into six themes as shown in Table 1 below:

|  |  |
|--|--|
| <b>Road Network</b>  | <b>Environmental Impact (General)</b>      |
| Residual Queues  | Wildlife - General                         |
| Geometry   | Noise                                      |
| Capacity - Form of junction                                | Screening (lack of)                        |
| Proximity (of Scheme to responder)                         | Screening loss                             |
| Wider Impacts on highway network (of YORR; congestion etc) | Light Pollution                            |
|  | Tree Loss                                  |
| <b>Active Travel and Public Transport</b>                  | Tree Loss - Diamond Jubilee Wood           |
| Pedestrian Provision                                       | Air Quality                                |
| Cycling Provision  | Pollution                                  |
| Horse Provision  |  |
| Rail/Bus Service Investment                                | <b>Construction</b>                        |
|  | Construction Noise                         |
| <b>Road Safety</b>   | Construction Hours of Work                 |
| Road Traffic Accidents (increasing)                        | Construction Impact on Local Travel Routes |
| Reduce Congestion  |  |
| Security   | <b>Others</b>                              |
| Visibility   | Compensation / Loss of property value      |
| Safety fears (speed)                                       |  |

Table 1: Response themes and sub categories.

19. In terms of ***'Theme 1 Road Network'***, the vast majority of comments related to concerns about the level of existing queuing and capacity on both the A1237 YORR (394 comments) and surrounding approach roads (239 comments). A further 122 comments were raised in relation to extending the dualling proposals to include the whole of the A1237 YORR including grade separated junctions. Only 3 respondents suggested that no improvements to the existing route were required.
20. Under ***'Theme 2 Active Travel and Public Transport'***, the vast majority of these comments (152) were from respondents who expressed a

desire for general improvements to the existing pedestrian facilities along the A1237 YORR. However, a number of respondents provided more specific comments on the pedestrian provision at the junctions and/or routes at Strensall (25), Wigginton (22) and Haxby (20). In total 20 respondents also made comments on the need for a new pedestrian link between Strensall Road and Monks Cross alongside the YORR.

21. The second sub-category within the non-motorised user (pedestrians and cyclists) and public transport theme relates to provision of facilities for cyclists. The majority of comments identified the need for better provision at Strensall (60 comments). A further 20 respondents suggested that improvements should be made between Strensall and Monks Cross to create a cycle track. In terms of other locations, a total of 18 respondents requested better facilities at Wigginton, whereas 15 people identified the need for cycle measures at Haxby and 10 at Earswick. Responses to this theme represented the highest level of concerns to an element of the proposals not being addressed in the consulted scheme.
22. In terms of provision for equestrians, a total of 9 respondents cited 'horse provision' as a theme within their response. This included specific comments relating to the crossing of Wigginton Road at the site of the Yorkshire Riding School. With regards to rail and bus services, a total of 31 respondents raised this theme within their comments. The main feedback extracted from these responses related to need for better and/or more joined up thinking on the provision of rail and bus services that serve existing outlying villages
23. In '**Theme 3 – Road Safety**' the majority of respondents raised concerns about the potential for speeding vehicles (48) and an increase in road traffic accidents (19).
24. Under '**Theme 4 – Environmental Themes**', the majority of responses raised within these categories were in relation to the impact of the scheme on wildlife and established trees (50 comments). A further 28 comments raised concerns about the general environmental impact, whereas a total of 27 respondents noted issues associated with the scheme on the surrounding landscape, trees and hedgerows. With regards to specific locations, a total of 9 respondents raised concerns about the impact of the dualling scheme on Diamond Jubilee Wood at Earswick.
25. The remaining environmental impacts raised by respondents were in relation to noise, air quality and pollution. The majority of respondents

were concerned about the impact on noise levels (32 comments). A further 29 respondents were concerned about the noise, air quality and pollution impacts on local residents living near to the scheme. In terms of air pollution, there were 25 comments specifically relating to this environmental impact as a result of the scheme. A further 8 respondents also stated that the increase in vehicles as a result of the scheme would be detrimental to air quality.

26. ***‘Themes 5 and 6 – Construction and other’***, are not covered in this report as it is considered that they do not influence the design of the scheme or the approach needed to submit a planning application. However the concerns raised will be addressed where possible during the delivery phase. Further information is available in the public engagement report at Annex A.
27. In addition to the household surveys and online questionnaires, members of the public were offered the opportunity to provide further comments on the proposed scheme via email. A total of 88 responses were received from members of the public concerning several issues, including perceived benefits, suggestions and requests for further information. A summary of each response is provided in the public engagement report at Annex A.

***Conclusions drawn from the responses.***

28. Following the assembly and evaluation of the responses, a process of honing down the information has taken place as shown in Figure 1 below.

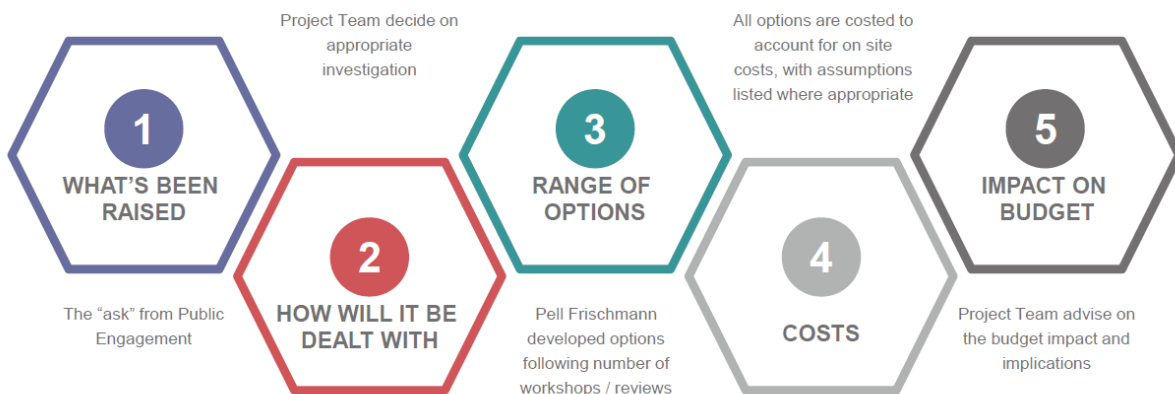


Fig. 1 Public Engagement Evaluation Process

29. The objective was to address the issues that members of the public were concerned about based on the seriousness of the issue, the practicality of making a revision to the scheme and the number of responses raised on the matter. Many issues cannot be taken forward due to the nature of the issue for example, the notion of making the whole of the A1237 a dual carriageway or constructing grade separated junctions and subways at every intersection is not affordable or feasible at this stage and therefore cannot be addressed by the current scheme.
30. In terms of the proposed revisions to the scheme which have come about through public engagement, the conclusions and recommendations are discussed below, see paragraphs 31 - 42. These are then summarised under the theme name in Table 2 below, paragraph 43, and shown in general arrangement plans at Annex B.

### ***Active Travel***

31. The consulted scheme proposals presented a segregated pedestrian/cycle route from A19 Rawcliffe eastwards to Strensall Road roundabout partially using existing facilities between Wigginton and Haxby Roads. Grade separated crossing of Haxby Rd and new subways across the A1237 at Clifton Moor and Strensall Rd would be provided as part of the route.
32. The proposed revised scheme will enhance the route with controlled crossings on Stirling Road, Wigginton Road south and the A1237 to enable pedestrians and cyclists to move between Rawcliffe/Clifton Moor and Haxby/Wigginton including facilities at Clifton Gate Business Park. This report also recommends the safeguarding of the route for a pedestrian/cycle route extending further eastwards from Strensall Road to A1237/Monks Cross junction. It is not considered warranted to provide a fully surfaced route at this location owing to limited current demand. The safeguarded route will be in the form of a stone maintenance track running parallel with the A1237. A surfaced track can be provided in due course in line with potential future housing development and funded from Section 106 monies.
33. As outlined above in paragraph 32, special attention is recommended at A1237/Wigginton Road junction. The consulted scheme proposed basic surface level crossing points for pedestrians and cyclists based on forecast requirements i.e. low demand. This was seen as a weak link in the scheme by the respondents interested in the active travel strategy. Therefore respondents including landowners, business operators and

lobby groups as well as residents challenged the lack of facilities. A total of 61 comments were received on this and Members were also lobbied by some of the respondents.

34. The revised scheme therefore considers the needs of people in the centres of population to travel on foot or cycle from Rawcliffe/Clifton Moor to Haxby/Wigginton for recreation, retail, employment and health needs. The revised scheme will utilise the south side of the A1237 from Clifton Moor roundabout to Wigginton Road and enhance the route with controlled crossings. These will be provided on Stirling Road, Wigginton Road south and the A1237 to enable pedestrians and cyclists to move between these centres and the facilities at Clifton Gate Business Park.
35. Therefore these recommended changes represent a significant investment to promote sustainable travel. Recent guidance issued by the DfT for cycle infrastructure design, Local Transport Note 1/20, includes a scoring mechanism entitled Cycling Level of Service (CLOS). The following scores demonstrate how the scheme proposals have developed to comply with this guidance:

1. The existing road (as it now) – CLOS score 48%
2. The consulted scheme – CLOS score 70%
3. Proposed scheme recommendations – CLOS score 80%

### ***Public Rights of Way***

36. There are 4 public rights of way affected by the scheme proposals.

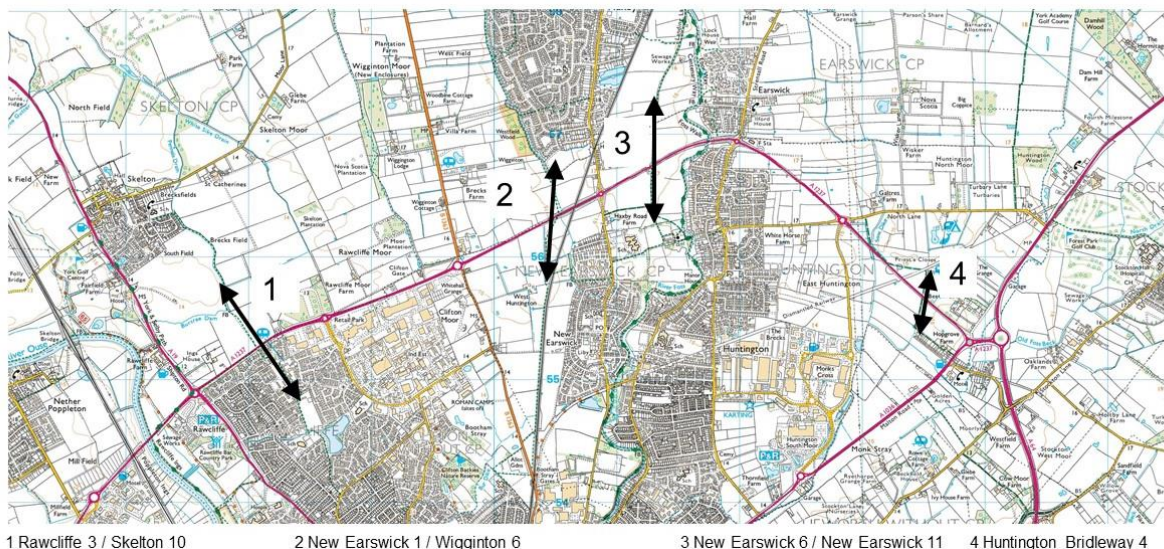


Fig. 2 Public Rights of Way (denoted by the arrows).

37. The consulted scheme proposals showed that all four of the Public Rights of Way (PROW) in Figure 2 above will be retained but diverted along alternative routes to safe crossing points in order to remove the need for users to cross the proposed dual carriageway.
38. The approach for seeking the legal authority to introduce point closures and diversions to the existing PROWs will be done using Side Roads Order (SRO) procedure under the powers of the Highways Act, 1980. This process will be undertaken in parallel with the Compulsory Purchase Order independent of the planning process and decisions will be made by an Inspector at a future stage after the planning application has been determined. It is considered that the alternative provision included in the revised layout is adequate to maintain the public right of way connections (albeit on a diverted route) and to enable the scheme to progress through the planning and Side Roads Order processes. Note that Private Means of Access (PMA) provision and alterations will also be considered using the SRO process.

### ***Environmental Issues***

39. As part of the preparation of the Environmental Statement for the scheme, an assessment of potential noise impacts associated with the construction and operation of the proposed dualling is being undertaken. As such the assessment has already established that mitigation measures will be required as part of the proposals. Detailed design of the mitigation measures are still in progress but they are likely to comprise earthworks or noise barriers, and landscape screening up to 3m high above the road surface. The locations identified where this will be required are adjacent to residential areas relatively close to the YORR. Members should note that the provision of the mitigation measures are likely to result in reductions in noise levels currently being experienced in these areas. They will be located alongside the A1237 in the vicinity of :
  - Rawcliffe
  - Haxby and New Earswick
  - Earswick and Huntington

A plan showing the indicative locations is included at Annex C.

40. The YORR project team acknowledge that landscape quality is fundamental to the design process and plays an important role in

respecting the special character of the area in which the development sits. The scheme proposals will therefore include two principal elements of landscape design aimed at integrating and minimising the impact of the new road throughout its lifecycle within the rural or urban landscape. These elements are:

1. Retention of existing trees and hedgerows where possible.
2. A landscaping design to replace any loss of vegetation, boost biodiversity and provide new planting and screening along the route of the A1237 in accordance with and beyond the industry standards.

41. The landscape design strategy for the scheme was referred to in the June 2020 report to Executive and seeks to provide replacement hedgerows and a net gain in planting of woodland areas. The objective is that they will be more species rich to increase bio-diversity with the inclusion of wildflower planting for pollinators and the creation of habitats.
42. In addition, the Council has a commitment through its membership of the Northern Forest to acquire land adjacent to the YORR for woodland planting. Funding has been allocated to acquire 30 acres of land and plant around 8,000 trees. This element of work will not form part the proposed planning application for the YORR and will be addressed separately.
43. In terms of the themes described in Table 1 above, the conclusions and recommendations are summarised in Table 2 below:

|   |   |
|---|---|
| <b>Theme 1 Road Network</b>               | <ul style="list-style-type: none"> <li>• The project team have a standing commitment to undertake detailed design in accordance with industry standards to address the concerns about capacity and queuing in line with the objectives for the scheme proposals. These are to reduce congestion and queueing; improve journey time reliability and reduce end to end journey times.</li> </ul>  |
| <b>Theme 2 Active Travel &amp; Public</b> | <p>The project team feel that the following recommendations will satisfy concerns about poor facilities for pedestrians and cyclist at identified locations on the scheme:</p> <ul style="list-style-type: none"> <li>• Provision of facilities for cyclists and pedestrians on the south side of the A1237 between Clifton Moor roundabout and Wigginton roundabout and provide controlled crossings at Stirling Road and Wigginton Road South (see paragraph 32).</li> <li>• Provide a Toucan crossing on the A1237 east side of Wigginton Road junction (see paragraph 32).</li> <li>• Provide a shared pedestrian / cycleway to Clifton Gate Business Park (see paragraph 32).</li> </ul> |



|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Relocation of the shared crossing located on Strensall Road closer to the Strensall Road Roundabout.</li> <li>• Alteration to underpass ramps at Strensall.</li> <li>• Connection from River Foss (east side) path to Strensall Road underpass near Abbots Gait.</li> <li>• Safeguard land for provision of a future cycleway / footway from Strensall Road to Monks Cross adjoining the A1237.</li> <li>• Proceed with point closures and diversion proposals of Public Rights of Way.</li> <li>• Provide alternative route for Bridleway no.4 in Huntington including new Pegasus crossing in line with British Horse Society reference scheme at A43 Towcester.</li> <li>• Provide a controlled crossing facility at A1237 Monks Cross junction for pedestrians, cyclists and equestrians.</li> </ul> |
| <b>Theme 3<br/>Environmental<br/>Impacts</b> | <p>The project team have a standing commitment to undertake the Environmental Impact Assessment (EIA) in accordance with legislation.</p> <p>Mitigation measures will be provided as recommended in the Environmental Statement, specifically covering:</p> <ul style="list-style-type: none"> <li>• noise and vibration</li> <li>• air quality</li> <li>• nature conservation</li> <li>• historic environment</li> <li>• landscape</li> <li>• drainage</li> <li>• climate</li> </ul>   |
| <b>Theme 4 Road<br/>Safety</b>               | <p>The project team have a standing commitment to undertake detailed design in accordance with industry standards to address the concerns about safety, speed etc. This will include :</p> <ul style="list-style-type: none"> <li>• undertaking Road Safety Audits</li> <li>• lighting conflict areas</li> <li>• ensuring visible speed limits</li> <li>• consideration of reduced speed limits in proximity to controlled crossing points on the A1237</li> <li>• diverting Public Rights of Way to avoid crossing the proposed dual carriageway.</li> </ul>   |

Table 2: Summary of conclusions and recommendations based on the Themes.

44. In terms of flood risk, the scheme has the potential to impact various water environment issues such as the flood risk of the surrounding area, and pollution of surface water and groundwater during construction and operation.

45. Therefore a Flood Risk Assessment (FRA) has been carried out in accordance with the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance (PPG). The key objectives of the FRA are to:

- Assess the risk to the proposed scheme from all potential sources of flooding;
- Assess the potential impacts of the proposed scheme on flood risk elsewhere; and
- Determine appropriate mitigation measures to manage flooding issues after the road is constructed in a sustainable way.

With respect to the assessment of Road Drainage and the Water Environment impacts, key features of the Proposed Scheme include:

- The provision of a new highway drainage ditch on the northern side of the proposed new carriageway to reduce flood risk to receiving watercourses;
- Provision of flood compensatory storage ponds.

46. The assessment has considered the proposed scheme with the following embedded mitigation in place:

- Downstream discharge will be limited to 70% of the current 100-year storm event flows (meaning a 30% betterment), in line with Lead Local Flood Authority (LLFA) and CYC Strategic Flood Risk Assessment (SFRA) requirements;
- An allowance of 40% has been allowed for climate change, in line with discussions held with the LLFA;
- Drainage flows will be attenuated by Hydrobrake technology and attenuated flows will be contained within the proposed drainage ditches;
- The ditches would treat runoff for particulates and hydrocarbons before it enters into the receiving surface watercourses, improving water quality;
- The road drainage system would be designed to incorporate interceptors, filters and silt traps to avoid the discharge of any fuels

or oils and silt that have entered the system into the underlying groundwater;

- Two flood compensatory storage areas are proposed (one near Westfield Beck and one near the River Foss) in order to mitigate against a reduction in floodplain storage as a result of the dualling.

47. Along the north side of the A1237 between Monks Cross and Little Hopgrove, surveys and design development have revealed the presence of ecological habitats and mature trees which would, in the opinion of the specialists, be undesirable to lose. As such the design of the alignment of the dual carriageway has been amended to accommodate these ecological assets. The dual carriageway has therefore been moved towards the south side. This is problematical in its own right as a major water supply main runs along the south side. Therefore a variation of the cross-sectional standards has been implemented to accommodate an 'urban dual carriageway' in a reduced width corridor. Annex E shows a standard rural cross-section and the proposed urban cross-section, including a plan of the length of the route impacted by it. Members should note that the reduced width complies with current design standards.
48. Street lighting will be provided at junctions (conflict areas) in line with the current convention on the route. Links between the junctions e.g. the link between Monks Cross roundabout and Little Hopgrove will be unlit.
49. Speed limits have been reviewed as part of the design development process. The general principle is that the dual carriageway will have a speed limit of 60mph which follows the convention and standards for the existing road. Speed limits at junctions will be restricted to 40mph and these principles can be seen on the plan at Annex F – Proposed Speed Limits. Approaches to controlled (signalised) crossings are also restricted to 40mph. For the side roads there are some variable restrictions depending on the character and status of those roads. For example, Clifton Moorgate remains at a 30mph limit whereas Monks Cross Drive is 60mph. Again these are shown on the plan at Annex F.
50. Transport is the largest carbon-emitting sector in the region, with emissions dominated by road transport, primarily private vehicle use and constitutes 31% of local emissions in York<sup>1</sup>. The initial assessment of the business case for the scheme indicated a reduction in greenhouse gas emissions as a result of the scheme re-routing vehicles onto the

YORR and away from more congested areas. This information will be updated as part of the Final Business Case production, but early indications in the Environmental Statement findings indicate that there is a small decrease in carbon emissions when the scheme is operational.

51. In York, this scheme will complement the activity to reduce carbon emissions associated with transport. In particular, it promotes the following key elements:
1. **Demand reduction** – CYC are optimising both the existing transport network and network planning for future investment through city wide data used for both network management and to influence travel behaviour as part of the Smarter Transport Evolution Programme (STEP).
  2. **Increasing modal share** of active travel – £5m (approx.10% of the construction budget) has been allocated to active travel measures such as the provision of improved crossing facilities at all of the main radial routes and the provision of an orbital pedestrian and cycle network with greater connectivity particularly with the key employment/leisure/retail destinations in the area. 44% of respondents from the recent Public Engagement consultation agreed that the scheme would encourage active travel.
  3. **Promoting public transport** – Improvements to the ring road enables rapid connection to the city's Park & Ride network at Rawcliffe Bar, Poppleton Bar and Monks Cross; encouraging more trips to be transferred to the low emission bus fleet.
  4. **Accelerating uptake of zero emissions technology** – The EV charging strategy for York includes the provision of ultra fast charging 'hyperhubs' at Poppleton Bar and Monks Cross Park & Ride sites. The YORR connects these areas providing better links to the charging network.
  5. **Offsetting through landscape mitigation** – York Community Woodland is adjacent to the YORR and will see over 50,000 new trees planted by 2023, sequestering 28,000tCO<sub>2</sub> over the next 50 years.
  6. **Minimise embedded carbon** emissions and emissions associated with delivery.

## **Council Plan**

52. The Scheme proposals are embedded in the Council Plan 2019-23. The implementation of this programme of highway improvements will be an integral part of the key priorities to “create homes and a world class infrastructure; well paid jobs and an inclusive economy; getting around sustainably; a greener and cleaner city; safe communities and culture for all and an open and effective council”. Improvements to transport infrastructure such as reduced journey times are key drivers for improved productivity and unlocking sites for homes and jobs. This in turn leads to economic growth and the increase in wealth, helping local businesses to thrive.
53. As stated in paragraph 1 above, residents and stakeholders have been consulted about the scheme to ensure that consideration of the potential impact of decisions in relation to health, communities and equalities has been made.

## **Implications**

### **Financial Implications**

54. The combined scheme of dualling and junction improvements had a total budget of £71.5m. This was funded by the West Yorkshire +Transport Fund £38.4m, Department for Transport grant £25.2m and CYC prudential borrowing £8m. To 31st March 2021 £8.9m has been spent which included the remodelled Wetherby Road roundabout completed in 2018/19. There is therefore £62.6m remaining for the scheme to complete design and construction.
55. The proposed changes shown in the revised scheme will cost in the order of £850k and it is anticipated at this stage these can be accommodated in the overall budget. However Members should note that we are now at a point where there is very little contingency left. Therefore when the planning approval and requirements are known a full cost review will be undertaken and brought back to Members to seek the final construction budget

56. The cost of the arrangements to submit a planning application are relatively small and are expected to be in the order of £2,500.

### **Human Resources**

57. The Major Transport Project Team will be the primary resource for this project. External advisors will be appointed where appropriate to provide additional resource and expertise.

### **One Planet Council / Equalities**

58. The One Planet Council Better Decision Making Tool has identified the following areas which can be explored further during the design and development of the whole YORR improvement programme:

- Greater consideration of renewable materials during construction.
- Consideration about the reduction of crime where subways are proposed.
- Enhanced Landscaping.<sup>1</sup>
- Use of Public Art to provide attractive spaces for residents.
- Enhanced Active Travel

<sup>1</sup> Notes on Better Decision Making Tool:

Commitment to a Landscape Strategy and inclusion of additional planted areas (Community Woodland) has now been included in the Scheme.

59. An equalities impact has been undertaken and can be found at Annex D.

### **Legal and Procurement Implications**

60. A planning application supported by an Environmental Impact Assessment will be submitted to the Local Planning Authority subject to approval of this report by the Executive Members.

61. It is proposed that the diversion of public rights of way will be undertaken through the Side Roads Order (SRO) process under highway powers as a separate process rather than part of the planning application.

### **Crime and Disorder**

62. The project team have held early discussions with the Police Architectural Liaison Officer particularly with regard to potential crime and disorder issues at subways. No objections were raised.

### **Information Technology**

63. There are no Information Technology implications.

### **Property**

64. Property Services are involved in this project acting as land managers for the council. However, in terms of this report regarding the consultation process and approach to a planning application, there are no property implications.

### **Other**

65. There are no other known implications

### **Risk Management**

66. In compliance with the council's risk management strategy a risk register is maintained for the project. The main risks concerning planning approval, land acquisition and utility diversions have been documented in previous reports and these are still the greatest risks. In terms of the purpose of this report these risks could lead to delay, financial loss, damage to the council's image and reputation and failure to meet stakeholders' expectations.

67. The top three risks currently affecting this project are:

- a. Risk associated with not obtaining planning approval. Mitigation for this risk is ongoing by working with all consultees and key stakeholders including planning authority and politicians to tease out the issues which will affect consideration of the planning application.
- b. Risks associated with land acquisition. There is a high risk that some landowners may potentially be unwilling to sell land to the council by private agreement, or in a timely manner. This presents a programme risk potentially prolonging the time to complete the project, increase costs or lose the secured funding. In order to

mitigate this risk, preparation of a CPO in parallel to land negotiation is being progressed as described in this report.

- c. Risks associated with utility diversions being more complex than anticipated. These could lead to programme delays and have a cost implication. Early meetings with utility companies are planned to mitigate these risks.



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**Report**  **Date** 14 September 2021  
**Approved**

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**Wards Affected:** List wards or tick box to indicate all **All**

Rawcliffe & Clifton Without, Rural West York, Haxby & Wigginton;  
Huntington & New Earswick, and Strensall.

**For further information please contact the author of the report**

**Background Papers:**

Executive Report 13<sup>th</sup> July 2017 2020 – Proposed York Outer Ring Road  
Improvement – Approach to Delivery.

Decision Session Transport & Planning 15<sup>th</sup> March 2018 – YORR  
Improvements – Proposed A1237/B1224 Wetherby Road Junction Upgrade.

Decision Session Transport & Planning 13<sup>th</sup> September 2018 – YORR –  
Proposed A1237 Monks Cross Junction Upgrade.

Decision Session Transport 29<sup>th</sup> August 2019 – YORR – Proposed A1237  
Clifton Moor Junction Upgrade.

Executive Report 26<sup>th</sup> September 2019 – YORR Update.

Executive Report 13<sup>th</sup> February 2020 - York Outer Ring Road (YORR)  
Improvements – Proposed Phase 1 Dualling from A19 Rawcliffe to A64  
Hopgrove.

Executive Report 25<sup>th</sup> June 2020 - YORR Phase 1 Dualling - Procurement  
Strategy, Approach to Public Engagement and Landscaping.

Executive Report 18<sup>th</sup> March 2021 - York Outer Ring Road Phase 1 Dualling -  
Resolution in principle to promote a Compulsory Purchase Order and  
associated Side Roads Order.

### **List of Abbreviations Used in this Report**

WYCA – West Yorkshire Combined Authority

YORR – York Outer Ring Road

CYC – City of York Council

WY+TF – West Yorkshire Plus Transport Fund

DfT – Department for Transport

MRN – Major Roads Network

CPO – Compulsory Purchase Order

MHCLG – Ministry of Housing, Communities & Local Government

STEP – Smarter Transport Evolution Programme

LLFA – Local Lead Flood Authority

SFRA – Strategic Flood Risk Assessment

FRA – Flood Risk Assessment

SRO – Side Roads Order

PROW – Public Right of Way

## **List of Annexes**

Annex A - A1237 York Outer Ring Road Phase 1 Dualling Stakeholder and Public Engagement Report.

Annex B – General arrangement drawings showing the revised scheme.

Annex C – Plan showing indicative locations of noise mitigation measures along the A1237.

Annex D – Equalities Impact Assessment

Annex E – Plan and cross-section showing narrow section Monks Cross to



P e l l F r i s c h m a n n

## **A1237 York Outer Ring Road Phase 1 Dualling**

Stakeholder and Public Engagement Report

S2 P04

Date: February 2021

Report Ref: 104739-PEF-GEN-ZZ-RP-CH-0001

### Revision Record

[https://pellf.sharepoint.com/sites/104739YORR/Shared Documents/General/01 - WIP/Documents/Highways Engineer/Stakeholder and Public Engagement/Public Engagement Report/104739-PEF-GEN-ZZ-RP-CH-0001 P04 S2.docx](https://pellf.sharepoint.com/sites/104739YORR/Shared%20Documents/General/01%20-%20WIP/Documents/Highways%20Engineer/Stakeholder%20and%20Public%20Engagement/Public%20Engagement%20Report/104739-PEF-GEN-ZZ-RP-CH-0001%20P04%20S2.docx)

| Rev       | Description      | Date       | Originator                          | Checker    | Approver   |
|-----------|------------------|------------|-------------------------------------|------------|------------|
| P01<br>S0 | Work In progress |            | PF Project Team<br>CYC Project Team | A Wightman | A Wightman |
| P02       | Work In progress |            | PF Project Team<br>CYC Project Team | A Wightman | A Wightman |
| P03.1     | Work In progress | 24/02/2021 | J Reynolds                          | A Lechmere | A Wightman |
| P04       | Shared           | 25/02/2021 | J Reynolds                          | A Lechmere | A Wightman |
|           |                  |            |                                     |            |            |

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## Executive Summary

This Stakeholder and Public Engagement Report has been prepared as part of the York Outer Ring Road (YORR) Dualling Scheme in order to provide information on the proposals to key stakeholders and the general public, and to gather their views on the initial scheme. The engagement process was undertaken for Phase One of the project, which concerns the section of carriageway on the A1237 between the A19 Shipton Road/Rawcliffe and the A64 Hopgrove.

The engagement process consisted of using various methods under two streams: stakeholder engagement and public engagement. Prior to the stakeholder engagement process commencing, several engagement strategies were agreed with the Executive Member and Project Board to ensure that all stakeholders were fully consulted on the scheme proposals. Full cooperation with these stakeholders will be undertaken throughout the process.

The public engagement process was further divided into two stages; the publicity stage and the consultation stage. The purpose of the publicity stage was to inform the general public of details regarding the proposed scheme including the scheme design, scheme objectives and scheme costs; several strategies were used to achieve this. The consultation stage was used to capture the public perspectives regarding the YORR Phase One scheme and was achieved through undertaking household surveys and online questionnaires.

In total, 17,016 information packs containing a letter, leaflets and a questionnaire were distributed to members of the public and businesses within a given area (determined by postcode). A total of 2,649 were returned, yielding a high response rate of 15.6%. The questionnaire was also made available online to determine the geographical extent to which the scheme would impact. The online questionnaire yielded a further 942 responses, bringing the total response for analysis purposes to 3,591. Of the recorded postcodes submitted a total of 8 responses were received from non-York (YO) postcodes.

Key findings from the household surveys and online questionnaire responses are outlined as follows:

- 83% of respondents stated that their main purpose for using the YORR was because they lived within the surrounding area or used the YORR to access shopping (80%) and leisure (60%) facilities;
- 97% of respondents travelling on the YORR stated that they are car users;
- 52% of the respondents used the YORR for travel several times per week with a further 29% using the route every day;
- More than half of respondents agreed or strongly agreed that the existing conditions for vehicles (66%), cyclists (86%) and pedestrian (78%) were poor;
- 79% of respondents strongly agreed or agreed (50%:29% respectively) that the proposed improvements would help reduce congestion and improve the operation of the YORR;
- 44% of the respondents either strongly agreed or agreed (14%:30% respectively) that the proposed plans would encourage them to partake in active travel;

- 36% of respondents stated that the main existing barrier to active travel is due to the volume of traffic and crossing provision.
- 21% of respondents stated that their main destination was Clifton Moor or Monks Cross;
- 89% of respondents confirmed that the consultation was helpful; and
- 42% of respondents stated that they were over the age of 65.

The key themes extracted from the questionnaire comments were in relation to road network impacts, non-motorised user impacts, road safety impacts, environmental impacts and construction impacts. A summary of the main sub-category topics raised within each theme are as follows:

- **Road Network Impacts** - the vast majority of comments received under this theme related to concerns about the level of existing queuing and capacity on both the A1237 YORR (394 comments) and surrounding approach roads (239). A further 122 comments were raised in relation to expansion of the dualling proposals to include the whole of the A1237 YORR. These comments therefore provide an indication of the existing issues experienced by users on the A1237 YORR and the desire for improvements to be implemented, including the remainder of the route.
- **Non-Motorised User Impacts**
  - **Pedestrian Impacts** - a total of 249 comments were received in relation to pedestrian provision. The vast majority of these comments (152) were from respondents who expressed a desire for general improvements to the existing pedestrian provision along the A1237 YORR. A number of respondents provided more specific comments on the pedestrian provision at the junctions and/or routes at Strensall (25), Wigginton (22) and Haxby (20). A further 20 respondents also made comments on the need for improvements to the pedestrian links between Strensall and Monks Cross.
  - **Cycle Impacts** – the majority of comments identified the need for better cycle provision at Strensall (60 comments). A further 20 respondents suggested that improvements should be made between Strensall and Monks Cross. In terms of other locations, a total of 18 respondents requested better provision at Wigginton, whereas 15 people identified the need for cycle measures at Haxby and 10 at Earswick.
  - **Equestrians** – a total of 9 respondents cited ‘horse provision’ as a theme within their response. This included specific comments relating to the crossing of Wigginton Road at the site of the Yorkshire Riding School.
  - **Bus and Rail Impacts** - a total of 31 respondents raised this theme within their comments. The main feedback extracted from these responses related to the need for better and/or more joined up thinking on the provision of rail and bus services that serve existing outlying villages.

- **Road Safety Impacts** - 48 respondents raised concerns about the potential for speeding vehicles and an increase in road traffic accidents (19). A further 10 respondents highlighted more general concerns over road safety, whereas 9 comments were made in relation to security for road users.
  
- **Environmental Impacts**
  - **Wildlife and Established Trees** - 50 respondents raised comments in relation to the impact of the scheme on wildlife and established trees. A further 28 comments raised concerns about the general environmental impact, whereas a total of 27 respondents noted issues associated with the scheme on the surrounding landscape, trees and hedgerows. With regards to specific locations, a total of 9 respondents raised concerns about the impact of the dualling scheme on Diamond Jubilee Wood.
  - **Screening** - responses were focused around two sub-themes which are in relation to 'a lack of screening' as a result of the dualling scheme (16 comments) and the 'loss of screening'.
  - **Noise** – 32 comments were received regarding concerns over future noise levels. A further 29 respondents were concerned about the noise, air quality and pollution impacts on local residents living near to the scheme.
  - **Air Quality** – 25 comments specifically raised air quality as an issue. A further 8 respondents also stated that the increase in vehicles as a result of the scheme would be detrimental to air quality.
  
- **Construction Impacts** – 23 general comments were received in relation to the impacts during construction, however in terms of specific sub-categories the main concerns raised were in relation to the impact on local travel routes (16 responses). A further 2 responses were also received in relation to concerns about the proposed hours for construction work and noise respectively.

In addition to those responses received within the household and online questionnaires, a total of 88 comments were provided via a dedicated scheme email address. These comments included a wide range of responses which have been summarised within this engagement report.

Having established the initial feedback from stakeholders and the general public through this engagement exercise, it is proposed that further refinement of the scheme design is undertaken as the project evolves.

## 1 Introduction

### 1.1 Overview

Pell Frischmann has been commissioned by City of York Council (CYC) to prepare a Public and Stakeholder Engagement Report as part of the proposed York Outer Ring Road Dualling Scheme (Phase 1 – A19 to Hopgrove). The purpose of this document is to report on the findings of the engagement process, to gather feedback and inform the scheme development.

Funding for the Phase 1 Dualling Scheme has been indicatively allocated from two sources, the West Yorkshire + Transport Fund (WY+TF), administered by the West Yorkshire Combined Authority (WYCA) and from the Department for Transport (DfT), via the Major Road Network programme (MRN).

However, in order to streamline delivery of the project it has been agreed that WYCA will be responsible for overseeing the project approval process both for the WY+TF fund and the DfT MRN funding.

### 1.2 Scheme Background

The York Outer Ring Road (YORR) Phase 1 Dualling Scheme comprises improvements to the A1237 between the A19 Shipton Road/Rawcliffe and the A64 Hopgrove. The proposed scheme involves upgrading the existing single carriageway to provide a dual carriageway section as well as improvements to 5 roundabouts along its length. A drawing showing the proposed extent of scheme is provided in Appendix A for reference.

In terms of walking and cycling, the improvements will also include new dedicated facilities to the south of the Phase 1 section, in order to promote active travel. These new facilities will be provided within an attractive environment, which will help to boost biodiversity through woodland planting and landscaping.

A summary of the specific, junction and dualling elements of the scheme are provided below:

- The dualling of six sections of the A1237, between the A19 Shipton Road to the west and the A64 Hopgrove junction with Malton road to the east; and
- The upgrading of five roundabout junctions along this stretch of the A1237, comprising:
  - the A1237 Clifton Moor junction;
  - the A1237 / B1363 Wigginton Road junction;
  - the A1237 Haxby Road junction;
  - the A1237 Strensall Road junction; and
  - the A1237 Monks Cross junction.

In order to facilitate the above improvements, several structures are proposed, including two new road bridges (one over the River Foss and one over the Scarborough Railway Line) and new or retained subways.

### 1.3 Engagement Aims and Approach

The purpose of the engagement process is to collect and collate the views of the public and stakeholders on the scheme proposals. The engagement has been guided by the aim to promote and raise awareness of the proposals, build satisfaction and trust in the decisions made regarding the project and integrate responses on the proposed changes accordingly.

The following approaches to the engagement were adopted in order to ensure the consultation was as transparent and effective as possible, especially during the COVID-19 Pandemic and lockdown restrictions:

- Involve as many people and identified stakeholders as possible;
- Include those who may not normally be involved or feel able to be so;
- Provide information that is accessible to all cognitive abilities;
- Do the utmost to encourage people to take part in the consultation;
- Use traditional and contemporary technology to reach as wide an audience as possible; and
- Value all responses received.

### 1.4 Report Structure

The remainder of this report sets out the following information in relation to the Stakeholder and Public Consultation Engagement process:

- **Chapter 2 – Stakeholder Engagement** – This chapter summarises the key methods undertaken to engage with key stakeholders identified for the scheme;
- **Chapter 3 – Public Engagement Process** – This chapter provides details of the public engagement undertaken in terms of publicity and consultation feedback;
- **Chapter 4 – Questionnaire Responses** – This chapter presents the results obtained from the household surveys and online questionnaires provided to the public through the engagement process;
- **Chapter 5 – Thematic Analysis** – This chapter uses thematic analysis in order to identify the key themes within qualitative responses provided by the public;
- **Chapter 6 – Further Email and Letter Responses** – This Chapter provides a summary of additional comments received from the public via means of emails and letters; and
- **Chapter 7 – Recommendations and Conclusions** – This chapter sets out the recommendations and conclusions based on the feedback received from the stakeholder engagement process.

## 2 Stakeholder Engagement

### 2.1 Scope

In order to ensure that stakeholders are fully consulted on the scheme proposals, a number of approaches to engagement were agreed with the Executive Member and Project Board. A summary of these approaches is provided below, and further detail on the specific engagement undertaken is included in the remainder of this section.

- Member and Parish Council Briefings;
- Environmental Impact Assessment – Scoping Report;
- Stakeholder Letters; and
- Direct Engagement with landowners.

The relevant stakeholders have been consulted throughout the process to date and will continue to be engaged in the process as the project continues.

### 2.2 Member and Parish Council Briefings

In terms of briefings, the CYC Major Transport Project Team held an initial meeting with the Executive Member for Transport on the 1<sup>st</sup> September 2020. The content of this briefing included:

- A brief history of the proposals;
- Purpose for engagement;
- Overview of the current scheme proposals; and
- Questions and comments.

In addition to the briefing with members, a virtual ‘Zoom’ meeting was held with local Councillors for the following Wards and Parishes on the 8<sup>th</sup> October 2020:

- Rawcliffe and Clifton Without;
- Strensall;
- Huntington & New Earswick;
- Haxby & Wigginton; and
- Holgate.

This meeting followed a similar format to the Executive Member briefing, informing on the nature and extent of the upcoming public engagement event and how this information gathering will help to shape the final design.

As part of this process, all current City of York Councillors (Ward and Parish) were also contacted by letter. Full details of who was contacted and the date of responses are located in Appendix B for reference.

### 2.3 Environmental Impact Assessment – Scoping Report

In order to engage with Statutory Consultees, Pell Frischmann was commissioned by City of York Council (CYC) to prepare a Scoping Report for the Environmental Impact Assessment (EIA), which in turn will accompany the planning application. This report accompanied a request

to the Local Planning Authority (LPA) for a Scoping Opinion in accordance with Regulation 15(1) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The stakeholders consulted as part of this process included:

- Natural England;
- Yorkshire Wildlife Trust;
- Historic England;
- Public Health;
- Environment Agency;
- Foss Internal Drainage Board;
- Forward Planning;
- Highways England; and
- Network Rail.

## 2.4 Stakeholder Letters

In addition to those statutory consultees engaged through the planning process, CYC also contacted multiple stakeholders via letter at the commencement of the Public Engagement. A copy of the letter sent out along with a list of key Stakeholders is included as Appendix B for reference.

## 2.5 Direct Engagement with Landowners

In order to engage with landowners that will be impacted by the scheme, a targeted programme of direct engagement was undertaken in advance of the formal launch of the wider public consultation. The purpose of this direct engagement was to inform landowners about the current scheme proposals and obtain their initial views and comments.

As part of the process, CYC and Pell Frischmann staff met landowners virtually via use of Microsoft Teams, Skype or Zoom meetings. If a technological option was not appropriate, then a meeting face to face was offered at the landowner's property in accordance with social distancing guidelines.

The primary aim of the meetings was to obtain landowners views and CYC were keen to stress to all landowners that:

- The proposals were still being agreed and would no doubt evolve following the engagement process;
- CYC were keen to listen to landowners in order to capture views and comments about the scheme proposals; and
- That further engagement would be undertaken with affected landowners throughout the duration of the project.



## 3 Public Engagement Process

### 3.1 Scope

As part of the project development an extensive public engagement exercise was completed throughout October and November 2020. This engagement exercise comprised the following elements:

- **Publicity** – a publicity phase with the purpose of providing the public with information about the proposed scheme via several outlets; and
- **Consultation** – a consultation phase with the purpose of receiving feedback from the public on the proposed scheme and related travel behaviour.

The scope of this public engagement exercise was to fully capture public comments on the proposals without using traditional forms of face to face consultation. Due to the ongoing lockdown and social distancing measures related to Covid-19, traditional consultation methods were not feasible. Several forms of public engagement were decided upon in line with the draft CYC engagement strategy and following discussions with the Executive Member and Project Board.

Prior to further project development, details of the proposed scheme were released through several channels and outlets to the general public. The purpose of this stage was to inform the public about the scheme before gaining their feedback through the consultation phase. Several outlets were used to inform or direct the public to further information, details of which are outlined in Section 3.2 and summarised below.

- Press Release;
- Webpages;
- Scheme Flythrough Visualisation Video;
- Signage; and
- Social Media.
- Virtual Consultation Event

Once details of the proposed scheme were publicised, the consultation phase was undertaken to capture public responses and comments. This was achieved using two feedback-based methods summarised below, with further details in Section 3.3.

- Household Surveys
- Online Questionnaire

### 3.2 Publicity Phase Channels

#### 3.2.1 Press Release

An initial press release was issued on the 9<sup>th</sup> October 2020 via CYC's Communications Team to local and regional press outlets. This was followed by a further press release towards the end of the engagement process on the 9<sup>th</sup> November 2020. A final press release was also issued on the 19<sup>th</sup> November thanking local residents, businesses and visitors who had submitted their views. A copy of all the press releases that were issued is provided in Appendix C for reference.

### 3.2.2 Webpages

#### 3.2.2.1 CYC Scheme Webpage

A dedicated webpage on the City of York Council (CYC) website was created to be the holding source of online data regarding the scheme. The webpage combined the content of the consultation leaflet with other key elements of the scheme to create an online space that encapsulated important details of the scheme, whilst remaining user friendly and easily accessible.

This webpage included a link to the CYC YouTube page in order to give browsers the opportunity to view a virtual flythrough video created for the scheme. At the time of writing this report, the video had been viewed a total of 2,055 times and remains available through the following link: <https://youtu.be/gbbujc7ITq8>

After a short introductory section, the web page split into the following sections:

- The need for YORR improvements
- Prioritisation of the northern YORR
- Construction stages and duration
- Improvements for pedestrians and cyclists
- Landscaping and biodiversity
- Sustainable construction
- Local employment and skills opportunities
- Note for landowners adjacent to the A1237
- Comments on the proposals

Each section provided background and supporting information to the above headings and, where appropriate, separate links to external sources of information were provided. These links to external sources included the following:

- The West Yorkshire Combined Authority - <https://www.westyorks-ca.gov.uk/growing-the-economy/growth-deal/>
- Department for Transport - <https://www.gov.uk/government/organisations/department-for-transport>
- York's Draft Local Plan - <https://www.york.gov.uk/LocalPlan>
- Highway England's proposals for the A64 east of Hopgrove - <https://highwaysengland.co.uk/projects/a64-hopgrove/>
- Virtual consultation Space - <https://www.theasys.io/viewer/AxOmwWxGp4EY18pN4SRiluueGdc1mp/>
- Engagement Plans / Information (Held on Pell Frischmann website) - <https://pellfrischmann.com/yorr-public-engagement/>

The website went live on Friday 11th October 2020 with a formal press release and launch undertaken w/c 12 October. CYC reported that the page received a total of 4,761 visits between the 12th October and 16<sup>th</sup> November 2020.

### 3.2.2.2 Pell Frischmann Website Information

The scheme information was also stored on Pell Frischmann's website for the duration of the engagement event (<https://pellfrischmann.com/yorr-public-engagement/>). A link within the CYC YORR website was provided for users to access this further information. Likewise, for anyone accessing the Pell Frischmann website a link to the formal YORR page, and also the online questionnaire, was provided.

The following information was provided in PDF format for members of the public to download:

- YORR Dualling Upgrade Leaflet;
- Scheme Overview Drawing;
- Typical Cross Section;
- Public Rights of Way;
- Landscape and Biodiversity;
- Structures;
- Strensall Road Pedestrian Crossing;
- Scheme Layout Drawings; and
- Roundabout Information.

A link was also provided which directed browsers to the Pell Frischmann Vimeo page showing a 3D flyover video of the scheme area. At the time of writing this report, the video had had a total of 31 views and is available through the following link: <https://vimeo.com/465417003>

### 3.2.1 Signage

In order to help inform existing road users, a total of 28 temporary road signs were installed for the duration of the engagement period along the A1237 and on surrounding side roads. The purpose of these signs was to direct people towards the YORR website so that they could obtain additional information. An example of the sign used inform road users is provided in Figure 1.

Figure 1: Temporary Road Signs Advertising the Public Engagement



### 3.2.2 Social Media

The virtual public engagement event was also promoted via the CYC Facebook and Twitter pages, with all posts directing users to the CYC YORR scheme webpage for additional information. Whilst these platforms enable users to respond to posts and provide comments, these were not included within the formal feedback process. This is because these comments are considered to be standalone and not always in context of the scheme or the mechanism that CYC has employed to obtain feedback via the online questionnaire.

#### 3.2.1 Virtual Consultation Event

Due to the restrictions associated with the COVID-19 pandemic it was not possible for face to face engagement events to be undertaken. In order to encourage interaction with the public about the scheme, CYC provided a series of online options for members of the public to access engagement information, including a virtual consultation space.

below shows screenshots taken directly from the virtual space.

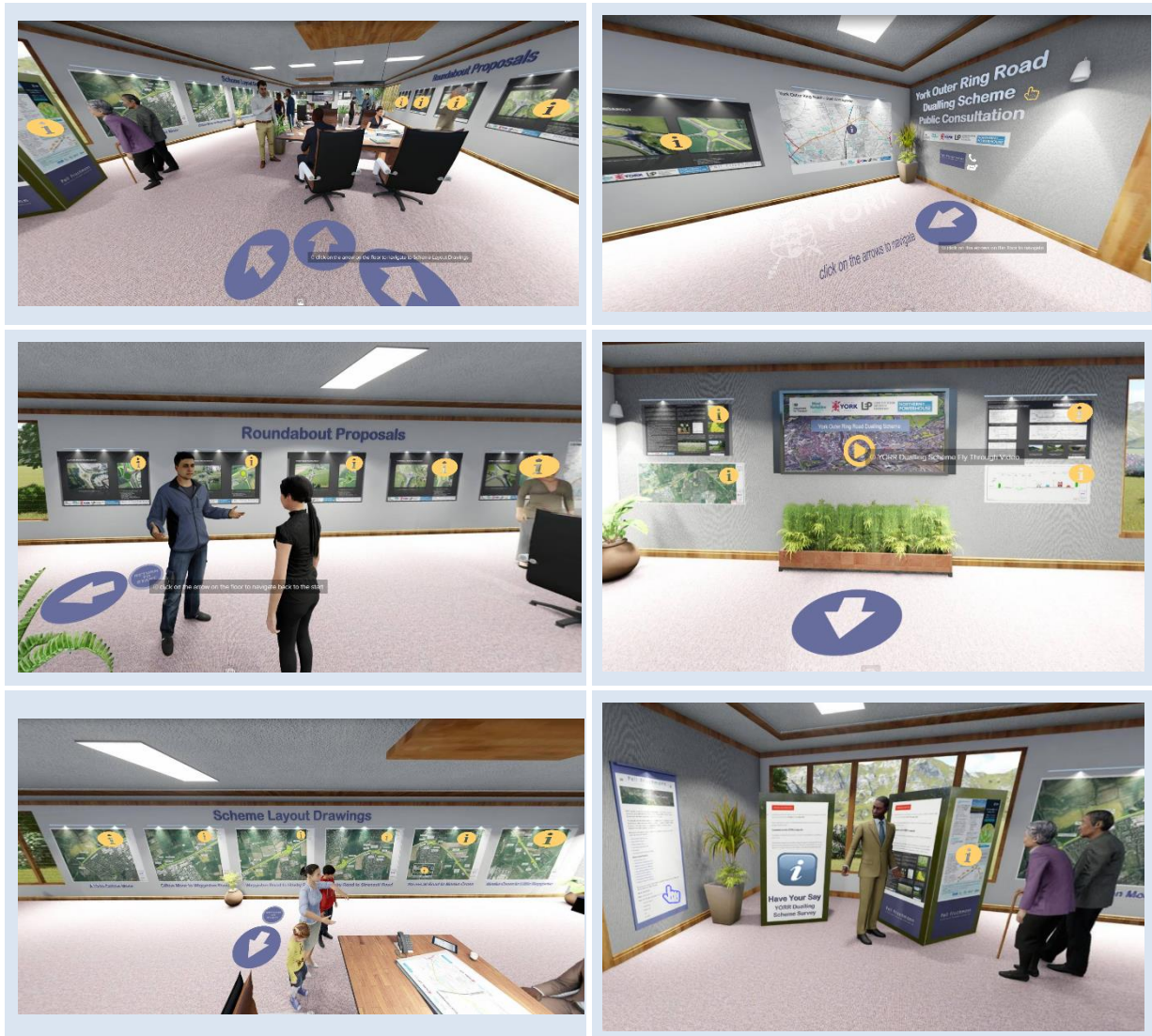
Pell Frischmann created a virtual consultation space using the “*Theasys 360° Virtual Tour Creator*” website. The information contained within the virtual space mirrored the information provided on the CYC and Pell Frischmann websites. The virtual space was interactively linked with these websites using hyperlinked information buttons directing the user to the relevant webpage.

The virtual consultation space can be found using the following link:

<https://www.theasys.io/viewer/AxOmwWxGp4EY18pN4SRilueeGdc1mp/>

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**Table 1: Screenshots of the Virtual Consultation Space**



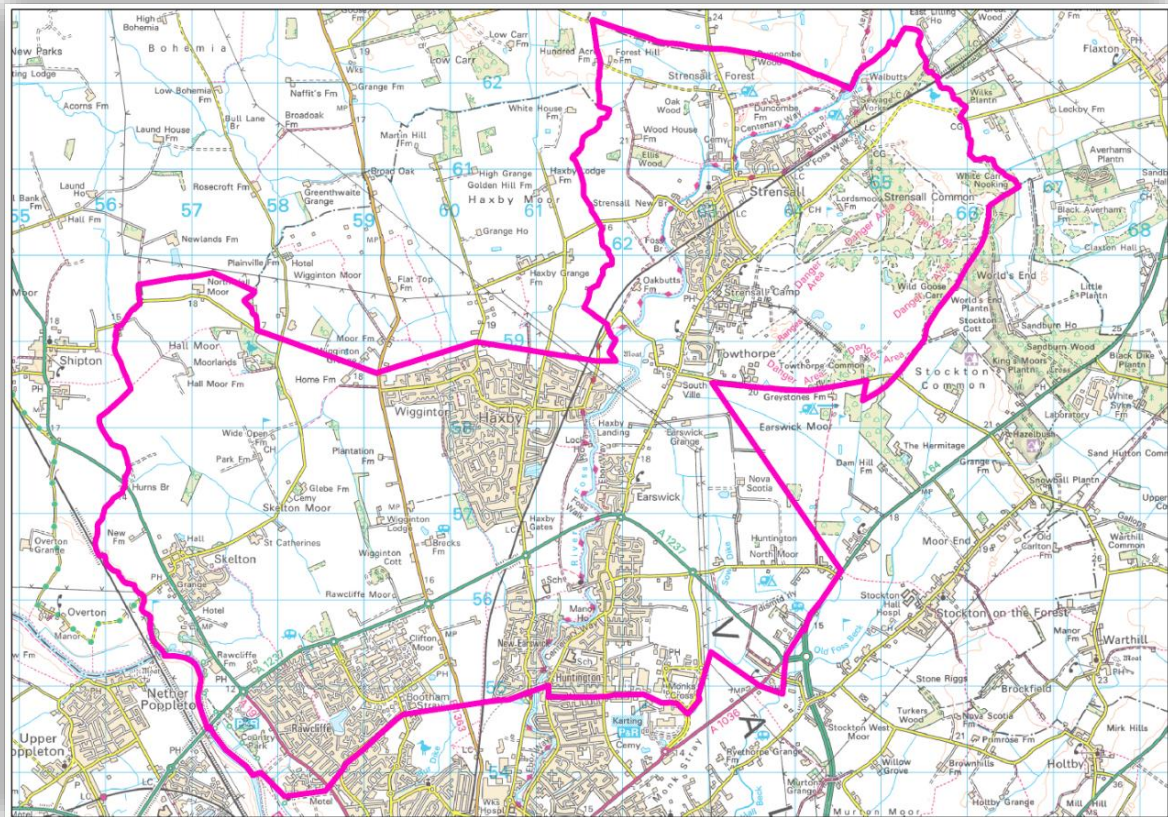
### 3.3 Consultation Phase Channels

#### 3.3.1 Household Surveys

As part of the consultation process an extensive household survey was undertaken in order to gain an understanding of local context of the proposed scheme and users travel behaviour. These survey packs included a questionnaire distributed alongside an information leaflet containing relevant scheme details and links to the CYC dedicated scheme webpage. A sample leaflet and survey can be found in Appendix D for reference.

The leaflet and questionnaires were distributed via Pell Frischmann's supplier "Printforms" on Friday the 9th October 2020 in preparation for the commencement of the public engagement on Monday 12th October 2020. A total of 17,016 questionnaires were posted out to residents and businesses situated within the YO30 and YO32 postcode areas. The area of coverage for the household survey is shown on a plan in Figure 2.

Figure 2: Leaflet Coverage YO30 & YO32 Postcode Areas



### 3.3.2 Online Questionnaires

The majority of methods used to publicise the scheme involved directing users to the YORR webpage. This includes the leaflets distributed with the household surveys, temporary road signs and social media. The YORR scheme webpage subsequently provided a link to an online survey, which asked the same questions as those posted out to local residents. The benefit of the online survey was that it allowed users of the YORR from a wider catchment area to express their views on the proposed scheme.

The online questionnaire asked participants for their postcode in order to visually represent the wider impacts of the scheme and the process yielded a total of 941 further responses.

## 4 Questionnaire Responses

### 4.1 Overview

The following section provides a summary of the questionnaire responses that have been received as part of the public engagement process. As outlined above, responses for the questionnaire were received via two means: household surveys provided to local residents and businesses within a set boundary and online questionnaires for the encouragement of wider public participation.

As noted in section 3, a total of 17,016 household surveys were posted to members of the public and businesses within the study area. A total of 2,649 questionnaires were returned, representing a return rate of 15.6%. In terms of the online questionnaire, this yielded a further 941 responses, providing a combined total of 3,950 responses.

### 4.2 Response Locations

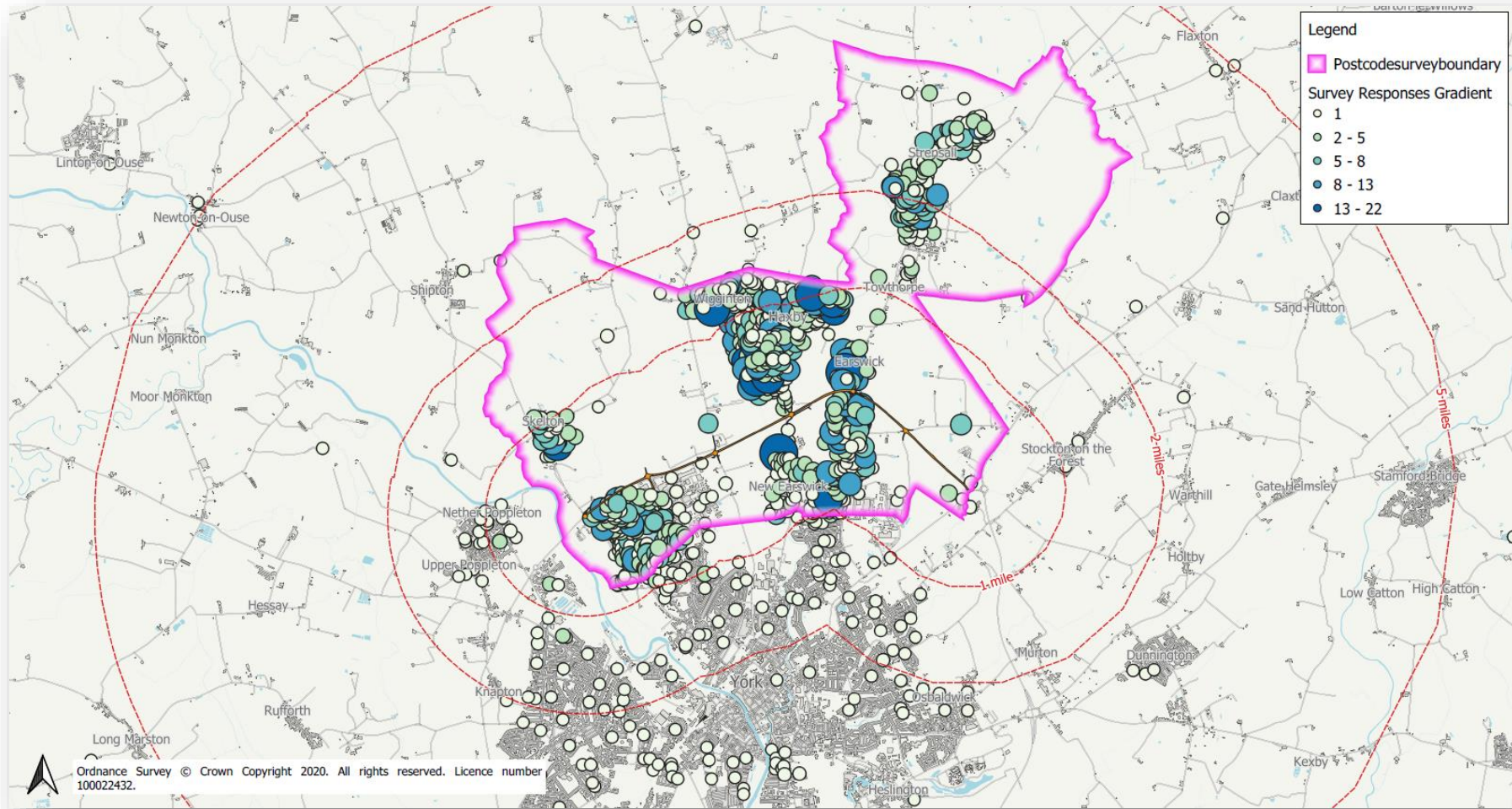
The questionnaire asked respondents to provide their postcode in order to gain an overall geographical perspective of how widely impacts of the scheme were expected to extend. Based on the 6,599 responses, a total of 3,249 respondents provided their postcode data, all but 8 of which were located within a York (YO) postcode area. The postcode prefixes for those not located within the York (YO) area are listed in Table 2.

Table 2: Respondents located from Non-York (YO) Postcode Areas

| Postcode Prefix         | Number of Responses |
|-------------------------|---------------------|
| LS (Leeds)              | 4                   |
| WF (Wakefield)          | 1                   |
| DL (Darlington)         | 1                   |
| KY (Kirkaldy, Scotland) | 1                   |
| KT (Kettering)          | 1                   |

The postcode data was plotted using Geographical Information Software (GIS) and presented in respect to the household survey boundary. As expected, a high number of survey responses were provided from populated areas within the boundary including Wigginton, Rawcliffe, Strensall and Skelton. The location and frequency of respondents within a 5-mile radius of the scheme is presented in Figure 3.

Figure 3: Responses from Postcode Areas Near to YORR





### 4.3 Question 1

Question one asked respondents to state the purpose of their existing journey(s) when travelling on the A1237 York Outer Ring Road. This question provided several multiple choice options and asked respondents to tick all that apply. A total of 3,502 responses were received for this question.

Figure 4: Question 1

1. For what purpose do you currently travel on the A1237 York Outer Ring Road (A19 to Little Hopgrove)? (please tick all that apply)

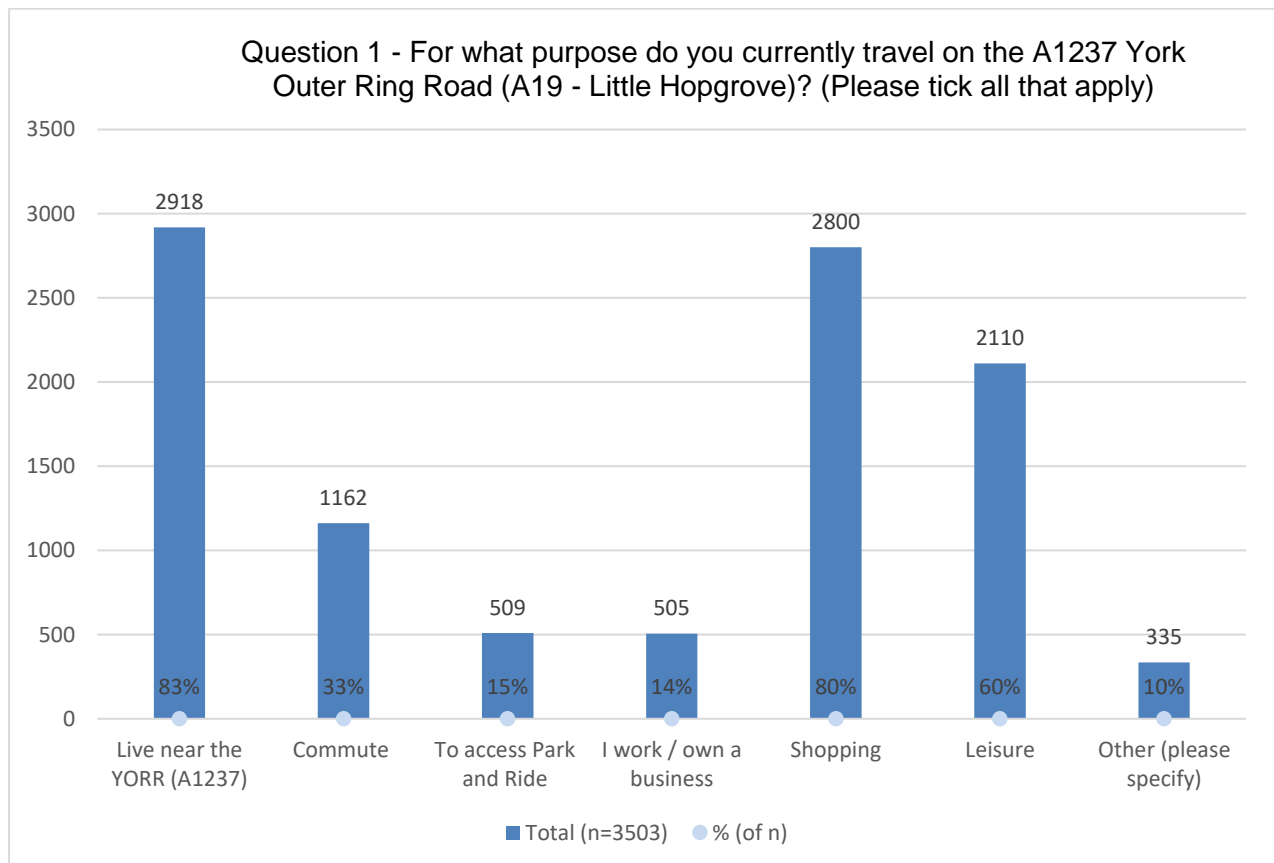
I live near the YORR (A1237)       I work / own a business in this area       Shopping

I commute on this route to work or education on a regular basis       Leisure

To access Park and Ride facilities       Other (please specify) .....

The most common responses were because the respondent lived within the surrounding area (83%) or used the YORR to access shopping (80%) and leisure (60%) facilities. The remaining responses were split between commuting (33%), Park and Ride (15%) and work/own a business (14%) with only 9% stating 'other' as their purpose of travel. A summary of the results for question one is provided in Figure 5.

Figure 5: Purpose of Travel on A1237 YORR



4.4 Question 2

The purpose of question two was to understand the most common mode of travel respondents used for travel along the A1237 YORR under the existing conditions. As shown in Figure 6, this question provided various modal choices and the option to select multiple answers. A total of 3,493 responses were received for this question.

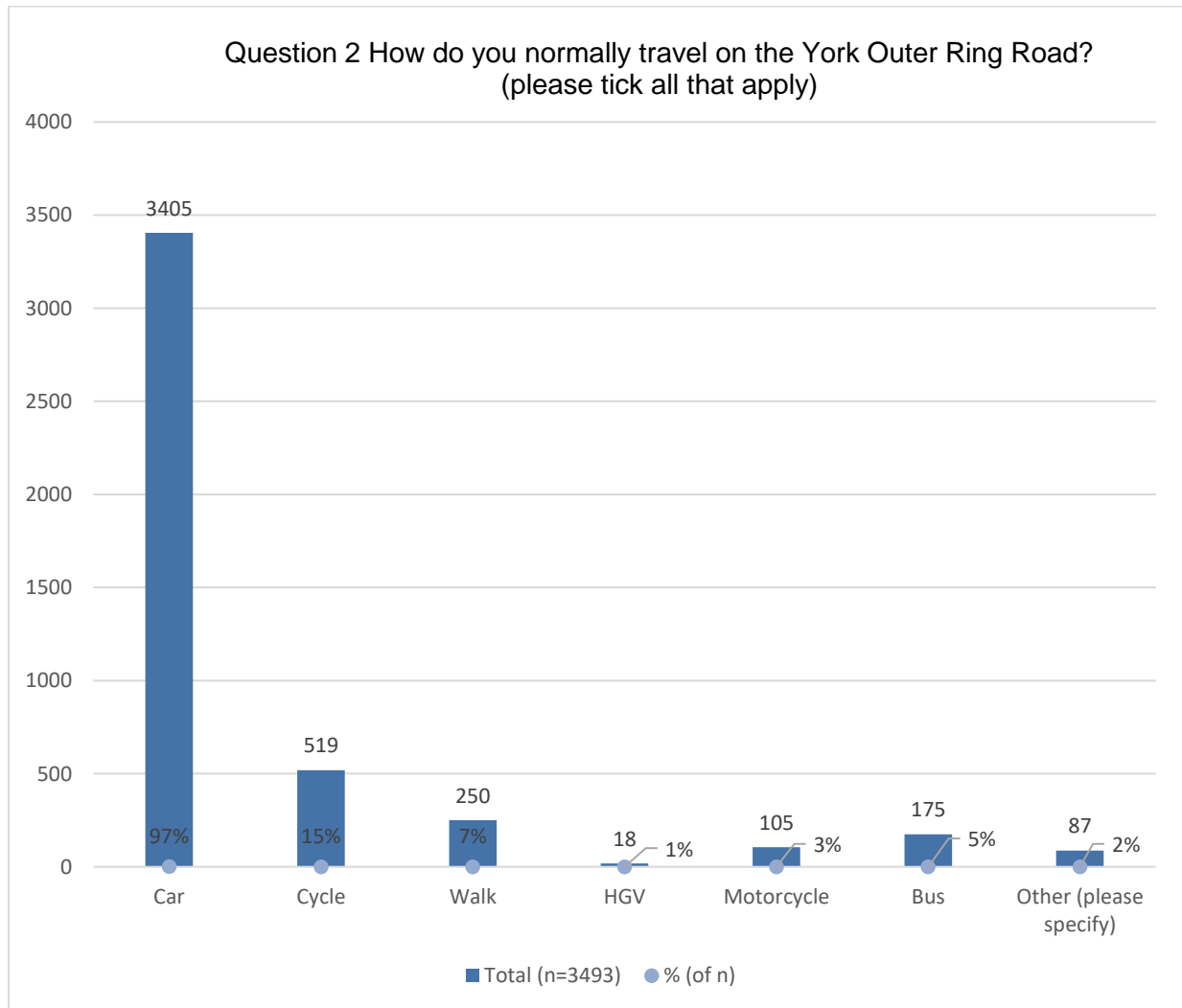
Figure 6: Question 2

2. How do you normally travel on the York Outer Ring Road? (please tick all that apply)

Car  Cycle  Walk  HGV  Motorcycle  Bus  Other.....

The most common mode of transport selected was car, with 97% of respondents selecting this as their normal modal choice. Sustainable active travel modes were the next most frequently used mode of travel with cycling accounting for 15% of responses and walking 7%. The remaining users were split between HGV (1%), motorcycle (3%) bus (5%) and other (2%). The results for question two are displayed in Figure 7.

Figure 7: Normal Travel mode choice on the York Outer Ring Road



### 4.5 Question 3

The purpose of question three was to understand how often respondents currently travel on the YORR. As shown in Figure 8, this question provided respondents with a multiple choice offering frequencies ranging from every day to less often than once per week. A total of 3,481 responses were provided for this question.

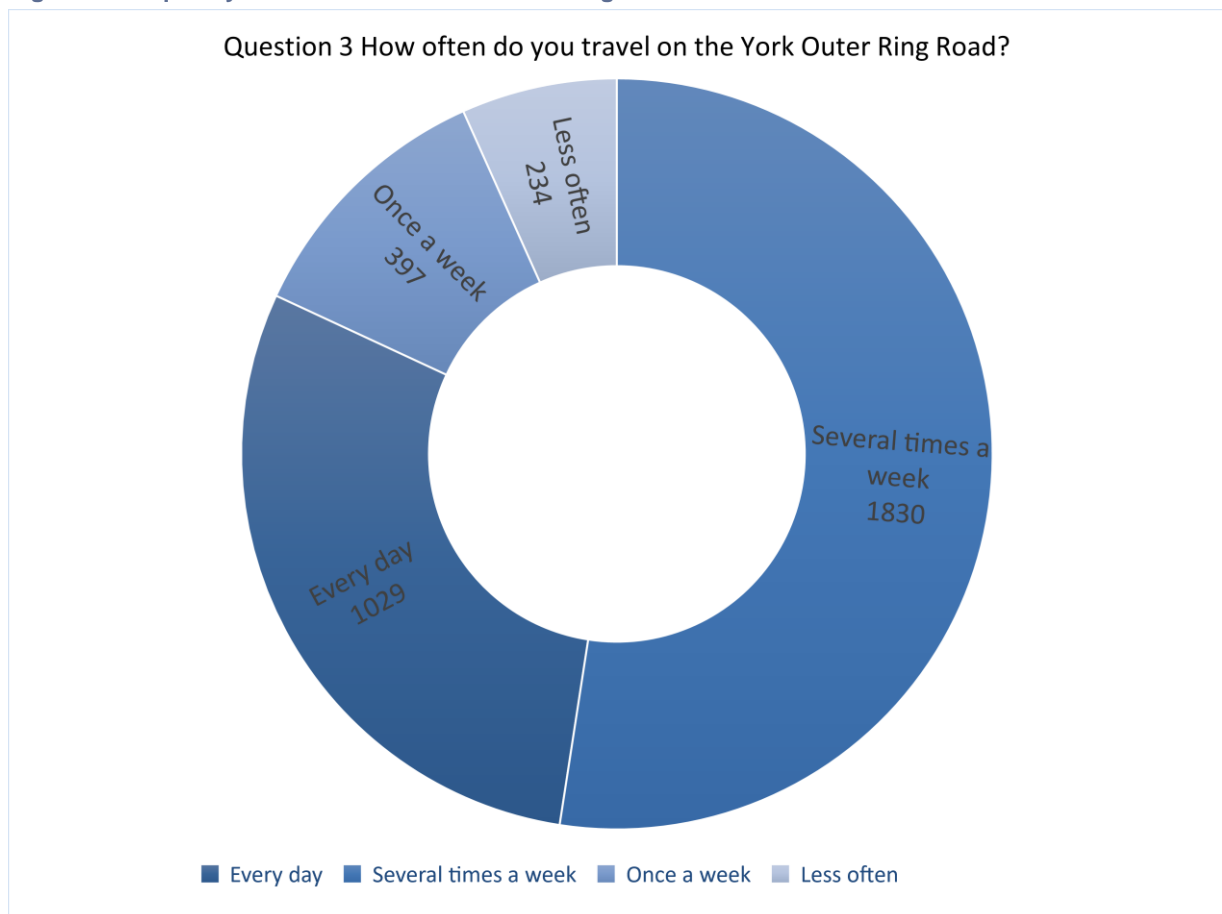
Figure 8: Question 3

3. How often do you travel on the York Outer Ring Road?

Every day  Several times a week  Once a week  Less often  Other.....

As can be seen in Figure 9, more than half of respondents stated that they travel on the route several times per week (52%) with a further 29% using the route every day. In total, 11% of respondents currently travel on the route once a week, whilst only 7% use the route less often. A total of 5 respondents selected “other” as their answer suggesting the aforementioned categories were not specific enough for their personal travel behaviour patterns.

Figure 9: Frequency of Travel on the York Outer Ring Road



### 4.6 Question 4

Question four was formulated with the intention to ascertain public perceptions of the existing conditions along the YORR. Respondents were asked to provide their perceptions using a Likert scale on the existing conditions and infrastructure for three common modes of transport (vehicles, pedestrians and cycling). The possible responses provided are shown in Figure 10.

Figure 10: Question 4

**4.** The aim of the scheme is to reduce congestion and improve traffic flows, as well as providing facilities for active travel (walking and cycling). Please rate the **existing conditions** on the YORR for vehicles, pedestrians and cyclists.

Vehicles     very poor    poor    OK    good    excellent

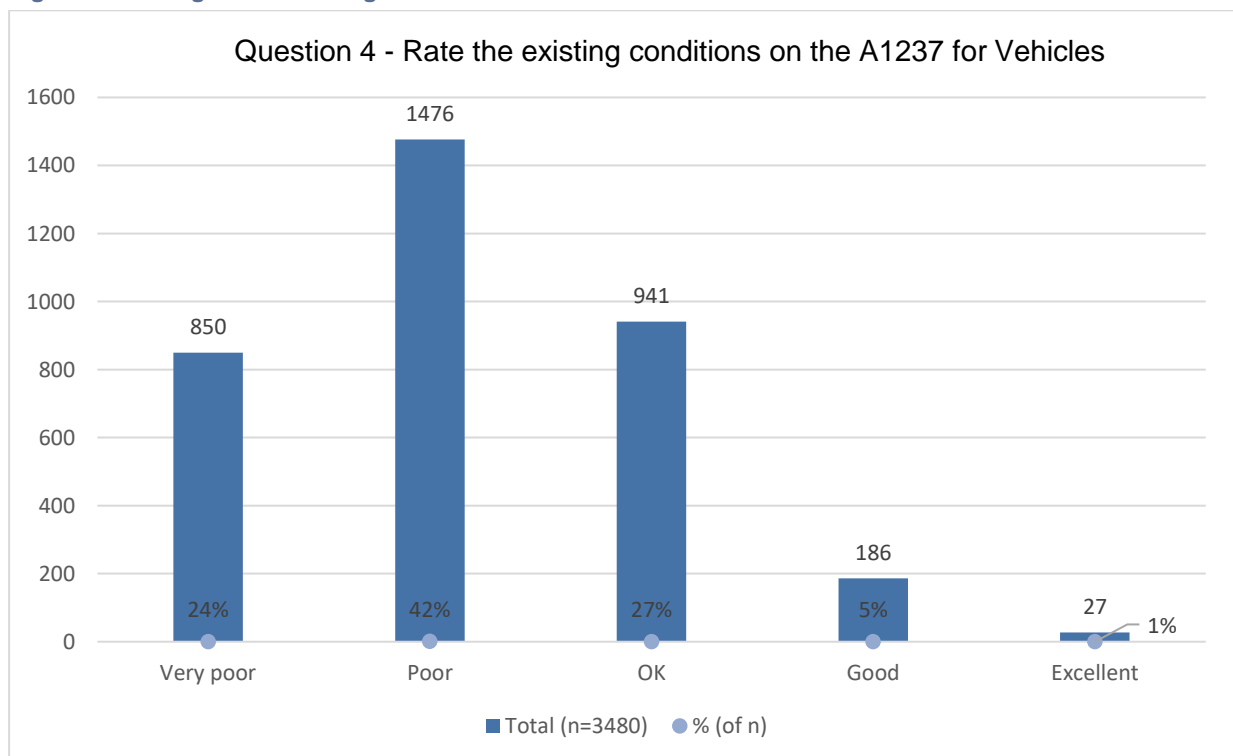
Pedestrians    very poor    poor    OK    good    excellent

Cyclists     very poor    poor    OK    good    excellent

#### 4.6.1 Existing Conditions for Vehicles

A total of 3,480 responses were obtained for question four in relation to existing conditions for vehicles on the YORR. In total, more than half of respondents perceived the existing conditions to be poor (42%) or very poor (24%), whereas 27% of respondents stated that the existing conditions for vehicles were ok. The remaining 6% of respondents classified vehicle conditions as either good or excellent.

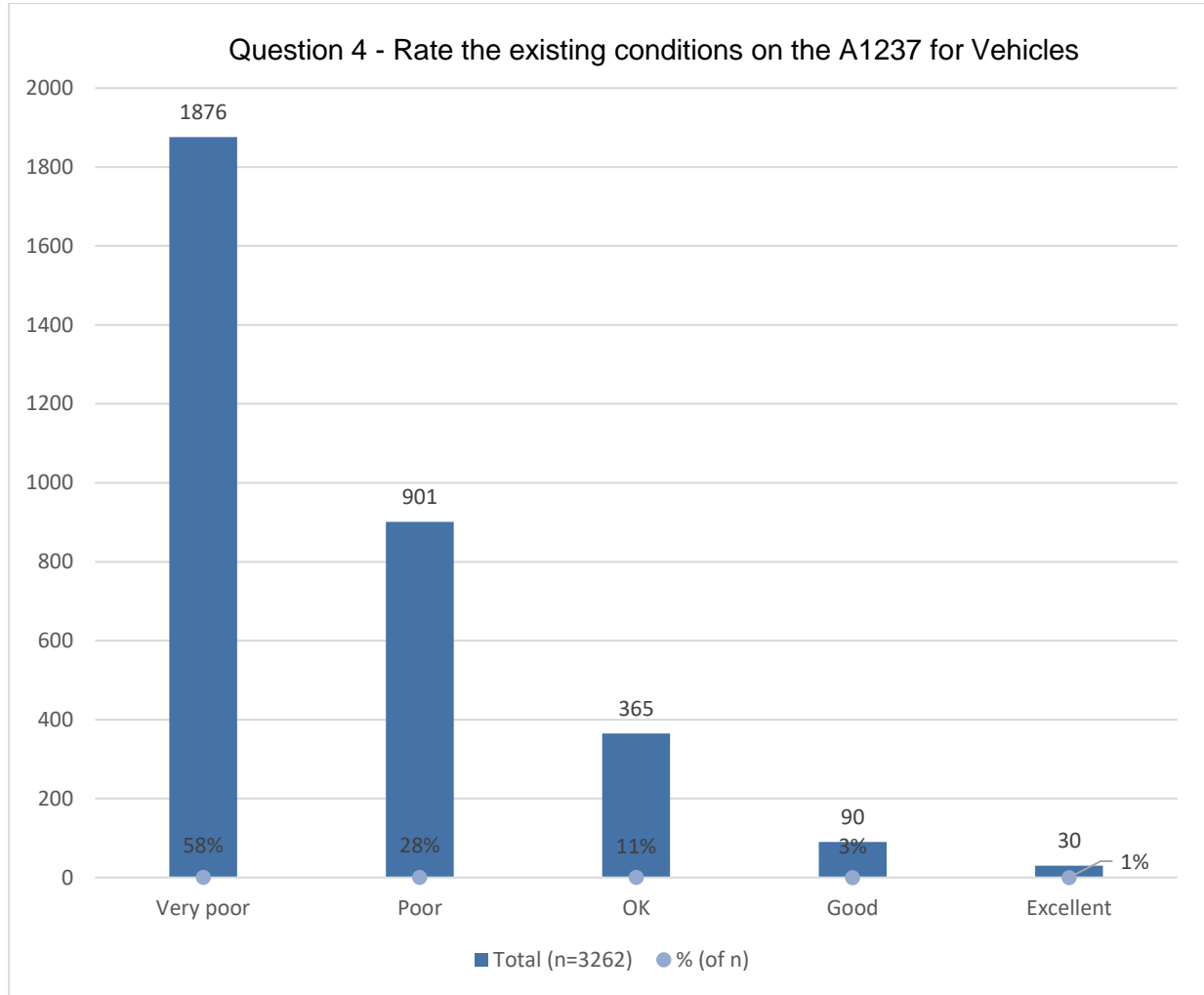
Figure 11: Rating of the Existing YORR Conditions for Vehicles



4.6.2 Existing Conditions for Pedestrians

In terms of conditions for pedestrians, this question was completed by 3,262 respondents. In total, more than three quarters of these responses stated that existing conditions for pedestrian are poor (28%) or very poor (58%), whereas 11% of the respondents stated that the existing conditions for pedestrians are ok. Th remaining 4% of all respondents classified pedestrian conditions as either good or excellent.

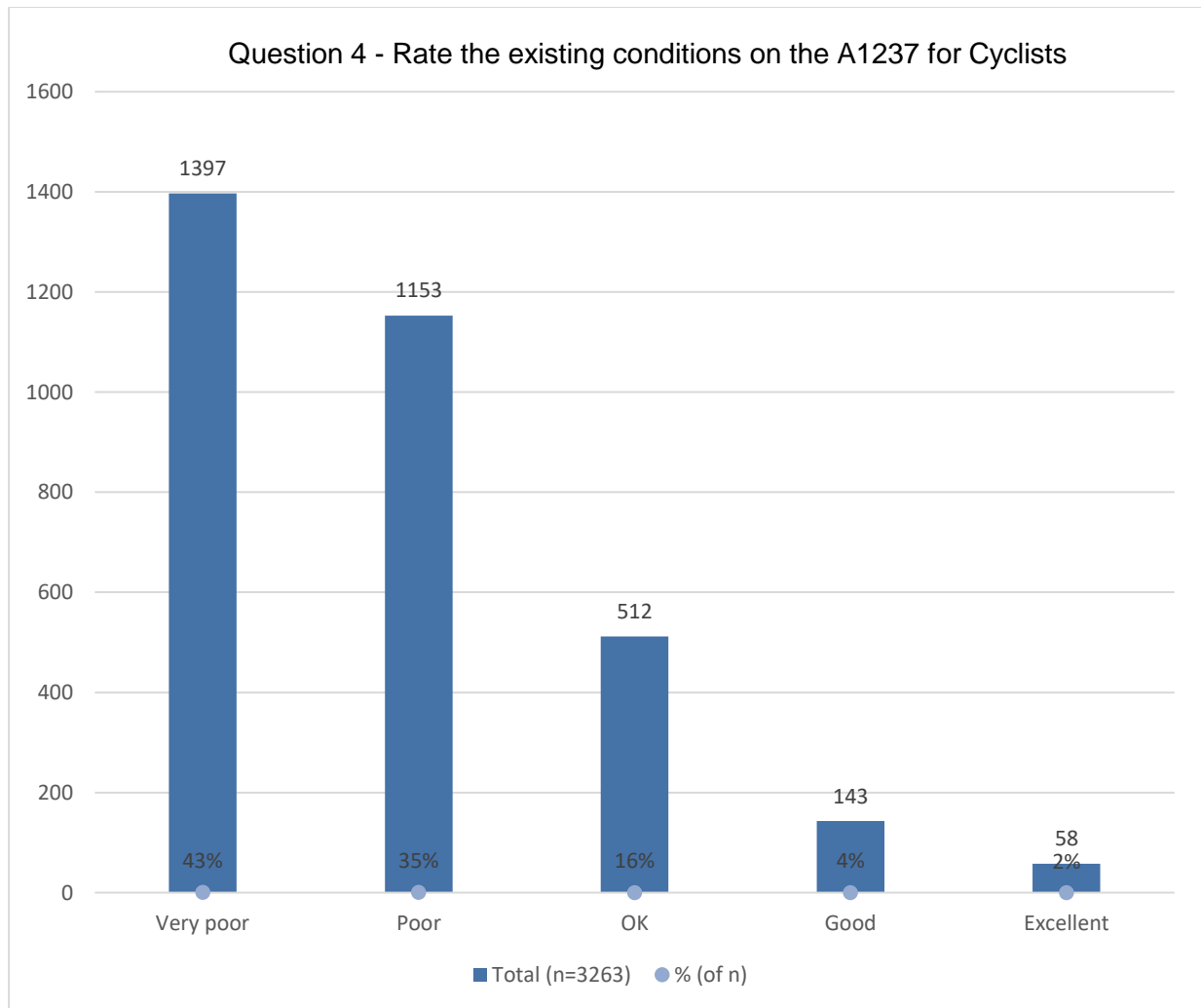
Figure 12: Rating of the Existing YORR Conditions for Pedestrians



4.6.3 Existing Conditions for Cyclists

A total of 2,984 responses were collated for question four in regard to existing cycle facilities across the YORR. More than three quarters of the respondents perceived the existing cycle conditions as being either poor (35%) or very poor (43%). 16% of the respondents were neutral, stating that the existing conditions for cyclists were ok, whilst only 6% of all respondents classified cycle conditions as either good or excellent.

Figure 13: Rating of the Existing YORR Conditions for Cyclists



4.7 Question 5

The purpose of question five was to ascertain public perceptions on the proposed scheme improvements to the YORR. As with question 4, respondents were provided with a Likert scale in order to indicate the extent to which they agree or disagree to the proposed scheme improving the existing conditions. In total, 3,491 responses were received for question five based on the options presented in Figure 14..

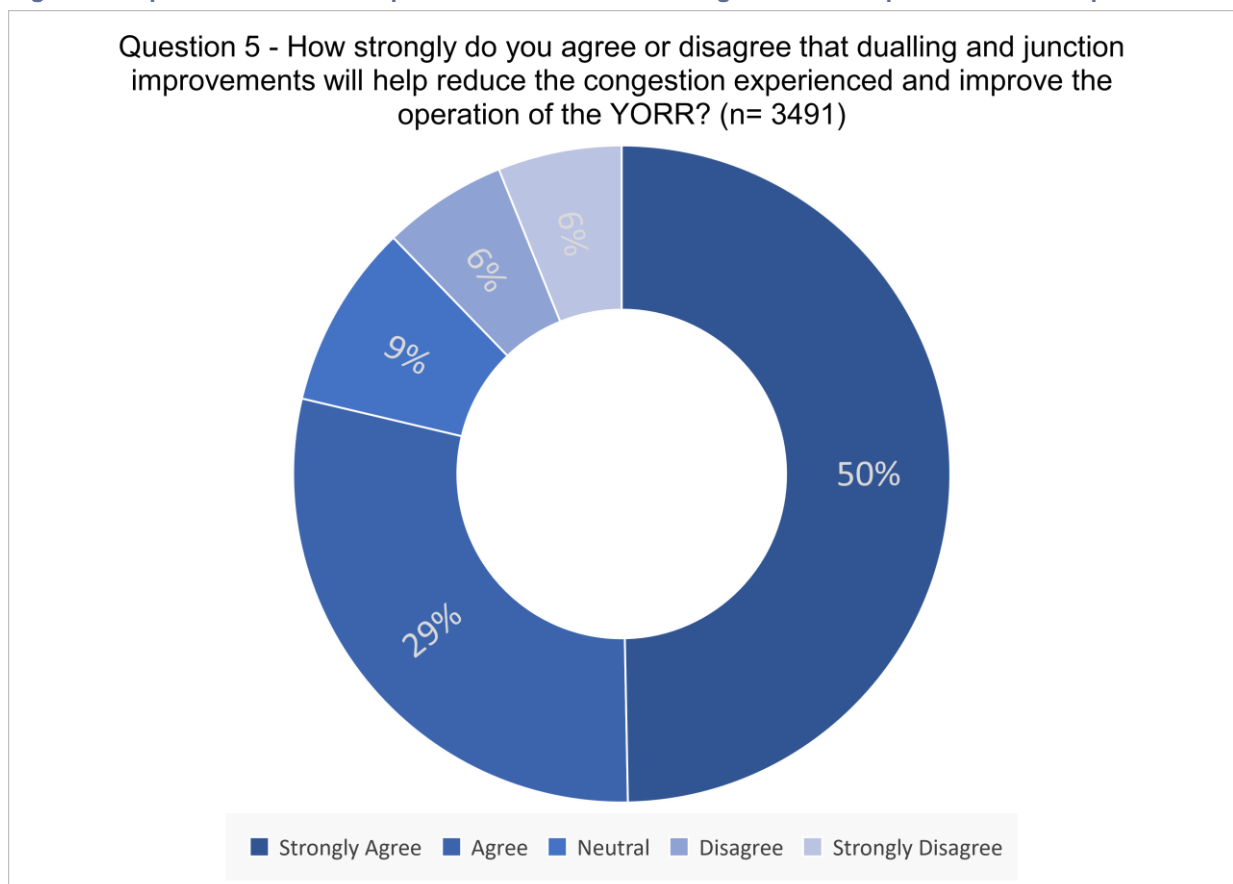
Figure 14: Question 5

5. How strongly do you agree or disagree that dualling and junction improvements will help reduce the congestion experienced and improve the operation of the YORR?

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

A high proportion of respondents either strongly agreed (50%) or agreed (29%) that the proposed scheme would be successful in improving existing conditions and the operation of YORR. In total, 9% held a neutral opinion, with 6% of respondents disagreeing and a further 6% strongly disagreeing. The results for this question are displayed in Figure 15.

Figure 15: Opinion on whether improvements with reduce congestion and improve the YORR operation



4.8 Question 6

Question six was formulated in order to understand public perceptions on how the proposed scheme would improve conditions for active travel and in particular provision for cyclists. Survey participants were provided with a Likert scale which included multiple choice options ranging from strongly agree to strongly disagree. A total of 3,371 responses were received for question six based on the possible options shown in Figure 16.

Figure 16: Question 6

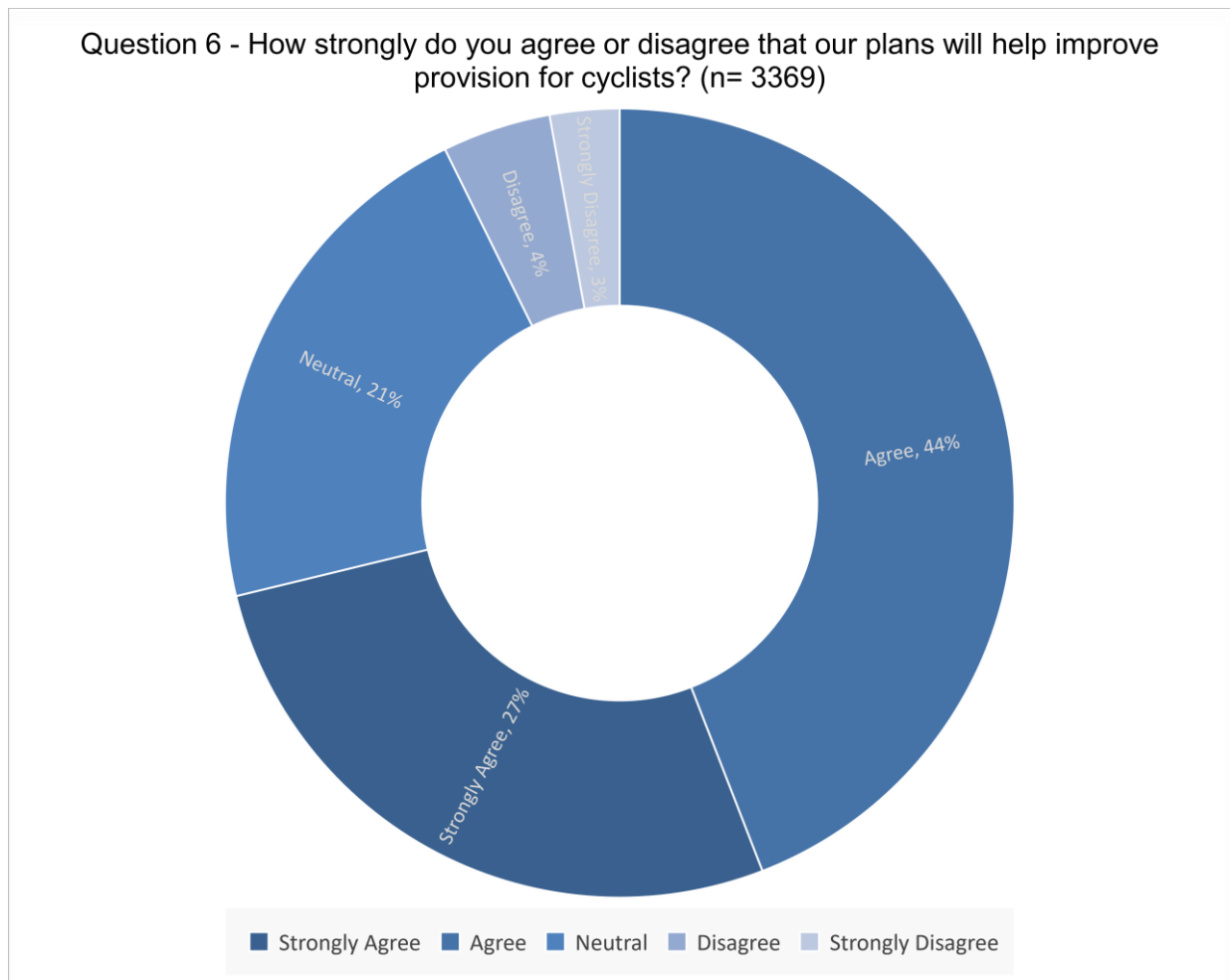
**Walking and cycling**

6. How strongly do you agree or disagree that our plans will help improve provision for cyclists?

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

As can be seen in Figure 17, a high proportion of respondents either strongly agree (27%) or agree (44%) that the proposed YORR scheme improvements will help to improve provision for cyclists. In total, 21% held a neutral opinion with 4% of respondents disagreeing and a further 3% strongly disagreeing.

Figure 17: Consensus on whether the proposals will improve provision for cyclists





4.9 Question 7

Question seven was formulated to understand public perceptions on how the proposed scheme would improve the conditions for active travel, specifically for pedestrians. Survey participants were provided with a Likert scale with multiple choice options ranging from strongly agree to strongly disagree. The possible options for this question are shown in Figure 18 and a total of 3,369 responses were received.

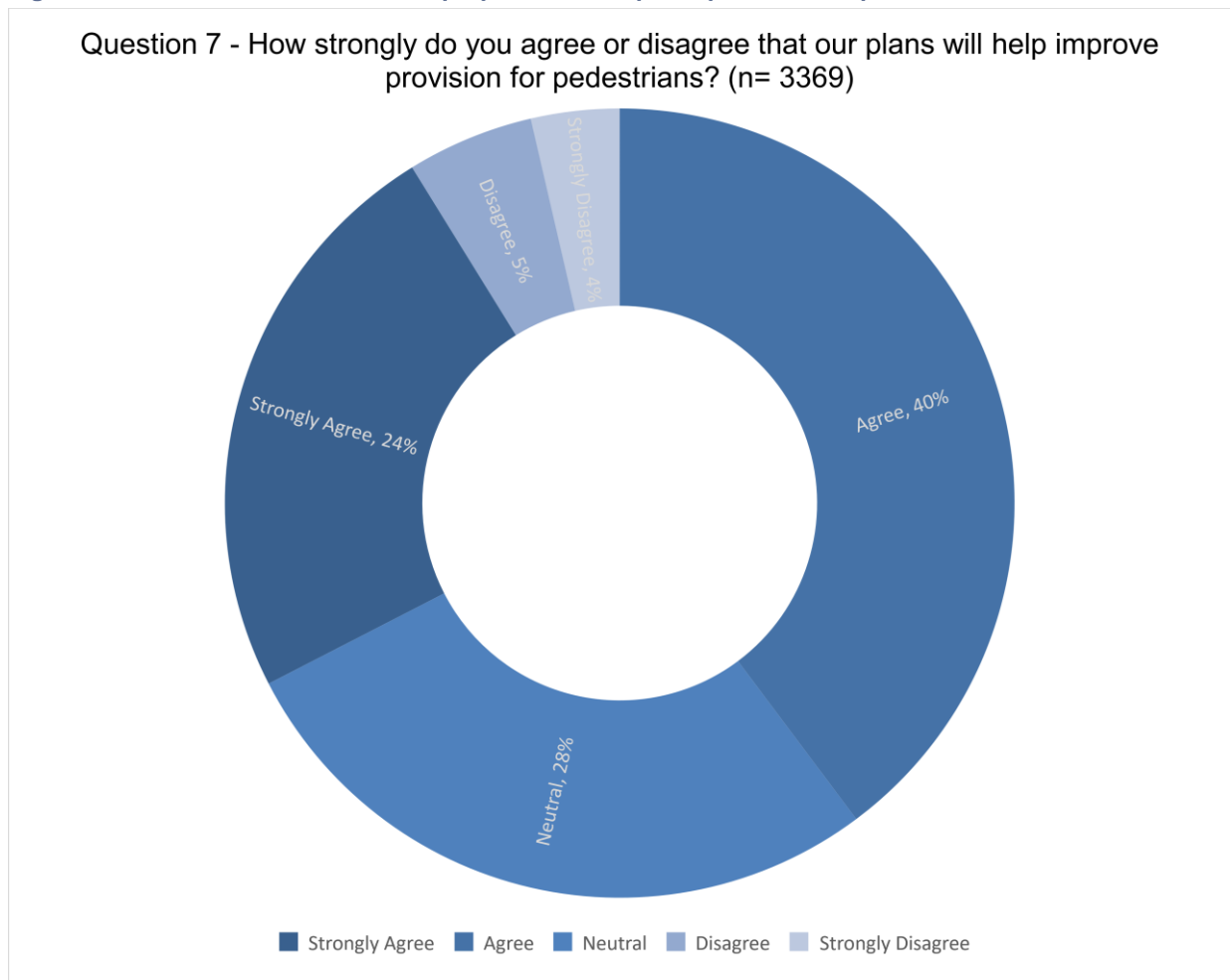
Figure 18: Question 7

7. How strongly do you agree or disagree that our plans will help improve provision for pedestrians?

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

A high proportion of respondents either strongly agree (24%) or agree (40%) that the proposed YORR scheme improvements will help to improve provision for pedestrian facilities. A further 28% held a neutral opinion with 5% of respondents disagreeing and a comparable 4% strongly disagreeing that the improved provision would improve existing conditions for pedestrians. The results for this question are displayed in Figure 19.

Figure 19: Consensus on whether the proposals will improve provision for pedestrians



### 4.10 Question 8

Question eight was sought public perceptions on whether the scheme proposals would encourage the respondent to walk or cycle more in the area. The question was again based on Likert scale using the options provided in Figure 20. A total of 3,369 responses were received for this question.

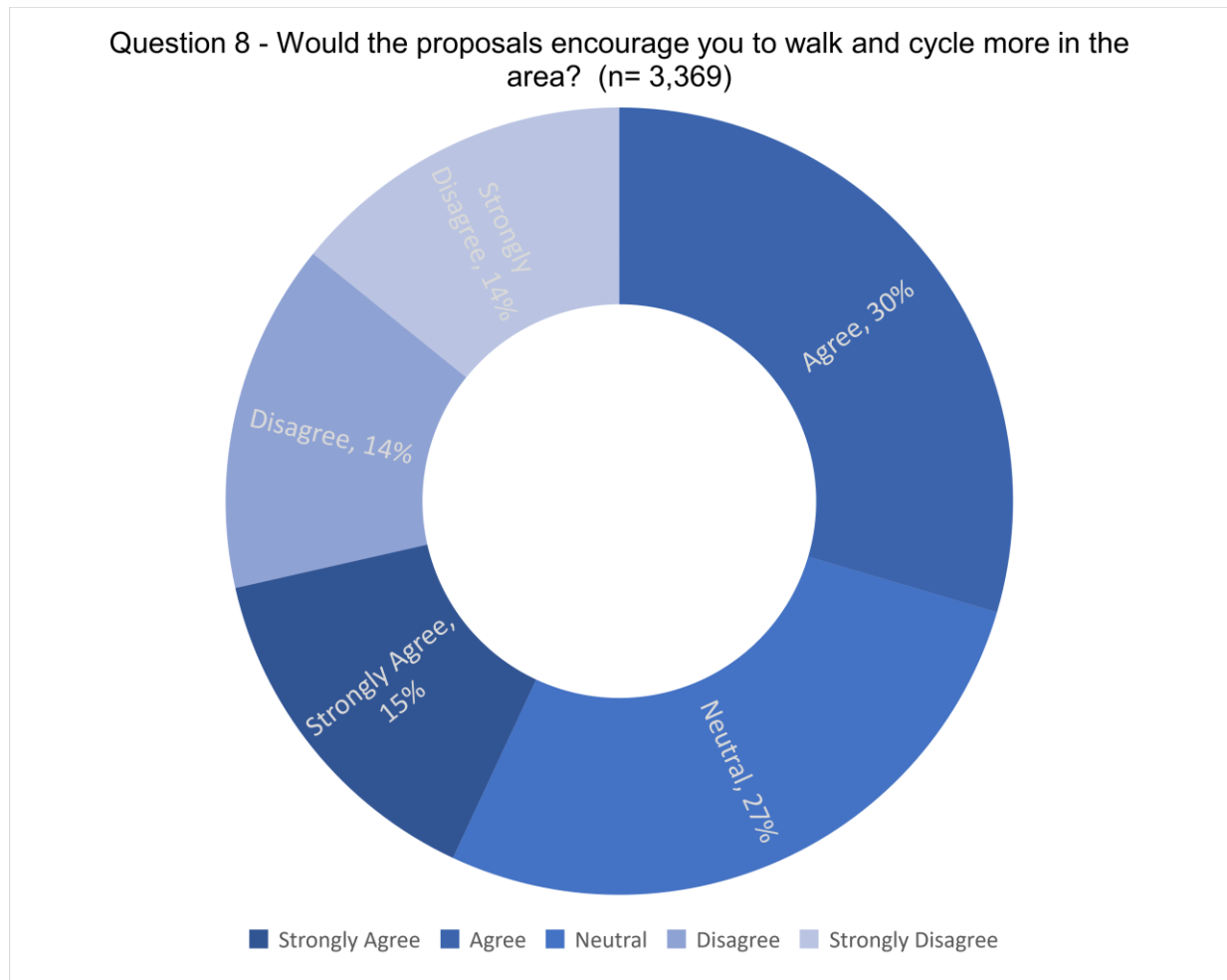
Figure 20: Question 8

8. Would the proposals encourage you to walk and cycle more in the area?

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Of the responses received, 44% said they either strongly agreed (14%) or agreed (30%) that the proposals would encourage them to partake in more active travel across the proposed scheme area. A further 27% held a neutral opinion with 14% of respondents disagreeing and a comparable 14% strongly disagreeing that the proposed scheme improvements would encourage them to either walk or cycle more. The results for question eight are displayed in Figure 21.

Figure 21: Consensus on whether the proposals would encourage walking and cycling in the area



4.11 Question 9

The purpose of question nine was to identify any barriers that currently prevent respondents from using active modes of travel. This question provided respondents with several multiple choice answers, as shown in **Error! Reference source not found.**, and the option to specify a qualitative ‘other’ option. A total of 3,345 responses were received for question nine.

Figure 22: Question 9

9. What prevents you from walking or cycling at present? (please tick all that apply)

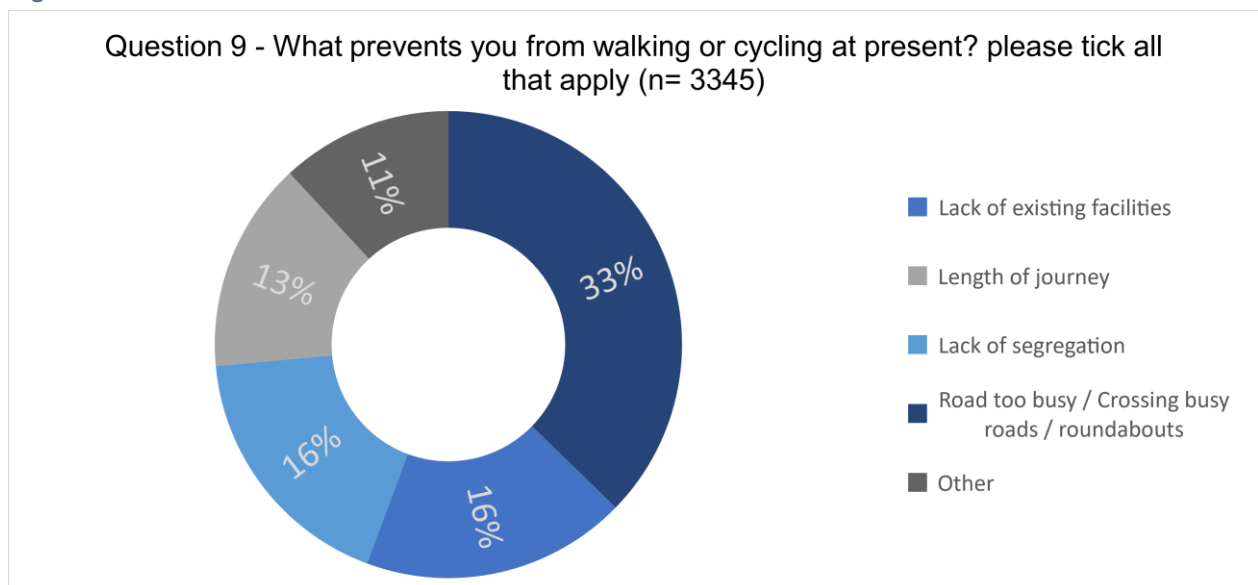
Lack of existing facilities       Length of journey       Lack of segregation

Road too busy / Crossing busy roads / roundabouts       Other.....

Of the options provided to the respondents, ‘road too busy/crossing busy roads/roundabouts’ was the most common issue identified by 36% respondents as a barrier to preventing walking and cycling. A further 13% of respondents identified ‘length of journey’ as the main reason, implying journey’s being undertaken were too extensive to justify the use of active travel modes. A further 16% of respondents stated that ‘lack of segregation’ was the barrier preventing them from walking and cycling in this area and similarly, 16% of respondents also identified a ‘lack of existing facilities’ to be the main problem. The results for question nine are shown in Figure 23.

A total of 11% of survey participants indicated the ‘other’ option with qualitative justification. Of the ‘other’ comments 43% of respondents stated that their health was a prevention, 11% cited safety fears and 3% cited pollution (including air and noise) as reasons preventing them from walking or cycling. The remaining 319 (43%) ‘other’ comments were dispersed around those respondents who stated that they didn’t own a bike, couldn’t ride a bike or a bike was an impractical option for completing the style of journey they were making on the A1237.

Figure 23: Question 9



### 4.12 Question 10

Question ten was provided as a two part question, which firstly asked respondents to state their regular trip destination and secondly any other comments they may have on the proposals. As respondents were able to categorise their own destinations and were not limited to multiple choice responses, a varying range of answers were obtained from the first part of this question. This included responses varying from place names to purpose of travel.

Figure 24: Question 10

**10.** Please could you use the space below to identify your regular trip destination (workplace or place of study) and to provide us with any other comments you may have on the proposals.

.....

.....

.....

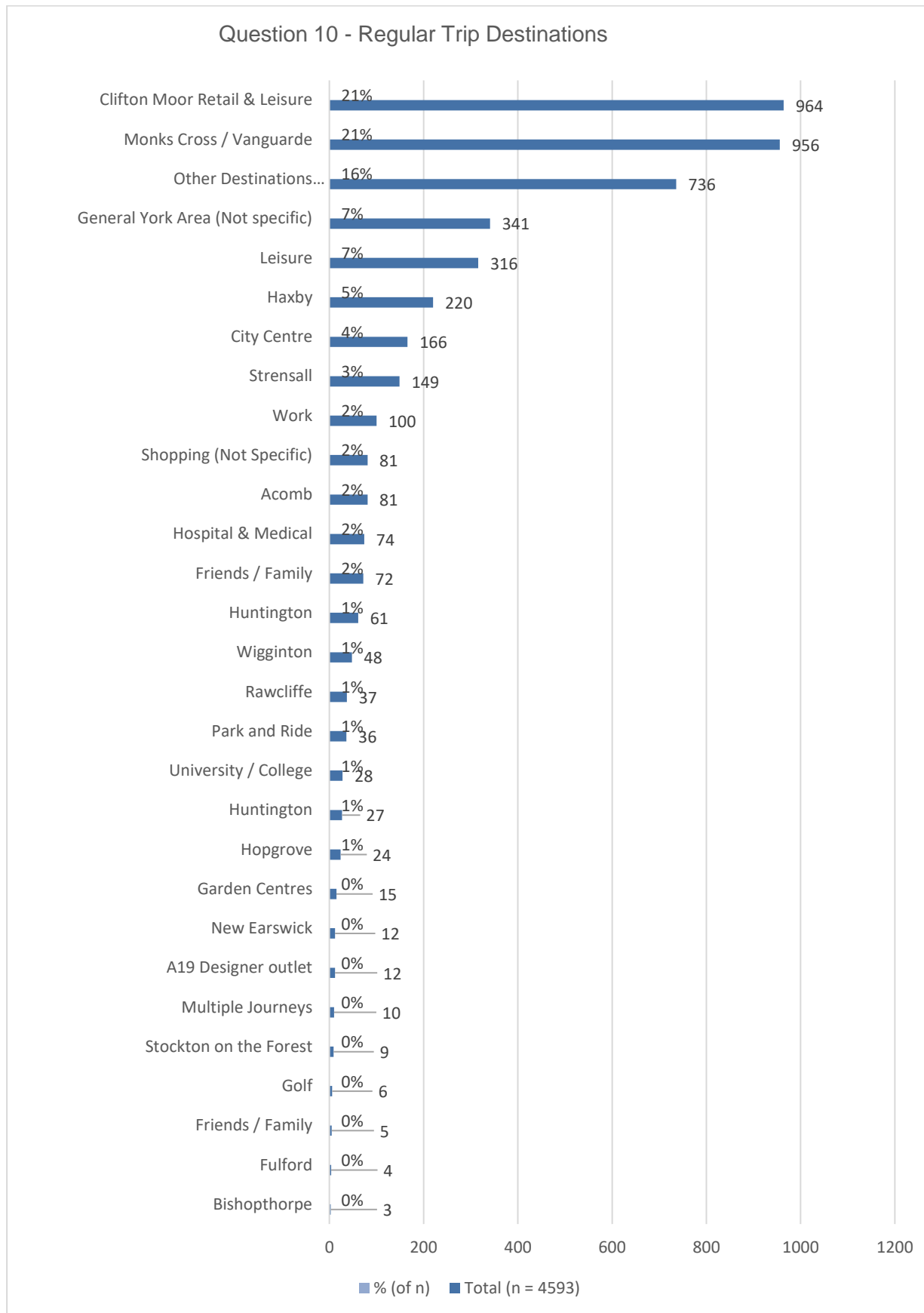
.....

.....

The responses to regular trip destination are presented in Figure 25. The two most common destinations indicated were Clifton Moor Retail and Leisure (21%) and Monk Cross / Vanguard (21%), both of which are directly accessible via the York Outer Ring Road. The two most commonly indicated purpose of travel were for leisure purposes (7%) and for work (2%).

The second part of question ten provided respondents with the opportunity to provide their comments on the scheme proposals. A total of 2,100 responses were received for this question, all of which underwent a thematic analysis, the results for which can be found in Section 5 of this document.

Figure 25: Origin and Destination



### 4.13 Question 11

The purpose of question eleven was to understand whether the general public found the consultation information helpful in understanding the outcomes and processes involved with the scheme. As shown in Figure 26, participants were given three multiple choice options and a total of 3,214 responses were received.

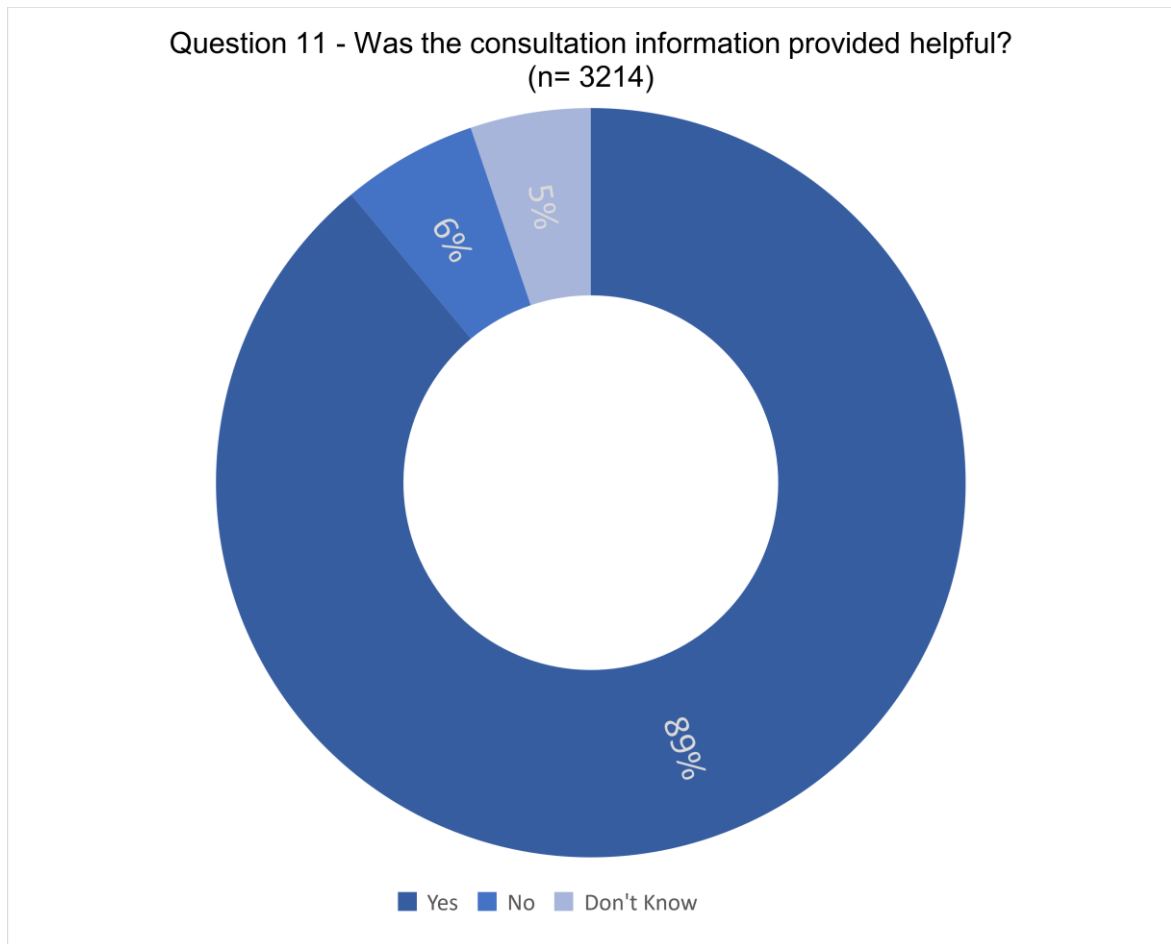
Figure 26: Question 11

**11. Was the consultation information provided helpful?**

Yes     No     Don't Know

A very high proportion of the respondents (89%) stated that they found the consultation information helpful in understanding the scheme. Only 6% of the participants did not agree to the information being helpful and the remaining 5% were unable to say either way. The results of question eleven are displayed in Figure 27.

Figure 27: Was the Consultation Information Provided Helpful?



### 4.14 Question 12

The purpose of question twelve was to gather constructive feedback on the consultation information provided, including the quantity of information. The exact wording of the question can be found in Figure 28. The question was qualitative based, allowing respondents to provide detailed feedback on the consultation information in their own words. The comments received from respondents are provided in Appendix F.

Figure 28: Question 12

**12.** How do you think that the consultation information could be improved? For example, was there anything that you were particularly interested in that you were unable to access?

.....

.....

### 4.15 Question 13

Question thirteen formed part of the 'About you' section of the questionnaires, gaining an understanding of the demographics of respondents. The questionnaire asked respondents to provide their postcode for analysis purposes indicating the geographical extents of the scheme impacts. The results of this analysis are provided in the 'Response Locations' Section 4.2 of this document. Data protection measures have been taken throughout this process.

### 4.16 Question 14

Question fourteen was included in order to understand the age demographics of survey respondents. Respondents were provided with multiple choice options with categories of ages. A total of 3,435 responses were received for this question. Analysis of the responses found that a high proportion of respondents were aged over 65 years (42%).

Figure 29: Question 14 - Age

**14. Age:**       16-24    25-34    35-44    45-54    55-64    65+    Prefer not to say

### 4.17 Question 15

Question 15 asked respondents whether they consider themselves as having a disability. The total number of responses to this question was 3,320, however for the purposes of this report a breakdown of results has not be provided.

Figure 30: Question 15

**15. Do you consider yourself to have a disability?**       Yes    No    Prefer not to say

## 5 Thematic Analysis

As outlined in Section 4.12, question ten of the survey asked participants to provide further information and/or comments on the scheme proposals. This question therefore provided respondents with an opportunity to raise any specific issues in more detail. In total, 2,100 specific comments were received from the public via this question.

In order to provide a robust appraisal of the issues raised, the detailed qualitative responses have been processed through a thematic analysis exercise. This exercise involved extracting the key themes from within each comment and allocating them to an appropriate category. These common themes were then divided into several further sub-categories. A summary of these key theme categories and their associated sub-categories are outlined in Table 3 below and a more detailed appraisal of each is provided in the remainder of this section.

**Table 3: Themes Identified from Surveys**

| Categories   | Categories                                 |
|--|--|
| <b>Road Network</b>  | <b>Environmental Impact (General)</b>      |
| Residual Queues  | Wildlife - General                         |
| Geometry   | Noise                                      |
| Capacity - Form of junction                                | Screening (lack of)                        |
| Proximity (of Scheme to responder)                         | Screening loss                             |
| Wider Impacts on highway network (of YORR; congestion etc) | Light Pollution                            |
|  | Tree Loss                                  |
| <b>Active Travel and Public Transport</b>                  | Tree Loss - Diamond Jubilee Wood           |
| Pedestrian Provision                                       | Air Quality                                |
| Cycling Provision  | Pollution                                  |
| Horse Provision  |  |
| Rail/Bus Service Investment                                | <b>Construction</b>                        |
|  | Construction Noise                         |
| <b>Road Safety</b>   | Construction Hours of Work                 |
| Road Traffic Accidents (increasing)                        | Construction Impact on Local Travel Routes |
| Reduce Congestion  |  |
| Security   | <b>Others</b>                              |
| Visibility   | Compensation / Loss of property value      |
| Safety fears (speed)                                       |  |



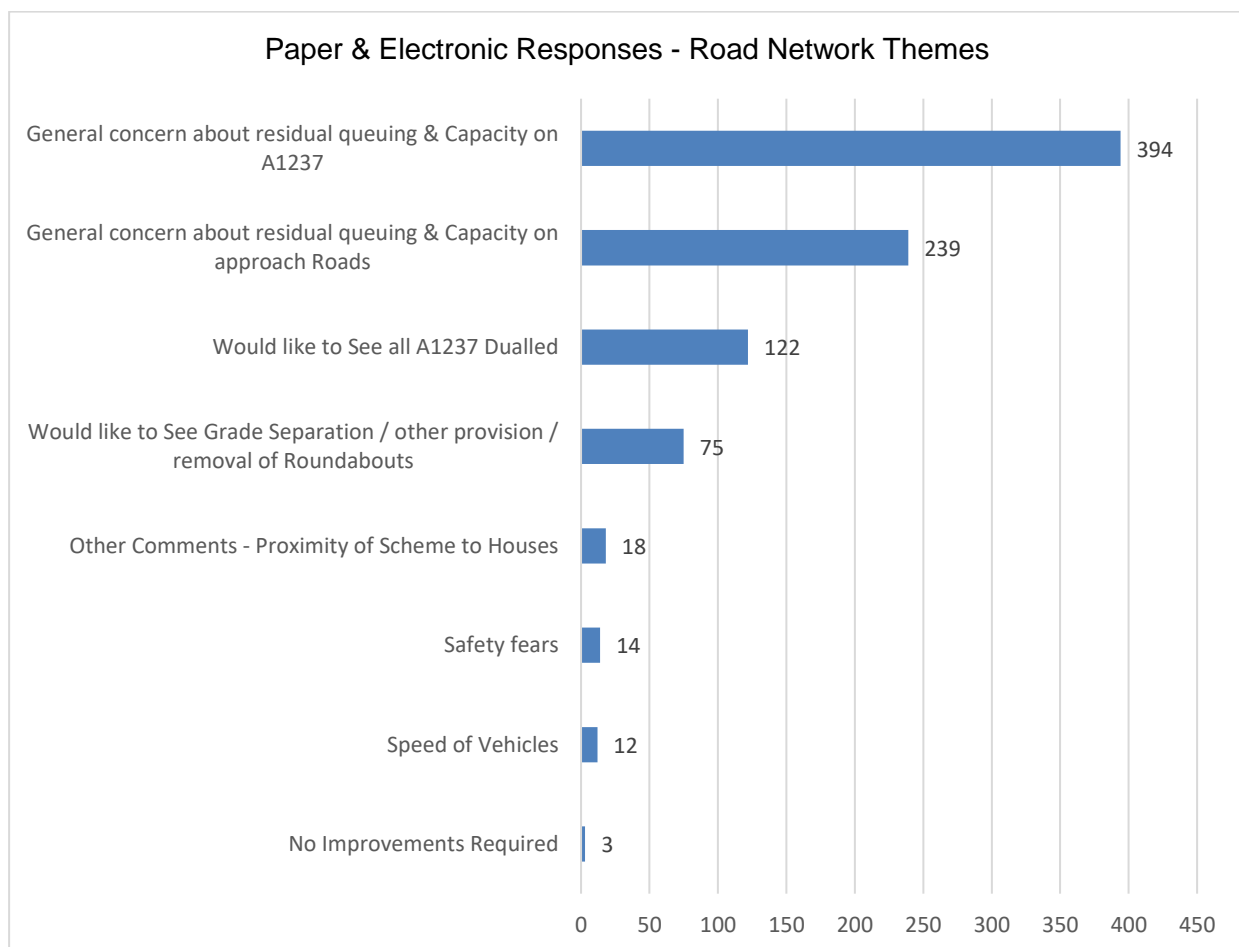
## 5.1 Road Network Themes

The first thematic category that responses were allocated into relates to the road network. Several road network themes were established as part of the data review and these were based on the following sub-categories:

- Residual Queues
- Geometry
- Capacity - Form of junction selected
- Proximity of Scheme to responder
- Wider Impacts on highway network outside of the YORR scheme

A summary of the responses received in relation to this theme is provided below.

Figure 31: Road Network Themes



As can be seen in the figure above, the vast majority of comments received under this theme related to concerns about the level of existing queuing and capacity on both the A1237 YORR (394 comments) and surrounding approach roads (239).

A further 122 comments were raised in relation to expansion of the dualling proposals to include the whole of the A1237 YORR. These comments therefore provide an indication of the existing issues experienced by users on the A1237 YORR and the desire for improvements to be implemented, including the remainder of the route.

In total 75 respondents made comments which suggested the need for alternative improvements to the existing YORR. This included suggestions for the grade separation of existing junctions, removal of the current roundabouts and alternative improvements from those proposed.

Further comments were raised by respondents in relation to the proximity of the upgraded dual carriageway route to properties (18), road safety (14) and speeding concerns (12). In total, only 3 respondents suggested that no improvements to the existing route were required.

## 5.2 Non Motorised Users & Public Transport

The second thematic category captured those issues raised by respondents in relation to non-motorised users and public transport. In terms of the sub-categories, these were determined as follows:

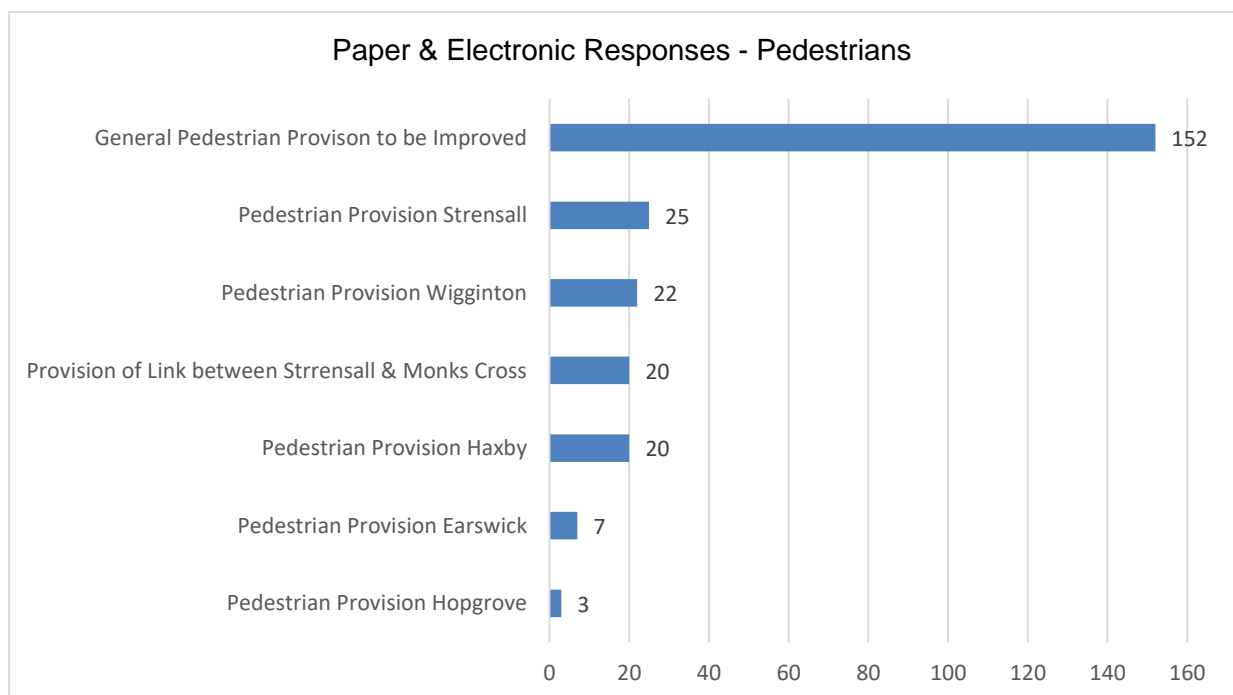
- Pedestrian Provision
- Cycling Provision
- Horse Rider Provision
- Bus and Rail Provision

A summary of the responses received in relation to this theme is provided below.

### 5.2.1 Pedestrian Provision

As can be seen in the figure below, a total of 249 comments were received in relation to pedestrian provision. The vast majority of these comments (152) were from respondents who expressed a desire for general improvements to the existing pedestrian provision along the A1237 YORR.

However, a number of respondents provided more specific comments on the pedestrian provision at the junctions and/or routes at Strensall (25), Wigginton (22) and Haxby (20). In total 20 respondents also made comments on the need for improvements to the pedestrian link between Strensall and Monks Cross. A limited number of respondents also expressed the need for improvements in the pedestrian provision at Earswick and Hopgrove.



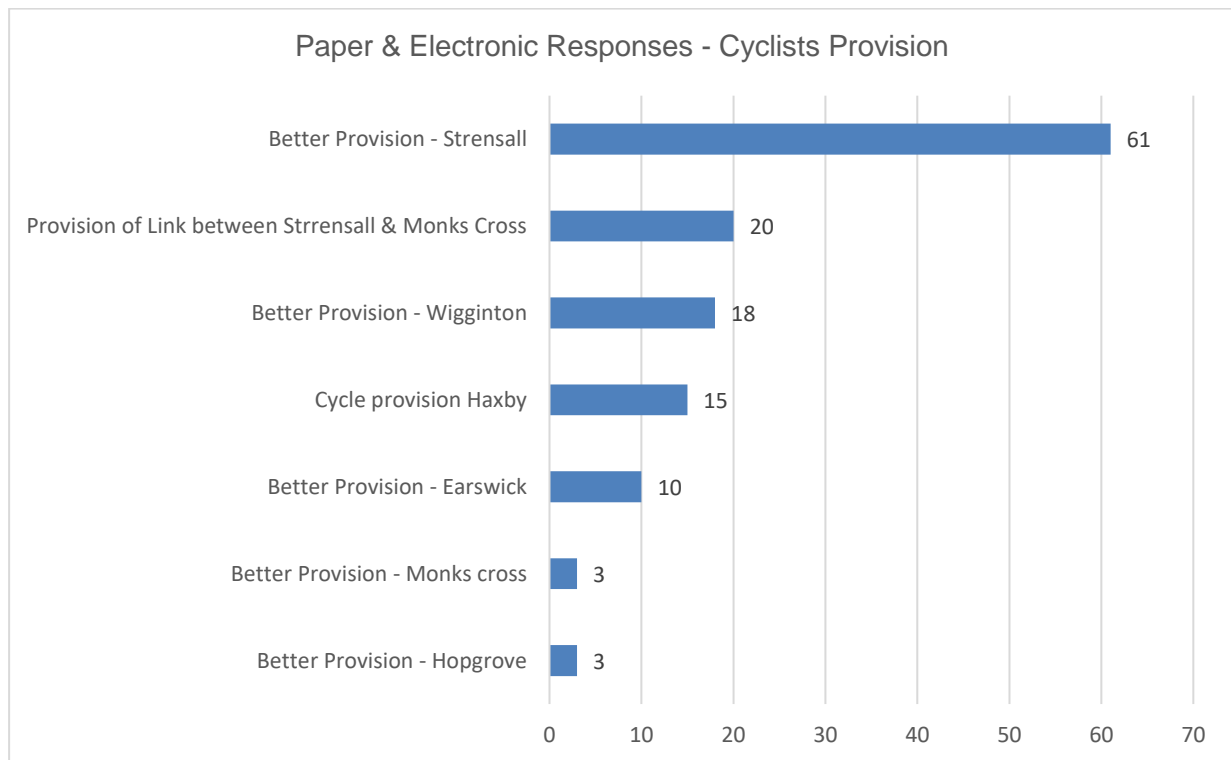
### 5.2.2 Cycling Provision

The second sub-category within the non-motorised user and public transport theme relates to provision for cyclists.

As can be seen in the figure below, the majority of comments identified the need for better provision at Strensall (60 comments). A further 20 respondents suggested that improvements should be made between Strensall and Monks Cross, in order to facilitate cycle movements.

In terms of other locations, a total of 18 respondents requested better provision at Wigginton, whereas 15 people identified the need for cycle measures at Haxby and 10 at Earswick. A limited number of respondents also requested better provision at Monks Cross (3 respondents) and Hopgrove (3 respondents).

Figure 32: Cycling Provision Themes



### 5.2.1 Horse Provision

In terms of provision for equestrians, a total of 9 respondents cited 'horse provision' as a theme within their response. This included specific comments relating to the crossing of Wigginton Road at the site of the Yorkshire Riding School.

### 5.2.2 Rail and Bus Service Provision

With regards to rail and bus services, a total of 31 respondents raised this theme within their comments. The main feedback extracted from these responses related to need for better and/or more joined up thinking on the provision of rail and bus services that serve existing outlying villages.

### 5.3 Road Safety

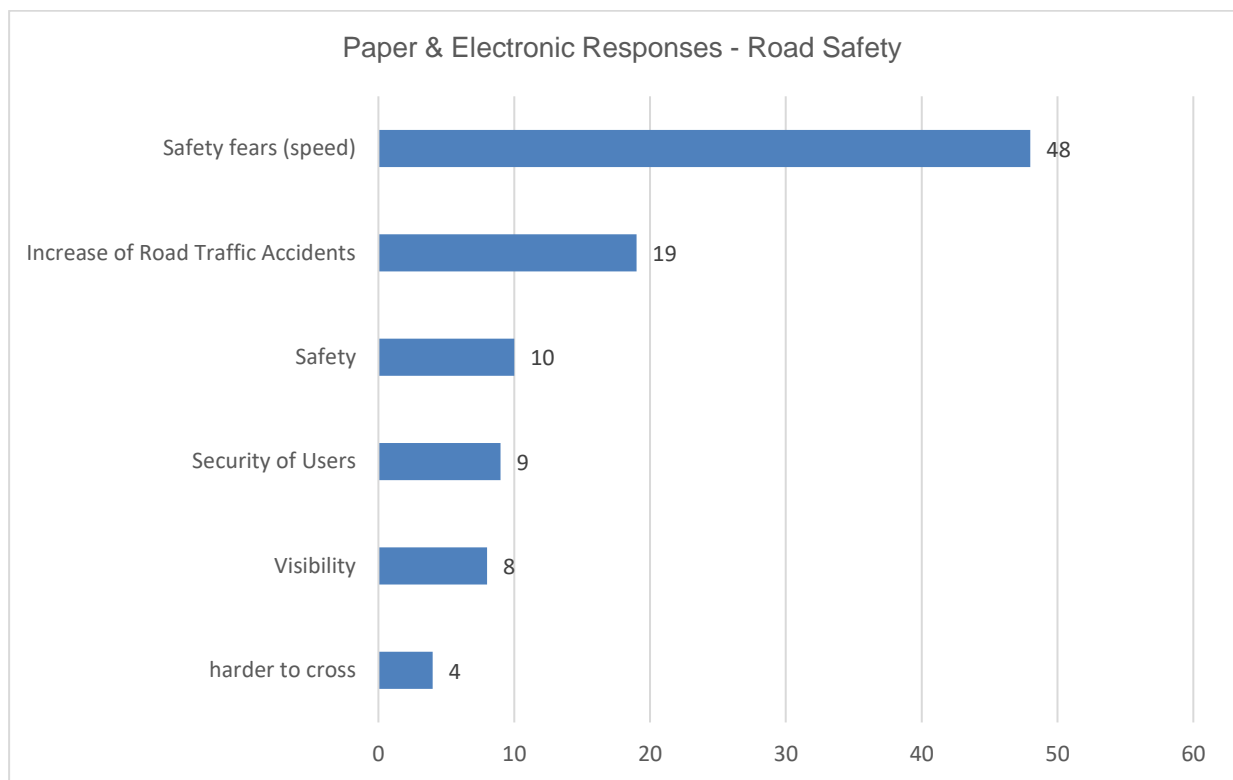
The third theme that emerged from the public consultation is road safety. In terms of the main sub-categories identified by respondents within this theme, these can be summarised as follows:

- Road Traffic Accidents (increasing)
- Reduce Congestion
- Security
- Visibility
- Safety fears (speed)

As can be seen in the figure below, the majority of respondents raised concerns about the potential for speeding vehicles (48) and an increase in road traffic accidents (19). A further 10 respondents highlighted more general concerns over road safety, whereas 9 comments were made in relation to security for road users.

There were also 8 comments raising safety concerns in relation to visibility and 4 responses suggesting the dualling proposals would make it harder for users to cross the A1237 YORR and thus impact on road safety.

Figure 33: Road Safety Themes



## 5.4 Environmental Themes

The comments received from respondents in relation to environmental issues were extensive and wide ranging. As a result, the main topics to emerge have been divided into the following sub-categories:

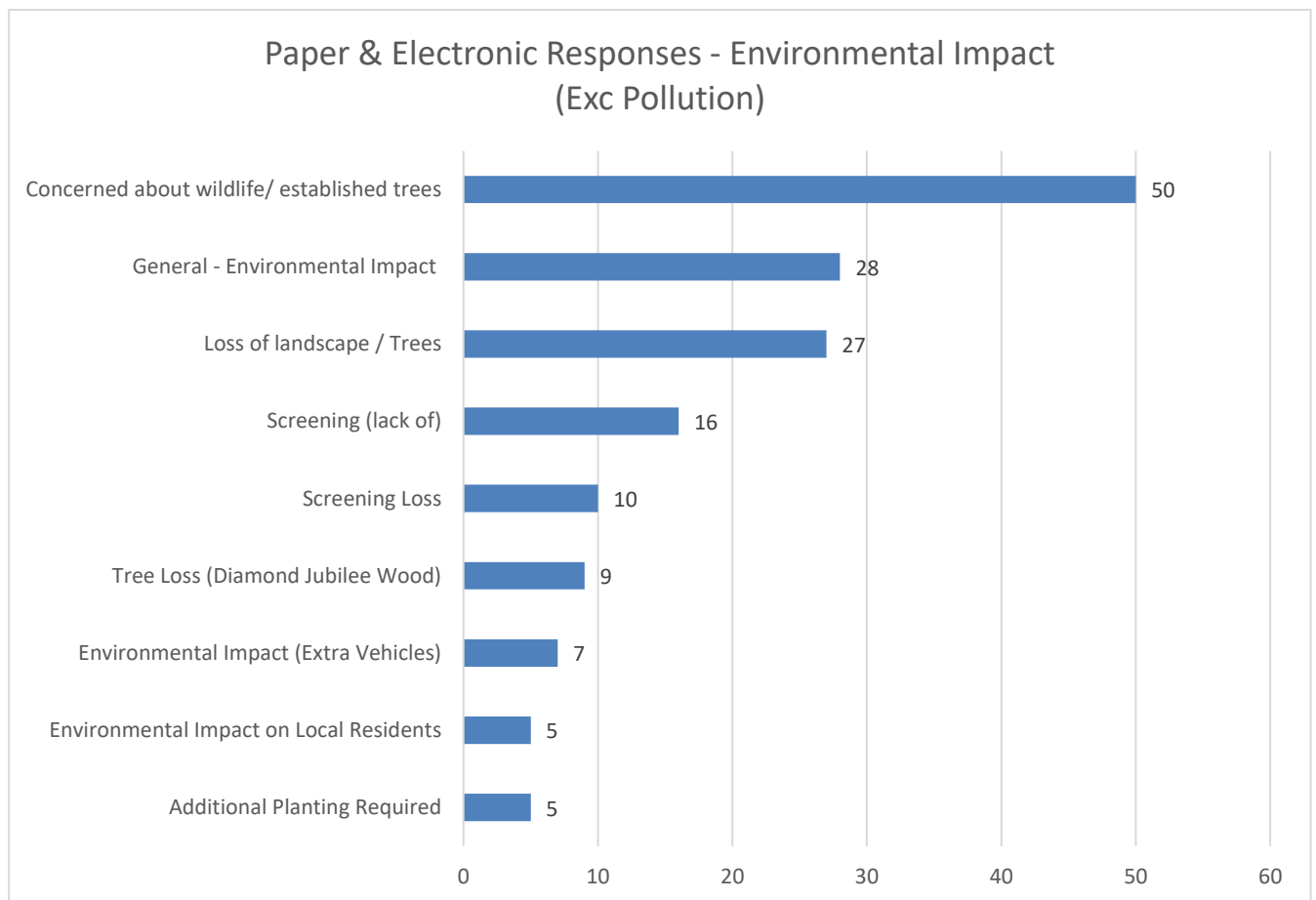
- Wildlife
- Trees
- Screening
- Noise
- Air Quality
- Light Pollution

These issues are therefore considered in more detail within the remainder of this section.

### 5.4.1 Environmental Impacts – Wildlife, Trees and Screening

In terms of the environmental impacts relating to wildlife, trees and screening, these comments are summarised in the figure below.

Figure 34: Environmental Impact Themes (Excluding Pollution)



As can be seen above, the majority of responses raised within these sub-categories were in relation to the impact of the scheme on wildlife and established trees (50 comments). A further 28 comments raised concerns about the general environmental impact, whereas a total of 27

respondents noted issues associated with the scheme on the surrounding landscape, trees and hedgerows.

In terms of screening, these responses were focused around two sub-themes which are in relation to ‘a lack of screening’ as a result of the dualling scheme (16 comments) and the ‘loss of screening’.

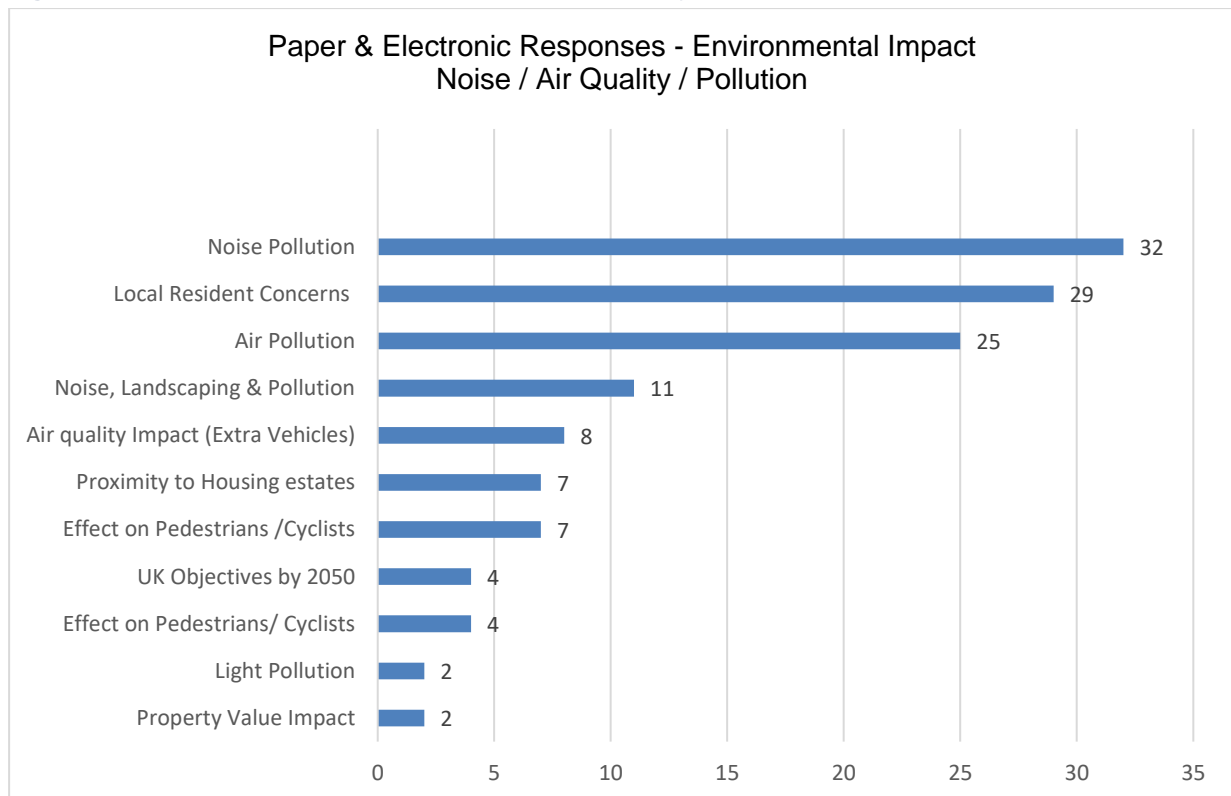
With regards to specific locations, a total of 9 respondents raised concerns about the impact of the dualling scheme on Diamond Jubilee Wood.

The more general comments raised were in relation to the increase in vehicles as a result of the proposed dualling scheme (7 comments) and the environmental impact on local residents (5 comments). A further 5 respondents also requested that additional planting is included within the dualling proposals.

### 5.4.2 Environmental Impacts – Noise, Air Quality and Pollution

The remaining environmental impacts raised by respondents were in relation to noise, air quality and pollution. A summary of the responses under each of these sub-categories is provided in the figure below.

Figure 35: Environmental Impact Themes Noise / Air Quality / Pollution



As can be seen above, the majority of respondents that raised issues within these environmental themes were in relation to the impact on noise levels (32 comments). A further 29 respondents were concerned about the noise, air quality and pollution impacts on local residents living near to the scheme.

In terms of air pollution, in total there were 25 comments specifically relating to this environmental impact as a result of the scheme. A further 8 respondents also stated that the increase in vehicles as a result of the scheme would be detrimental to air quality.

The remaining comments were based on a fewer number of responses that highlighted specific issues relating to landscaping, the proximity of the scheme to existing properties, climate change targets, impacts on pedestrians and cyclists as well as light pollution and impacts on property value.

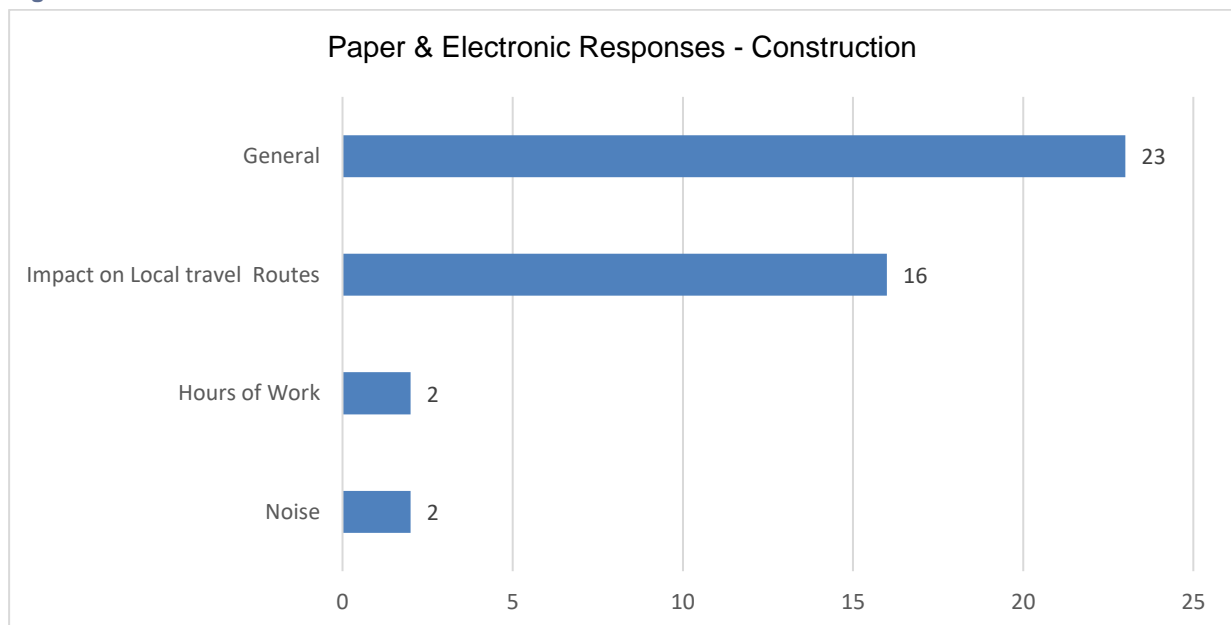
## 5.5 Construction

The final thematic category raised by respondents related to the proposed impacts during construction of the proposed dualling scheme. The main sub-categories that emerged from these responses are summarised below:

- General Construction Impact
- Construction Noise
- Construction Hours of Work
- Construction Impact on Local Travel Routes

These issues are considered in more detail within the remainder of this section.

Figure 36: Construction Themes



As can be seen in the figure above, the majority of comments received on the impacts during construction were generic (23 responses), however in terms of specific sub-categories the main concerns raised were in relation to the impact on local travel routes (16 responses).

A further 2 responses were also received in relation to concerns about the hours of work and noise respectively.

## 6 Further Email and Letter Responses

In addition to the household surveys and online questionnaires, members of the public were offered the opportunity to provide further comments on the proposed scheme via email. A dedicated email address [yorr@york.gov.uk](mailto:yorr@york.gov.uk) was set up to accommodate these responses.

A total of 88 responses were received from members of the public concerning several factors, including perceived benefits, suggestions and requests for further information. A summary of each response is provided in the remainder of this section.

Table 4: Email / Letter Responses – Summary of Comments

| Reference | Brief Summary of Issues Raised   |
|-----------|--|
| PEEM 01   | Request for cycle path from Wigginton Road to Wigginton  |
| PEEM 02   | Rawcliffe - Cause for concern around noise increase. Wants to raise the possibility of thickening this screening in width  |
| PEEM 03   | Rawcliffe - More details required about what will be done to reduce the impact of noise, pollution etc on current residents  |
| PEEM 04   | Can the mature oak on Diamond Wood be saved? Very concerned that trees will be removed and not replaced, or replaced with low vegetation, on Strensall roundabout.                       |
| PEEM 05   | Bottleneck. Designated cycle lanes via underpasses requested   |
| PEEM 06   | Rawcliffe : concern re : noise and air quality   |
| PEEM 07   | Concern re : radial routes   |
| PEEM 08   | Rawcliffe : concern re : noise and air quality   |
| PEEM 09   | Rawcliffe : concern re : bottlenecks, noise, journey times   |
| PEEM 10   | Concerned re : loss of pavement outside of property.   |
| PEEM 11   | Requests the removal of roundabouts  |
| PEEM 12   | Strensall: concerned re: noise and light pollution   |
| PEEM 13   | Merge in turn signs, next phase of dualling  |
| PEEM 14   | Interested in walking routes, would like to see footbridges, or at the very least central pedestrian islands and warning signs   |
| PEEM 15   | More investment and more dualling required   |
| PEEM 16   | Negative comments. Concerns that getting to and from the severed land via a slip road and roundabout circuit every time will be time-consuming and dangerous                             |
| PEEM 17   | Numerous queries : speed limit, nmu provision, plan detail, funding, splitter lanes, Wigginton Rd to Haxby, Haxby to Strensall, Strensall to Monks Cross, Monks Cross to Little Hopgrove |



| Reference | Brief Summary of Issues Raised  |
|-----------|---|
| PEEM 18   | Very impressed with information. Requests clarification on speed limits   |
| PEEM 19   | Requests clarification of what's happening with the PROW between A19 and Clifton Moor   |
| PEEM 20   | Requests grade separated junctions, bottlenecks and next phase of dualling. Concern re : back road from A19 to Shipton being used as a short cut during construction  |
| PEEM 21   | Strensall : Concerns re : increased noise, cycle track clarifications, resident access only for Abbots Gait?, affect on property value  |
| PEEM 22   | Negative comments. Air quality, noise pollution, speed concerns, global warming concerns  |
| PEEM 23   | Wigginton Rd : Request improvements for walking and cycling   |
| PEEM 24   | Queries : radial traffic accessibility onto the Ring Road, bottleneck concerns  |
| PEEM 25   | Requests clarification of what's happening with the PROW between A19 and Clifton Moor   |
| PEEM 26   | Queries re : inclusion and development of the environmental benefits that are proposed. Small complaint re : the sound quality on the video is poor   |
| PEEM 27   | Keeping the roundabouts will not fix the issue, just moves the problem to side roads.   |
| PEEM 28   | Queries re : Strensall underpass  |
| PEEM 29   | What proposals are in place to ensure safe crossing of pedestrians at the two public footpath points (Westfield Wood and also Landing Lane) on your map. Why not extend the bridge over the railway to cross York Road as well. It's the roundabouts that cause the holdups.  |
| PEEM 30   | Requests a review of the possibility of extending the cycle network to provide a safe track on Wigginton Road (from the Wigginton Road roundabout) to join the village of Wigginton, to provide safe easy access to Clifton Moor.   |
| PEEM 31   | Concerned about how you plan to ease the congestion at the roundabouts especially when trying to get onto the ring road. Particularly around the rawcliffe park and ride and the wigginton roundabout. Bottleneck. Have lights been considered at all and making yellow grid boxes on it to stop or attempt to stop cars blocking it. |
| PEEM 32   | Little Hopgrove South. Expresses support for a filter lane on the left hand side.   |
| PEEM 33   | The video about the improvements is very poor quality. The voice over on my laptop was impossible to hear and the unnecessary music too loud and irritating.  |
| PEEM 34   | Numerous queries : Traffic flow, heritage, noise, public rights of way, aesthetics, construction standards, biodiversity, social value  |
| PEEM 35   | Existing PROW between Haxby and Wigginton is a very dangerous place to cross from north to south (and vice versa). It is fundamental that the works provide for something to safeguard this situation.  |
| PEEM 36   | Suggests improvements to the proposed rerouting of the existing right of way  |

| Reference | Brief Summary of Issues Raised   |
|-----------|--|
| PEEM 37   | Queries : noise levels and suggests mitigation. Quotes SN/BT/347   |
| PEEM 38   | YORR needs to have grade-separation at interchanges. Are we going to close North Lane at Monk's Cross roundabout? It is a useful shortcut. Raises various queries re : lighting, improvements of otters, drainage ditch safety, NMU safety, bridge design, drainage in underpasses, lay-bys, ped / cycle crossings, PROW. Grade separated interchanges for the future - have we estimated the cost of this in comparison and done a cost-benefit analysis? Suggests diverting the River Foss to eliminate the loop that goes to the current bridge, then build YORR in a cut and cover tunnel, with link roads to Haxby Road and Monk's Cross roundabouts. |
| PEEM 39   | Raises various issues : History of existing arrangements, south site gate and access to Breck's Lodge, Breck's Nook Farm and it's access, footpaths, lack of crossing for horses and bus stops, drainage, access onto the A1237. Demands to see a highway safety statement relating to this junction and the proposed alterations.   |
| PEEM 40   | What happens when the increased volume of traffic reaches the Hopgrove roundabout, especially in summer where the A64 is clogged and no one is moving  |
| PEEM 41   | Please ensure that the number of new developments that have significantly increased the traffic flow through the Parish are taken into account - the new hospital off Haxby Road, the New Lodge housing development have both seen significant numbers of heavy goods vehicles accessing the area from the Ring Road and the new stadium is also likely to have an impact on traffic flow.   |
| PEEM 42   | Can you confirm to me on a detailed map exactly where the new ring road and roundabout will be built near York Road, Haxby.  |
| PEEM 43   | Requests 1. a tarmac footpath and cycleway along northern side, between Haxby Road and Wigginton Road roundabouts.2. Better pedestrian crossing facilities at the Wigginton Road roundabout. 3. A tarmac footpath between Wigginton Road roundabout and Creepy Crawlies  |
| PEEM 44   | PC feels that there has been a missed opportunity to improve cycling provision and therefore, cycle usage, particularly at the Wigginton Road roundabout which lies within the parish, where provision for cyclists travelling North to South is inadequate.   |
| PEEM 45   | Issues raised : concern at increased size of STR roundabout, noise mitigation, speed of traffic off the Ring Road needs to be limited, fixed speed cameras?, speed limit on the A1237?   |
| PEEM 46   | Issues raised : Climate Emergency, Provision for active transport, LTN 1/20 assessment of roundabouts, Reducing traffic in the City centre, landscape & biodiversity   |
| PEEM 47   | Pedestrian and cycle provision at all except the Haxby Road roundabout fails LTN1/20 guidelines. Asks that the council puts this scheme in the context of its transport strategy for the city and explains to residents and commuters how this scheme is intended to aid the city in meeting its commitment to be carbon-neutral by 2030. Explain how this particular upgrade will impact the rest of the transport network in and around York, and how any spare road capacity generated by this scheme will be used. Asks that the council publishes its benefit-cost analysis, including the calculations that have been used to reach this figure.     |

| Reference | Brief Summary of Issues Raised  |
|-----------|---|
| PEEM 48   | Draws CYC's attention to the Cambridgeshire and Peterborough Local Transport Plan. To give best value for the public funds being used this scheme should create the highest rights available for all users which is restricted byway. Links to communities along with linking bridleways must be included in this scheme, suggests linking the Moor Lane bridleway on the western side of the scheme to the bridleway at Hopgrove farm on the eastern side of the scheme. The York riding school must be given due consideration, suggests a Pegasus crossing   |
| PEEM 49   | Lives at Poppleton Road. Hopes that dualling the ring road would go a long way to improving poor air quality and noise as a result of stationary traffic  |
| PEEM 50   | Not in favour of creating more road space to be choked up again. Cycle-ped-wheelchair route between Haxby and Wigginton roundabouts is insufficiently wide. New routes must cater for future usage. Segregated shared use sustainable transport routes must be at least 5m wide. Maintenance must be committed to before the routes are built. Barriers to reduce noise and light pollution from the road need to be designed in and provided. Ped / cycle route needs to have sufficient lighting. Would like to see benches along all routes and wider spaces created for resting. Wants CYC to create a network of high quality year-round, well let segregated links. Important that any crossings at grade are genuinely level. Adequate signage. Wants to see cost benefits. Does not feel this looks far enough forward, needs to conform to LTN 1/20. Cycle routes to be accessible and convenient for all ages. Suggests the route between York centre and Haxby/Strensall to be based on upgrading the footpath between New Earswick and Haxby Landing (slightly to the west of the River Foss) and planning it now and ensuring the land is locked into the YORR scheme so it is available.people who travel actively <b>**must not be disadvantaged**</b> during construction works |
| PEEM 51   | Concerned about rat-running when scheme is under construction and speeding vehicles. Believe that traffic lights at the roundabouts should be considered, particularly at Clifton Moor, to keep the traffic moving - especially at busier times. Any plans to address the bottleneck that will be created at Shipton Rd roundabout. Pleased to see the extra cycle and footpaths being introduced.  |
| PEEM 52   | Wishes to protest against the proposals. Only one junction (Haxby Road) seems to have taken cycling properly into consideration. Cyclists need to be physically separated from pedestrians.   |
| PEEM 53   | Very concerned to note that the YORR proposals, as set out, currently fail to meet Government policy (Gear Change) and also fail to meet York's commitment to hierarchy of transport users - with cyclists and pedestrians near the top   |
| PEEM 54   | The plans to dual the Outer Ring Road fail to uphold Yorks Transport Strategy. A number of principles from Gear Change are not being met in the current scheme. With the exception of the Haxby Road roundabout, cycle provision woefully fails to pass the junction assessment outlined in LTN 1/20. Some significant design revisions are required to ensure that the standards set out in LTN 1/20 are met and CYC must show to have given due consideration to adherence to the standards when applying for or committing DfT funding.  |
| PEEM 55   | York Cycle Campaign is significantly concerned by the proposals put forward for the dualling of the A1237 and their lack of safe provision for pedestrians  |

| Reference | Brief Summary of Issues Raised   |
|-----------|--|
|           | and cyclists. Does not conform with LTN 1/20. Summarises the results of the LTN 1/20 junction assessment toolkit   |
| PEEM 56   | Should be grade separated junction. If the roundabouts are left insitu there will be little or no improvement and to carry out these proposed plans would be nothing short of a criminal waste of taxpayers money.   |
| PEEM 57   | Agree that these 3 objectives are worth pursuing : help reduce congestion and journey times, encourage traffic out of the city centre, support new development by helping “manage the extra traffic as more people commute”. Recommends assessment of junctions on LTN 1/20. Concerns re : traffic flow predictions. willing to support this scheme provided that we see clear evidence that the scheme will benefit roads within the city by reducing traffic levels there, and that those benefits are locked in from the outset.  |
| PEEM 58   | Agrees that the ring road in its current form is congested and supports the inclusion of junction improvements to help address this. Urges the council to plan for traffic restraint policies to be implemented BEFORE the ring road improvements are completed. Ped / cycle crossing requirements should be assessed using the latest design guidance, these should be min 4.0m wide. Additional request received for the leaflet to be improved for cyclists for the future.   |
| PEEM 59   | Keeping the roundabouts will not improve the ring road. Drivers wishing to travel from the outer villages will still experience delays. Considers retaining the outer ring road as primarily a single carriageway road with bridges over each roundabout to carry through traffic without any obstruction.   |
| PEEM 60   | As a result of the pandemic, does the traffic flow still justify the dualling of these sections of the A1237. Wouldn't money be better spent on encouraging more permanent home working. At STR: will destroy woodland, will go very close to a row of old cottages, would like to see extra sound barriers at the River Foss.   |
| PEEM 61   | Issues raised : Excessive lighting, lack of lighting for footpath / cycleway, enhanced crossings needed for cyclists at junctions where no underpasses are provided, unclear from the documentation what additional protection has been designed for cyclists/pedestrians at junctions without these and where there will now be extra lanes of traffic to negotiate. Is there a cycle path between Strensall & Monks Cross? Routes need to be direct, maintained, safe and, ideally, segregated. Clearer junction details required. |
| PEEM 62   | Pedestrians to be considered wrt the Public Right Of Way which crosses the Outer Ring Road. Confirm that no Compulsory Purchase Orders are in place for housing on the south side of the Outer Ring Road. Requests that any construction work takes into consideration local residents and aims to mitigate disturbance as much as possible  |

| Reference | Brief Summary of Issues Raised   |
|-----------|--|
| PEEM 63   | The improvements to the YORR should support the development of a Low Traffic Neighbourhood (LTN) between the ring road and the city centre. Mentions various suggested improvements and linking to NCN. Suggests that the design would be improved through the provision of a landscape boundary between the traffic-free path and the carriageway to reduce noise and visual intrusion of traffic for those using the traffic-free path. Cycling Level of Service (CloS) assessment should be carried out on the orbital shared path along the outside of the YORR, cycling infrastructure design to be compliant with the design guidance in LTN 1/20. A traffic-free route along the alignment of the footpath to Haxby is explored along with a bridge crossing of the YORR to maintain this popular PROW and allow it to become part of the National Cycle Network. |
| PEEM 64   | No science backing the claims that dualling the outer ring road will reduce congestion in York. At the very least the Council should pause this as they have paused the Fosse Basin car park proposals and wait the outcome of the post-covid review and the revised Local Transport Plan.   |
| PEEM 65   | Thinks the A1237 should definitely be dualled  |
| PEEM 66   | Broadly in support of the proposals. Would like clarity on bus priority considerations to facilitate regular bus routes egress at the following points: Shipton Road, Haxby Road, Strensall roundabout. Additionally, with the proposed development opposite Clifton Moor business park, future bus priority considerations will be required for crossing the ring road at Clifton Moor.   |
| PEEM 67   | States that it's shame that Wigginton Road isn't proposed to have any grade separation for pedestrians and cyclists, requests clarifications and suggest improvements at Clifton Moor, suggests proposed zebra on Strensall Rd should be a parallel crossing. The cycle facilities proposed will need to comply with the new Cycle Infrastructure Design guidance LTN1/20 in terms of width and also segregation between cyclists and pedestrians  |
| PEEM 68   | Cycle path from Strensall Road to Little Hopgrove roundabout   |
| PEEM 69   | Raises various points : speed limit? Clarify proposals for existing at-grade crossings at Clifton Moor and suggests additional links and refuges, queries south side of CMR to WGN, suggests : an underpass at WGN Rd, improvements at Westfield PROW, new footpath link from Haxby to Foss (north side), improvements at Strensall (River Foss), clarification requested STR to MX, bridleway crossing : central refuge acceptable as a minimum, mentions a future combined elongated arrangement for the 2 Hopgrove roundabouts.   |
| PEEM 70   | Raises various points : suggests refuges for at-grade crossings, queries CMR to WGN Rd (south side), suggests : an underpass at WGN Rd (east side), improvements at Strensall (River Foss), requests a track STR to MX (north side), bridleway crossing : central refuge acceptable as a minimum, mentions a future combined elongated arrangement for the 2 Hopgrove roundabouts.   |
| PEEM 71   | Strong overall support for the dualling scheme expressed. The Outer Ring Road dualling improvements should ideally form part of the wider Local Transport Plan 4. Additional and further pedestrian and cycle enhancements required at : WGN, STR, Haxby/STR/MX continuity, more east-west links, Westfield Beck connection and crossing point, Landing Lane footpath crossing connections.  |
| PEEM 72   | There will not be a satisfactory solution to the Outer Ring Road problems until there is an overall plan,that prioritises a new bridge over the River Ouse. Suggests that traffic lights at extremely busy times of the day could relieve some   |

| Reference | Brief Summary of Issues Raised  |
|-----------|---|
|           | of the problems arising here, until we deal with the main problem - the lack of duelling over the Ouse  |
| PEEM 73   | Main concerns are better provision for pedestrians and cyclists, and making the route more environmentally friendly through additional greenery. The biggest change I would like to see is safer crossing facilities. In particular, the crossing between Wigginton and Haxby roads.  |
| PEEM 74   | Suggests factoring in some bridges/tunnels for pedestrian / cycle routes. Tunnels in the form of simple concrete pipes in strategic places to help wildlife.  |
| PEEM 75   | What measures are in place to ensure the residents of York who live near the ring road will not have a significant increase in low frequency traffic noise? Could the road be made from sound absorbing material? Can the road be screen more effectively?  |
| PEEM 76   | Utter nonsense. Where is the evidence to demonstrate that "residents" are in favour of increasing traffic volume, noise and pollution? The proposals simply lack common sense and honesty. Suggests that before committing to this folly, the residents of the communities affected should be offered a genuine opportunity to consult on this proposal with democratic vote. In doing so we might also vote on the proposes fitness to represent our interests and his/her continued position in office. |
| PEEM 77   | Concerns re : new arrangement at Haxby  |
| PEEM 78   | Climate change issues   |
| PEEM 79   | Is there provision for emergency services?  |
| PEEM 80   | Underpass issues at Haxby   |
| PEEM 81   | Deeply concerned about the restructuring of the public footpath from Conway close Rawcliffe to Skelton. An underpass or overhead walkway should be installed. The plans make it clear users will have to walk to clifton moor and under the roundabout section to gain access back onto the path.   |
| PEEM 82   | Concerns re : vehicular traffic, pedestrian & cyclists, bottlenecks at the end of dualling  |
| PEEM 83   | Welcomes the scheme   |
| PEEM 84   | Negative comments received.   |
| PEEM 85   | Follows on from PEEM 10. Concerns raised include : noise, light, speed limit, request for broadband improvements  |
| PEEM 86   | Negative comments. Concerns re : Visual, SACTRA report, Climate change, LTN 1/20  |
| PEEM 87   | Requests improvements for cyclists (STR)  |
| PEEM 88   | Concerns : noise pollution, air quality, habitat and RTC risks  |

## 7 Summary and Conclusions

### 7.1 Summary

Pell Frischmann has been commissioned by City of York Council (CYC) to prepare a Public and Stakeholder Engagement Report as part of the proposed York Outer Ring Road Dualling Scheme (Phase 1 – A19 to Hopgrove). The purpose of this document is to report on the findings of the engagement process, to gather feedback and inform the scheme development.

In terms of stakeholder consultation, this process has involved a variety of engagement activities which can be summarised as follows:

- Member and Parish Council Briefings;
- Environmental Impact Assessment – Scoping Report;
- Stakeholder Letters; and
- Direct Engagement with landowners.

The approach to engagement with the public has also involved a variety of activities, which are firstly based around publicity of the YORR Phase 1 proposals and secondly focused on obtaining feedback through household and online questionnaires. A summary of the specific methods used to publicise the scheme is provided below:

- Press Release;
- Webpages;
- Scheme Flythrough Visualisation Video;
- Signage; and
- Social Media.
- Virtual Consultation Event

In total, 17,016 household surveys were posted to members of the public and businesses within the consultation study area. A total of 2,649 questionnaires were returned, representing a return rate of 15.6%. In terms of the online questionnaire, this yielded a further 941 responses, providing a combined total of 3,950 responses.

### 7.2 Conclusions

The key findings from the household surveys and online questionnaire responses are as follows:

- 83% of respondents stated that their main purpose for using the YORR was because they lived within the surrounding area or used the YORR to access shopping (80%) and leisure (60%) facilities;
- 97% of respondents travelling on the YORR stated that they are car users;
- 52% of the respondents used the YORR for travel several times per week with a further 29% using the route every day;
- More than half of respondents agreed or strongly agreed that the existing conditions for vehicles (66%), cyclists (86%) and pedestrian (78%) were poor;
- 79% of respondents strongly agreed or agreed (50%:29% respectively) that the proposed improvements would help reduce congestion and improve the operation of the YORR;

- 44% of the respondents either strongly agreed or agreed (14%:30% respectively) that the proposed plans would encourage them to partake in active travel;
- 36% of respondents stated that the main existing barrier to active travel is due to the volume of traffic and crossing provision.
- 21% of respondents stated that their main destination was Clifton Moor or Monks Cross;
- 89% of respondents confirmed that the consultation was helpful; and
- 42% of respondents stated that they were over the age of 65.

In addition to the above quantitative results, a thematic analysis of the qualitative responses provided in question 10 has also been undertaken. The aim of this process was to extract the key themes within the comments provided and allocate these to a number of the sub-categories for the purposes of analysis.

The key themes extracted from the comments were in relation to road network impacts, non-motorised user impacts, road safety impacts, environmental impacts and construction impacts. A summary of the main sub-category topics raised within each theme are as follows:

- **Road Network Impacts** - the vast majority of comments received under this theme related to concerns about the level of existing queuing and capacity on both the A1237 YORR (394 comments) and surrounding approach roads (239). A further 122 comments were raised in relation to expansion of the dualling proposals to include the whole of the A1237 YORR. These comments therefore provide an indication of the existing issues experienced by users on the A1237 YORR and the desire for improvements to be implemented, including the remainder of the route.
- **Non-Motorised User Impacts**
  - **Pedestrian Impacts** - a total of 249 comments were received in relation to pedestrian provision. The vast majority of these comments (152) were from respondents who expressed a desire for general improvements to the existing pedestrian provision along the A1237 YORR. A number of respondents provided more specific comments on the pedestrian provision at the junctions and/or routes at Strensall (25), Wigginton (22) and Haxby (20). A further 20 respondents also made comments on the need for improvements to the pedestrian links between Strensall and Monks Cross.
  - **Cycle Impacts** – the majority of comments identified the need for better cycle provision at Strensall (60 comments). A further 20 respondents suggested that improvements should be made between Strensall and Monks Cross. In terms of other locations, a total of 18 respondents requested better provision at Wigginton, whereas 15 people identified the need for cycle measures at Haxby and 10 at Earswick.
  - **Equestrians** – a total of 9 respondents cited ‘horse provision’ as a theme within their response. This included specific comments relating to the crossing of Wigginton Road at the site of the Yorkshire Riding School.
  - **Bus and Rail Impacts** - a total of 31 respondents raised this theme within their comments. The main feedback extracted from these responses related to thr



need for better and/or more joined up thinking on the provision of rail and bus services that serve existing outlying villages.

- **Road Safety Impacts** - 48 respondents raised concerns about the potential for speeding vehicles and an increase in road traffic accidents (19). A further 10 respondents highlighted more general concerns over road safety, whereas 9 comments were made in relation to security for road users.
  
- **Environmental Impacts**
  - **Wildlife and Established Trees** - 50 respondents raised comments in relation to the impact of the scheme on wildlife and established trees. A further 28 comments raised concerns about the general environmental impact, whereas a total of 27 respondents noted issues associated with the scheme on the surrounding landscape, trees and hedgerows. With regards to specific locations, a total of 9 respondents raised concerns about the impact of the dualling scheme on Diamond Jubilee Wood.
  - **Screening** - responses were focused around two sub-themes which are in relation to 'a lack of screening' as a result of the dualling scheme (16 comments) and the 'loss of screening'.
  - **Noise** – 32 comments were received regarding concerns over future noise levels. A further 29 respondents were concerned about the noise, air quality and pollution impacts on local residents living near to the scheme.
  - **Air Quality** – 25 comments specifically raised air quality as an issue. A further 8 respondents also stated that the increase in vehicles as a result of the scheme would be detrimental to air quality.
  
- **Construction Impacts** – 23 general comments were received in relation to the impacts during construction, however in terms of specific sub-categories the main concerns raised were in relation to the impact on local travel routes (16 responses). A further 2 responses were also received in relation to concerns about the proposed hours for construction work and noise respectively.

In addition to those responses received within the household and online questionnaires, a total of 88 comments were provided via a dedicated scheme email address. These comments included a wide range of responses which have been summarised within this engagement report.

Having established the initial feedback from stakeholders and the general public through this engagement exercise, it is proposed that further refinement of the scheme design is undertaken as the project evolves.

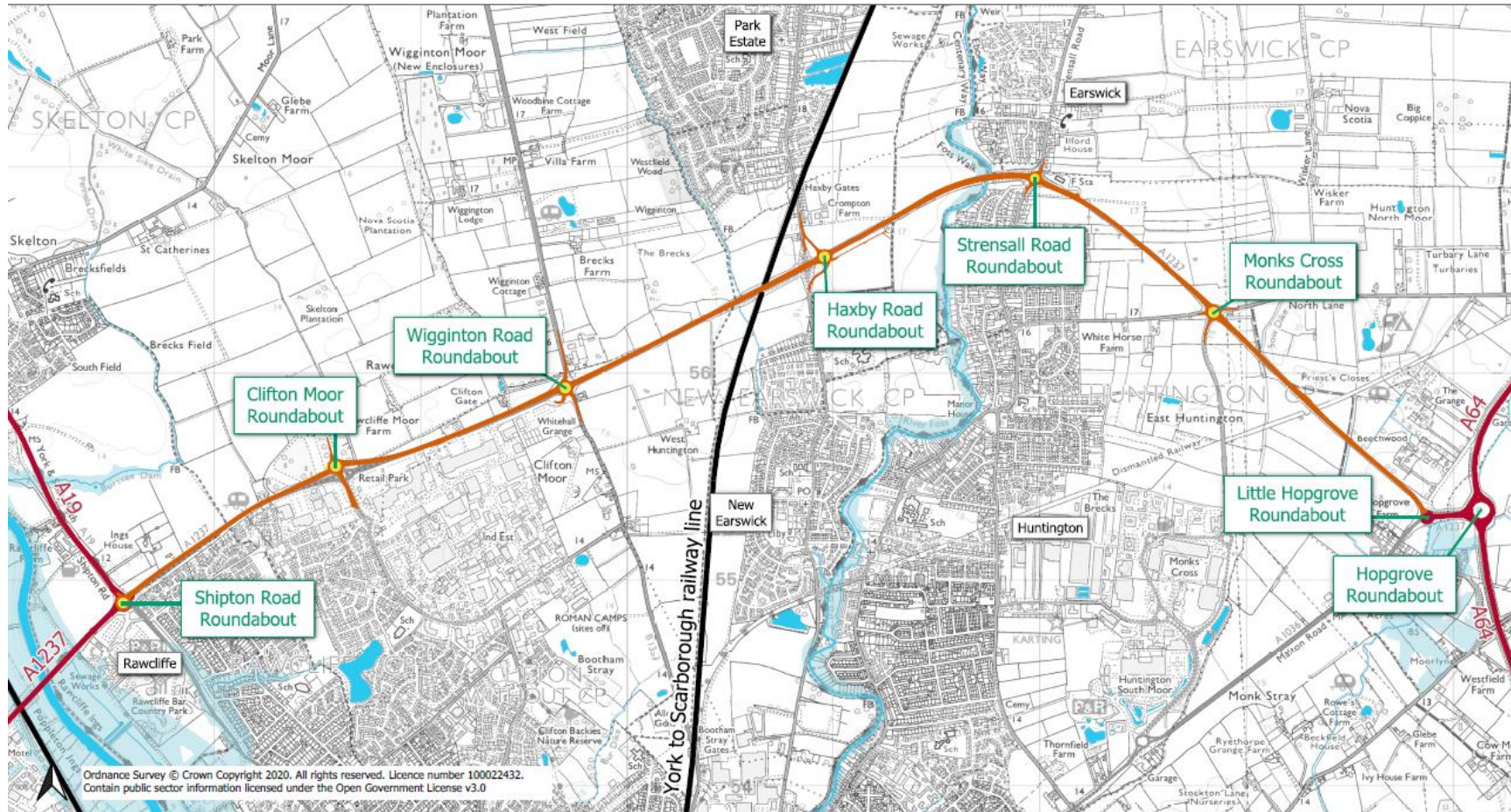
In terms of stakeholder engagement, it is proposed that discussions on the proposed design will continue throughout the project. This will include further direct meetings and information provided to land owners, statutory consultees, council members and parish councils. These stakeholders will also have an opportunity to provide formal comments through the planning process.

With regards to public engagement, as with this exercise, information will continue to be published during the project development at appropriate intervals. As with stakeholders, there

will also be an opportunity for members of the public to submit comments on the scheme as part of the planning process.

## Appendix A– Scheme Drawing

# York Outer Ring Road – Dual Carriageway



## Appendix B - Key Stakeholders

A Copy of the letter that was sent to Key Stakeholders on the 14<sup>th</sup> October 2020



Major Transport Projects  
West Offices  
Station Rise  
York  
YO1 6GA

My Ref: MTP/YORR/PE1  
Tel No: (01904) 551550  
E-mail: [yorr@york.gov.uk](mailto:yorr@york.gov.uk)

14th October 2020

Dear Sir/Madam,

**A1237 YORK OUTER RING ROAD (YORR) - DUALLING UPGRADE**

City of York Council is proposing to construct a dual carriageway along the A1237 York Outer Ring Road, between the A19 Shipton Road Roundabout and Little Hopgrove junctions. The primary objectives are to improve journey times and increase capacity to encourage economic growth on this heavily congested route. We want to get your views on this proposal and a questionnaire is included in the pack for this purpose.

Funding has been secured for the project, which includes £38m from the West Yorkshire Combined Authority (WYCA), £25m from the Department of Transport (DfT), along with additional contributions of £8.6m (including City of York Council £3.6m) to enable this to happen.

The dualling scheme itself involves the upgrade of 5 major junctions between the A19 and Little Hopgrove, along with the construction of 2 bridges. These will be located across the York to Scarborough railway line and the River Foss. The scheme also includes the provision of a new orbital pedestrian and cycleway facility from A19 Shipton Road roundabout at Rawcliffe to Strensall Road. New areas of woodland planting will also characterise the scheme proposals.

The creation of this new dual carriageway will remove 'bottlenecks' and the existing unpopular 'merge in turn' arrangements, helping to increase capacity and reducing journey times along the route.

Increasing the capacity of the York Outer Ring Road will also complement the City's transport policies to provide more sustainable travel options and improve air quality. The scheme will improve connectivity by enhancing pedestrian and cycling links between villages outside the ring road and the city centre. The improvements are also

Director: Neil Ferris

[www.york.gov.uk](http://www.york.gov.uk)

necessary to drive economic growth to provide new housing and employment which is projected in the draft New Local Plan.

The aim is to start on site in summer 2023, with construction expected to be completed in 2025. It is proposed that the majority of the widening will be constructed on land to the north of the existing A1237 and will be off-highway, which will allow the existing 2-way traffic flow to be maintained for the majority of the duration of the works, minimising any disruption to the existing network. However some disruption to traffic will be unavoidable at certain times but we will advertise any such works well in advance.

We are keen to hear people's views on these proposals with formal consultation taking place from now until the 16<sup>th</sup> November 2020. I would be grateful if you would take the time to look at the enclosed leaflet and visit our webpage [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr) which detail these proposals further.

If you wish to comment, raise an issue or have any concerns over the proposed improvements please complete the attached questionnaire and return this via the reply paid envelope, or alternatively, complete and return on-line via : [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

I look forward to hearing from you.

Yours faithfully,



**Gary Frost**  
 Major Transport Projects Manager  
 Directorate of Economy and Place

If you would like this document in an alternative format, please contact:

☎ (01904) 551550    ✉ [ycc@york.gov.uk](mailto:ycc@york.gov.uk)  
 🐦 @CityofYork    📘 @cityofyork

It is available in the following languages:

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بہلی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

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Publication date:

For further information: West Offices, Station Rise, York, YO1 6GA

A1237 York Outer Ring Road Phase 1 Dualling  
Stakeholder and Public Engagement Report  
W50819-PEL-GEN-ZZ-RP-CH-00006 S0 P4

| Date sent                                      | Name   | Comments  |
|--|--|---|
|  | <b>Political</b>                               |   |
| 13/10/2020                                     | City of York Council MP (York Outer Ring Road) |   |
| 13/10/2020                                     | City of York Council MP (York Central)         |   |
| Varies (see overleaf)<br>Varies (see overleaf) | CYC Ward / Parish Councillors                  | Responses received from :<br>1. New Earswick Parish Council (11/11/20)<br>2. Clifton (Without) Parish Council (13/11/20)<br>3. Skelton Parish Council (15/11/20)<br>4. Rawcliffe Parish Council (16/11/20)<br><br>Haxby & Wigginton Ward (16/11/20) |
|  | Green Party                                    | Response received 13/11/2020  |
|  | Cllr D'Agorne                                  | Response received 16/11/2020  |
|  | Lib Dem Ward Councillors                       | Response received 16/11/2020  |
|  |  |   |
| 14/10/2020                                     | West Yorkshire Combined Authority              |   |
| 14/10/2020                                     | Department for Transport                       |   |
|  |  |   |
|  | <b>Transport</b>                               |   |
| 14/10/2020                                     | Network Rail                                   |   |
| 14/10/2020                                     | First York                                     |   |
| 14/10/2020                                     | Transdev                                       |   |
| 14/10/2020                                     | East Yorkshire                                 |   |
| 14/10/2020                                     | Arriva Yorkshire                               |   |
| 14/10/2020                                     | Arriva Yorkshire                               |   |
| 14/10/2020                                     | Reliance                                       |   |
| 14/10/2020                                     | Connexions Buses                               |   |
| 14/10/2020                                     | York Pullman                                   |   |
| 14/10/2020                                     | Stephensons of Easingwold                      |   |
| 14/10/2020                                     | Ghost Bus Tours                                |   |
| 14/10/2020                                     | Glenn Coaches                                  |   |



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| Date sent  | Name  | Comments  |
|------------|---|---|
| 14/10/2020 | Confederation of Passenger Transport        | Response received 16/11/20  |
| 14/10/2020 | York Bus Forum                              |   |
|            |   |   |
|            | <b>Walking, Cycling and Sporting Groups</b> |   |
| 15/10/2020 | Cycling UK (York)                           | Response received 16/11/20  |
| 15/10/2020 | Sustrans                                    | Response received 16/11/20  |
| 15/10/2020 | York Bike Belles                            |   |
| 15/10/2020 | York Cycle Campaign                         | Response received 16/11/20  |
| 15/10/2020 | York Greenways                              |   |
| 15/10/2020 | York Walking for Health                     |   |
| 15/10/2020 | York Ramblers                               | Response received 16/11/20  |
| 15/10/2020 | YorWellbeing                                |   |
| 15/10/2020 | The Ramblers                                |   |
| 15/10/2020 | British Horse Society                       | Response received 16/11/20  |
| 15/10/2020 | Byways and Bridleways Trust                 | Response received : <i>Due to the number of notices received, we will not necessarily respond</i> |
| 15/10/2020 | Auto Cycle Union Ltd                        | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Access and Rights of Way Dept.              | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Byways and Bridleways Trust                 | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Open Spaces Society                         | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Ramblers                                    | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | The British Driving Society                 | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Cyclists' Touring Club                      | Letters sent via CYC Print & Scan Teams   |
| 15/10/2020 | Nestle                                      | Letters sent via CYC Print & Scan Teams   |
| Mail Drop  | Earswick Equestrian                         | Letter sent via mail drop   |
| Mail Drop  | Cottage Farm Stables                        | Letter sent via mail drop   |

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| Date sent  | Name   | Comments                            |
|------------|--|-------------------------------------|
|            |  |                                     |
|            | <b>Community Groups</b>                        |                                     |
|            |  |                                     |
| 15/10/2020 | ageukyork                                      |                                     |
| 14/10/2020 | York Older People's Assembly                   |                                     |
| 14/10/2020 | York Older People's Assembly                   |                                     |
| -          | York Older People's Assembly                   |                                     |
| -          | Skelton Village Trust                          | Response received 07/11/2020        |
| -          | York Civic Trust                               |                                     |
|            |  |                                     |
| 15/10/2020 | York CVS                                       |                                     |
| 15/10/2020 | MySight York                                   |                                     |
| 15/10/2020 | York Blind & Partially Sighted Society         |                                     |
| 15/10/2020 | York Blind & Partially Sighted Society         |                                     |
| 15/10/2020 | Resource Centre for Deafened People            |                                     |
| 15/10/2020 | York Independent Living Network                |                                     |
| 15/10/2020 | Disabled Go                                    |                                     |
| 15/10/2020 | Shop Mobility York                             |                                     |
| 15/10/2020 | Be Independent                                 |                                     |
| 15/10/2020 | York People First                              |                                     |
|            |  |                                     |
|            | <b>Economic Development Groups</b>             |                                     |
| 15/10/2020 | Make It York                                   | Destination management organisation |
| 15/10/2020 | York Business Improvement District             |                                     |
| 15/10/2020 | Chamber of Commerce                            |                                     |
| 15/10/2020 | Tourist Information                            |                                     |
|            |  |                                     |
|            | <b>Heritage and Landscaping Groups</b>         |                                     |
| 15/10/2020 | English Heritage                               |                                     |
| 15/10/2020 | Archaeological                                 |                                     |
| 15/10/2020 | York Civic Trust                               |                                     |
| 15/10/2020 | York Environment Forum Transport Group (YEFTG) |                                     |

A1237 York Outer Ring Road Phase 1 Dualling  
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| Date sent  | Name  | Comments |
|------------|---|----------|
| 15/10/2020 | Treemendous                                       |          |
|            |   |          |
|            | <b>Businesses</b>                                 |          |
|            | Covered by mail-out                               |          |
|            |   |          |
|            | <b>Media</b>                                      |          |
|            | Covered by press release                          |          |
|            |   |          |
|            | <b>Education</b>                                  |          |
| 15/10/2020 | York University Student Union                     |          |
| 15/10/2020 | York College                                      |          |
| 15/10/2020 | York University                                   |          |
|            |   |          |
|            | <b>Statutory</b>                                  |          |
| 15/10/2020 | Fire Service                                      |          |
| 15/10/2020 | Police  |          |
| 15/10/2020 | Police  |          |
| 15/10/2020 | Ambulance   |          |
| 15/10/2020 | Environment Agency                                |          |
| 15/10/2020 | York Consortium of Internal Drainage Boards (IDB) |          |
| 15/10/2020 | Highways England - Toni Rios                      |          |
| 15/10/2020 | Natural England – Liam O Reilly                   |          |
| 15/10/2020 | Road Haulage Association                          |          |
| 15/10/2020 | Trafficmaster                                     |          |
| 15/10/2020 | York Hospital                                     |          |

A1237 York Outer Ring Road Phase 1 Dualling  
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W50819-PEL-GEN-ZZ-RP-CH-00006 S0 P4

York Outer Ring Road Stakeholder/Consultee Contact List - All Councillors

| Date Contacted | Parish / Ward             | Response received | Contract Role | Name        |           |
|----------------|---------------------------|-------------------|---------------|-------------|-----------|
|                | <b>WARD</b>               |                   |               |             |           |
| 07/10/2020     | Huntington & New Earswick |                   | Councillor    | Orrell      | Keith     |
| 07/10/2020     |                           |                   | Councillor    | Runciman    | Carol     |
| 07/10/2020     |                           |                   | Councillor    | Cullwick    | Chris     |
|                | <b>PARISH</b>             |                   |               |             |           |
| 09/10/2020     | Huntington                |                   | Clerk         | Frankland   | Lorraine  |
| 09/10/2020     | New Earswick              | 11/11/2020        | Clerk         | Bruckshaw   | Sally     |
|                | <b>WARD</b>               |                   |               |             |           |
| 07/10/2020     | Haxby & Wigginton         | 16/11/2020        | Councillor    | Pearson     | Edward    |
| 07/10/2020     |                           |                   | Councillor    | Cuthbertson | Ian       |
| 07/10/2020     |                           |                   | Councillor    | Hollyer     | Andrew    |
|                | <b>PARISH</b>             |                   |               |             |           |
| 09/10/2020     | Wigginton                 |                   | Clerk         | Geary       | David .W. |
| 09/10/2020     | Haxby                     |                   | Clerk         | Scott       | Mark      |
|                | <b>WARD</b>               |                   |               |             |           |
| 07/10/2020     | Strensall                 |                   | Councillor    | Fisher      | Tony      |
| 07/10/2020     |                           |                   | Councillor    | Doughty     | Paul      |
|                | <b>PARISH</b>             |                   |               |             |           |
| 09/10/2020     | Strensall                 |                   | Clerk         | Hill        | Fiona     |
| 09/10/2020     | Stockton-on-the-Forest    |                   | Clerk         | Hill        | Fiona     |
| 09/10/2020     | Earswick                  |                   | Clerk         | Fisher      | Joanne    |
|                | <b>WARD</b>               |                   |               |             |           |
| 07/10/2020     | Rural West York           |                   | Councillor    | Barker      | James     |
| 07/10/2020     |                           |                   | Councillor    | Hook        | Anne      |
|                | <b>PARISH</b>             |                   |               |             |           |
| 09/10/2020     | Skelton                   | 15/11/2020        | Clerk         | de Vries    | Karin     |
| N/A            | Nether Poppleton          |                   | Clerk         | Mackman     | B.J.W.    |
|                | <b>WARD</b>               |                   |               |             |           |
| 07/10/2020     | Rawcliffe & Clifton       |                   | Councillor    | Waudby      | Sam       |
| 07/10/2020     |                           |                   | Councillor    | Wann        | Derek     |
| 07/10/2020     |                           |                   | Councillor    | Smalley     | Darryl    |
|                | <b>PARISH</b>             |                   |               |             |           |
| 09/10/2020     | Clifton Without           | 13/11/2020        | Clerk         | Pink        | Louise    |

A1237 York Outer Ring Road Phase 1 Dualling  
 Stakeholder and Public Engagement Report  
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| Date Contacted | Parish / Ward   | Response received | Contract Role | Name      |         |
|----------------|-----------------|-------------------|---------------|-----------|---------|
| 09/10/2020     | Rawcliffe       | 16/11/2020        | Clerk         | Vicary    | Fiona   |
|                | <b>WARD</b>     |                   |               |           |         |
| 07/10/2020     | Heworth Without |                   | Councillor    | Ayre      | Nigel   |
|                | <b>PARISH</b>   |                   |               |           |         |
| 09/10/2020     | Heworth Without |                   | Clerk         | Moorcroft | Nicola  |
|                | <b>MP's</b>     |                   |               |           |         |
| 13/10/2020     | Inner York      |                   |               | Maskel    | Rachael |
| 13/10/2020     | Outer York      |                   |               | Sturdy    | Julian  |

## Appendix C – Press Release



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09 Oct 2020

## Share your views on the York Outer Ring Road

City of York Council is asking residents, businesses and visitors for their views on the proposed upgrade of the York Outer Ring Road from A19 Shipton Road to the A1036 Little Hopgrove.

This follows the announcement last year that the Department for Transport has approved York's £25m scheme to dual the Outer Ring Road from the A19 Shipton Road to the A1036 Little Hopgrove progressing to final business case stage.

West Yorkshire Combined Authority have also approved £38m to upgrade seven roundabouts along the ring road. Wetherby Road roundabout was the first to be upgraded and was completed in 2019.

**Deputy Leader of the Council and Executive Member for Transport, Cllr Andy D'Agorne, said:**

"Residents, businesses and visitors have been calling for upgrades and specifically dualling of the York Outer Ring Road for some time and we recognise the impact that congestion has on all users.

These upgrades give us a great opportunity to integrate sustainable travel infrastructure into a significant part of the city's road network. By providing a more attractive option it will also help reduce the number of journeys through the city, allowing us to create a better environment for people to walk and cycle, whilst helping to improve air quality.

Creating safe walking and cycling routes alongside and across the ring road will also help to make possible more sustainable transport options for residents of the outer villages and reduce severance impact of the ring road.

I'd encourage everyone to share their views on the proposed additional active travel facilities, including over 6km of walking and cycling network, underpasses and bridleways."

Alongside the road and active travel upgrades there will also be an extensive landscape programme with the aim of retaining existing trees and hedgerows where we can. Where this is not possible a diverse range of trees and hedgerows will be planted to complement the local environment and integrate the new road into the existing landscape.

The council have written to over 17,000 residents and businesses close to the York Outer Ring Road. People can also share the views online at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr). The consultation closes on Monday 16 November 2020.

ENDS

## Contact Information

**City of York Council Newsdesk**

City of York Council

[newsdesk@york.gov.uk](mailto:newsdesk@york.gov.uk)

## Notes to editors

### Executive members and their portfolios:

- Deputy Leader of the Council and Executive Member for Transport – Cllr Andy D'Agome on 07941392667





---

19 Nov 2020

## York Outer Ring Road – Consultation feedback to be evaluated

City of York Council would like to thank residents, businesses and visitors who submitted their views about the proposed dualling upgrade of the York Outer Ring Road (Phase 1) from the A19 Shipton Road to the A1036 Little Hopgrove roundabouts.

Over 3,000 comments were submitted during the five week consultation. The council will now review these and assess what changes might be needed to the scheme before taking a report to a meeting of the council's Executive early in 2021.

The report will include the layout which, if approved, will be submitted as part of the planning application for the scheme.

Alongside this, ground investigation works are set to take place both before and after Christmas along this stretch of the Ring Road. The works include creating several small boreholes to assess the local geology and will assist with the detailed design of the infrastructure.

**Deputy Leader of the Council and Executive Member for Transport, Cllr Andy D'Agorne, said:**

"I'd like to thank everyone who took the time to submit their comments and views about the proposed upgrade of the outer ring road. We also have a great opportunity to bolster our active travel network in two phases, by both moving more vehicle journeys out of the city centre and also by vastly improving sustainable transport facilities along the ring road.

"We are yet another step closer to delivering this boost for our city's infrastructure and of course, the wider economy. Local residents and groups will have the opportunity to comment on the updated proposals when the report is taken to the Executive, and then later through the planning process."

For more information about the York Outer Ring Road upgrade visit [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr)

ENDS

## Contact Information

Chris Day  
City of York Council  
[chris.day@york.gov.uk](mailto:chris.day@york.gov.uk)

## Notes to editors

### Executive members and their portfolios:

- Deputy Leader of the Council and Executive Member for Transport – Cllr Andy D'Agorne on 07941392667



09 Nov 2020

## Residents and businesses reminded to share their views on York Outer Ring Road



City of York Council is reminding residents, businesses and visitors to share their views on the proposed dualling of the York Outer Ring Road from A19 Shipton Road to the A1036 Little Hopgrove.

This follows the announcement last year that following lobbying the Department for Transport had approved York's £25m scheme to dual the section of Outer Ring Road from the A19 Shipton Road to the A1036 Little Hopgrove progressing to final business case stage.

West Yorkshire Combined Authority has also approved £38m to upgrade seven roundabouts along the ring road. Wetherby Road roundabout was the first to be upgraded and was completed in 2019.

**Deputy Leader of the Council and Executive Member for Transport, Cllr Andy D'Agorne, said:**

"We've already had a great response with residents, businesses and visitors sharing their thoughts on the upgrade scheme for the York Outer Ring Road. This feedback is important as it helps shape this great opportunity to integrate sustainable travel infrastructure into a significant part of the city's road network.

"It will also help reduce the number of journeys through the city, allowing us to create a better environment for people to walk and cycle, whilst helping to improve air quality. I would encourage people who haven't yet shared their views to get involved before Monday 16 November."

**Leader of City of York Council, Cllr Keith Aspden, said:**

"Alongside our local transport strategy, residents and businesses have long called for the York Outer Ring Road to be upgraded to cope with demand increases since the road was originally built. I would encourage residents, businesses, visitors and partners locally and across the region to share their views so we can ensure the York Outer Ring Road is ready for generations to come."

The council have written to over 17,000 residents and businesses close to the York Outer Ring Road. People can also share the views online at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr). The consultation closes on Monday 16 November 2020.

**ENDS**

## Contact Information

**Chris Day**  
City of York Council  
[chris.day@york.gov.uk](mailto:chris.day@york.gov.uk)

## Appendix D - **Sample Leaflet & Paper Questionnaire**

**A1237 York Outer Ring Road Phase 1 Dualling Stakeholder and Public Engagement Report W50819-PEL-GEN-ZZ-RP-CH-00006 S0 P4**

**YORR improvement scheme**

The A1237 York Outer Ring Road (YORR) is a key part of Yorkshire's road network. It is currently a single carriageway road which is often heavily congested, leading to significant delays and unreliable journey times, all of which limit the efficient movement of people and vehicles around the city.

Dualling of the A1237 is crucial to the City's sustained growth and economic prosperity, and recent consultations have shown overwhelming support from the public and businesses for improvements to this road. The funding commitment of £38m by the West Yorkshire Combined Authority, £25m from the Department for Transport, along with additional contributions of £8.6m (including our own contribution of £3.6m) has enabled us to progress the improvement scheme.

The scheme involves the upgrade of 5 major roundabouts from the A19 Shipton Road Roundabout up to (but not including) the Hopgrove Roundabout and will convert this stretch to dual carriageway. The scheme also includes the provision of new facilities for pedestrians and cyclists as well as extensive landscaping and tree planting.

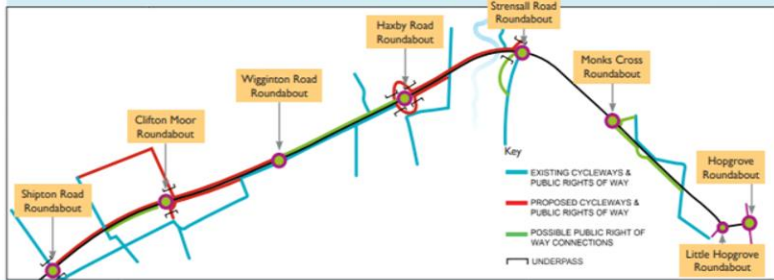
**Construction stages and duration**

Construction work on the YORR is anticipated to commence in mid-2023 for 2 years with completion in 2025. The scheme involves the construction of a bridge over the York to Scarborough railway line and another over the River Foss.

The majority of the widening will be constructed to the north of the existing A1237 Ring Road and will be off-highway which will allow the existing 2-way traffic flow to be maintained for the majority of the construction stage, minimising any disruption to the existing network.

Further updates relating to construction activities will be provided as the scheme develops.

**Improvements for pedestrians and cyclists**



As an important part of the scheme we are looking to upgrade pedestrian and cycle facilities, creating an orbital cycle and pedestrian route to help encourage the uptake of active travel. The scheme proposes:

- Significant additional pedestrian and cycleway network, creating safe and attractive routes helping to link residential areas with key employment, retail and educational facilities
- Public footpaths and bridleways to be retained and where necessary diverted to safe crossing points
- A new underpass at Clifton Moor
- 2 new underpasses at Haxby in addition to the 2 that exist at present
- A new underpass at Srenall Road Roundabout



**Landscape and environmental benefits**

The project includes a comprehensive landscape scheme, retaining existing trees and hedgerows where we can, and employing a policy of 'net gain' to provide substantial additional tree planting and landscaping along the route.

We are aiming to introduce:

- tree and woodland planting
- species rich hedgerow planting
- specimen trees and feature planting at key locations
- species rich grassland including wildflowers
- a system of sustainable drainage ditches

The landscaping scheme will incorporate a range of biodiversity measures including planting to benefit pollinators. It will complement the local environment, integrating the new road corridor into the fabric of the existing landscape

We are also committed to the efficient use of natural resources for carbon absorption and will use energy saving measures wherever we can to reduce the carbon footprint of the scheme. For example, we are seeking to reuse and recycle construction materials on site where possible.

**Local Employment and Skills Opportunities**

We aim to support local businesses by using local labour, training and apprenticeship opportunities wherever possible.



**Please let us know your views**

If you wish to comment on the proposals there a number of ways to do this:

Phone: 01904 551550

Email: [yorr@york.gov.uk](mailto:yorr@york.gov.uk)

Post: York Outer Ring Road (Major Projects Team) City of York Council West Offices Station Rise York, YO1 6GA

See our website for further details and to complete our online [questionnaire](https://www.york.gov.uk/yorr):

[www.york.gov.uk/yorr](https://www.york.gov.uk/yorr)

To enable your views to be taken into account, please send your comments relating to the YORR proposed improvements by:

Monday 16 November 2020

Following the consultation we will carefully consider the responses as we progress the project further and any issues raised will be addressed, where possible, in the final scheme design.



**York Outer Ring Road dualling scheme**

What we're doing to York Outer Ring Road

[york.gov.uk/yorr](https://york.gov.uk/yorr)



York Outer Ring Road [yorr@york.gov.uk](mailto:yorr@york.gov.uk)



### A1237 York Outer Ring Road (YORR) - Dualling Scheme Public Engagement Questionnaire

We would like your views on our proposed improvements. You can also complete this questionnaire online at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr) Please note that all surveys are anonymous unless you choose to provide your contact details.

Please return this questionnaire to us by **Monday 16th November 2020**

1. For what purpose do you currently travel on the A1237 York Outer Ring Road (A19 to Little Hopgrove)? (please tick all that apply)

- I live near the YORR (A1237)     
  I work / own a business in this area     
  Shopping  
 I commute on this route to work or education on a regular basis     
  Leisure  
 To access Park and Ride facilities     
  Other (please specify) .....

2. How do you normally travel on the York Outer Ring Road? (please tick all that apply)

- Car   
  Cycle   
  Walk   
  HGV   
  Motorcycle   
  Bus   
  Other.....

3. How often do you travel on the York Outer Ring Road?

- Every day   
  Several times a week   
  Once a week   
  Less often   
  Other.....

4. The aim of the scheme is to reduce congestion and improve traffic flows, as well as providing facilities for active travel (walking and cycling). Please rate the **existing conditions** on the YORR for vehicles, pedestrians and cyclists.

- Vehicles     
  very poor   
  poor   
  OK   
  good   
  excellent  
 Pedestrians   
  very poor   
  poor   
  OK   
  good   
  excellent  
 Cyclists     
  very poor   
  poor   
  OK   
  good   
  excellent

5. How strongly do you agree or disagree that dualling and junction improvements will help reduce the congestion experienced and improve the operation of the YORR?

- Strongly agree   
  Agree   
  Neutral   
  Disagree   
  Strongly disagree

#### Walking and cycling

6. How strongly do you agree or disagree that our plans will help improve provision for cyclists?

- Strongly agree   
  Agree   
  Neutral   
  Disagree   
  Strongly disagree

7. How strongly do you agree or disagree that our plans will help improve provision for pedestrians?

- Strongly agree   
  Agree   
  Neutral   
  Disagree   
  Strongly disagree

8. Would the proposals encourage you to walk and cycle more in the area?

- Strongly agree  Agree  Neutral  Disagree  Strongly disagree

9. What prevents you from walking or cycling at present? (please tick all that apply)

- Lack of existing facilities  Length of journey  Lack of segregation  
 Road too busy / Crossing busy roads / roundabouts  Other.....

10. Please could you use the space below to identify your regular trip destination (workplace or place of study) and to provide us with any other comments you may have on the proposals.

.....  
.....  
.....  
.....  
.....

11. Was the consultation information provided helpful?

- Yes  No  Don't Know

12. How do you think that the consultation information could be improved? For example, was there anything that you were particularly interested in that you were unable to access?

.....  
.....

**About you**

Please help us to understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose and will only be kept for the duration of the consultation period.

13. Postcode: Please provide us with your full postcode (e.g. YO1 6GA)

14. Age:  16-24  25-34  35-44  45-54  55-64  65+  Prefer not to say

15. Do you consider yourself to have a disability?  Yes  No  Prefer not to say

16. Regular email update: It is our intention to publish a regular update and newsletter on scheme progress via e-mail. Do you wish to be included in the distribution list for future updates?

- Yes (please confirm your e-mail address below)  No

.....  
(You can withdraw your consent at any time by contacting [yorr@york.gov.uk](mailto:yorr@york.gov.uk) )

Please return via the Freepost envelope provided (Major Transport Projects Team, City of York Council, West Offices, Station Rise, York, YO1 6GA) or scan & email this form to [yorr@york.gov.uk](mailto:yorr@york.gov.uk)

We will use the information you provide in this consultation as set out in our privacy notice. You can find this at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr) If you need this document in Braille or Large Print, or if English is not your first language and you would like a translation of this document, please telephone 01904 551550.



## **Appendix E - How do You Think the Consultation Could be Improved**

| Responses (Via Survey Monkey)   |
|---|
| Na  |
| It's unclear whether there will be any pedestrian tunnels under the ring road to improve the dangerous footpath-to-footpath crossings, or whether it will be necessary to cross to the central reservation and then to the other side, having waited for gaps in the traffic (dangerous).   |
| No  |
| There's a lack of information in several sections. For example, the video shows street lights down the central reservation. The whole scheme should not include the use of street lights, except for the provision of safety at roundabouts. Public cycle/walkways could be illuminated with low level lighting. This would minimise the impact on the environment and reduce light pollution. Nothing is mentioned about this. There's nothing mentioned about the section between A19/A59 which is very slow moving as well! There's nothing to explain and deal with the fact that traffic flow will be increased to reduce congestion but no allowance is given for the minor roads joining the A1237. With faster flowing traffic flowing along the outer-ring road it will be harder to find gaps in the traffic from the minor roads at the intersections. Traffic crossing from York to Haxby/Wigginton will be impacted. |
| Was not made aware of the consultation until 2 weeks ago.   |
| It was satisfactory for my needs.   |
| I think it was very good and I'm sure it will become more detailed as each individual stretch of road is ready to go ahead  |
| I would like to see origin-destination matrices for travel along sections of the inner ring road and sections of the outer ring road.   |
| Long term proposals could have been consulted as the current proposals would only be a short term solution to traffic problems, would cause problems during construction and with all the roundabouts at short distances apart would encourage speeding and overtaking drivers in order to get to the next roundabout higher up the queue.  |
| I would like to see more detail of how the proposed infrastructure is supposed to honour York Council's declaration of a climate emergency, of how this will help cut carbon pollution when it is bound to induce even further demand from drivers for increased road space. I would like to see some finer detail on construction of proposed new cycle and walking routes to the villages and how they will safely cross the ring road.   |
| I would like to see designs that look at alternatives to dualling the ring road - I am quite sure the council would ease congestion, improve links from central to outer York and significantly reduce carbon emissions in the central and outer York areas far more efficiently for the pound spent by doing work on the cycling and walking infrastructure, bus and railway networks than by simply slapping down more tarmac.  |
| How the underpass at Strensall junction will work, is this for vehicles as well?  |
| --  |
| I think the information was adequate  |
| Well, what are the alternatives? What are the options? Where is the evidence and science behind the scheme?   |
| Not going to lie, it not easy to understand and a lot of words that don't make much sense to the average Joe.   |
| No.   |
| Survey too general for adequate response - felt like it was designed so that it can be used to affirm Council wants rather than residents needs.  |
| You should allow residents to choose between the current scheme and one that involves flyovers or underpasses.  |

### Responses (Via Survey Monkey)

I do not think consideration has been given to the requirements of local road users. A beneficial solution would be to provide bridges over the existing roundabouts with the inner lane of the new dual carriageway peeling off to the roundabout, thus providing a lane for through traffic and one for local.

no information about noise from traffic, air quality and pollution increases, no information about stopping traffic to the city centre that is a condition of this dualling. lack of detail about cycle and pedestrian facilities.

I would be interested in seeing projections for increased traffic growth that will occur as a result of the development. Also more details on the proposed underpasses for cyclists and pedestrians. How wide will these be? How easy will it be to access these from local roads and paths?

The detailed map was very poor

I welcome the areas of segregated cycling, and the wildflower and wildlife habitats. However, given the need to reduce car use I do not support the dualling project for cars. Moving pollution out of the city into the countryside isn't the answer. Better roads mean more people choose to drive (history of the M25 as an example.) The city needs better infrastructure for cycling and walking, and to build incentives in so that more people use the excellent Park & Ride facilities, or choose to Park and cycle.

No

proposed/possible building along ringroad. Planting & drainage

Mote detail of crossing arrangements required. Apart from subways it is not obvious where you are supposed to cross as a ped/cyclist.

Whilst the video was useful, the voiceover was terrible.

I am very concerned that the dual road ends at the A19 roundabout which is already a VERY bad bottleneck of traffic at peak times. I cannot see how the proposals will relieve this as the previous alteration to the roundabout has not succeeded. Is there no proposal for traffic lights to help traffic congestion. Currently, there are no 'keep clear boxes' on the current roundabout. I can see this roundabout becoming a total bottleneck.

Arrangements at A19/A1237 for merging 2 lanes into one, without unduly impacting on A19 north/south traffic. Previous changes have made this worse at peak times.

No

It was far too fancy with need to down load and navigate a virtual room, near impossible on a phone

Would like to see more detailed plans for retention of hedgerows and trees, as new planting doesn't replace old in terms of carbon sequestration or habitat quality. Would also like to know if pedestrians are still going to be able to use the a1237 bridge over the Foss to get from one side of the Huntington river path to the other as this is very important for many local walkers

Appears clear enough to me.

No

Detailed plans for roundabouts

From my experience the only times the A1237 gets busy is at rush hour and Saturdays. This happens in all major cities even when they have dual carriageways. Don't waste money.

Na

No

-

More focus on residents whose properties are close to the YORR.

| Responses (Via Survey Monkey)   |
|---|
| There should have been specific reference to those families, like myself, who live very close to the YORR.  |
| Remains to be seen how this will impact on the A64/Hopgrove roundabout summer/holiday bottleneck  |
| Challenging to interpret from the map provided how the new proposed pedestrian and cycle routes connect up and perhaps most importantly cross the ring road.  |
| No  |
| The information is ok.  |
| N/a   |
| No it is OK, it is the whole idea of increasing traffic capacity, which is 1970s thinking in 2020, that is daft and annoying.   |
| The video shows a shared cycle/pedestrian path between the Strensall and Monks Cross roadabouts via the Fire Station. The diagram does not show any path.   |
| (Any new paths should have segregation between pedestrians and cyclists)  |
| There are no alternative proposals on how to use this to encourage more people to cycle and walk. This is written by drivers for car travel and doesn't detail or offer real consideration of other modes of transport.   |
| I would strongly advise that you widely provide information on how to use the zip lanes correctly.  |
| The questions on this form are poorly thought out and designed to give the council the answers that they want to hear   |
| I found the flyby uniquely uninformative. Every time it go near a point of interest such as viewing the pedestrian tunnels the view point snapped away to a different view point further out. Why did the flyby not fly through the tunnels and along all the pedestrian ways?                                    |
| No this was just flashy CGI for the sake of it and as such a waste of money.  |
| The assumption was that resourses should be spent for the benefit of the private motorcar - the improvements for bicycle and pedestrian need hardly any change if the car is put FIRMLY in its place with ROAD PRICING  |
| The video on the consultation is misleading in that it shows no traffic on the roads crossing the A1237 despite roads such as the Strensall and Haxby Roads already being very busy especially at peak times. There is no information on how traffic would be able to cross the A1237 at the Earswick roundabout. |
| No indication how traffic flows at the enlarged roundabouts will be controlled; separate lanes, traffic lights?   |
| Ask relevant questions  |
| No  |
| The problem if congestion will not be solved until flyovers replace roundabouts   |
| Good questions and a range of answers. Lack of detail on proposals at roundabouts.  |
| All ok  |
| See note above regarding Amsterdam. Only when people feel confident and safe when cycling, will the numbers of cars on the road be significantly reduced.   |
| How long the work will take   |
| No  |
| Na  |

### Responses (Via Survey Monkey)

More notice ! I've just seen this today in social media (14-11-20) and it's to be all done by 16-11-20. Why wasn't it more prominent.

I'd have liked to see information about the nature and length of current journeys being made on this section of the ORR with an assessment of how many of these could be made by other means if, say, LTN1/20-compliant cycle and walking routes were built to the main destination centres first. Would the consequent reduction of road traffic then mean that expensive dualling becomes unnecessary?

I could not see if there was additional tree planting or other noise reduction or pollution aspects in place for for the adjacent housing estate at Rawcliffe in particular?

Was suitable

Wider survey, eg to Malton, Easingwold, Thirsk, & Hambleton & Ryedale villages

York's Local Transport Plan follows guidelines set down in National Policy Guidelines, particularly seeking to reduce car usage and make greater use of walking, cycling and public transport. At the heart of York's Transport strategy lies its commitment to a hierarchy of transport users, placing pedestrians at the top, followed by people with mobility problems, then cyclists, and placing motorists at the bottom. The plans to dual the Outer Ring Road fail to uphold this commitment.

The Department for Transport's 'Gear Change' document is Government policy and needs to be embedded in City of York Council's standards. The following principles from Gear Change are not being met in the current scheme to dual the Outer Ring Road:

1 - Cycle infrastructure should be accessible to everyone from 8 to 80.

2 - Cyclists must be treated as vehicles and physically separated from pedestrians, with separate parallel routes at crossings and junctions.

3 - Cyclists must be physically separated and protected from high volume motor traffic.

6 - To receive Government funding for highways investment where the main element is not cycling or walking there will be a presumption that schemes must deliver or improve cycle infrastructure to the standards of the LTN1/20.

18 - Cycle routes must flow, feeling direct and logical.

### Responses (Via Survey Monkey)

20 - Designers of cycle schemes must experience the roads as a cyclist.

21 - Schemes must be consistent.

With the exception of the Haxby Road roundabout, cycle provision woefully fails to pass the junction assessment outlined in LTN1/20.

And lastly, if you've read all the way to here perhaps you might like to join York Cycle Campaign?! The more members we have the stronger our voice, and together we can make cycling in York safe, convenient and accessible for absolutely everyone.

Share

Tweet

Email

Discussion

Add a comment or question

It was fine

No

Environmental impact statement in the context of the Climate Emergency.

N/a

a plan sent to residents shewing what is being done.

It should have been more visible. I only found out through a random Facebook post.

There doesn't appear to have been any research published to support the claims being made in favour of the ORR dualling. Some examples taken from the council website:

"The upgrade of the road and the roundabouts will help to reduce congestion and journey times..."

Is the the result of a study or is it just a hope?

"...encouraging traffic out of the city centre in line with our carbon reduction and air quality ambitions, and onto larger roads where flows can be managed effectively."

Has there been a study of traffic routes? I see the claim that there are currently many motor vehicles being driven through York because the ORR is so congested but this makes no sense since the city is more congested. What is the evidence for this claim?

"...This will be supported by other council projects to improve public transport, cycling and walking in the city centre, in order to 'lock in' the benefits that the YORR improvements will

### Responses (Via Survey Monkey)

deliver."

What projects and how do they relate to the YORR dualling? I have been following the debate around reducing motor vehicle traffic in the city centre but as yet there are no plans I am aware of .

"Surveys of traffic flows at roundabouts on the A1237 which have already been upgraded in recent years have shown that journey times have reduced by up to 4 minutes even with a 30% increase in the number of vehicles passing through the junction" has this study been published? What times of day, how was this measured, have the results been published? 30% traffic increase sounds surprisingly high. Was this traffic going elsewhere before or has the increased capacity lead to an induced demand and even higher levels of traffic and pollution.

Mostly the consultation is extremely severely lacking in any presented evidence. I have looked through all the presentations and website information and not seen a single study or any analysis of the claims being made. I assume for such an expensive project (approaching £100m as I understand it) some detailed analysis would have been carried out?

Before anything is dug up up, I implore you to readdress the whole of the A1237 on all fronts

Existing and proposed footpaths near the ORR are shown. Existing footpath crossings of the ORR are dangerous to use - no information is given on how pedestrians are expected to cross the ORR on the new footpaths. Footbridges?

seen the plans - its clear the consultation information has been produced by someone/group not living in or close to York and not familiar with the issues.

Yes - far more detail was needed on plans for improving non-car access and routes.

More information about provisions for pedestrians and cyclists.

The impact on carbon emissions and other greenhouse gases should be assessed and publicised.

The consultation survey is focussed on current car users and usage of YORR. The consultation should be asking if the plans are right regardless if you current sit in a car on the YORR. Pollution and carbon emissions from the plan will impact on all of us.

Where is the cycle and pedestrian routes that you have to supply?

The assumption that improving roads for motorists is a solution leaves one gasping for breath in 2020... It is benighted, old fashioned and blinkered. It has already been shown many times to be incorrect in studies of all kinds. If you speed up journeys for motorists, they will make MORE of those journeys. You will increase congestion. You will not solve it. Putting cars at the heart of York Council's initiatives is old-fashioned, retrograde, anti-community, anti-ecological, anti-environmental, anti-the poorest and most vulnerable. It is simply shocking in 2020 that York Council continues to conduct its travel and roads policies in this antediluvian manner. I am speechless and appalled. Having lived in London, Rome, Vienna, New York, Manchester, Oxford and Cambridge, York city council is the worst more backward and most anti-cyclist policies and attitudes of them all.

Amination very misleading as congestion caused by traffic joining/crossing/leaving A1237. All that is being proposed is more parking between roundabouts without tackling this problem. No details of the provision, if any, of access to cross the road on the footpath halfway between Haxby and Strensall roundabouts.

### Responses (Via Survey Monkey)

I tried to find out about the tunnels many months ago, well before this point and couldn't get the info I needed, I understand that the scheme was still being developed but some indication of likely output would have allowed earlier engagement and common ground to be sought. Expecting good input on the run up to the final plans is unrealistic and sometimes creates the sense that all that is wanted is a rubber stamp from the public.

Please see my second point in 11. above. The leaflet/website map diagram was too simplistic in its own right to pass a judgement. It should have been more detailed and, assuming there IS a new path north of the Strensall Road to Monks Cross section, been put in it!

The plans were trying to give too much information in some cases, so did not always provide the clarity that was needed.

This proposal is against all the evidence. Duelling will INCREASE TRAFFIC! It will INCREASE POLLUTION and decrease other modes of transport due to noise and pollution and safety. You need to rethink this completely. Increasing traffic flow will also increase it elsewhere in the city, make matters worse elsewhere as well. traffic models will show you this. Moreover, the below points are main concerns not adequately or at all addressed in your proposal.

1 - Cycle infrastructure should be accessible to everyone from 8 to 80.

2 - Cyclists must be treated as vehicles and physically separated from pedestrians, with separate parallel routes at crossings and junctions.

3 - Cyclists must be physically separated and protected from high volume motor traffic.

6 - To receive Government funding for highways investment where the main element is not cycling or walking there will be a presumption that schemes must deliver or improve cycle infrastructure to the standards of the LTN1/20.

18 - Cycle routes must flow, feeling direct and logical.

20 - Designers of cycle schemes must experience the roads as a cyclist.

21 - Schemes must be consistent.

With the exception of the Haxby Road roundabout, cycle provision woefully fails to pass the junction assessment outlined in LTN1/20.



### Responses (Via Survey Monkey)

Although it would mean additional costs - have the installation of Traffic Light Controls being placed at some of the anticipated choke points - which could be activated in particularly 'high volume use / emergencies'?

No information is provided on traffic modelling that has been done - including the impact of issues raised in 11 above. This is key to being able to consider whether this partial dualling of the northern section if the ORR will actually provide the benefits you suggest.

Better pictures.

Insufficient detail on plans and lane description.

There doesn't seem to be any room for suggestions.

I would like to see:

1. A tarmac footpath and cycleway along the entire northern side of the carriageway between the Haxby and Wigginton Road roundabouts. The leaflet says 'possible' - it needs to be definite.

2. Better pedestrian crossing facilities at Wigginton Road roundabout. This roundabout is and will be dangerous for pedestrians to navigate because of the speed of traffic. Think about parents and grandparents with prams.

3. A tarmac footpath between Wigginton Road roundabout and the Creepy Crawlies development.

Didn't explain the absence of a cycling route from Strensil Roundabout to Hopgrove, or if the right of way crossing the by-pass between Haxby Road and Strensil Road will have a bridge or underpass.

In relationship to the east of Strensall Rd roundabout. It states 'Planting opportunities are limited to the south of the ring road due to water main'. What proposals is there to mitigate the noise and the view of the road from the near by houses if you are unable to plant hedge rows and trees.

Not enough detail

Hopefully the comments will be read and listened to, as I'm sure I won't be the only person with concerns,

The key to each sectional map could have emphasised cycle routes or specific arrowed labels included on the map where relevant.

No

No info on pollution control, no alternative layouts

There was no information about the impact on Clifton Moor residents during the works and how residents will be able to access or leave their homes when everyone who normally travels on the ring road uses Clifton Moor Gate as a rat run. Some days (prior to lockdown) it was impossible to turn in or out of our road at rush hour, so it will only get worse. We should not be kept prisoner in our own homes.

Further detail in plan other than 3 coloured lines

No problem with the content of information supplied.

Put the video and survey at the top for the majority of people and the supplemental information lower down for those interested.

More detail in the drawings - when blown up, you can't read the writing.

It would have been useful to have details on the costs of providing sections of cycle paths where a suitable equivalent already exists

None

### Responses (Via Survey Monkey)

Higher-res diagrams of roundabout proposals and more details of the PROW foot/cycle additions/changes. Unclear whether or not you're proposing to retain crossing points over the ring road where PROWs exist (e.g. those east and west of Haxby). Would like to think you're going to introduce refuges between the carriageways at these points!

==

The audio on the video fly-by was VERY quiet. Had to turn my laptop volume up to 100% and it was still hard to hear.

A lack of recognition of all the consequences as identified above.

Local residents living close to the A1237, who are already being blighted by the pollution and existing traffic noise are NOT being consulted adequately, but being lumped together with other people from across the city and surrounding areas on their views.

Noise and pollution issues are being overlooked in this proposal, it stands to reason that the City of York Councils policy of continual house building since its conception, has exacerbated the traffic situation in and around York (1x house = 2 cars, when children grow up this can = 3, 4 or more cars), to simplify it 1,000 houses = 2,000 cars.

Shipton Road traffic has not been mentioned, there is a big problem here and if more traffic is coming from Clifton Moor towards the Poppleton roundabout this is going to get worse. If the YORR going over the River Ouse & East Coast Main Line is still to be single carriageway the dreadful congestion will remain. Shipton Road vehicles need a way through the queuing traffic.

It was very short. Inevitably, people will say that it is an improvement, but how much of an improvement, at what cost? A19 to A64 is the busiest part of YORR

We keep doing things to YORR, eg improving roundabouts, they have some effect, but then we need to do more. YORR is OK at quiet times of the day, 21:00-06:30, but otherwise it can just be a 10mph queue of traffic from one roundabout to the next. Potentially, a dualling will just increase the amount of slow traffic waiting for the roundabouts.

In the longer-term, it needs to have grade-separation at interchanges, like A64 bypass. How can we aim to get there?

Are we going to close North Lane at Monk's Cross roundabout? It is a useful shortcut, but does it complicate the roundabout?

I live in Holyrood Drive. To get to my destinations I need to drive to Manor Lane and then navigate 2 absolutely nonsensical mini-roundabouts before I join the queue to get onto the A19 North. Once there, I wait for good-humoured motorists to let me join the A19, or not.

Once on the A19 I join a further queue of traffic to get onto the A1237 East where I wait for even longer periods of time for less good-humoured motorists to let me join the ring road, or not. Since I have lived in Holyrood Drive you have swapped the roundabout twice and it has made the traffic worse each time, because motorists are able to approach the roundabout at ever-higher speeds.

### Responses (Via Survey Monkey)

Furthemore, we currently have one lane of traffic coming from Clifton Moor, which has priority over us, and getting onto the ring road is a nightmare. You are proposing to increase this to 2 lanes of traffic with absolutely no thought for the local residents (who by the way contributed £3.6m towards this scheme). Your consultation information could be improved by addressing our concerns.

You could have taken into account all aspects of the scheme and it's total impact instead of ignoring the residents. I hope that you take time to consider how this scheme will impact residents and ensure that you address these concerns.

No.

The presentation could do with being a little bit slower and less pixelly at the roundabouts. It is not clear to see where the cycle/pedestrian routes go at the roundabouts. Some look like they just end! It does however provide a good overview of what is proposed and the narration was informative.

No

More detail of roundabout improvements and visibility aspects

nothing

Better map. Not clear about some details of tunnels, paths and cycleways

It was a 'Statement of Intent', not a 'Consultation'.

Why can't these improvements start now? It is mentioned "anticipated to commence in mid-2023 for 2 years, with completion in 2025." Can that be moved forward to help with covid-19 financial and commercial impacts on so many of us? Let's get more people employed the soonest !

Far too little detail, especially the cycling & walking.

No comment

improvements showing public transport options

To have more options for public comments i.e. it needs to be extended round to the A59 junction.

Leaflet drop across the city. The yellow road signs have far too small a font to see clearly if passing at more than 10 miles an hour.

Proposed improvements for cyclists and pedestrians

1. There is a climate emergency, the council has declared a climate emergency and this development is not compatible with it because it will create induced demand leading to greater emissions at a time when we need to be eliminating them.

2. There appears to be no consideration of alternatives such as improving bus and train routes to lower demand and so reduce congestion.

3. The information claims that the dualing the ring road will lead to less cross traffic, but we know that this will not be the case. Indeed it will lead to more as with induced demand there will be more cars, more cars coming into York and more cars crossing York UNLESS crossing York is physically prevented for motor vehicles. Only if that is done is there likely to be less traffic in York. But that is not planned as part of the development.

4. The cycle road / footpath along the ring road will be noisy, smelly, polluted and dangerous. For instance there don't appear to be underpasses along the ring road where they cross the radial roads

### Responses (Via Survey Monkey)

(eg to cross Haxby Road). Traffic will be moving faster, with more lanes to cross so unless there are proper cycle / pedestrian crossings (with sufficient priority) the route will be slow and dangerous. It would be much better to create a proper cycle route further in eg Manor Lane and then a proper cycle route along Hurricane way and through Clifton Moor.

5. It should be noted that the maps are appalling in that they do not distinguish between cycle /footpath and other paved areas making it extremely difficult to work out what the path is supposed to do. It would appear to be North of the road sometimes and South at others.

6. The “typical cross section” suggests that there will be no barrier between the cycle / footpath and the carriageway. (at least I assume what is revealingly labelled as an “access track” is the footpath. The path is also too narrow. The recommended width is 2.0m per lane for a cycle track (7.4.2 in

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329150/ltn-2-08\\_Cycle\\_infrastructure\\_design.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf)). We are only being offered 1.3m for a combined pedestrian / cycle path according to structures pdf; which is less than the MINIMUM recommended.

7. The Strensall Road crossing is a disgrace, asking pedestrians to walk 200m in order cross the road, and giving cyclists a very difficult turn leading to poor visibility. A light controlled crossing AT the junction is needed. This proposal is purely for the benefit of motor vehicles and does not make any attempt to support active transport users.

8. Where underpasses are proposed it is not clear that they would have a slope no steeper than 1/12 required for wheelchair access.

9. Until there are complete cycle paths, not just possible ones under consideration which will no doubt be cut as costs rise the scheme cannot be approved. The cycle route East of Strensall Roundabout is not there, where there are few alternatives alternatives and it is most needed.

10. The cycle/foot route approximately half way between A19 and Clifton Moor roundabout needs to be made continuous with a crossing of the ring road (underpass) otherwise it is pointless

Please open the debate on this questionnaire. It's clearly aimed at vehicle users, with no consideration for those who choose to walk, cycle or use public transport. Funds should be diverted to more sustainable projects, such as pedestrianising city centre and reinventing urban transport (rather than adding more roads).

The information provided was very useful and seems to be sufficient.

The roads leading to the 1237. They have backlogs while waiting to access 1237.

The consultation appears designed to minimise any potential criticism of the proposals and does not offer consultees any nuanced opportunity to provide comment on the impact it may have on their day to day environment beyond the road - I.e residents in Clifton, earswick, new earswick, and Huntington. It is too focused on positive environmental impacts and not on human impacts. As a researcher myself I would not have approved this questionnaire.

Put a letter in post to all residents of Haxby

Was ok for me

### Responses (Via Survey Monkey)

No consideration of sound barrier fencing, only the use of trees and bushes. No mention of where the increased tarmac surface areas will drain to?

All the plans seem to be more about greenery and hedging than looking in detail at the junctions themselves. I couldn't really see how lane markings and priorities would operate. But I was very clear about the grass and hedges - which are surely of secondary importance.

There was no information to support the claim that the improvements will actually improve the flow of traffic. The subtext of support seems to be based upon the improvements for cyclists/pedestrians, which as I understand it, is not the driving force for the upgrade.

If it is to improve traffic flow, then demonstrate it.

Maybe more information about how this will hopefully lead to the A64 being dualled!

The information on the proposed cycling and pedestrian routes was very sparse as a whole - individual sections were shown, but the promised linked cycleway was not shown clearly on any of the maps I could access online.

We should be discouraging car use not spending fortunes to encourage greater volumes of traffic.

Lack of clarity on the improvements to be made for cyclists and pedestrians. The scheme primarily improves capacity and journey times for car drivers which will, in turn, make the ring road and surrounding roads busier with cars. That will negatively impact cyclists and pedestrians. The improvements to the facilities for cyclists and pedestrians will need to be significant to offset that.

Should ask if responders agree with your basic aims or not - personally I don't - total waste - the problem is the roundabouts and unless these are replaced with flyovers any small improvement in journey time will come at a heavy cost. Most of the result will be shorter times to get between the inevitable hold-ups at the roundabouts however big they are. I have lived in York almost all my life and resent newcomers coming in and inflicting changes on residents mainly because of the pre-conceived views they hold on environmental issues. What about all the air pollution and wasted time caused by the traffic hold-ups at the roundabouts. I suspect the collective cost of fuel and wasted time would have paid for flyovers several times over.

Whilst the information given on the leaflet gives the general idea it is not very detailed.

Didn't address the A19 roundabout problem when 2 lanes go into 1

Perhaps a few hints on how to use the virtual office model etc. It would be good to have the improvements for cyclists more clearly explained in the virtual office model thingy.

I think the method for accessing the plans has been over-complicated. I don't see why a 'virtual room' has been created where you have to go in and navigate round it. It is not easy to find what I wanted to look at. I don't see why photos couldn't be put on the website or pdfs to click on and look at.

N/A

The video shows cars driving along the road but NOT ONE CAR joining or leaving the road so it gives the impression that there will be NO delays or traffic backups on the road. Show a realistic animation using real numbers of traffic.

I thought the consultation provided sufficient information.

It would be nice if we the residents of the area were consulted before the Highways team went off and decided what they wanted. I'm sure that on paper this is a wonderful engineering exercise but I see little substance to support the proposals or peer checking of the documentation. For example foot bridge missing on the drawings?

### Responses (Via Survey Monkey)

I'd would like to know what the impact on traffic flow west of the Shipton Rd roundabout (over the ECML and river Ouse) is likely to be on completion of the scheme. Dual carriageway down to single carriageway is surely going to lead to significant congestion on this part of the YORR.

This seems to be the only place to make a comment. This improvement is sorely needed (the A59 - A19 section needs widening too), but I do question the need for lighting along the length of the road - is this really necessary? It seems an intrusion on the landscape setting of York.

A detailed plan of each roundabout would have been useful.

The maps are a bit confusing. It is not completely clear what are the planned road changes vs the planned bike/pedestrian changes.

Please please please do not replicate the roundabout that was put at the A59 in 2019. Its awful, too small, too many hard right hand turns, confusing lanes. Please do not replicate it!

No

There could have been more illustration on the proposed sections of new road

The bottle neck will become the A19 roundabout making it worse, it's already the busiest roundabout at peak time's and throughout the day does not ease. Are roundabouts the best idea, should we not have under and over passes like Leeds.

Will there be pedestrian crossings connected to existing PROW that force trying to cross the ring road at the moment e.g. between Haxby Road and Wigginton Road? I have seen people attempting this, it's exceptionally dangerous.

Most of it was a statement of the obvious with pretty pictures.

All was explained well.

Virtual on-line tour did not show close up of diagrams - did not learn anything from it.

Have studies been conducted to understand if traffic levels are a) likely to return to those levels seen prior to COVID-19 and b) if more people working from home will reduce the future demand on this road thus resulting in all or some of the investment not being required?

Your questions dont really ask for feedback upon the scheme. Dualling between roundabouts is a waste of time. The bottle necks are the junctions. This scheme needs ambition in proper flyover interchange junctions, not just bigger oundabouts!

Not really

Its a poor questionnaire, not sure who thought up these questions. There's not much opportunity to give views on the different parts of this consultation apart from the one free text box at the end in Q. 11. Question 10 suggests that we don't cycle or walk at present, please reword.

Good video

It looks from the plans as if there is no cycle track or pedestrian access between Strensall Road roundabout and Monks Cross roundabout. It would be useful to know how the right of way between the Monks Cross roundabout and Hopgrove is to be improved. As mentioned above I found the present one impassable and I had to turn back.

As a local resident, my main concern with this proposal is air pollution associated with expanding the ringroad for nearby villages. You plan on providing "extensive landscaping and tree planting", however do you have air pollution statistics to back your proposal? You promote that expanding the outer ring road will reduce traffic in the centre of York and thus pollution in the centre. However, what considerations are you taking to ensure families in outer York villages are not affected by the increased air pollution associated with expanding the ring road? As you well know, air pollution is a major contributor to many long term health conditions in the area. This is something I personally feel strongly about and I would

### Responses (Via Survey Monkey)

like like to know how the council will ensure health is not affected by your proposals in the short and long term.

Detailed plans of the scheme when ready.

From what I understand the concerns of all parties on the site at Wigginton road, the riding school, creepy crawlies and the nursery have not been addressed and will make the road even more dangerous for users

More information really how it will effect the businesses on the wigginton roundabout how people are suppose to safely get their horses across the road maybe a pedestrian crossing is needed there so the owner can use it when they need to move the horses! They need to be safe

It was clear. Disappointing, but understandable that fly-overs at key junctions can't be considered due to cost. Dualling should have been done when the ring road was planned years ago.

How are pedestrians to be kept safe for crossing near the junctions? Also very concerned about trying to cross Wigginton Road with or without horses close to that junction. Very difficult at present and could become worse!!

The fly by and the plans and drawings are frankly deceptive, with existing accesses on Wigginton Road and the A1237 cut off and imaginary trees covering them up. The plan for the Wigginton road roundabout is a blatant attempt to pretend the business park, riding school, residences, other businesses and nursery are not there by shifting the plan up the page. We are there, you are aware of the problems, but have chosen to do nothing.

You have to make more efforts regarding the safety of horses on the road from the long established riding school which offers a wonderful opportunity to city kids to start riding and have a hobby leading to a potential career and keeping them out of trouble. Horses on a dual carriageway is absolutely dangerous and they need to be thought of when making changes to the road to stop accidents happening.

The information was good

In broad terms you have addressed most concerns. It is the detail as listed above and your ameliorating measures that are not even hinted at.

I could not work out from the maps precisely what cycle routes are proposed to the North of the ring road between Clifton Moor and the Earswick roundabout.

Detail of how access from branch roads at roundabout intersections will be improved to improve / reduce queuing to access the ring road

Nothing

volume on the fly through video is poor - I could barely hear it despite having laptop volume on max and on the video. A mock up of the building stages would be useful so that the impact on local residents is clearer

It's fine as is

No

My biggest concern is the environment. I work for Natural England and I am hugely concerned at the lengths of hedgerows that will be obliterated, trees that will disappear, the lack of wildlife corridors. I also run a very busy hedgehog rescue and no thought is given to animals that sadly cross this death trap. I would want to see details of how and where you plan to create sp-rich grassland. Its nice to say these things but what proof will you have that it has been delivered? The whole scheme is pointless without dealing with the pinch point from Shipton Rd to Poppleton. That will only get worse and is upsetting and stressful currently.

As someone who doesn't drive, it was difficult at first to work out which areas were being improved. I was able to find out from the video on the main page though.

No improvement, it's great.

### Responses (Via Survey Monkey)

See point One (No.11) above reference mitigation of holiday traffic attempting to 'by-pass' a blocked A64 by Hopgrove - this important point is not addressed. (Unless I have missed it - apologies!)

I think the consultation should be far more open ended. This one assumes the scheme will go ahead and feels like a box ticking exercise. The plans are not clear enough to interpret easily and thus off-putting.

The plans are clear on the video and website but map poor on the paper work sent for people who do not use the internet.

It wasn't 100% clear what provision would be made with regard to existing footpaths that cross the ring road west of Haxby road, midway between Haxby road and Strensall and the footpaths that go under the Foss (not clear that both would be retained)

Hidden reason for this dualling is to enable massive development of the greenbelt north of York

No information on traffic flows and predicted impacts. It's just drawings

The scheme is set up about improving roundabouts but no other potential options on the table. Personally I do not think it will make much of a difference. The roundabout need to be removed completely and you need to consider slip roads instead. This is the only way you will see congestion improvements

The original YORR design lacked capacity for traffic flows that existed when it was opened. What measures are to be used to baseline current traffic flows, predict improvements and to demonstrate improvement expectations were realised following completion of the scheme? Also, are the roundabouts going to have traffic light controls to manage peak flows?

A more detailed plan / map of the area would have been beneficial

Not clear about travellers who wish to cross the ByPass.

There could have been information on how the dualling of the A1237 will impact on the already congested A64 from Hopgrove eastwards. It's great that the A1237 is being dualled (though this should obviously have been done when first constructed, as many people said at the time!), but without also dualling the A64 eastwards from Hopgrove to the Jinnah restaurant, where the next section of dual carriageway starts, it will mean that there will be 5 lanes of traffic converging on the single carriageway eastwards from Hopgrove - 2 from A64, 1 from A1036 and 2 from A1237 - meaning that the Hopgrove roundabout, which hasn't coped with the volume of traffic for years, despite being upgraded, because of the single carriageway eastbound, will then be even more gridlocked than it is now and the increased volume of traffic exiting the roundabout towards Malton and Scarborough will be even less likely to drive clear of the gridlock. The A64 dualling is essential to the success of the A1237 dualling and needs to be instigated as soon as possible, or the benefits of dualling the A1237 will be lost in the easterly direction.

No

Stop worrying about making YORR a better place for pedestrians, it is road traffic that is the problem, and will always be the problem. The modern world of freedom, independence and financial equality means that nearly everyone has access to a road vehicle and will therefore use it, be it private or public or hired.

Very single minded

Should be available to look at in communities as a large display - libraries always used to be used. Our neighbours in their 80s still drive but don't use a computer.

Land take measurements could be included

One big diagram of all the roundabout changes would be helpful as when I travel on the outer ringroad it's normally from the A59 roundabout (near where I live) and the Monks cross/A64 junction



### Responses (Via Survey Monkey)

Yes, no cross-section showing the embankments that are supposed to screen out the road and no lighting information. It looks like there are too many lights which will cause light pollution. At present the only lights are near the roundabout.

I had no complaints about the information provided.

Happy with consultation.

There is little detail on how the dualling will affect the public rights of way that cross it. Some of these are particularly well used (despite the danger of the road crossing) and could even provide alternative, off road cycle routes if underpasses were put in place during road improvements. Whilst I welcome the increased cycle and pedestrian provision, it does appear that there will be long detours for bikes and walkers at some crossings.

No consideration given to busy approach roads. eg. B1363 - busy road, no cycle or pedestrian path.

It was fine

No

Insufficient detail on actual plans vs intentions

Map could have been larger, clearer and better laid out

No

Overpriced.

Accurate course for road

No, but I wondered if there would be some improved soundproofing of the road

Could not find a plan specifically illustrating the cycling/walking proposals and how they connect up across the scheme.

It would be useful to have clearer information about some of the proposed cycle routes - for example there is one coming off the outside of the ring road between the A19 roundabout and the Clifton Moor roundabout and it is unclear where that goes and whether it can be accessed from the housing estate inside the ring road.

Roundabout drawings do not make proposed lane directions clear.

Information concerning the Haxby Roundabout which is always a problem to cross by road, the congestion back into Haxby at peak times and what layout is proposed. I must point out that when the ring road was first proposed many Haxby residence suggested a fly over so as not to impede the traffic flow into York and access to the school which is the other side of the Ring Road. This also assists with the level crossing which is very close to the Ring Road. This was ignored so I do Hope that the problems caused on York Road and the A1237 can be eased by considering a full fly over

show how the junctions, where the current roundabouts, how and will be altered

Interesting that the Wigginton Road drawing omits the situation just north of the proposed road.

I just don't think that it will ease traffic congestion, more traffic will join the road inevitably. Measures to reduce traffic ingress to York is needed but road pricing would be my preferred mechanism.

Quicker routes to cycle or walk between roundabouts would be ideal. But this is an excellent start. Well done City of York Council.

The information is too superficial. There is no analysis / comment about the demand for road use, how it will change, whether the council will use the road upgrade to allow more 'out of town shopping', or build new estates and therefore repeat the same issues of congestion. Surely the challenge the Council should address is a reduction in the need to travel. I think you must be aware of the '20 minute neighbourhood' concept.

### Responses (Via Survey Monkey)

I would like to be able to comment on the environmental side of the proposals and this is the only box that I can use to comment. Your "landscape and environment benefits" reads like Greenwash. There are too many phrases like "aim to...", "...where we can" "we are seeking to..." which are vague and non-committal. I do not believe that destroying existing habitat and increasing the traffic and thereby the danger, noise pollution and air pollution around the area is going to benefit the wildlife - in spite of your vague promises of tree planting and biodiversity. A few new saplings is not going to attract a range of animal or insect species back to the area that has been damaged. We need to be thinking about better public transport and not encouraging more car driving.

Traffic joining or crossing the ring road was not shown on video.

Are there plans to complete the dualling from the A19 to the A64 at Askam Bryan in the future

Appreciate the chance to have a voice and the advance notice. Fingers crossed this is being read!!!

How the subways will work at the roundabouts

More detail about the layout of cycle and pedestrian paths

On the video the sound was very low.

No

the map is not detailed or big enough to show what is proposed other than a very rough idea.

You ask questions about walking on the route.....the information isn't clear how walkers and cyclists might be separated.....given that the cyclists travel at great speeds along cycle tracks.

The leaflet was helpful, but a more detailed diagram of the layout etc would have been appreciated. Fortunately, I was able to access it online, but not everyone will be able to do so.

A bulletin board with a moderated chance to comment and make suggestions within a community would be useful.

What's going to happen with the public right of way that crosses the road between the A19 and the Clifton Moor roundabout - are we going to get an underpass/bridge? Or are you going to leave us to dice with death on a dual carriageway

no comment

The main problem with traffic flow are junctions, this includes Roundabouts and by dulling in-between junctions, will basically just allow an additional lane to queue.

A major problem will be at the A19 – A1237 junction. The A19 a major route from the north of York, meeting the already congested A1237 junction from the east, with both trying to converge into single lane to get over the river/rail bridges at Poppleton.

The A19 traffic out of York approaching this junction, currently backs up some considerable distance; at peak times have seen it past Clifton Park Hospital. Some drivers using rat runs to jump the queue, many through the Park & Ride, others are using side roads to hopefully come out at Manor Lane.

As for the upgrade pedestrian and cycle orbital facilities, the additional costing to include a north side dual access path whilst making the other changes would seem minimal, but again the problem would at junction be at least hazardous if not dangerous. As for cycle use to go shopping, carrying small amounts difficult and grocery type dangerous if not impossible.

| Responses (Via Survey Monkey)   |
|---|
| what plans are proposed for the merging of traffic from the new dual carriageway onto the A19 A59 section of the A1237.   |
| not really  |
| No all good sure we will no more details if and when it happens im not holding my breath  |
| Not sure there is mention of the effect speeding up traffic flow will have on vehicles crossing the ringroad. We cross the A1237 daily at the Strensall Rd roundabout, often numerous times as we have family and schools in Huntington, and fear we will go back to traffic queuing up Strensall Rd at peak times trying to get across the ringroad                                  |
| Although it may improve traffic flow on the ring road it is likely to make it even more difficult to cross from earswick to Huntington by car with even more traffic backed up to strensall in the morning . Traffic lights might help  |
| No  |
| Originally land was purchased for a dual carriageway and we got a single road. So why do we not get a cycle and footpath round the ring roads, like from York to Tadcaster.   |
| At the moment the information implies cyclists and pedestrians are not the priority 'it's a possibility' which is disgusting. I would have to cycle to haxby cross under the passage and cycles back to Huntington road for nursery!  |
| I have no interest in improving the traffic if you don't consider my commute!! I have a car and I use the ring road but I'd rather queue than have years of work just to hear more cars from my home!   |
| -   |
| No  |
| I am interested in seeing more detail in the proposed route of the new dual carriageway   |
| The plans didn't make it the easiest to see all the detail (especially on the foot/cycle paths)   |
| Listen to what people say and not just do what the council want to do, which is usually the opposite to what the people want and end up wasting money yet again   |
| No  |
| No, I think the documents were OK. We knew that there would be a problem with this road as it was being built (we watched it's birth as we lived on York Road in Haxby at the time) & we are thankful that we are no longer obliged to use it for commuting to work as it is very congested & full of many angry & dangerous people.  |
| It seems fine.  |
| don't rely on people having access to internet  |
| A better quality consultation form with more free flow boxes to discuss problems with the proposals, not tick boxes.  |
| All good.   |
| It was fine.  |
| No  |
| Take off the music and sweeping views on the video, and show more detail of the proposals rather than swooping and away before there is a chance to really understand it.   |
| Construction design details of where the works will effect our entrance? Words about tree planting and green issues are needed but in practice they are minimum Trees planted at the start of the existing link road have taken years to establish, these will now be destroyed. Noise levels are a big issue and established trees and landscaping are critical to reduce the noise. |
| The video shows traffic on the A1237 only, the only sensible thing would be to show the model of the traffic including the busy roads crossing or joining the A1237. The video show   |

### Responses (Via Survey Monkey)

the idealist situation years after the development would be complete with mature trees, please show the short term impact (2-5 years) and confirm that you will take responsibility for the future of the trees ensuring the plan is fully implemented and supported long term

Not really, but there must be a halt in environment upgrades, shopping areas, sports stadiums etc. etc. that will impact on the volume of traffic on the A1237 until the Duelling is completed

Detailed maps and road layouts, rather than large-scale general arrangements which show nothing.

By asking the views of residents / users what they think of completely dialling A1237 instead of only part.

Would have helped if the video worked on a smart phone !! Half screen is cut off !!

More detail of pedestrian / cycle crossing points on the dual roading.

Provide evidence regarding current congestion e.g. How many vehicle hours will be saved?

Street View style (3D) with ability to zoom in and around proposals.

If you were to identify already existing cycle routes as there is currently only 1 dedicated path between the Haxby Road and Wigginton Road R'bouts.

I think it is unfair to ask questions in this survey regarding "Will our plans improve provision for cyclists and pedestrians?" as the obvious answer is "well I hope so". But the information in your proposal is insufficient to answer these questions honestly as it is a map of a few coloured lines in your leaflet. Also there is no point of existing reference to draw on to say "yes it will improve things because the same has been done 'x' location". hence why I have answered neutral 7, 8 & 9.

N/a

Agree that roundabout improvements will help, but can't see that the dualing does anything to prevent queues at each roundabout particularly from A19 to A59.

Dualing money would be better spent on pedestrian/cycle underpass at wigginton road

I truly believe that congestion would be reduced by the addition of flyovers to the current roundabouts, and the consultation does NOT address this major issue. Without this addition there will not be a significant improvement to the congestion on these roads. Even with the addition of dual carriage, traffic would continue to grind to the same halt at each of these interchanges (as traffic is forced to negotiate the complexities of dealing with roundabout etiquette from all directions) without any significant improvement in either traffic flow or the environmental impact of even more CAPACITY for slow moving congested traffic.

The flyover addition would not only significantly improve the flow of the a1237 but would facilitate safer access for all forms of traffic under it traveling to and from Haxby Shipton Stransall and Wigginton and indeed the flow of that traffic will be improved and again reduce the environmental impact of congested traffic, once again safer for both cyclist and pedestrians.

Please consider this first before spending large sums on simply dual-ling this road only.

This is over thirty years too late. Now, the traffic (usually) flows on the sections between roundabouts, but is held up by the crossing traffic at the junctions. Improving the flow between junctions will be only marginally beneficial.

Don't get me wrong, it's a well laid out plan and it would work perfectly all the way up to Hopgrove roundabout where two lanes of traffic on the A1237, meet two lanes of traffic on the A64 all trying to get onto a single carriageway road to Scarborough. The result, gridlock!!

Dualing will have absolutely no benefit unless you grade separate the junctions. Turning onto or crossing the ring road will be more difficult with 2 lanes of traffic to integrate with; I

| Responses (Via Survey Monkey)  |
|--|
| am particularly concerned about turning right onto the Ring Road from Wigginton or Haxby Roads. Is it really necessary to light the whole stretch?   |
| Design details of the proposals, especially the junctions/roundabouts  |
| This scheme won't help anyone. you are encouraging car use not discouraging it. You should be spending money to improve the environment and reducing emissions not increasing them. having more cars etc in one area at once will not reduce pollution. You could improve by consulting on how to reduce car use,increase cycle and pedestrian use and conserve the countryside and wildlife not wreck it. |
| No ability to make suggestions. Suggest scheme looks at removing roundabouts and making grade separated junctions with flyovers, like the A64 York bypass.   |
| its ok   |
| No   |
| ``you should separate existing cycleways and paths on the improvements maps as it seems there is a lot of possibilities to cycle which is not the case   |
| I would have liked more information about how the footpath along the foss between earswick and huntington would be affected. We use this most days for leisure and dog walking and would be very disappointed to loose this or loose the wonderful wildlife and nature we have access to.  |
| There was no provision to explore alternative options, such as updating the rail network and access as a more carbon friendly solution, this consultation appears to have jumped to the biggest most expensive and environment damaging solution possible.   |
| I think dulling the bypass will not sort the problem. The problem is the roundabouts. Traffic moves ok between the roundabouts and gets held up at them because of the cross flow. What is needed is flyovers at the roundabouts and leave the road as a single carriageway.   |
| A comparison of the existing layout overlaid with the plans. Can't you use sliders?  |
| The youtube video is too cluttered and most of the wording just reads out the existing website text. The flyover doesn't give you enough time to take in what is trying to be said.  |
| No   |
| More details plans of each new roundabout similar to the video.  |
| Nothing that I can think off.  |
| N/A  |
| The lack of provision for cyclists/pedestrians, along an entire route section and at roundabouts is hidden behind warm words, with only a very small graphic and video fly through that shows cyclepath that will not be continuous and underpasses that are provided only for one direction at two roundabouts.   |
| The narration is deliberately misleading.  |
| The map didn't have much detail, for instance Haxby Road and Huntington Road not featured. What will be done to help minimise disruption to commuters?   |
| Projected impact to immediate surrounding noise/air quality. Likely impact and duration when work begins. Proposed road closures or other disruption   |
| Good as it was   |
| What makes you think that it won't be just as contested again in 8 years time? Improving infrastructure encourages use: If you want more motor vehicles then improve the roads. If you want more cycling and walking, then improve cycling and walking facilities.   |

| Responses (Via Survey Monkey)  |
|--|
| Nothing to add.  |
| There was nothing included to show how local residents will be shielded from any increase in traffic noise.  |
| The road improvement illustration was lacking in detail.No detail of number of lanes into roundabouts and location of underpasses.   |
| Mor detail on the round about lay out  |
| Some questions in the survey should have a N/A section, for example if you don't bike or don't drive etc.  |
| Nothing to report  |
| N/A  |
| An idea of timescales - as a local resident I would like to know when the roundabout nearest my village will be impacted.  |
| Please detail how you will help residents massively effected By noise light pollution disruption And an inevitable significant reduction in house value. Will you consult with them will you investigate all mitigation measures and provide compensation for all of the above ?   |
| No, I was able to look at the scheme as a whole and the individual junctions to see what was being proposed.   |
| More public meetings and direct consultations are necessary.   |
| No - all information available   |
| My house is very close to the South side of the Strensall Road/A1237 roundabout. I am in in favour of the proposed modifications and see it as 'progress', but I have a query I hope you can answer: I see from the presentation material and schematics, that the new road doesn't get any closer to my house (42, Abbots Gait, YO32 9SX) but the existing embankment and trees, whilst shown to be remaining on the presentation video, appear to be being replaced by just a grass verge. between my house and the new road. This would significantly increase noise and light pollution exposure to my house. Can a hedge or screening be put here, if the trees and embankment are to be removed? |
| this is tjhe first consultation that i have seen. needed to be more widely published.  |
| Not enough detail, cycle routes are not explained in enough detail they appear to have just been thrown on the map as a typical token gesture from road planners who probably haven't used a cycle for decades. Show us the detail rather than making booked statements about your intention.  |
| NA   |
| No I thought there was excellent detail.   |
| Which new (car dependent) housing developments this scheme will enable   |
| Including evidence and information about the impact dualling projects have had elsewhere. Also some flythroughs showing the walk/cycling experience of cars whizzing by at 70mph.  |
| I have just realised that you are leaving the roundabouts in place! Congestion is gonna be crazy! I hope each of you has to use the ring road daily and continues to keep your cool!   |
| Wildlife provision   |
| Yes  |
| What the speed limits would be   |
| And weather average speed camars would be installed  |
| Due to some of the speeds the vehicle's  |
| Travel at now early morning and late evening   |

| Responses (Via Survey Monkey)  |
|--|
| Do it online only to save money.   |
| Lacked detailed plan on the junctions.   |
| Two new underpasses are mentioned at Wigginton Roundabout but couldn't find any reference to them on the maps  |
| When it gets the dual improvements, what will the speed limits be at each stage of the road?   |
| Liked the ability to watch the film showing what the upgraded YORR would look like. Makes it easier to understand the proposals when you can visualise it.   |
| N/a  |
| A little more detail such as, Is Landing Lane at Haxby going to be provided with a crossing over the upgraded A1237, the video hints that it might be. I would definitely use a crossing here as a pedestrian. Same in the Haxby Road roundabout area in the area, is there a footpath to Millennium Woods / Old Dyke Lands footpath in Wigginton; there were some steps up the banking of the original A1237 for this purpose - too dangerous to use now! |
| No   |
| you need to improve the areas for comments and considerations.   |
| Encourage on-line completion and communication   |
| It could reach more people. This impacts every resident in York but hardly anyone is aware of how to give their thoughts.  |
| N/A  |
| Looks good   |
| More information on impacts on existing rights of way  |
| Evidence that a dual carriageway arriving at roundabout will not get congested due to traffic on the roundabouts. Surely the dual carriageway should be more like the A64 with slip roads!   |
| Which side of the current road will the widening take place?   |
| Will there be any changes to the existing River Foss bridge?   |
| Will there be any changes to the existing trees and other vegetation in the vicinity of the Foss Bridge?   |
| Are any forms of Noise Barriers proposed for the area around the Foss Bridge?  |
| Will a footpath be maintained through the Foss Bridge area along the River bank on both sides and across the bridge, throughout the works?   |
| The video (on YouTube) is almost inaudible and very unprofessional for a project of this magnitude. The person making it might have known where the location is but looking at it as someone who uses the road on a daily basis it's extremely difficult to make out which section of proposed road is being shown. Labelling would help a great deal as would a decent commentary that can be heard.  |
| How will the A19 get access to A1237 as dual carriage way will have more traffic arriving at the A19 roundabout and making it difficult to get on to the roundabout. Is it difficult at the moment with traffic often queueing past the park and drive. Could traffic lights be added.   |
| The city of York council website is awful to navigate. But that is a general comment about the overall website rather than the information just on the YORR.   |
| Information by post to every household in the area affected should be sufficient   |

### Responses (Via Survey Monkey)

The number of trees and hedgerows that would be felled and the mitigations for the loss of mature trees and hedgerows.

Best one I've seen.

Drawings would be useful

No, it seems satisfactory for our purposes

There seem to be no plans for linking a cycle path between the Strensall Road roundabout and the Monks Cross roundabout - I hope this will be considered.

We should be able to comment. The new plans keeping roundabouts will not work. There will still be a massive pinch point at Hopgrove roundabout.

Reasons for decisions eg why no traffic lights envisaged? (there are pros and cons, explain your reasoning), eg to what extent is the impact of ST9 and ST14 eventual housing developments taken into consideration (on volumes and access)? eg why the need to re-position the Haxby Road roundabout and why 2 'extra' underpasses?

Why the further delay to 2023 - it was supposed to start in 2020, so even allowing for Covid, why not 2021 start?

An opportunity missed and very likely a new bottleneck created on the section A59 to A19 which will remain single carriageway (please note this is how you spell 'carriageway' !!). The roundabout at Great North Way is very difficult at peak times coming from minor roads.. why not at least put in peak-time traffic lights there?

Not convinced pedestrians will want to walk along a busy ring road, but certainly the provision of a cycle track as per plan would be welcomed, with the proposed underpasses supporting that plan.

Overall I think the plans are good (and of course long overdue ... it was being discussed 25 years ago when we first moved to York !), but I hope full account is being taken of the increased volumes of traffic over the next few years esp once the new housing is in place all around outer York....

Renderings of the proposed improvements would help visualise the plans

There is no problems with the information provided .

No

more diagrams of the proposed changes at each roundabout.

Why does the cycle path at Monks cross roundabout only have one underpass meaning cyclists have to cross the road. And at little hopgrove the path just ends before. Why not link this up and continue the path to the stadium?

The map was a bit unclear, for example what does "possible right of way connections" mean?

WILL ONLY BE IMPROVED IF SOMEONE TAKES ANY NOTICE OF FEEDBACK.  
 UNLIKELY IF FEEDBACK COSTS MORE THAN ALREADY BUDGETED FOR

No

3D visualisation and integration into google maps etc.

N/A

I would be interested in greater detail of the junction plans, sections costs and other options considered.

These schemes rarely go to time and budget. In fact, I cannot remember one ever doing. It would be good to see some outline of contingency planning and how this would impact the area. And how overspend would be financed.



### Responses (Via Survey Monkey)

A street view, eye level walkthrough of the final scheme.

I would like to see preliminary design drawings (PDF format) showing the existing and proposed layouts for comparison.

Path provision on north of carriageway between Wigginton and Haxby roundabout appears to stop halfway along.

nil

No

nn

Questions sent by post do not match up with the questionnaire on the website

i.e question 12 here is was the information helpful by post it is how do you think the info can be improved?

Should have more information. Available information is nil

The video kept spinning around making it difficult to orientate yourself and I could not see how the cycle tracks would link together on each junction

Does not look adequately at the whole problem. What about the impact further East (A64) or West (A19-A59 and onwards). Will the dual carriageway section just become as congested as it was?

See above.

Not completely sure of pedestrian routes

In the current climate I feel it is very naive of the council to spent loads of money on projects that whilst residents are still suffering from the Covid fallout and we have homeless on the streets. I would strongly oppose this unwarranted spending in times like this.

The consultation is appallingly designed, as it assumes that the development will go ahead, and does not offer the ability to comment on it in any meaningful way whatsoever.

So here are some comments:

1. There is a climate emergency, the council has declared a climate emergency and this development is not compatible with it because it will create induced demand leading to greater emissions at a time when we need to be eliminating them.
2. There appears to be no consideration of alternatives such as improving bus and train routes to lower demand and so reduce congestion.
3. The information claims that the dualing the ring road will lead to less cross traffic, but we know that this will not be the case. Indeed it will lead to more as with induced demand there will be more cars, more cars coming into York and more cars crossing York UNLESS crossing York is physically prevented for motor vehicles. Only if that is done is there likely to be less traffic in York. But that is not planned as part of the development.
4. The cycle road / footpath along the ring road will be noisy, smelly, polluted and dangerous. For instance there don't appear to underpasses along the ring road where they cross the radial roads (eg to cross Haxby Road). Traffic will be moving faster, with more

### Responses (Via Survey Monkey)

lanes to cross so unless there are proper cycle / pedestrian crossings (with sufficient priority) the route will be slow and dangerous. It would be much better to create a proper cycle route further in eg Manor Lane and then a proper cycle route along Hurricane way and through Clifton Moor.

5. It should be noted that the maps are appalling in that they do not distinguish between cycle /footpath and other paved areas making it extremely difficult to work out what the path is supposed to do. It would appear to be North of the road sometimes and South at others.

6. The “typical cross section” suggests that there will be no barrier between the cycle / footpath and the carriageway. (at least I assume what is revealingly labelled as an “access track” is the footpath. The path is also too narrow. The recommended width is 2.0m per lane for a cycle track (7.4.2 in [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329150/ltn-2-08\\_Cycle\\_infrastructure\\_design.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf)). We are only being offered 1.3m for a combined pedestrian / cycle path according to structures pdf; which is less than the MINIMUM recommended.

7. The Strensall Road crossing is a disgrace, asking pedestrians to walk 200m in order cross the road, and giving cyclists a very difficult turn leading to poor visibility. A light controlled crossing AT the junction is needed. This proposal is purely for the benefit of motor vehicles and does not make any attempt to support active transport users.

8. Where underpasses are proposed it is not clear that they would have a slope no steeper than 1/12 required for wheelchair access.

9. Until there are complete cycle paths, not just possible ones under consideration which will no doubt be cut as costs rise the scheme cannot be approved. The cycle route East of Strensall Roundabout is not there, where there are few alternatives and it is most needed.

10. The cycle/foot route approximately half way between A19 and Clifton Moor roundabout needs to be made continuous with a crossing of the ring road (underpass) otherwise it is pointless

It's difficult to discuss the merits of dualling without clarity on transport improvements \*inside\* the city. The two are co-dependent on each other.

more diagrams

Map on proposed development on the individual roundabout to back up on the video other than that the information was very good

## **Appendix F – Received Comments from Electronic and Paper Questionnaires**

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Please could you use the space below to identify your regular trip destination (workplace or place of study) and to provide us with any other comments you may have on the proposals.

### Responses

Clifton moor to a64

They will significantly increase road noise for people living locally, and encourage more car use on this route until delays are normal again. If the work goes ahead then cycle and pedestrian routes should be included but the money would be better spent on improving cycle provision on routes that make sense for cyclists.

Shopping, visiting family

This question has been asked already

Travel to Work (other option is through the city centre), travel for shopping, travel to assist/care for elderly relatives. Help teens travel for their voluntary service at NYMR

To see family and do food shopping

Joseph rowntree

1. From Hartrigg Oaks to Clifton Moor by bicycle.

2. On foot from Hartrigg Oaks, across the Scarborough railway line (stiles), up the footpath to the ring road, across the ring road (a dangerous crossing), and continuing on the footpath by the Westfield Beck to Haxby/Wigginton.

Travelling from out of town along A19 to Heworth.. either through town or round YORR, both poor, or from Heworth to Clifton Moor... evening rush hour and all weekend times long queues and slow progress

We use the ring road regularly to get to the east side of York. Although I agree this proposal will help with vehicle congestion I would rather the money was spent on more green proposals such as better cycle path and routes to get people out of their cars and to reduce vehicle numbers that way instead.

I travel every day between Clifton Moor and Leeds. Sometimes to Monks Cross.

Further discussions needed for Non Motorised Users to improve on your suggestions.

Destinations in Harrogate Borough and Haxby. A grade separated crossing at the Wigginton Road junction is needed especially given there are facilities for children just north of the A1237.

Answering on behalf of two in household in Wigginton - one normally works in town, the other a roadside mechanic.

1) Concern over removal of more laybys used not only for rest for lorry drivers, but used for breakdowns. Laybys at the A59, A19 & Wetherby Rd roundabouts have already been removed & this plan presumably removes the remainder - where do cars go when they breakdown & where do recovery patrols fix them?

2) Why is there no cycle/ped path between Strenall & Monks Cross?

3) The widening of exits of the roundabouts to 2 lanes - how short will the outside lane be if the exit road is not widened? Could cause incidents when people try and squeeze in (knowing the speed some people come off the Wigginton Rd roundabout towards Wigginton.

4) I may have missed it in the detailed download but where is the cycle lane crossing at the Wigginton Road exit?

5) New cycle lane from Wigg Rd to Haxby Rd on the north side - I can see it goes over the little river but what happens to it at the railway line?

## Responses

6) I can't see any discussion about the impact on the entrance to the industrial estate on Wigginton Road.. It is quite close to the junction, with the Lego shop etc. entrance even closer with cars stopping on the northbound carriageway to wait to cross the road to enter both. There is also a horse riding school in this complex where they cross the road to the fields on the other side. How is it proposed to ensure all these entrances/exits are safe for cars/pedestrians/bikes/horses with a 2 lane fast exit coming off the roundabout?

I am interested in this development for two reasons. I use the ORR as a car driver for getting to Monks Cross or Clifton Moor from my home in Osbaldwick. I also come into contact with the ORR when our on my bike. Current provisions for cyclists (and pedestrians) are poor when it comes to crossing the ORR (with the exception of the Haxby roundabout.

I have looked at the plans and am amazed at how little they consider the cyclist and pedestrian. To my mind it's critical when there is a major road improvement of this type that improvements for cyclists and pedestrians are a priority.

York's Local Transport Plan has a hierarchy of users and pedestrians are at the top then people with mobility problems and then cyclists. If I didn't know better I might form the opinion that those who put this ORR plan together had not read York's Local Transport Plan.

I think the plan needs reconsidering in the light of the above local plan and the Department of Transport's Gear Change document in order to ensure compliance with both of these documents. It certainly is nowhere near doing this as it stands.

Monks Cross. Nether Poppleton visiting son.

I absolutely agree with the dualling - we have been promised it for years. I have been a driving instructor in & around York for over 30 years and have seen a lot of changes. The video looks great and hopefully the road will be developed to that plan. A report in the press last week said it would make more people drive through the city rather than use the dual carriageway but I disagree. People have been taught on fast A roads & motorways for years now & prefer to use them - unlike when I learnt to drive. Older drivers may prefer city driving but not the majority. It's an exciting development & I hope it gets built as York really needs this. I'm happy to give extra input anytime

St Paul's Square to Helmsley. Helmsley to St Paul's Square.

There needs to be much better provision for users of the public footpath that crosses the ring road about midway between the Haxby Road and Strensall Road roundabouts to be able to cross the road safely.

Visit to family in Haxby and Selby. Also shopping at Monks cross and Clifton Moor.

I drive to major shopping areas - Monks Cross is accessible though fails to provide secure bicycle parking for cycling there, I also travel semi-regularly to Strensall which is almost completely impassable by bicycle from central York except for the brave few.

To create underpasses is wilfully ignorant of many aspects of the LTN1/20 guidelines and will create areas for anti-social behaviour and danger for residents making them unusable. Councils have been filling in their underpasses for decades now and this is a poor quality 1990's plan as they will be isolated from any passing traffic and most likely not wide enough to be well-observed and considered a safe route.

York has just declared a climate emergency - turning on our heels to then decide to build a dual carriageway around the city centre is absolutely ridiculous. Building bigger roads induces new demand and after a very brief period of apparent easing of congestion, York will end up back at square one, and worse when new housing is added into the mix. A very simple google search will quickly highlight a wealth of examples of this.

## Responses

We are in the midst of a climate emergency and desperately need to cut carbon emissions in our city - not shift them a couple of km outward creating a donut of pollution. Citizens will suffer if this plan goes ahead and it will mark a tragic missed opportunity to do something brave, bold and meaningful to change the way people travel around York. The sums of money mentioned could have a much farther reaching effect if spent instead on enhancing vulnerable priorities at junctions and roundabouts, creating dynamic cycle, scooter and walking routes, enhancing electric bus services and looking to restore community railway links between York and its outlying villages. Anything done in the central York area becomes meaningless if this dual ring road plan goes ahead, as it cancels out any benefits of cutting central area emissions and panders to people's reliance on cars at a time when we need to be encouraging, even coercing people out of their vehicles and making much better choices to seriously cut carbon pollution, not to mention noise pollution and improve the health and wellbeing of the population. I do not support dualling this road at all. It would be like plonking another A64 even closer to the city than the one we have. I cannot believe that the council is even proposing this.

I passionately believe that York could and should be setting itself up as an ideal city, leading the UK into a more sustainable future. Building more road is the very last thing that should be done.

Acomb to meet business clients, desparately need traffic to move, extra lanes at junctions and either underpass or flyover instead of roundabouts. Please look at the A64 junction for Hull road as example that works keeping the A64 moving

Extra capacity on roads always fills up as people make more and longer trips. This is a well-known and world-wide phenomenon. At a time when we must start reducing vehicle mileage this scheme is therefore irresponsible. And it will only benefit the city centre if transfers to the ORR are matched by total bans on vehicles in the centre. And how about spending the money on improving the Scarborough line rail service ?

Regular trips to retail outlets, I regularly use this route to access the A64 instead of Siri bing through the city

From home into town or across to Hull Road

Does not comply with governments LTN1/20 or your own York Local Transport Plan. I'm a regular cyclist and braver than most but these plans look terrifying

Shopping at Clifton Moor & Haxby

Leisure trips to places outside the City e.g. Hovingham, Helmsley, Knaresborough, Harrogate, Thirsk

My grandparents - they are very old and it is important that I am able to get to them quickly. When there is not much traffic, it is no problem as I can get from my house to theirs in 10 minutes. When there is slightly more traffic, it can make all the difference and add even 10 more minutes onto the journey. If there is a lot of traffic, it can even take 30 minutes to get to theirs.

woodthorpe to haxby and back

New Lane, Huntington. I start my journey from near Shipton by Benningborough.

Burton Stone Lane. I support the proposals.

Work near the centre of York.

While disruption will be unavoidable with such extensive engineering work, it is imperative that the right mitigations are put in place to keep this to a minimum. It is vital that appropriate sound barriers and landscaping takes place at Earswick, not to mention the likely loss of land and trees at Diamond Jubilee Wood which needs to be compensated. Trees should be replaced and due consideration needs to be given to a fair sharing of land grab with the Huntington side of the roundabout.

## Responses

There is concern over speeds as you enter Strensall Road from the new dual carriageway and for safety of cyclists and pedestrians who will have to cross the carriageway as there is only an underpass on one side.

Copmanthorpe to all areas on A1237

The whole of the A1237 should be dual carriageway asap including new bridges.

It is not a road which is likely to be used by pedestrians or cyclists ( the distance is prohibitive as is what the road is used for never mind weather restrictions) even with improvements so the focus should be on reducing congestion. After using the A1237 for 20 years the road is such that the increase in pedestrians/cyclists will be minimal even if a lot of money is spent on trying to encourage them.

I support green/cycle/walking improvements generally but the A1237 is a road where 95%+ usage will be vehicles so the benefit will be if congestion and journey times are reduced

Strensall to Tower Court.

Whilst flyovers or other schemes that would allow traffic to move around the ring road may be more expensive, they are far more effective in the long term. You should allow residents to choose between the current scheme and one that involves flyovers or underpasses.

Clifton Moor, Monks Cross, York city centre, Access to A64 for longer journeys. Roundabouts are always the cause of the delays. Making larger roundabouts will not improve the situation. A dual carriageway will make it harder to cross the ring road to access York centre

working a Clifton Moor and travelling from Hopgrove. I believe that dualling the ring road will just increase the traffic in York when we should be moving away from car use due to pollution, working from home and the decrease is new drivers. These proposals are out of proportion with a small city and will lead to huge loss of natural areas as well as noise and pollution. The proposals don't give adequate cycle and pedestrian facilities. I can't see any controlled crossings or a cycle lane all the way around.

Cycle through Haxby/Strensall area on occasion to visit relatives or for leisure.

I commute to work in Leeds. This proposal is a 20th century solution - it's out-of-date in the 21st century. It's about 20-30 years too late. Climate change will not be helped by pumping tonnes of concrete into a flood plain. Especially for a city as vulnerable to flooding, as York. How many tonnes of CO2 will this proposal generate? The pandemic has demonstrated that a lot of office workers can work from home. To save money in the recession, many businesses are going to downsize their office footprints. By the time this proposal is completed it will be a massive white elephant. The money would be better spent on the Haxby train station proposal, improved bus services, possibly installing more recharging points for electric vehicles, and maybe initiatives to support York householders with improving the energy efficiency of their homes. And a programme of council house building. I realise this won't happen, as the money can't be reallocated into other projects.

Clifton Moor shopping parks and outer villages

I am a member of a cycling club and find these proposals inadequate. There is far too much money spent on car travel then cycling and walking. This will not encourage more people to leave their car at home but to increase traffic levels.

The proposed scheme does meet the new government guidelines on promoting active transport. The plans for cycling and walking (but particularly the former which is where most potential for growth) are

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### Responses

totally inadequate. I feel very strongly that the Council must not squander this opportunity to improve active transport infrastructure

I don't have a regular trip destination

Travelling from my home (inside the ring road) out of York. Dentist. Shops.

Could be anywhere

Clifton Moor shopping

Clifton moor, leisure cycling trips north of York.

You cannot cross two or more lanes of traffic safely along this road. It takes ages for gaps in traffic at rush hour. I have to wait 5 mins or more using refuge at Askham Bar roundabout and that is just across one lane of traffic! It's even worse at the new Wetherby Road roundabout with the speed of approaching traffic.

Subways are needed at each roundabout with zebra or signal crossings at the arterial roads crossing the ring road.

I can't drive. I regularly cycle across the ring road to reach shops and friends on the other side. I watched the video flythrough and saw we will have a large segregated cycling route to the north of the road, but it vanishes at each roundabout except Haxby. This is pointless. And breaks all recent government guidelines for funding published in the Gear Change policy document. Who's going to use a cycle route if it ends on a dual carriageway roundabout with no support for crossing on foot or by bike in any direction? Do it properly or not at all. Don't pretend you're meeting active travel requirements by adding sections of unconnected lanes.

Work,leisure,access to York and relatives.

Shopping,visiting relatives south of York

Insufficient protection for cyclists from impatient drivers

Clifton Moor for shopping

Along time overdue.

From city centre to Wigginton Road or Poppleton road

Sometimes want to go to Haxby from Huntington and it would be nice to not have to go through churchyard and lift bike over gate to get to new earswick. Would also be good to be able to cycle to Clifton Moor.

From Strensall to Poppleton

York Clifton Moor

I use the ring road to get to work in Leeds and it's a regular source for shopping

Visiting family Dunnington & Acomb. Shopping at Monks Cross & Clifton Moor. Cycle rides towards Shipton Road/Poppleton.

workplace and shopping

Drive daily in my van around the YORR and apart from rush hour traffic it's not an issue. And rush hour traffic exists all over the country at an obviously specific time that everyone is aware of. Rush hour traffic is what it is. There's absolutely no issues on the York By-pass. Total waste of time and money.

I travel the road every day either to work, shopping or to go to my Alotment. The scheme will only be beneficial if the whole of the RR is improved , other it will simply move congestion for one pinch point to an other.



## Responses

Workplace at Clifton Green. Pre covid travelling on YORR was a nightmare, what should be a 15 minute journey could take up to an hour.

Hospital . Roundabouts need yellow boxes on them to stop people blocking

Monks Cross would very much benefit from an additional walk/cycle space from New Earwick to Monks Cross.

Harrogate

Workplace

Will there be safety measures in place for pedestrians and cyclists

Leisure facilities at Monks Cross and Clifton Moor, driving from Haxby.

These parts of the ring road are consistently congested. You can no longer 'pop round the ring road to avoid town traffic'. Ironically, sometimes it is quicker to weave through town and out again to get to some of these destinations. The backlog at roundabouts is dangerous as people block entrances and exits to roundabouts and there is no feel of traffic flow, it is just constant tailback.

See 10. This road should have been a dual when it was built. The current dual at roundabouts results in a lot of angry drivers and doesn't work. The roundabout at the end of Wigginton road needs yellow boxes as is frequently congested with selfish drivers.

Clifton Moor, Monks Cross, Leeds.

I work at Argos Clifton Moor.

No further comments from me as the plans look excellent. Dual carriageway has been needed for a long time on this stretch of road

Our regular trips on the YORR are from home to the. Clifton Moor and Monks Cross Retail Parks. There is no mention made regarding the effect upon those who have properties close to the YORR. These proposals for dialling WILL create significant increased noise by virtue of the fact that there will be two traffic lines in each direction and also there WILL be increased emissions from vehicles creating further pollution in the area. As I see the proposals, it appears that the dialled road, certainly from the A19 roundabout to that at Clifton Moor retail park, will be illuminated for what reason totally escapes me and is totally unnecessary and expensive- the erection of lighting WILL create further pollution and the area will become akin to Blackpool Illuminations - absolutely unnecessary. Additionally mention is made of planting trees along the sides, the current trees in situ certainly do NOT shield the noise, it would be more appropriate for a higher embankment to be in place with additional trees. Much MORE thought needs to be given to those residents whose properties are at the side of the YORR, after all we are paying CYC council tax and MUST be heard.

Dualling the northern ring road will only increase car use rather than alternative forms of transport. Evidence provided for the A59/A1237 roundabout enlargement states an increase in traffic volume of 30% in six years.

There is no pedestrian/cycling underpass for the Wigginton Road roundabout.

The pedestrian and cycling paths along the northern ring road are discontinuous and there is no evidence the paths will meet the DfT LTN/1/20 guidelines of at least a 2 metre buffer between path and carriageway for vehicles travelling at 50mph.

York needs to focus its transport policy away from a car-centric viewpoint to one that realistically promotes public and active travel, health and environmental improvements all of which can stimulate the city centre business and leisure economy.

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### Responses

Elvington

Sainsburys vanguard monks cross

Monks cross/Clifton moor shops

Ballet at en pointe

Swimming at York sport

Other leisure activities at Clifton moor/monks cross

Haxby to Tesco

Easingwold to via A19 + A1237 Dunnington

Increasing road capacity will only encourage more traffic onto the YORR and shift the problem elsewhere. Given the climate crisis combined with the increase in home working and use of delivery services/online shopping, I feel this money would be better spent on enhancements to public transport and enabling the electric transport revolution that the country must encourage in order to meet its carbon neutral obligations. Building more roads is not the answer - finding more energy efficient ways to move people around has to be.

As a resident within 'hearing' distance of the YORR, I am also concerned at the increased noise pollution of a dual carriageway - what plans are in place to mitigate this? I truly appreciated the peace of lockdown as traffic essentially ceased, and it took time (and caused increased stress) to re-acustom to the traffic noise from the current single carriageway YORR.

Circular walk from Haxby along the beck through New Earswick and back via Huntington Church; there are two places where the footpaths 'cross' the ring road with no footbridge or underpass making this route essentially unwalkable outside of lockdown. There do not appear to be provisions to improve this situation in the current plans.

Haxby to Clifton Moor leisure facilities and Rawcliffe Bar Park and Ride and Country Park; the new pedestrian/cycle bridge over the railway has enabled this journey by bicycle from Haxby, however, once this section of the cycle path ends on the edge of Clifton Moor, the cyclist is returned to a narrow route on the edge of a pot-holed road, and the journey becomes much more hazardous.

Haxby to the University of York (place of work); fastest route via the YORR and A64 by car (20 mins) as the public transport alternative involves two buses (60 mins or longer). Weather and health permitting, I cycle using the orbital cycle route (30 mins). Traffic on the YORR can back up at busy times, however, the queues rarely add more than a few minutes to the journey.

Haxby to Shipton Road.

Should have become dual carriageway years ago, traffic always at a standstill in rush hour.

Haxby - Leeds

Haxby - Clifton moor

From A19 to Clifton Moore and A19 to A59

Haxby to York University, Haxby to Monks Cross.

I don't think the road should be fuelled, it will spoil the environment and only encourage more traffic. Instead cycle and pedestrian facilities should be improved further. We do not need 2 new underpasses at the Haxby roundabout, it is a complete waste of money. A better idea would be a separate cycle path from the Wigginton Road roundabout to Wigginton. We should be trying to reduce traffic rather than destroying the environment to accommodate more vehicles.

N/a

## Responses

Monks Cross/A166/A1079 - Hopgrove Roundabout a disaster.

Huntington

Access to Monks Cross and Clifton Moor. However, when the ring road was first built it was great, then so much development took place that it was soon full. There is no point spending the money to dual the road as I am pretty confident more development will ensue which will negate the benefit. It is pointless to create more space for cars, we need less cars on the road not more. Plus personally I live in [REDACTED] which was quiet before the ring road and now is rather noisy, it will only become more noisy which is very aggravating. You need footpaths and cycle tracks NOT a bigger road. A big mistake was made when for some stupid reason the road from Haxby was blocked by a roundabout instead of remaining as an underpass. Consequently, and this was an obvious result, everyone leaving Haxby for York and return causes a hold up at this roundabout. Add the level crossing and children leaving school and the whole thing can come to a standstill. Too late to fix that I know but adding further bridges and carriageways is not an answer. Create a cycle route from Haxby to Monks Cross as there is between Haxby and Clifton Moor would be a sensible use of funds. But, you will almost certainly dual the thing anyway then authorize more houses and businesses then it will be back to square one in less than 5 years.

DESTINATIONS: Clifton Moor, Monks Cross, York station, Doncaster

My view is that orbital public transport and cycle improvements **\*\*\*must\*\*\*** come **\*\*\*before\*\*\*** roads expansion. Some schemes can be delivered more quickly and provide relief to the A1237.

I have proposed and, presented (to the York Bus Forum) ideas for Orbital bus infrastructure and Rail Interchanges.

The SHORT TERM idea (a VERY short Nestle South busway that would enable an X shaped bus network avoiding the City Centre) can be found in IMAGES:

<https://drive.google.com/file/d/1UCRUANg2-Lt4yysVifCtg5Fp6JVOsXz2/view?usp=sharing>

AND

<https://drive.google.com/file/d/1wNokUbAJdFKoopEiwRRHrMG7FI-C05jc/view?usp=sharing>

The LONGER TERM (with three Outer York rail stations) proposal is on a Power Point PRESENTATION, HERE:

[https://drive.google.com/file/d/15lhIIL\\_KVGu2hZB8ztNW8oPA1wFzuj-/view?usp=sharing](https://drive.google.com/file/d/15lhIIL_KVGu2hZB8ztNW8oPA1wFzuj-/view?usp=sharing)

Dualling the A1237 without dramatic public and active transport improvement will further lock in car dependency by encouraging planning that fails to make provision for people without cars. As with other major road building schemes, it will lead to an increase in traffic on all its feeder radial roads and throughout York, causing more congestion even in the City Centre.

Living in Haxby, my family and I regularly travel to work/school in York and to facilities around the North of York by cycle. Studies on UK transport have shown that as roads are widened, then the volume of traffic increases; the mostly likely impact of this work is to increase traffic and move the

## Responses

bottlenecks elsewhere, increasing noise and pollution. As a cyclist, I don't think that the proposals separate cyclists from fast traffic and pedestrians on roads and at junctions, this means they won't meet the DoT Gear Change criteria. We have seen massive changes in behaviour this year with many more people walking, cycling and using local facilities, let's encourage this - cost will be lower and environmental benefits higher. For example a cycle route on the Wigginton to York route could be completed at a fraction of the cost of this work, help reduce traffic and remove the need for this environmentally damaging road proposal. Don't give in to the car lobby make York a truly cycle and people friendly community.

Flyover needed at Haxby, school run to Jo Ro a complete nightmare daily with long queues.....

Haxby to York station via 1237 to shipton rd

I use the A1237 for work commute.

Drivers using the zip lanes can be very passive arrressive not using them correctly.

Work - clifton moor

Pleasure - clifton moor, monks cross

Taking my son to and from Huntington School 6th form during the pandemic and so crossing the A1237 twice a day 5 days a week and having to deal with often highly undisciplined and erratic school cyclists on Haxby Road.

This scheme obviously long predates the realities of the Pandemic and Climate Crisis and as such largely fails to take advantage of any of the much discussed opportunities offered by a post-pandemic world of increased pedestrian, cyclist and electric mass transport systems to achieve a sustainable zero-carbon transport network.

In what way does this plan reduce York's CO2 footprint by improving low emissions public transport access to retail and commercial areas of Clifton Moor and Monks Cross from both central York and the outlying areas of Strensall, Haxby and Wigginton?

Bus services are currently only run radially between York and the outlying areas so it is impractical to get from Strensall, Haxby and Wigginton to Clifton Moor or Monks Cross in a timely manner. This forces everyone to have to drive to and from Clifton Moor or Monks Cross and this road improvement does nothing to address this problem.

Widening the A1237 will make it harder than it is already for motor traffic to cross it on the radial roads in and out of York. The already long tailbacks at peak times from and back into Strensall and Haxby on Strensall and Haxby Roads respectively will only get worse as there will be more traffic circulating on the A1237. Since it is unlikely that everyone will swap to electric vehicles on the day the new scheme starts, this will result in higher emissions from idling vehicles.

It is well documented that any road "improvement" scheme has only a very short time before the increase in traffic encouraged by such an "improvement" then serves only to cause the same level of congestion as the scheme was designed to alleviate at the expense then of even higher emissions from the increased number of slow moving vehicles making their stop-start way through the "improved" sections.

## Responses

Whilst there are rudimentary cycle lanes marked out on most of Haxby Road these are still quite dangerously narrow, particularly for younger, less experienced cyclists such as those going to and from school.

The proposed improvements at the Haxby Road Roundabout are most welcome and long overdue and if implemented as shown in the Haxby Road Roundabout and Public Rights of Way images:

<https://pellfrischmann.com/wp-content/uploads/Haxby-Road-Roundabout.pdf>

<https://pellfrischmann.com/wp-content/uploads/Public-Rights-of-Way.pdf>

then it will remove the dangerous limitations of the current two tunnel underpass whereby cyclists coming towards New Earswick from the Clifton Moor side end up cycling against the flow of traffic because there are no cross links between the two tunnels and the road is too busy to cross at the lowered kerb section just below the roundabout on the New Earswick edge.

The same cannot be said for the Strensall Road Roundabout.

There are over 6000 people living in Strensall. That's more than the population of the town of Malton! A huge percentage of the population of Strensall commutes to and from jobs and schools in York or jobs in Leeds via Strensall Road. Strensall Road has no cycle lanes and is, at present, nowhere near wide enough to accommodate them. The 40mph speed limit along the section between Strensall and Earswick is still too fast and the traffic density too high even at off-peak times for the safety of cyclists of any level of experience and vehicular awareness.

This proposal does nothing to address these problems and in fact adds to the dangers by adding a single underpass at the Strensall Road Roundabout. This is just dangerous nonsense because it requires cyclists making their low-carbon way into York to have stop, dismount and then cross at the new Strensall Road Pedestrian Crossing in order to get to the underpass on their way into York at a point where the traffic is bottlenecked coming from Strensall and Earswick and at the same time, turning in towards Strensall and Earswick from the already very busy roundabout.

It is quite clear from the Strensall Road Pedestrian Crossing and Strensall Road Roundabout images:

<https://pellfrischmann.com/wp-content/uploads/Strensall-Road-Pedestrian-Crossing.pdf>

<https://pellfrischmann.com/wp-content/uploads/Strensall-Road-Roundabout.pdf>

that this aspect of the scheme will only work because there is a relatively low volume of cycle traffic and this is clearly not expected to - and certainly there is no provision for an - increase with the new

## Responses

A1237 widening scheme.

In summary, apart from the improvements to the Haxby Road Roundabout pedestrian and cyclist tunnels - which I believe are justifiable in their own right - the proposed A1237 widening scheme fails to address most if not all of the key imperatives of improving access between Strensall, Haxby, Wiggington, Clifton Moor, Monks Cross and York in a sustainable zero carbon way.

Ask yourselves: Is this really the best use we can make of the money set aside for this scheme, particularly right now?

In spite of the excellent new buses, it is still difficult to go for walks in the NY Moors for instance.

From A19 to poclington ( Manor C E Academy) daily during school term

Various destinations along and across the A1237.

We doubt the proposals will help traffic congestion on the A1237 and are likely to increase congestion on the major routes crossing the A1237 e.g. at the Earswick roundabout where the Stensall Road already develops large queues at peak times.

So long as the roundabouts remain they will continue to be the main cause of traffic congestion and delays.

We understand because of cost constraints the extra lane between the Foss crossing and the Earswick roundabout would be on the Earswick side which will mean the destruction of mature trees in the Diamond jubilee wood reducing their noise and pollution buffer. The planting of new trees would take years to mature even if there is space between the new road and the village. We are very concerned that the plans also show the permanent removal of the trees on the A1237 on the Haxby side of the Foss which also currently help with the reduction of noise pollution. If the development goes ahead would it be possible to erect noise pollution barriers until plantings mature.

If the development proceeds a new bridge will be required across the River Foss and the riverside paths, would it be possible to re-instate these to a better quality than after the first bridge was built.

The proposals only show a possible underpass for cyclists and pedestrians which we consider essential and should be included prior to any agreement on proposals.

Monks Cross, and Vanguard Centre and Huntington.

Clifton Moor & Monks Cross Retail parks & Park & Ride.

Please do the duelling as soon as possible, it's awful at the moment.

I often drive along or across this section of the ring road; will the new design enable traffic needing to cross the ring road (e.g. on Haxby and Strensall Roads) to cross safely with 2 lanes of traffic on the enlarged roundabouts or is there a risk that traffic trying to cross North or South will be stuck due to higher flows East/West along the ring road? Improved pedestrian and cycle provision to cross safely is essential at every junction and most not be compromised. .

I go to Clifton Moor and Monks Cross

Live in haxby but work in hull

Clifton moor

From and to A19 roundabout to Monks Cross and to A64

**A1237 York Outer Ring Road Phase 1 Dualling  
Stakeholder and Public Engagement Report  
W50819-PEL-GEN-ZZ-RP-CH-00006 S0 P4**

### Responses

From Haxby to the A64...to avoid going round the by pass because of the daily congestion.

Also to go to Clifton Moor or Monks Cross shopping.

Centre of York

Teatime basketball training

Clifton Moor Retail Monks Cross retail & Vanguard York city centre York hospital visiting family

I join at Strensall roundabout and travel around to A19 where I come off and head into the city. The current provision for cyclists is very poor. Whilst I acknowledge there is some improvement in the proposal, there are still areas where there is no safe crossing for cyclists. There are areas where cyclists and motorists are not safely separated. There needs to be a clear crossing at each and every roundabout on both sides of the road for cyclists to cross the ring road and also cross the roads coming from and leading to each of the roundabouts. Will there be traffic lights to assist this. It's not feasible to expect a cyclist to cross the subsidiary roads without a crossing aid. This will lead to further deaths.

All round York

Haxby The Village

Other comments

All roundabouts need subways to help people walking and cycling to cross the ring road.

The roundabouts should be raised up like at Haxby Rd to minimise effort for active travellers.

The orbital route is mainly on the outside side of the ring road while most of the attractors like shops are on the inside. There should be separated active travel paths on both sides, especially through Clifton Moor retail park.

All plans should be assessed using the Cycling Level of Service and Junction Assessment tools in LTN 1/20 to ensure they comply with best practise.

Shopping at Monk's X and Vanguard

See above

Travel from Wigginton to Clifton Moor - usually fine to cross over the ringroad - but when travelling further afield like accessing the A64 in either direction always has some sort of traffic jam regardless of the time of day

Regularly visit family via this route and shop twice weekly at Monks Cross or Clifton Moor.

I travel daily to Joseph Rowntree school, Monks Cross and Clifton Moor. The dual carriage would be immensely beneficial in reducing travel time.

Unable to use public transportation to work due to location..always a nightmare getting out of Haxby due to amount of traffic and also railway line

Acomb and/or Monks Cross Vanguard

Work

Is it to travel around York for work purposes

Monks Cross and Vanguard

1. How is this proposal consistent with government policy (e.g. Gear Change) to reduce the number of journeys undertaken by motor vehicles? It has long been established that building more road space

## Responses

generates more traffic, not reduces it.

2. What analysis has been undertaken to establish the kinds of journeys currently undertaken along this section of the ORR and how many of those could be undertaken by other means, e.g. cycling or walking, were suitable infrastructure to be provided. Many current journeys are surely short trips being made to Clifton Moor and Monks Cross, ideal candidates for modal shift.

3. At the very minimum, a continuous segregated cycle path, built to LTN1/20 standards, must be provided alongside this length of the ORR, including safe and continuous crossings of junctions. Again, this is current government policy without which government funding for a scheme is unlikely (ref Gear Change).

4.

Pedestrian access to the river using the outer ring road at Rawcliffe.

Strensall to Askham Bryan including Clifton Moor.

The traffic is often backed up at Clifton Moor and A19 delaying journey.

On way back Haxby roundabout is always backed up nearly to Wigginton Road

Clifton Moor, Monks Cross, Hospital(s), City Centre, Library, Church

All around York, I work at multiple sites.

Haxby to Leeds, daily

Haxby to Monks Cross and Clifton Moor a few times a week.

Haxby to York

I walk into York from Wigginton. I cycle from Wigginton to the gym at Clifton Moor. I drive to the shops at both Clifton Moor and Monks Cross, and also to access the A64.

Looking at the plans I do not see any crossing points for the footpaths that bisect the A1237 between the Haxby and Wigginton roundabouts, and the Haxby and Huntington roundabout. It is difficult now to cross this single track road, it will be suicide with a dual carriageway.

Currently, the main traffic congestion points are where the A1238 is bisected by out of town routes. I do not believe that dualling the ring road without flyovers will alleviate this.

Workplace in Heworth or shopping at Vanguard. I hope trees will be planted to replace any lost

I travel the country for work so walking or cycling to Manchester for example is not an option. I think the introduction of a dual carriageway will significantly improve my daily journeys

All around UK

Haxby to both Monks Cross and Clifton Moor

To cycle north from York there are only a limited number of places where the Ring Road can be crossed without encountering heavy traffic. Dualling the road will increase the volume and, initially, speed of traffic, making an already highly dangerous situation for cyclists worse.

More generally, the proposal to dual the road is crazy. It is well known that providing more space for motorised vehicles leads to more vehicles. Also, increasing speed increases accidents - this is also well known. Finally, I wonder if the promoters of this scheme have heard of the CLIMATE EMERGENCY. The world cannot take more traffic, whatever the source of power. Car culture has to be reined back, not encouraged, for all our futures. The whole proposal is madness.



## Responses

I use it to access monks cross, Clifton moor and York.

I am strongly against this project as it will have a devastating on nature and the environment. The loss of habitat would be immense, mature hedges and trees being removed which are vital nesting places for many bird species which have little habitat in the area with ever increasing building on green land in the area. The would also be a lot of disruption to the wildlife of the river foss which has already seen a massive decline in water vole numbers. We need to be preserving these very important habitats not destroying them, you cannot simply replace this habitat by planting trees it will take years if not decades for nature to recover if this goes ahead

Travelling to shops

Hiscox

I travel regularly along the ORR along the Hop Grove to A19 section and onto Clifton Moor.

Monks cross

Drive from Haxby to Harrogate. Haxby roundabout notoriously busy.

Trip destination Clifton moor. I do not think dual road helps, where it has been done on Rawcliffe roundabout it causes more congestion

Work

No regular destination, I'm sales rep and drive all over north of England

From haxby to Clifton moor/ monks cross/ Grimston bar daily

I think this proposal is a waste of money, with so many roundabouts congestion will get worse and traffic flows will probably decrease as well as air pollution increasing.

With the need to reduce vehicle journeys from an environmental perspective this proposal needs to be much more imaginative.

The road needs a full overhaul and be dual carriage way all the ways down with decent sized roundabouts if it is to cope with traffic from proposed housing schemes in areas near the ring road.

Monks cross and Scarborough

From haxby to Shipton Road (a19) cycling mostly, running or driving. I like the cycle path from haxby and to be honest I don't mind riding on the road past clifton Moor retail, its just the roundabout (tesco) that is a bit iffy.

York city centre and all over the north east and midlands

Workplace. As said above. Better cycle lanes would be great, but not if it requires a dual carriageway too (& I regularly cycle along there, feeling fairly unsafe in Monks Cross direction)! We should be concentrating on reducing traffic, not building ever wider roads. As there's been such an increase in home working & decrease in traffic this year, surely would be sensible to save your money & see if that trend continues after the pandemic (as is the expectation & aim of 'the green recovery' isn't it??

I occasionally use the ORR to drive to work at Clifton Moor (normally I cycle). I almost never experience any congestion beyond short queues at roundabouts and can't see how spending this amount of money can be good value for something which never seems to be a problem. The ORR is already faster than driving through the city so I don't agree with the argument that dualling the road will stop people driving through the city.

I also cycle some sections of the ORR, including the "upgraded" roundabout at the wetherby road junction. This is now absolutely awful to cycle along with a filter lane on the A1237 meaning cyclists

## Responses

have to ride in the middle of the road with cars passing on either side in a 60mph zone. It's also much worse now crossing between Acomb and Wetherby road (across the A1237) since there are 3 lanes of traffic coming at you from each side of the A1237; being much wider and with more lanes of traffic at a higher speed has dramatically increased the danger at this site.

Apart from my personal observations from using the ORR, there are many potential problems and downsides which don't seem to be worth saving a few minutes from peoples' journeys at peak times (if indeed it will make any difference)

- induced demand will mean there is likely to be a net gain in traffic
- a large amount of hedgerows and other habitat will be lost
- anyone living near the ORR will be exposed to greater traffic noise, pollution
- the proposals for cycling / walking routes clockwise from Strensall roundabout are extraordinarily inadequate. This is currently pretty much impassable by bike and no significant new facilities are being added at all despite the road being widened by several meters for motor vehicles. £100m for motor vehicles and no proposal at all for everyone else? Did you just give up after strensall?

We use this section of the YORR to access the A64, Monk's Cross, and Clifton Moor retail facilities.

I generally in transit from the A64 or Earswick roundabout to Clifton Moor for shopping or onward to the A59- Harrogate or B1227- Wetherby. If going from Grimston Bar to the A59, I will avoid the Hopgrove and get on to the A1237 at Copmanthorpe.

I dread going round YORR and I am in full agreement that something has to be done.

However, history does repeat itself and I seem to remember 30 years ago that it was decided that dualling was not required. You are now in the situation where dualling is required. Bridges have been rejected on the grounds of cost and instead you have opted for 'improved' roundabouts.

Having had two roundabouts 'improved' you say you have seen better traffic flows etc and are confident that they will solve problems at the remaining junctions. The two roundabouts you have 'improved' still experience traffic jams and are at best adequate and are also on the 'quieter' sections of the ring road.

The graphic you show in the consultation information displays a ring road with very light traffic on it and in no way portrays traffic as it is now or what it is likely to be in the future.

In my view the whole project is a fudge has been cheapened off for a price rather than spending more and incorporating bridges and slip roads so as to enable continuous traffic flows. Roundabouts and traffic lights restrict traffic flow, this is a fact. The project is in no way future proofed but is playing catch up with the current traffic situation. I feel in ten years, this proposal will be outdated and whoever planned it will be ruing the day they did not hold out for more money to complete the job properly.

## Responses

I would be interested to know how things would look with maintaining the single track road and bridge every junction. Roundabouts and slip roads should be used for exits on and off the ring road. Traffic could be limited to 50mph over the length of the road.

Regular car trips to shopping centres or garden centres.

Regular recreation cycle trips to access smaller roads beyond the ORR. cyclist and pedestrian underpasses are needed at every roundabout junction.

Wigginton Road underpass could allow for a new pedestrian/cycle path on the wide verge north to Wigginton - giving access to the minor roads in the area.

my most regular trip is from B1224 junction to Monks cross. the scheme is a complete waste of money. the delays are caused by traffic crossing each others paths at the New Earswick roundabout. traffic coming out of York cuts off the ring road flow in both directions. Duelling the road will do nothing to reduce this. a far better solution and one that would reduce the pollution created by queuing vehicles would be to have lane 2 of the B1237 cross directly over the round about. lane 1 would be used to use the roundabout to allow travel to York or Haxby directions. This principle should be applied to all roundabouts. The existing proposal will simply halve the physical length of the queue by having two lanes full of vehicles. Did anyone go and see what caused the congestion? don't use computer modelling, it doesn't work, computers are not as impatient as people. Study the reality. test drive it yourselves at 5pm you'll soon see the problem.

Monks Cross or Clifton Moor - I don't think the proposals satisfy the criteria of the Local Transport Plan, but they need to, in order that pedestrians and cyclists are able to safely cross from outlying villages towards York and have safe roundabouts like the one on Haxby Road. I have cycled many times to Strensall and the Howardian Hills and there need to be safe tunnels and roundabouts.

I now regularly cross A 1237 from Huntington Road to Earswick, by car. I don't have a problem with that. I am strongly opposed to spending money on this scheme as it will only encourage more traffic to use the road and get people to postpone the decisions they must make to use other means of transport instead of cars, vans and trucks.

The consultation questions are flawed - the question is not whether the YORR should be dualled but rather what how the money can be better used to achieve the 2030 zero carbon targets the Council has set and agreed to. Making car travel less appealing i.e. not relieving congestion or making it quicker is required. The monies proposed for this scheme should instead be invested in cycle and pedestrian infrastructure across the city to make it easier and safer for residents to get out of their cars. All research shows increasing lane capacity is quickly filled up with more cars ... so these plans go against York's Transport strategy and the DoT Gear Change guidance. Please stop, step back and use the funds to make a real difference to residents.

York's Local Transport Plan follows guidelines set down in National Policy Guidelines, particularly seeking to reduce car usage and make greater use of walking, cycling and public transport. At the heart of York's Transport strategy lies its commitment to a hierarchy of transport users, placing pedestrians at the top, followed by people with mobility problems, then cyclists, and placing motorists at the bottom. The plans to dual the Outer Ring Road fail to uphold this commitment.

The Department for Transport's 'Gear Change' document is Government policy and needs to be embedded in City of York Council's standards. The following principles from Gear Change are not being met in the current scheme to dual the Outer Ring Road:

1 - Cycle infrastructure should be accessible to everyone from 8 to 80.

## Responses

2 - Cyclists must be treated as vehicles and physically separated from pedestrians, with separate parallel routes at crossings and junctions.

3 - Cyclists must be physically separated and protected from high volume motor traffic.

6 - To receive Government funding for highways investment where the main element is not cycling or walking there will be a presumption that schemes must deliver or improve cycle infrastructure to the standards of the LTN1/20.

18 - Cycle routes must flow, feeling direct and logical.

20 - Designers of cycle schemes must experience the roads as a cyclist.

21 - Schemes must be consistent.

With the exception of the Haxby Road roundabout, cycle provision woefully fails to pass the junction assessment outlined in LTN1/20.

### Monks cross and Clifton moor

York. As a new bridge is being provided for the railway crossing near Haxby roundabout, why is it not also providing an underpass for crossing traffic, Haxby is the largest town outside the ringroad? Without it any the big development in the York plan should surely be abandoned.

On my cycling journeys I cross the RORR at various points. Some of the facilities promised sound okay but the lack of an underpass or bridge at ALL the roundabouts is a huge worry. E.g. I use the Wiggington Road junction to head north on rides as it is direct and avoids large diversions on some of my planned routes. Having experienced the hell that is the Wetherby Road roundabout I believe that it was a disaster for cyclists that should not be repeated. Whilst there is a rambling and slow route to Rufforth via Knapton that is only of use to pootling cyclists and very small groups it is of very little use to most road cyclists and is leading to lots of low-level conflict with walkers and dog-walkers. There needs to be on-road facilities for cyclists at the junctions. Haxby roundabout is a good example of what is required. Note also that the route up to any tunnel needs to be of a good standard as well. E.g. The route from Skelton on the A19 is very poor with too narrow sections, hedges obstructing the path in summer, a bus stop in the path and the usual conflict with pedestrians. A scheme is always judged by its worst points. Just because some roads currently have less useage than others doesn't mean that will always be the case. It is much cheaper to provide facilities now than try to retro-fit them later.

Shopping & leisure at Monks Cross and Vangarde. In my view it would have been far better to have dualled the A64 between the Hopgrove and Spitalbeck before upgrading the YORR as the flow of even more congestion at the Hopgrove roundabout as it is already a major problem during the summer months with coastal traffic. I am however not against the YORR being upgraded as it does need dualling.

I live in Clifton Moor and regularly travel to Haxby and Wigginton by bicycle (at least twice weekly at peak times).

## Responses

I also go from Clifton Moor to Monks Cross and Hopgrove by motorcycle (at least fortnightly in Summer, at the weekend usually).

The main issue I have with these proposals is the total omission of the sections west of the A19 roundabout. The A59 and Great North Way roundabouts also suffer severe congestion at peak times and yet there they have been excluded from this development. Assuming those bottlenecks persist then there will still be issues with traffic even if this upgrade goes through.

Secondly, the leaflet map diagram does not appear to show a new pedestrian/cycle path between the Strensall Road and Monks Cross Roundabouts and yet the detailed Pell Frischmann material does! To me it wouldn't make any sense to undertake this work without including such a provision along with all the other proposed extra shared paths.

Thirdly, only widening the roundabouts at Wigginton Road and Monks Cross (with their 5 entry format) will do nothing to make them any easier to negotiate, by vehicle or by cycle.

Clifton and Heworth, which are done by car at car. With a direct cycle paths / routes, I would be happy and keen to cycle which would allow me to exercise, present routes available are not safe. I sometimes drive to the gym at Clifton Moor to exercise. Cycling to work, saves a journey and if I could do this on a regular basis, I would not go to the gym.

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Any of the outside shopping centres. Also to go to Harrogate area and the Leeds direction (via ring road).

Retired so do not restricted to travel at specific times - other than at present (Covid Conditions) when the Supermarkets etc have early opening times (7am - 9 am) 'set aside' for us 'silvertops / vulnerable to do our grocery shopping.

Use ORR to access sites/places beyond York.

The proposals will have limited impact on congestion because the dualling stops at the A19(N) and roundabouts are not segregated: 1. Traffic will therefore reach queues at roundabouts quicker than it does now (larger roundabout provide only temporary improvements anyhow); 2. Huge queues will result at the A19 (around Clifton Moor) - just look at what happens on the A64 (Hop Grove) with queues of 3 to 4 miles back beyond the Hull Rd roundabout; 3. An additional 3500 houses planned for this section of the ORR taking up much of the new capacity created by dialling.

Huntington to York Business Park.

Dualling will not solve the congestion as there will still be the roundabouts. It is the roundabouts that cause the congestion, and the changes from dual to single carriageways. All you will do is spend a lot of money, ruin a lot of wildlife habitat and create dual queues at roundabouts, leading to more frustration in drivers, increasing the risk of them taking chances and therefore increasing the probability of accidents and injuries. The best solution is dualling in a similar manner as on the A64 to the east of the city.

We regularly travel between Clifton Moor and Monks Cross for both work and pleasure.

However, we live at 45 Avon Drive in Huntington and although in principal we support the YORR widening scheme, we also have serious issues of how it will affect our health, wellbeing and property value.

Of all the properties on Avon Drive, we live closest to the A1237, typically less than 50m away. We currently have serious problems with noise and pollution all year round from the A1237 and the widening scheme will make things worse. What plans are there to alleviate our problems??

A cost effective and environmentally friendly solution would be to use the spoil excavated from the north side and pile it up on the south side to create a physical barrier to deflect noise.

This idea has many benefits:-

1. Reduce the costs, both in monetary and environmental terms not having to transport the spoil many mile away.
2. It would hide the development from view.

## Responses

3. It would reduce noise levels.

4. If planted it would offset the environmental impact, plus reduce noise and pollution.

We appreciate that there is a large water main on the south side of the A1237 preventing development of the southside, but something needs to be done to protect us and sustain our quality of life.

My other concern is that the roundabout at the intersection of the A1237 and Strensall Road is currently too small and is planted with trees. Traffic flows better and safer on large roundabouts with no high shrubs or barriers and where visibility of approaching vehicles is easy.

In addition, it is currently possible to cross the River Foss at the A1237 overpass. This is used extensively by walkers and dog walkers to cross from one side of the river to the other. Will the new plans accommodate access from the riverbank, up onto the new cycle/walkway?

Live in Wigginton, drive to York University. Shop at Clifton moor and monks cross, chil will start school at Poppleton in Sep 2021.

From New Earswick to Clifton Moor and back. But the proposals do nothing to extend cycling provision outside of that. There should be segregated safe cycle and pedestrian ways all the way along the ring road east from Haxby clockwise down to Monks Cross. You describe it as an 'Orbital Route', but it's nothing of the sort.

Throughout York and surrounding area.

1. From Haxby to shopping at Clifton Moor, and return.

2. From Haxby to Creepy Crawlies Play Centre and The Web Adventure Park, and return.

Haxby to Monks Cross or Forest Park Golf course. Each destination twice a week usually.

Traffic flow will be greatly improved and hopefully result in less air pollution. The proposals will improve safety and encourage more cyclists and pedestrians thus encouraging a more healthy lifestyle.

York Biotech Campus at Sand Hutton, off the A64. Previously known as FERA. This dualling of the yorr is vital and is long overdue. I've driven this route for 24 years for work. You now keep closing off so many routes in York and so many new drivers pass their tests, you are losing control of movement. No city will ever reduce the numbers of cars on the road. Unless you also provided amazing public transport such as a monorail around the city as well as this project for the outer ring road.

I don't have a regular route but use the ring road daily as I am a driving instructor, also for shopping and social use.

In my opinion The bypass needs to be turned into a proper dual carriageway with flyovers and slip roads all the way round. The current plans are nowhere near sufficient for the current and future traffic levels in York and will be outdated before the work is even completed.

With the cycle loving element within YCC currently waging a ridiculous war on motorists and driving people out of the city there needs to be better plans in place to tackle the increased volume of traffic on the bypass.

Ignoring the real issues of the majority of people within the city to accommodate adding in cycle lanes

## Responses

for the limited amount of use they would get in the ring road area is completely ridiculous and a waste of money.

The current plans don't even tackle the single busiest section over the river Ouse from the A19 to A59!

Living near the A19 bypass roundabout and regular user of the ring road in that area it's blatantly obvious the current plans fall some way short of what is actually needed.

Every roundabout should have an underpass for pedestrians/cyclists, but in particular the Wigginton Road roundabout. Additionally, Wigginton Road should have its own cycle path as it is very dangerous to cycle on this single-lane 60mph road.

Cycling to Clifton Moor for shopping and for passing through to Rawcliffe Ings etc for pleasure. Big problem with the new proposal is no apparent cycling facility between Strensall Road Roundabout and Hopgrove!!!!

Wilko at Clifton Moor for work.

This is a total waste of time and money. There is already a dual carriageway around the south of York for traffic from The West Riding bypassing York towards East Yorkshire and Scarborough. The traffic will only get backed up even more, at Monks Cross & Hopgrove. There is still no safe way to cycle from Strensall to Monks Cross, Clifton Moor or City Centre. City of York should recognise that this is supposed to be a RING ROAD and not a way of expanding York and building all the totally unnecessary houses around the ring road creating extra traffic. When you build a Ring Road to bypass a city, you should not build retail parks and housing around it as it is obvious that the ring road will just get congested.

From Huntington to Haxby

Other than Clifton moor, use to reach all roads a new footpaths crossing the yorr

I use the bypass for commuting to jobs that I am working on at various addresses, taking the children out and also for shopping. After hearing that the bypass was going to be changed to a dual carriageway, I was quite relieved as it is long overdue. However, after seeing the plans I am massively disappointed. Once this is completed it won't make much difference to the traffic congestion. The bottlenecks are the roundabouts, which are still there. Instead of a queue of traffic, there will be two queues of traffic. This says to me that the main problem hasn't been addressed and will need to be altered again in the near future. It is my opinion that this scheme is based on financial constraints rather than what is required. Traveling towards the A59 will also still be a horrendous experience as there is always queuing from the A19 roundabout to Poppleton Park roundabout. There also needs to be a segregated wider cycle path on this same stretch of the A1237, (Similar to the bridge between the Wigginton Road and Haxby Road roundabouts), the path at the moment is only about a 1 metre wide, which I think will ultimately end in disaster. This has been brought to my attention as my son travels to Manor School across this bridge, as does my wife on regular occasions. In conclusion, do not waste money on this scheme, get more money from government and do what is required properly. If you require any advice please feel free to contact me as whoever planned this does not understand traffic flow.

1. I am retired but cycle regularly. It doesn't seem clear whether it will be possible to cycle from the Strensall Road Roundabout to the Monks Cross Roundabout. There appears to be a paved footway on the northern side of the new development in this area, but the description elsewhere indicates that there isn't a designated cycle route in this section. To create an orbital cycle route it is essential that you can cycle alongside the whole of this new YORR scheme.

2. As you travel east, approaching the Haxby Roundabout, currently traffic going straight on regularly 'blocks' the exit slip lane to Haxby. In the proposed new layout, will this be overcome?

3. Has any consideration been given to imposing a 50 mph speed limit on the the whole length of this northern YORR dualling scheme? The distances between roundabouts are not that great and it would encourage greater safety and less pollution.



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### Responses

I live at the Clifton Moor junction onto the A1237, I work all over the North side of York and have to travel on the bypass frequently, and also know when to avoid due to the traffic congestion.

Driving daughter to college and for getting to work. This part of the ring road is used for EVERY journey I take around York or farther afield. The congestion is troublesome, but the presentation suggests traffic volume will increase if more people use outer ring road instead of travelling through York. How will congestion traffic flow be managed at the A19 end of the dualling - only concern is whether this will become a worse bottl neck than it already is. Otherwise, I wholeheartedly support this scheme.

Just like walking different routes to many parts to get to rung road don't have footpaths the part on Wigginton Road from melodies to the ring road

Stockton, strensall, hopgrove. Need better radial cycle routes that cross RR not just run alongside eg between West Huntington and Haxby Landing following existing bridleway, or from Huntington to Hopgrove and on to Stockton. also no mention of increased noise, light and emissions pollution for communities along RR at Clifton Moor, New Earswick, Earswick Village, Haxby, Huntington. Raised roundabouts increase these . Better to lower roundabouts in cuttings with overpasses for cyclists as found over A64

Generally I am travelling from my home at Clifton Moor to children's clubs, for shopping or to visit family.

Clifton moor shops.

I am concerned that traffic will back up on the non dualled section from a64 north where it meets the ring road and the Clifton moor roundabout. We often travel on a59 and if this final section is missed it will become a new bottleneck

I drive through all routes whether for commuting or pleasure. I try not to cycle as too dangerous at the moment

I cycled once along the ring road from Clifton more to haxby. Never again!

But I also regularly drive the west side of the ring road and find the new roundabouts dangerous. The angle of attack by cars coming round means they cut across lanes at speed and tend to go faster than on the older roundabouts.

Harrogate

With no change at the Hopgrove end, at peak times the traffic will build up to well beyond the Strensall roundabout, just as the northern ring road which builds up beyond the A1079. As a result, I think more drivers will divert through the villages to finish up joining the A64 at Sandburn Golf Club or Castle Howard.

Monks Cross or Clifton Moor retail parks. These seem completely sensible proposals per the video. Just start building now. Shame it isn't covering up to Askham Bryan, but it's a huge start.

Haxby to Monks Cross for work and Haxby to Huntington to visit my mum. I am concerned about the amount of traffic and how I will exit Haxby or Huntington on to the ringroad. This is already very difficult but with two lanes of traffic to cross, this will be impossible. I also use the local footpaths such as Landing Lane End to Huntington Church and New Earswick to Westfield Wood Wigginton. Crossing the A1237 at these points is already extremely difficult and dangerous. How will I be able to cross a dual carriageway? I can't see anything on the plans which will enable me to do these two walks.

Monks Cross for shopping

Other locations across the north of England for work

Monks Cross and Vangarde shops

**Responses**

Regular trips/destinations: Haxby to Clifton Moor (retail/leisure), Haxby to Monks Cross (retail/leisure), Haxby to York city centre (retail/leisure/work).

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With the heavy emphasis placed on improving routes/desirability for pedestrians and cyclists around the ring road as well as decongesting for vehicles I am disappointed to see no planned improvement for the former at east-west crossings of the Wigginton Road and Clifton Moor roundabouts.

Wigginton Road I accept is difficult due to land constraints but the road approaches are all busy and the existing pedestrian/cycle lanes and crossing islands in the vicinity are quite narrow.

More significantly at Clifton Moor you will be replacing the existing roundabout on a new alignment and are already proposing a north-south underpass to serve the planned new housing estate to the north. Given there are or will be five lanes on three approaches here (plus whatever happens on the approach from the new housing estate) and you are already planning significant works, would it not be possible to build a second underpass for east-west travel either on the north side or on the existing ring road alignment south of the new roundabout (which would require no additional land take)?

==

I note your indicated additional PROW to take the path west of Haxby beneath the ring road via the existing railway alignment. Assuming there is sufficient space available under the bridges to safely permit this I would support that proposal. If not there needs to be a safe at-grade crossing of the road here (pedestrian refuge?) to maintain connectivity. Even a two-stage crossing where you only have to watch traffic in one direction would be a huge improvement over the current situation and make this a much desirable route for pedestrians.

On a wider point, have you considered upgrading this connection to accommodate cyclists in addition to pedestrians? The route has potential to provide a useful additional off-road cycling route out of Haxby and Wigginton onto the orbital path and would also make the Woodland Trust's Westfield Wood more accessible (and which could be signposted from the orbital route).

==

At the Monks Cross roundabout I have wondered whether the lightly-used western arm (North Lane) could be removed to simplify the layout. The fields immediately south of North Lane here are proposed to be developed for housing with the estate intended to have two connections onto Monks Cross Link. If North Lane could be re-routed/connected via one of those as part of that development the existing road could be stopped up after the final houses, then permitting Monks Cross Link angled into the roundabout more squarely from the west.

I am concerned about the traffic congestion on Strensall Road at the Strensall roundabout. This is already a major problem and I don't see how the dualling eases this.

## Responses

Also, the loss of Diamond Jubilee Wood, Earswick is a huge disappointment; this is not only a valuable natural amenity but also an essential buffer against road noise and pollution from the ring road.

I use the A1237 everyday, the ONLY issues are:

- i. certain times of the day (0800-0900 & 1600-1800);
- ii. due to RTC's at the existing roundabouts, usually due to excessive speed, whilst on roundabout;
- iii. when Rawcliffe Ings is flooded by the River Ouse because of idiots trying to view the water when going over the fly-over (between A59 & A19);
- iv. when used as a diversion when the A1 is blocked due to a RTC.

York Eco Business Centre on Amy Johnson Way - the Wigginton Road roundabout is currently very difficult to join from most access roads at even mildly busy times.

Worried about the traffic congestion that occurs on Shipton Road where the vehicles leaving York have to queue for the A19 roundabout. There is no facility for these vehicles to cross the queue of traffic coming from Clifton Moor heading towards Poppleton. The traffic on this roundabout is either stationary and leaving no access to the A19 or to go east or coming from east to west too fast leaving no chance for Shipton Road traffic to use the roundabout. When the YORR is busy there are terrible problems on Shipton Road. Please can this be addressed. Many thanks.

Do you mean regular or frequent?

I regularly go to Bupa Dental Care YO26 4GB - every 3 months

I frequently go to Tesco Clifton Moor YO30 4XZ - every week, but irregular days

Beningbrough Hall YO30 1DD - every 2 weeks during British Summer Time

Fountains Abbey HG4 3DY or Newby Hall HG4 5AE - every 2-4 weeks during BST

Poppleton railway station YO26 6QA - 2-3 times per year - train journey to Harrogate and Knaresborough.

I travel from Holyrood Drive to Clifton Moor and Monks X as well as to Strensall Barracks

Tadcaster for work, travelling to relatives in Haxby/ Wigginton. The scheme makes no provision for the people who live next to the ring road at Rawcliffe. This scheme will increase noise, pollution and vibration none of which you have not addressed and could lead to the devaluation of our properties. We also note that the scheme has lighting down the central reservation for the whole length which is unnecessary and will add to light pollution and affect the properties. The fact that this scheme stops at the A19 roundabout means that there will be more standing traffic waiting to cross to the West and the traffic heading North/ South on the A19 will back up more than it does already which in turn makes exiting/entering Manor Lane, Howard Drive extremely difficult. The A19 roundabout has been redeveloped at least 3 times in the last 23 years and on each occasion it has just made traffic congestion worse on the A19 heading out of York.

strensall to york railway station via YORR / Shipton road. In order to reduce vehicle emissions, noise, and congestion, is this money not better spent on building small railway stations at York satellite villages e.g Haxby & Strensall, to provide access into York for work and leisure in the same way Poppleton does? All you are doing here is encouraging more traffic which will negate any proposed improvement. The idea appears to be incredibly short sighted!

Commuter cyclist from Haxby to York station for onward rail commute to Leeds

Journeys focussed on the Clifton Moor and Monks Cross areas and mostly by car. Heavy congestion at peak times, school and summer holiday periods mean I currently avoid using the YORR and use

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### Responses

cut through roads in the city that holidaymakers and visitors are not aware of. I have cycled on the YORR, but you take your life in your hands!

The scheme is half an attempt and will create new two lanes of traffic trying to get between the A19 and Poppleton and no one else will be able to turn left or right. Also I can cycle as far as Huntington roundabout but not beyond where the shops are.

Fulford

Shopping at Monks Cross and Clifton Moor. Golf club at Stockton on the Forest. Link to A64 for visiting family.

QE2 Barracks, Strensall

I travel from Haxby road either to Monks Cross or Clifton Moor regularly.

Clifton Moor, Thirsk

Work in Boston Spa

Travel between Haxby and Huntington for purpose of family support/ caring

Clifton Moor, Monks Cross, Vanguard, A64 to the coast.

Living in Clifton Moor and working in Bradford so using the YORR going to the west.

On most weekends, travelling on the YORR going to the east to go shopping to Monks Cross or sightseeing in the countryside such as Malton, Pickering etc.

Monks Cross

Various northern destinations..

I use the current ring for the purposes of shopping at Clifton Moor and Monks Cross plus taking grandchildren to school

travel to West Yorks from my home (Newton on Ouse) and work (Easingwold A19)

Easingwold-York central school work place.

I don't use YORR to travel to work

Easingwold to Taddy Road

Clifton and Clifton Moor.

Hopgrove roundabouts to Strensall road roundabout

Please open the debate on this questionnaire. It's clearly aimed at vehicle users, with no consideration for those who choose to walk, cycle or use public transport. Funds should be diverted to more sustainable projects, such as pedestrianising city centre and reinventing urban transport (rather than adding more roads).

Clifton Moor to Vanguard (Monks Cross)

Most often from my home in Rawcliffe to Clifton Moor or Monks Cross.

My concern is that these proposals will exacerbate the large number of vehicles using the A1237 as a by-pass instead of the more logical and already existing A64 dual carriageway.

Asda. Coast via A64. West Riding via A64. M1 via A64.

Monks Cross & Vanguard Shopping Park

Mainly to Monks Cross and Clifton Moor. I understand the desire to dual an existing road. A major concern is that there will be considerable increased air, noise and light pollution. Especially for

## Responses

residents in the upper part of Huntington hitch is close to road. There does not appear to be plan mitigate these and I fear it lead to increase pollution to these residents and have a detrimental impact on their physical health and wellbeing (constant low level traffic noise has been identified in research studies to lead to increased anxiety and depression with associated negative impacts on physical health, i.e. heart problems)

The Haxby Road roundabout will need Good visibility all round no tree planting so drivers can see all cars approaching from any direction especially now crossing two lanes of traffic. At times

Of low traffic some drivers hardly stop to look. Imagine this now with two lanes and a speed of 60mph!

Monks cross for shopping and fuel occasionally Clifton Moor for shopping and cinema

Drive from Beckfield lane to Clifton Moor and Monks Cross

Poppleton to Monks Cross

I was very worried that the recent dip in Carbon Emissions would mean I'd die before the misery that will be caused by climate change. I am delighted that York is following the science and doing its bit to bring forward a disaster that will make Covid look like a picnic

Huntington to A64 and westward. Huntington to A1237 eastward.

Dialling will only stack up more vehicles as the problem is the roundabouts, the roundabouts are what cause the congestion. The only way to solve the congestion is dualling and junctions like on the A64 section of the ring road. With continued congestion and 4 lanes squeezed into not much space, it will be much more difficult for emergency vehicles to squeeze through.

Cycle paths and footpaths around YORR are no use when it isn't safe to get there in the first place, e.g.. Haxby Road between New Earswick and Yearsley swimming pool.

Please don't just half solve the problem with dualling and roundabouts, dualling needs proper high speed junctions.

Primarily use the ring road to travel to Clifton Moor, Monks Cross and to go east.

Basically, dualling must improve traffic flow but the key is obviously at the roundabouts. Currently the holdups on the A59 and Poppleton roundabouts travelling east are due to traffic slowing to crest the Ouse Bridge - once they've done so road is always clear to the A19 roundabout (which would work far better if some signage was installed to encourage people to use BOTH lanes and merge in turn as they come out the other side).

The Clifton Moor roundabout would, in my opinion, benefit from changing the exit from B&Q/McDonalds/Currys as sending traffic that wants to go right at that junction up to the ring road roundabout to return to Clifton Moor simply adds to congestion on the ring road. Surely a right turn at that junction would be of huge benefit and reduce traffic on the roundabout. Lane markings could then change to allow two lanes to join the ring road travelling east and reduce the congestion that backs up into Clifton Moor.

The ring road is not there to support cyclists and pedestrians. It is a ring road for cars.

Upgrading the ringroad will not improve traffic flow, as the other segments have proved. It will simply allow more traffic to stack at peak times.

## Responses

The only way to improve the ringroad is to reduce the number of junctions in conjunction with an upgrade. One without the other, which is what is being suggested will not improve the overall flow.

What it will do is dramatically reduce road safety as suddenly people will expect to be able to increase speed.

With increased speed will come substantially increased pollution for those who live close by.

I use the road for shopping trips to Clifton Moor and golf at Forest of Galtre as well as work. Usually join at A59 roundabout which is very busy and should be reworked with overpass.

Did not understand the decision to increase congestion by building service station and McDonalds

## Leeds

Leeds (normally) Although I have been working from home since March 2020

A19 roundabout to Hopgrove roundabout is a regular route. Dualling roads without some kind of traffic management does not make for a better experience, backlogs still form at peak times, with cars blocking entrances/exits to roundabouts - particularly the A19/Shipton Road. Flow should be managed using traffic lights (even if only at peak times). On the rare occasions when traffic flows more freely the sheer speed that people enter roundabouts is terrifying, making entering a roundabout very stressful. Can you limit speeds on roundabouts to 20mph?

Access to Clifton Moor and Monks Cross shopping. Normally one day commute to work (Monday) to Knottingley.

Walking and driving to Clifton Moor shops and driving get to the A64 towards the coast. a continuous walking and cycling path is needed along the length of the A1237. Crucially the path needs to be well segregated from the traffic and I would like to see hedges and dense planting creating a barrier between the path and the traffic to reduce the impact of traffic noise and spray.

As I only use the northern part of the ring road occasionally, I do wonder why the western side of the A1237 is being left as it is for the time being. Surely we suffer the same jams between the B1222 to A19 junctions too?

Also, this is all very well unless you're heading to Scarborough and we all know what happens at the Hopgrove roundabout - even the dual carriageway of the A64 gets jammed solid. I'm sure this has been noted by thousands of local motorists before.

We drive daily from Strensall to Huntington School, and to Monks Cross to shop or to catch the Park and Ride into town. We would like children from Strensall to be able to cycle to Huntington school, but the route is just too dangerous so therefore very few do cycle. The road out of Strensall to the ring road is narrow, very congested, there is no provision at all for cyclists and the pavement is not continuous for walkers. Buses and lorries pass cyclists with inches to spare. The underpass under the ring road will increase safety at that point, but will not increase cycling or walking by much until there is a safe pedestrian/cycle route in and out of Strensall.

It is a shame, in the 2020s, to be concentrating only on one part of the public - the car driver (and I say this as someone who drives on the ring road frequently). Other cities have done this in the past and made dual carriageways on outer ring roads with the same arguments the Council use here. They have found that over a very few years the dual carriageway is just as congested as before, but is now even more of a barrier to other road users as it is wider. Why not spend the money on improving junctions for traffic, bikes and pedestrians? For example, the bus service from Strensall is poor, often late or buses are missed, and overcrowded. It also takes the slowest possible route into

## Responses

York. So much so that when we want to go into York, we drive to the Park and Ride rather than catch the local bus. Why not spend some of this money on improving the bus service to a community of more than 6000 people who are currently isolated by dangerous roads. Why not offer some form of transport between Strensall and other villages, and the out of town shopping centres, which currently you can only drive to?

This scheme seems very out of date (I presume it was begun many years ago) and will not greatly help people in the outer settlements. It might improve journey times for commuters for a few years but that is all. The few extra trees are nice, but not significant for wildlife.

We visit Monks Cross and Clifton Moor from the Harrogate area most weeks.

Work (Harrogate). Concerned that the plans will not solve the congestion at the Rawcliffe (A19) junction merely increase the flow of traffic into this obvious bottleneck.

Workplace and leisure at Beetle Bank Farm

Haxby

Leave the road as it is and instead improve cycling & walking routes/options. How about an orbital bus service around the ring road to reduce vehicle use.

York city centre. Weekly travel from Strensall Rd round to the A19 to get into the city centre.

Woodthorpe - Wigginton Road York Riding School - weekly trip.

I am concerned at the lack of improvements planned for the Wigginton Road roundabout especially considering the amount of children and families who will need to access Creepy Crawlies and York Riding School. The Riding School also need a safer access for the horses. This roundabout needs flyovers / improvements as much as the others.

Shopping and social visits

Occasional use by car and cycle. Whilst the current section from the Clifton Moor roundabout to Wigginton Road roundabout does not stop me from cycling, it can be quite intimidating on a cycle as the traffic passes quite close. I think that dualling alone is not the answer to reducing congestion. In my view a better solution would be to remove the roundabouts and provide flyovers or underpasses so the traffic is allowed to keep moving at a steady pace even if the speed limit was reduced to 50mph rather than the stop start roundabout scenario we have now. Stopping, idling and starting all adds to pollution and unnecessary wear and tear on vehicles. I think this would give greater benefits even if the road was kept to a single carriageway but with the addition of the cycle and pedestrian improvements proposed.

Haxby to Acomb

Haxby to Monks cross

At the A19 roundabout, one of the busiest, all traffic will go into one lane, still resulting in queues towards Clifton Moor. There is a wildlife corridor alongside the road, deer, hare, water vole, fox. The habitat will be destroyed, will they come back?

Multiple destinations for work, shopping and leisure

To cycle from Huntington to River Ouse I have to cycle across the Clifton Moor Shopping car parks, and then use the pedestrian crossings between tescos and B&Q - this is always timing consuming and messy.

I travel all over York for my job as a self employed handyman and regularly use the YORR. It is futile to mention now but worth mentioning that the road should have been dual carriageway right from the beginning. So the idea of making it so now is a good one and will be, I'm sure, welcomed by all that use it. However as an ex driving instructor my firm belief is that dualling the road and keeping roundabouts (however big you make them) will still not stop the congestion. If you were to do a

## Responses

survey of drivers you would find that the vast majority of drivers either don't understand roundabouts and certainly get confused as to which lane to approach in and indeed which lane to use on the roundabout itself. Anything that stops the flow of traffic will inevitably (in my view) cause congestion at busy times.

From Huntington to shipton road. Cycle pathways are currently inadequate and mean having to cross busy sections of road

Shops and leisure facilities at Monks Cross and Clifton Moor, travelling to visit family from our home in Dunnington to access the A19 junction to travel north, travel to places if interest for a day out on the northern or western side of York.

Strensall to A59 (Harrogate) and return.

The car still the priority. Perhaps more like the Dutch models, make the cyclist the priority. and cars secondary.

Clifton Moor shops

Work

I commute daily from Strensall to Clifton for work.

Enlarging the roundabouts will have no significant improvement on traffic levels - as seen at the Hopgrove roundabout, improvements to the existing roundabout have had no effect on traffic levels. Flyovers and sliproads are needed if there is to be any improvement in congestion. Otherwise this will just be a waste of money and effort.

It would also be good for young people in the village and commuters if the plans could include an underpass and decent cycle track to connect the village of Strensall to Earswick and Huntington . This would make commuting and cycling to school much safer, and encourage people like me who aren't happy cycling on the busy road, to cycle to work instead of drive

Strenall Road to A64 to commute to Leeds for work, I'm not convinced that the use of roundabout will provide the desired reduction in congestion as there'll still be conflicts particularly at peak times with traffic on the A1237 and the main roads into and out of York.

huntington to Clifton moor

huntington to Poppleton

huntington to A64

Piccadilly york

Widening the roads and roundabouts will not ease the flow of traffic on the road, fly overs and slip roads like the A64 would be a massive improvement to the road. Cyclists will still have to cross traffic on Haxby Road to get to the cycle track on the left side of Haxby Road outbound.

Clifton moor dueling the road is a good idea but the rouderbouts need replacing with flyovers to make the dueling worthwhile flyovers would give you full potential for road capacity and efficient movement of traffic also I believe it will future proof this road

hip grove to clifton moor. traffic is dreadful along the roundabouts mid afternoon.

I work on York Business Park commuting from Pocklington. The A1079 and outer ring road traffic combined is enough to ensure a bad start to the day. To guarantee I'll be at work on time I have to take the country roads through Sutton on Derwent and Ellington etc onto the bottom of the A64 and all the way around. I know then I'll be moving and can actually get to work on time. Taking the quicker and more direct route is out of the question due to being unable to know whether I'm in 20 minutes of



## Responses

traffic or an hours worth. Pre lockdown I spent an hour on average commuting to and from work, where as at none rush hour times I can be at work in 25 minutes from Pocklington. Something's needed to be done for a very long time. With less people commuting to work now would be the perfect time to invest in our ring road before the roads get back to peak usage a few years down the line. I can't see why it wouldn't happen, it's going to benefit all York residents one way or another. No one that lives in York can avoid the ring road and can't deny the fact that they use it and it needs improving. Now is the perfect time to get it done.

Yet again the answer to any issue is build a bigger roundabout.

Worse still is even when you see the evidence of where the bottle necks are you choose to think its a good idea to suggest that dualling the road while maintaining all the roundabouts at the expense of those living in Wigginton and Haxby trying to get across the bypass is a good idea. Where is the data to support these proposals? To suggest that this will improve travel times in the same way as the A59/A1237 "improvements" is insulting to put it mildly. To say it improved travel times by "up to 4 minuets" is to say the least highly creative use of statistics. It gives me no end of feel good factor every time I sit stuck in traffic, near stationary, on the once single lane, now dual lane car park of these "improved" road junctions.

While feel that the provision of planting is a good idea, the issue in the end is the ability to maintain it in an appropriate way. Sadly the widespread planting proposal will only lead to overgrowth and obstructed sight-lines as is already the case. The council doesn't have the money to fulfil its current responsibility's to maintain existing verges, let alone additional extensive planting as proposed.

Clifton Moor, Yearsley Swimming Pool, Monks Cross, Towthorpe

John Lewis

Holgate Road and Monks Cross.

All roundabouts should have boxing to prevent blocking access onto them, which is currently a major problem when crossing the A1237.

Into York city centre. To supermarkets in and around YORR. Also to trips out of town such as to the seaside.

I strongly feel that before any proposals to improve the roads around York are implemented that you consider the effects on noise levels from increased vehicle access to the new roads. Whilst the plans mention planting of vegetation (hedge, trees etc) such schemes do nothing to reduce the ever increasingly excessive noise which is emitted from illegally fitted exhaust systems on cars and motorbikes. The noise from such vehicles can be heard miles away despite the pre-existence of trees/hedges etc. Supposedly there is existing legislation which is aimed at reducing vehicle noise including that is it illegal to fit an exhaust which makes it louder than the one fitted when the vehicle left the factory. Yet there are scores if not hundreds of vehicles driving around York (and the rest of the UK) which have such exhaust systems retrospectively fitted. York City Council and North Yorkshire police appear to be doing absolutely nothing about this problem. It is therefore a waste of money to fit noise reducing road surfaces and planting schemes on the YORR if nothing is done to counteract this issue which seems to get worse on a daily basis.

Mainly used to access the retail parks or A64 without crossing through the centre of town or using the inner ring roads. I would rather use the entire ring road to get around York than cut through town etc.

Work at York riding school

The problem with increasing traffic flow on the ring road is that it makes it difficult for traffic trying to get across that flow at roundabouts. I regularly have to try and get from inner York across the ring road at Rawcliffe and onto the A19. Traffic blocks the roundabout and you have to rely on drivers being aware and leaving gaps for vehicles to pull out. Traffic lights on roundabouts is a must to help keep traffic flowing and improve safety.

York Riding School

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### Responses

Clifton Moor, Monks Cross.

Haxby to multiple york destinations

Travel al over for work - live in Skelton

I use the ring road to get to shopping areas (Monks Cross/Vangarde) and to travel outside York e.g. to the south of England and to Scotland to visit family and friends. These improvements are desperately needed and look as though they will be effective in dealing with the dreadful congestion and pollution problem the current situation perpetuates.

Stamford to Poppleton

As I live so closely , I use YORR as main arterial route to other destinations around York without going into the centre

I travel from Poppleton to Clifton Moor regularly and these proposals will have a marginal benefit going east but absolutely no benefit heading west because they do not address the heaviest congestion which is between the Wetherby Road roundabout and the A19 Rawcliffe roundabout. There is little or no need to provide a cycle lane around the outer ring road. There is already adequate provision for cyclists heading into York centre and there are many quiet routes within the ring road to travel east - west. I cannot believe there is much demand for cycling around the ring road most people go into the city along radial routes.

Clifton Moor Shops, New Earswick Bowls Club and Wigginton Bowls Club. These proposals would be most welcome.

From Strensall to Clifton Moor and Monks Cross (leisure, shopping) and both ends of the A1237 for access to the A64 (work).

I'm a regular user of the YORR and welcome these plans. I also like the consideration taken for all users of this area with added awareness of the environmental and economic benefits. Thank you all involved.

Don't keep prioritising cyclists above everything else not all of us can cycle or walk 3 miles.

Prioritise buses more

There is no point in dualing only part of the road AND no point keeping the roundabouts, you'll have to do the entire Northern Bypass and get rid of roundabouts.

A64 Hopgrove / Monks Cross / A64 Copmanthorpe Interchange.

Currently live at Skelton and will daily travel to Rawcliffe when lockdown is over

Poppleton to Huntington

Travel from A64 to Poppleton Village to volunteer at the Railway nursery.

Thankyou. We as a family live in Earswick and are regular cyclists, pedestrians and motorists. Adding a cycle path to connect us along the ring road and to Haxby is a good idea which we support.

We have 2 concerns:

1) The roundabout proposed at Earswick does not need to be as big as at other junctions - given the limited footprint, proximity of houses and our concern about noise and pollution as traffic speeds would increase as a result. Please reduce its diameter even though it will be a two lane roundabout.

2) The subway for pedestrians and cyclists under the new dual carriage way should be on BOTH sides of the road (north and south bound) not just one, otherwise cyclists and pedestrians heading south towards the city centre have to make a large detour towards the River Foss on the other side of

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the road ( and rejoin in Huntington) which will disincentivise green travel. We know from experience that the most dangerous part of the crossing is the side heading towards the city centre

York Hospital for work

Monks Cross and Clifton Moor for shopping

I travel from Poppleton to New Earswick every day, mostly by bike, occasionally by motor vehicle.

I would want to cycle all the way along a new cycle / pedestrian shared route to Monks Cross and the new Community Stadium there. The information suggests there cycleway would cease at the Strensall roundabout.

Bike from New Earswick using Haxby Roundabout to Clifton Moor and then on to Skelton. Although there is a cycle track towards Clifton Moor and along Sterling Road, you can't cycle straight down the 1237 (cycle lane runs out) and the arrangements round about Tesco are dire, with motor vehicles being given far more attention, no proper crossing places. In the other direction, the bridleway on North Lane, near Monks Cross Roundabout, was impassable for a bike and in any case it's impossible to get across the 1237. I frequently go to Stockton on the Forest and would cycle rather than use a car when this scheme is finished.

Currently only use the underpass near A19 for use for cycling. I would cycle more, however current cycling routes are limited around outer ringroad.

We live on a housing estate that runs alongside the A1237 between Clifton Moor and Shipton Road. We are really worried about extra noise from the road and suggest the following. Put in acoustic panels/ fencing between the existing A1237 road and the housing estate that backs onto the road. Use low noise road material for the new road north of the existing one and replace the existing A1237 road surface with low noise road material. Put in speed cameras between the Clifton Moor roundabout and the Shipton Road roundabout to stop people speeding and generating extra noise during the early hours of the morning. The cameras can be active between 10pm at night until 6am in the morning. Anything you can do to reduce noise from the road will help residents living on this estate not lose quality of life they have enjoyed prior to this scheme. Any extra tree planting between the existing A1237 road and the housing estate. Dense and more trees will help reduce road noise to the houses.

We use the facilities at York riding school and already the conditions on Wiggington road are dangerous for pedestrians and horses- this proposal does nothing to address the current situation and in fact will make it more dangerous for pedestrians, incl children and the horses

Clifton Moor/Monks Cross

More trees and shrubs between carriage way and pedestrian/cycle path to reduce particulate pollution and improve quality of journey for walkers and cyclists. It's the difference between walking by a busy road or along a country lane. It screens the traffic and reduces the noise.

Monk's Cross and Clifton Moor. I avoid using the road for transiting around York to the A1 due to congestion.

York riding school

Your proposal will block access to York riding school

Clifton Moor and Monks Cross

I work at the hospital and I drive from Acomb to Poppleton for the school run. I believe the merging lanes are the worst things you ever put on the roads! People use them to get from A to B faster, they ram you off the road when you are patiently queuing in the normal lanes and those who are coming round the roundabout struggle to get in! Get rid of the merging lanes!!!!!! The Rawcliffe Bar Park and Ride again you have people cutting through to get there quicker and it's wrong you should have that barriered and a ticket collection on entry to stop this!! People should be encouraged to use buses and

## Responses

park and ride. Congestion will always be around York as there are too many people using places like Rawcliffe park and ride and Poppleton as a rat run! They do 60 mph through Poppleton where there are children and elderly people these people add to the traffic in York cutting through!!!!

I go horse riding at York riding school and we have to take horses across Wigginton road this is a very dangerous road to cross without a horse in tow so increasing the speed limit is asking for trouble speed limits in and around York should be. I more than 40 there are too many dangerous drivers who don't care about the horses! Dualling that road will make it so unsafe around the Wigginton roundabout! But people only care about cars getting somewhere fast and money, not how businesses will run on that already busy roundabout and they have been there for years!!!!!!!!!!!!

From Clifton to Monks Cross for shopping. Occasionally walk the dogs from Clifton up to Haxby/Wigginton/River Foss using existing public footpaths. Improvements to footpath network would be welcome.

I use the route regularly by car but would like to see it improved for cyclists and pedestrians. I regularly use the riding school and have always thought it dangerous if anyone were to cross there using public transport. I also know the riding school cross their ponies to the field. It's so dangerous and I'm shocked to find there are no improvements in this area despite it linking up to

Clifton Moor. There is no way I would let my children travel there by bike independently. Please consider implementing the same changes to this area as to Haxby roundabout and Clifton Moor.

Accessing Clifton Moor and Poppleton. Would be too frightened to go anywhere near the proposed junctions as a pedestrian.

Kings pool. Not enough provision for cyclists on adjoining roads. Wigginton Road has many cyclists but is tremendously dangerous as a 60mph road. There is lots of room for a cycle path to meet the ring road and provide access to Clifton Moor and beyond.

Clifton Moor to York Riding School and Creepy Crawlies site

Monks Cross shopping. And used to be a regular at York riding school. The situation regarding the safety of the horses crossing the road is a huge concern and seems to be being ignored. If you fail to take the riding school into consideration and there is a horse accident you the council and highways agency will most certainly be partially to blame if not fully so.

We use the riding school off Wigginton road. It is dangerous at the moment with having to stop for the turning just off the roundabout. It will be a massive accident waiting to happen, if the road is turned into a dual carriageway. You are putting the lives of children, workers and the horses at risk.

Clifton Moor and Monks Cross

No indication of avoiding hold ups due to the level crossing on Haxby Road being shut and traffic backing up on the roundabout and ring road both ways. No indication of increasing provision for traffic using Little Hopgrove Roundabout to gain access to Stockton on Forest road. Traffic blocks up the main roundabout traffic. In busy A64 traffic days traffic using the Murton Stockton roads to the Malton Road by the Hopgrove Inn severely block that road. How are you avoiding people needing to use these local routes when the A64 is busy. I cannot see any extra provision for Monks Cross traffic to easily integrate with the ring road traffic given queues at peaks now and the Stadium etc not open yet. Will your proposals avoid the rat run from Shipton to Wigginton, Haxby, Huntingdon and even onto the A64?

The traffic going on the route from B&Q to Tesco clogs up the ring road at Clifton Moor. Could you reorganise to allow them a direct route?

By cycle to access city centre. By car shopping and leisure facilities plus access to A64

Regular journeys to Clifton Moor, Monks Cross, and other areas to the east of York.

The proposals will bring a much needed improvement.

## Responses

Commute to work from A19 roundabout to Clifton Moor and then onto Wigginton Road. I am concerned it will be difficult to get onto the A19 roundabout as it might become a bottle neck from volume of dual carriageway traffic moving to single carriageway. Will this do anything to help traffic trying to get onto the roundabout at Clifton Moor to go towards A19? I am concerned about the safety of pedestrian/cycle routes - will they be well lit and out in the open? If hidden behind trees they will be unsafe in the dark.

Clifton Moor

Travelling to parents and shops

I travel to Monks Cross by bicycle from Haxby. The underpass by Haxby roundabout is much appreciated. Some more greenery, trees and shrubs would be a welcome addition

I have to travel to Goole or North Lincolnshire on a regular basis. I have to travel to my parents at Poppleton. I sometime (if I really have to) need to go shopping at Clifton Moor or Monks X.

Retired. Shopping is my main reason but I try to avoid the A1237 as there is always long traffic congestion

Monks cross for shopping and health appointments. These proposals would give me a much quicker (and flatter) route to my destination which would make me more likely to travel.

Commuting to university of York.

Shopping at Clifton Moor and Monks Cross.

Fitness and leisure cycling to connect into cycle network at Rawcliffe.

Proposal improvement idea for pedestrians: connect in the public footpath to the north of the bypass with a proper path into Haxby. Currently have to detour a long way on foot round to York Road, or use the mud bath of a current public footpath (alongside the beck). For the sake of a comparatively cheap path it would open up a lot more walking from Haxby/Wigginton to Clifton Moor. Other than that it is brilliant proposal.

Regular destinations are grocery shopping, other shopping (e.g. Monks Cross / Vanguard).

BUT, a key issue is - A very high volume of traffic travel East to get to the seaside on Friday nights / Saturday mornings, returning Sunday, - especially in Summer. As you know, this backs up on A64 from the Hopgrove roundabout. WHAT WILL PREVENT TRAFFIC ATTEMPTING TO BY-PASS CONGESTED HOLIDAY TRAFFIC ON THE A64... and thereby blocking the northern ring-road too?? This WILL be a problem unless there is some mitigating method. In fact it could make the A1237 WORSE, at key times of the week.

Secondly, the recently installed cycle route between the Wigginton and Haxby roundabout was built too close to the A1237, Why? There are several meters of land towards the field fence. The new cycle routes must always be a good distance from traffic, as underconfident cyclists can feel intimidated by proximity to traffic.

Thirdly, agree with your consideration for wildlife....but this is tricky, as there needs to be protection to prevent access to the road, otherwise there will just be annihilation on the road of hedgehogs, frogs, newts, mice, deer, especially at night, as animals attempt to move. I suppose the best way is a fence of some sort with a high number of animal underpasses to provide continuity between habitats.

Fourthly, due to distances involved, there is and will be very little pedestrian usage around most of the ring road, (except Clifton Moor, where there is housing & retail close-by) so usage for cycles should be prioritised over pedestrians, but of course walkways included to a lesser prioritised degree. Also think about the near future with use of electric bikes / scooters. This will encourage higher usage of cycle lanes, I suspect.

## Responses

Many thanks.

I work on York science park and live in Strensall so normally commute daily. I do cycle sometimes (via Huntington and Heworth) but have had a few close calls on the road between Strensall and Earswick.

There is a climate emergency, the council has declared a climate emergency and this development is not compatible with it because it will create induced demand leading to greater emissions at a time when we need to be eliminating them. Building more and wider roads causes more traffic.

There appears to be no consideration of alternatives such as improving bus and train routes to lower demand and so reduce congestion.

The information claims that the dualing the ring road will lead to less cross traffic, but we know that this will not be the case. Indeed it will lead to more as with induced demand there will be more cars, more cars coming into York and more cars crossing York UNLESS crossing York is physically prevented for motor vehicles. Only if that is done is there likely to be less traffic in York. But that is not planned as part of the development. If it were part of the plan, I would support these proposals more.

The cycle road / footpath along the ring road will be noisy, smelly, polluted and dangerous. For instance there don't appear to be underpasses along the ring road where they cross the radial roads (eg to cross Haxby Road). Traffic will be moving faster, with more lanes to cross so unless there are proper cycle / pedestrian crossings (with sufficient priority) the route will be slow and dangerous.

It should be noted that the maps are unhelpfully unclear in that they do not distinguish between cycle / footpath and other paved areas making it extremely difficult to work out what the path is supposed to do. It would appear to be North of the road sometimes and South at others.

The "typical cross section" suggests that there will be no barrier between the cycle / footpath and the carriageway. (at least I assume what is revealingly labelled as an "access track" is the footpath. The path is also too narrow. The recommended width is 2.0m per lane for a cycle track (7.4.2 in [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329150/ltn-2-08\\_Cycle\\_infrastructure\\_design.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf)). We are only being offered 1.3m for a combined pedestrian / cycle path according to structures pdf; which is less than the MINIMUM recommended. I find now, on the few occasions that I use the pedestrian path near the Haxby Road junction, that the width is insufficient for pedestrians to feel safe when several cycles come along at once and at speed.

The Strensall Road crossing is a disgrace, asking pedestrians to walk 200m in order to cross the road, and giving cyclists a very difficult turn leading to poor visibility. A light controlled crossing AT the junction is needed. This proposal is purely for the benefit of motor vehicles and does not make any attempt to support active transport users. As a car user (most of the time) I would much prefer clear, safe crossings for pedestrians and cycles because they make it safer for cars, too.

Where underpasses are proposed it is not clear that they would have a slope no steeper than 1/12 required for wheelchair access.

Until there are complete cycle paths, not just possible ones under consideration which will no doubt be cut as costs rise the scheme cannot be approved. The cycle route East of Strensall Roundabout is not there, where there are few alternatives and it is most needed.

The cycle/foot route approximately half way between A19 and Clifton Moor roundabout needs to be made continuous with a crossing of the ring road (underpass) otherwise it is pointless.

I cross the ring road at Haxby roundabout to get to the hospital normally by car but sometimes by cycle.

I often travel between New Earswick and Haxby/Wigginton either by car, bike or on foot. I have noticed that there is no crossing provision for bikes between the Haxby and Wigginton roundabouts, to join the two cycle ways/ public rights of way together.

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### Responses

Travel from Haxby to Pocklington via A1237

Monks cross and Clifton moor

Shopping Monks Cross, Vanguard, Clifton Moor, local shops in Haxby and Huntington. Going out for walks. I would be more likely to walk or cycle if there were segregated routes and an underpass.

No

I join at the monks cross roundabout and travel along the A1237 to the Wigginton Road roundabout and then to an office in the Clifton Moor area. When traffic is light, there is usually still a little congestion at roundabouts, but normally traffic is stop-start in this section during a commute.

Aviva, Monks Cross

Daily travel from Wigginton to Clifton Moor where I work. I use both Wigginton Road and York Road Haxby to access the A1237. When it is busy and I am going towards Acomb I use the back road from Wigginton to Skelton and join the A1237 at the A19 junction as the area between Wigginton Road and Clifton Moor can be heavily congested.

York Road Haxby can be congested at peak traffic times and traffic can often be 'backed up' down York Road Haxby. This causes congestion and hazards for cyclists, especially children going to Joseph Rowntree School. Cycling down Wigginton Road from Wigginton is extremely dangerous. Can consideration be given to enhancing cycle routes from Haxby / Wigginton to Clifton Moor & New Earswick. Westfield Lane Wigginton runs from Wigginton Village towards Green Dyke Wigginton however the actual lane (public footpath) runs behind Green Dyke / Eastfield Avenue and comes out at the A1237. It follows the beck which goes under the A1237 and also is adjacent to Westfield Woods. Whilst you are in the process of upgrading the A1237 can consideration be given to upgrading this public footpath which is often neglected and putting in a hard footpath and cycle lane. This would greatly improve cyclists coming from Haxby & Wigginton and would provide a safe off road cycling track for all to connect with the existing cycle track adjacent to the A1237. I am more than happy for you to contact me in relation to this and if need be I can show you where the track is and the benefit of making it into a hard cycle/ footpath. My details area Ruth Atkins 35 Walmer Carr Wigginton York. Email r\_atkins2@sky.com mob 07946466769

To either York Food Bank warehouse Sterling Way (volunteer) or Roko (leisure) or Monks Cross (shopping)

I currently travel to work on a daily basis, from Haxby to Monks Cross (NHS) and because of the traffic congestion on the outer ring road, I choose to cut across from Haxby to New Earswick, then taking the link road through to work in Huntington. I am worried that with the dualling, it may prove more difficult to cross the busy ByPass as I assume there will be more lane to cross in order to complete this journey. Can you advise as to whether this is the case?

Our regular trips are to Monks Cross and Clifton Moor for shopping and access to the A64 and other routes out of the city. We feel that when the road becomes single carriageway after the A19 bottlenecks and delays are almost certain at busy times. A continuation to the A59 is, we think, very necessary.

Usually travelling to Monks Cross, Vanguard or town in the easterly direction, or Clifton Moor in the westerly direction to go shopping, so would normally not be able to cycle, owing to the practicalities of carrying the load, but would be able to use the routes for leisure purposes

Monks Cross, Vanguard.

Huntington to Clifton, Huntington to the A19 north, Huntington to the A64 south.

Stupid question - If you want to encourage people off the road, build a cycleway and footpath. postpone the road widening plans, The British people voted for fewer people entering the uk, the government recognise the need for less pollution ( fewer road vehicles ) , Covid has shown a greater percentage of people can now work from home. Think ! Think ! Think ! Are these plans really necessary for the current well being of the people of York and the wider benefit of the environment.

## Responses

Cliftonville

Monks Cross

A19

A64

Clifton moor shopping

Vangarde shopping

From Rawcliffe to A64 east coast route

Make the roundabouts safe for all

Best if drivers have to slow down on approaching roundabouts as they don't necessarily do that even though they should give way to priority on right

Visiting family and friends at Clifton. Hospital visits shopping at monks cross. Generally cycling for fitness on circular routes

Travelling to shops at Monks cross and Clifton moor and access to A64 for weekend trips and visits to Yorkshire wolds and north York moors

Normally to travel for shopping, or to get to south of York

Journey from Earswick into York and also other areas of York.

Fulford to Clifton Moor via A64/A1237 to avoid PM city centre traffic, AM not an issue. I travel by cycle on the river paths too so avoid all traffic

Clifton Moor area

Generally shopping and leisure trips to Clifton Moor and Monks Cross.

Can the opportunity be taken to sort the B&Q exit to Clifton Moor, so that there is no need to go around the ring road roundabout and back in. A light controlled junction could be provided instead, with a short right turn sequence (the moving of the roundabout northwards gives additional queuing room if the lights are red, avoiding tailbacks on the roundabout itself).

I travel across the A1237 between New Earswick and Haxby, where my children are at school. The Haxby Road roundabout is regularly congested, with traffic backing up in both directions, which makes the trip unpredictable. The Park Avenue road junction is always blocked by queuing traffic, either trying to reach the roundabout or attempting to turn into the congested Joseph Rowntree School car park. I do feel the junction improvements should ease this problem.

Whilst I fully support improving cycling and pedestrian access across the new junction, cycle provision on Haxby Road and York Road in Haxby is currently very poor and as such, I cannot risk taking my primary school age children to school by bike, as I would like to. Hundreds of children are cycling to Joseph Rowntree school amongst dreadful traffic, it is an accident waiting to happen. Whilst moving the roundabout will take most of the queuing traffic off Haxby Road / York Road, I would like to see cycle provision on both these roads being improved too, otherwise people will not stop using their cars in these areas.

We also use the current cycle link between Haxby Road and Clifton Moor on a regular basis. I am saddened to see there is no proposal for any kind of safe pedestrian / cycle underpass at the Wiggington Road junction, as it is extremely dangerous to cross with fast moving traffic and poor visibility. A large number of children use this on bikes each day to get to school or to the Play Football facility, so safe crossing provision is extremely important here.

Family in the north-east - I use the Strensall to A19 section



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### Responses

Work (alternative route), Gym, Shopping. Would use more if it was a functional road!!!

Wigginton to Selby. Wigginton to Clifton Moor. Wigginton to

Monks Cross. Wigginton to York.

Strensall to Acomb for work, Clifton Moor for shopping/leisure

There have been several failed upgrades where the work has failed to improve traffic. The previous upgrade to the Hopgrove round about made virtually no difference to the flow of east bound traffic at peak times and extending the dual carriageway is not in my opinion a solution. The upgrades at A1237/A59 have made very marginal improvements. Whilst I appreciate the large cost of grade separation this is the only way to make a significant impact and future proof the route. There has been a clear objective to push traffic to the ring road through route closures over the years including the link of Vyner Street/Fountayne Street and more recently the Groves. There have been roads created such as Eboracum Way which were pitched as an additional link road but have in fact made the flow of traffic in the area worse. There has been little investment on the A19 south to accommodate the huge number of increased dwellings at Germany Beck and no investment to accommodate the large number of dwellings at Bishopthorpe Road (The Residence / Chocolate Works). There needs to be a joined up approach to traffic management as the current strategy is terrible. In recent years there have been some ridiculous ideas including the closure of Lendal Bridge and now The Groves which are making the congested routes more problematic. The council should be engaging with road users and business owners like myself who navigate the city day in day out. This should include taxi drivers, couriers, business leaders and hauliers who have an intimate knowledge of the traffic challenges in and around York. The current plans are not fit for purpose and are a waste of public money.

Monks Cross, Clifton Moor, this will not ease congestion one bit, not until the single lane A64 from Hopgrove to the dual carriageway, gets dualled as well, 3 major roads into one will never go, seen traffic backed up to Hull road turn off on the A64 on a regular basis!

Clifton Moor and Monks Cross

West of York city centre for leisure purposes

I use ring road for shopping MX and Clifton Moor. Plus to and from kids football at Poppleton. I have selected neutral as not sure proposals will help. Retaining the roundabouts will still cause congestion. O was hoping for on off ramps as per southern ring road. More expensive but surely better in long run. Look at Edinburgh ring road. For some reason they left one roundabout. And gridlock

I drive a concrete mixer around York everyday, I think that widening the previous roundabouts was a complete was of money and time. As it just creates a bottle neck. How does adding a lane and then back to one solve the problem?

The traffic has been a problem for years and needed sorting a long time ago but It just seems to get staggered by road works on round abouts to somehow when the only thing that will help is dualing. Not sure what has been the delay. Also I think the whole of the A1237 should be dualled The whole length not half.

I live in Rawcliffe and sometimes use the A1237 to access any of the York Hospital NHS Foundation Trust's numerous sites, where I work. I believe this will significantly be improved and naturally attract traffic away from the inner York road network, improving air quality, congestion and safety for residents and visitors. It will also encourage greater access to the numerous commercial and retail facilities York offers to the north.

York hospital, foss park hospital, Tesco

The dual exits needs strong signage indicating that vehicles should que in both lanes and then filter in turn. The A19 intersection towards Leeds is badly congested due to vehicles only queuing in the left and and/or straddling both lanes in order to prevent queuing in both lanes; this completely defeats the object of dual exit lanes as traffic backs up onto the roundabout. Filter in turn systems have been in use for decades in the channels islands and greatly improve the flowing traffic during peak periods.

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### Responses

The culture of queuing in one lane only means that tax payers money is wasted on a dual exit system; easily preventable with proper signage.

Poppleton to Clifton Moor or further east.

Keeping the junctions all at grade will not free up traffic flow. Many roundabouts have traffic flows that cut across through routes. For example at Clifton Moor roundabout traffic on the east bound side heading into Clifton Moor prevent westbound traffic entering the roundabout. This situation will still be there with this scheme.

The construction work on the A59 scheme was constructed to minimise construction costs and failed to take account of delay costs of the traffic that still had to use the route. For example the subway was constructed in situ - base , walls followed by the roof. A much quicker method would have been to use pre cast sections.

Clifton Moor and outer villages

Haxby around the ring road to Fulford/Strensall/Rawcliffe/Wetherby on a daily basis

Access to the A64 then on to motorways, local shopping at Clifton moor and Vanguard centre also park and ride plus a means to visit friends

Tadcaster, from clifton

Haxby-Clifton (family)

Haxby-York City Centre (shopping/leisure)

Haxby-Wetherby (work)

I commute to an office in Knaresborough as well as to other locations in the Harrogate Borough area.

I am disappointed the proposals do not include dualling the A19 to A59 section of the ring road.

I am concerned that improved traffic flow as far as the A19 roundabout will make congestion at that roundabout even worse than it currently is, as it will be the point where the road goes from dual carriageway back to single carriageway. There is already queuing traffic a lot of the time at this point (leaving the A19 roundabout heading along the A1237 towards the A59).

I live in Clifton so use the ring road to get in/out of York.

It is not clear from the from the Clifton Moor roundabout drawing whether traffic travelling westbound will be able to avoid the roundabout when turning left and be directed to the left hand lane of Clifton Moor Gate while traffic from other directions will leave the roundabout on the right hand lane. If this is the case I would consider this unsafe as traffic will be criss crossing as they try and find the correct lane. This is already difficult at present if you find yourself in the wrong lane.

Clifton moor Shopping

Monks Cross

I commute daily to Boroughbridge, therefore too far for cycling. But on a weekend I use my cycle to go from Haxby to Clifton Moor. But not elsewhere as too dangerous on the roads.

Wigginton Road roundabout

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### Responses

workplace, Clifton Moor; workplace Scarborough. This will make a huge difference to my commute and quality of life.

We regularly cross the ring road cycling from Haxby and also across the Strensall/Huntington roundabout and have cycled to Clifton Moor but it isn't a pleasant experience when traffic is involved, such as Strensall. We would not cycle down the Wigginton road.

City centre, Monks Cross, Vangarde

I regularly cross the A1237 via the roundabout on Strensall Road and the congestion can be quite bad at times

We currently use the ring road using car, cycling or walking. The proposals would mean that we would use the cycle paths or pedestrian routes more, thus reducing our car journeys.

Multiple destinations

There is a footpath (right of way) between Skelton and Rawcliffe that crosses the A1237. At present it is almost impossible to cross due to lack of island and very heavy, fast flowing traffic. I would like to see some provision for walkers at that point.

Roko gym, Clifton Moor and Monks Cross shops and to access A64

The dualling of the carriageway is long overdue. It should happen sooner than 2023.

Leisure and business.

-I am retired but last year used the YORR every week day for work at a very early hour.

-Yes the YORR can be congested but the Hopgrove roundabout will continue be a pinch point where the A64 becomes single carriage way especially in summer and on Sundays.

-Also due to "induced traffic", the traffic will quickly increase leading to congestion again in future even in the western parts of the YORR proposal.

But I do like the effort put in for biodiversity!

Shopping. Family.

Shopping at Clifton Moor/Monks Cross & access to A64

Clifton Moor facilities, visit family also shopping Askem Bar

Clifton Moor and Monks Cross are regular destinations.

Looking to European countries with strong cycling 'cultures' such as the Netherlands and Belgium, the cycleways are a fully integrated part of the planning process and proper, safe provision is made for cyclists. Looking at the proposal, there is insufficient cycling provision between the Wigginton And Hopgrove roundabouts. The roundabouts themselves need clear and separated cycling lanes. The cycle lanes need to be 2 way and sufficiently wide to allow this. Lighting should be considered especially in potentially unsafe areas. You only have one opportunity to make proper and safe provision to encourage more cycling us. The current proposal seems to fall short. They would not do this in the Netherlands. I lived there for 26 years and cycled regularly. I do not cycle here. It isn't safe.

Mid week I use it to get to and from work, driving via nursery/ grandparents to drop off children so car will still be my main mode of transport. On a weekend, shopping and leisure is our main use. I worry that not much is being said about planting trees/ maintaining a scenic and nature friendly environment, especially considering the increase in concrete/ car fumes. It has been mentioned but doesn't appear to have the same prominence in comms. Totally on board with improved traffic flow and increasing active transport, but air quality and contributing to the future of the human race and it's relationship with the natural world needs to be a priority as well.

Drop kids off for child care and work in town centre

## Responses

Child Care and Work at the hospital

Monks cross I see roundabout improvements necessary but duelling isn't

From Sherriff Hutton Road in Strensall to the government offices in Peasholm Green. I also feel that there should be a cycle path all the way to Strensall especially as traffic will increase with new housing on the army barracks land (when it closes).

I think the proposals are amazing and I am delighted that the previous plans to just improve the roundabouts has obviously been shelved in favour of the dualling. The road should have been dualled from the outset. I am very pleased that cyclists have been considered.

No regular trips - on zero hours contracts and agency wor

Usually travel to New Earswick, city centre, Monks Cross and Clifton Moor. I think there needs to be fly overs over the roundabouts for most junctions as the predominant flow of traffic is east to west and vice versa, on a busy day I can easily be sat at roundabouts waiting for 5 plus minutes trying to cross or enter roundabouts on the a1237 as I'm often not following the predominant flow of traffic or needing to turn right. If cars are going to be travelling faster because of the dual carriageway there will likely be more high speed accidents at roundabouts as traffic will have to stop. I personally think the plans are a little optimistic as roundabouts that are already 'upgraded' are still a total nightmare and do not cope with heavy traffic well.

i travel from Poppleton to Bishopthorpe every day for work, the two upgraded junctions i have to travel through have made little or no difference to journey times as the traffic still needs to merge into a single lane 200m further on , the lanes at the Wetherby roundabout in particular are a joke. the signage at all roundabouts along the YORR have always been poor as the lane destinations is not signed early enough. the proposals will be an improvement for the northern section , but will be wasted due to the western section and the Hopgrove A64 still being massive bottle necks.

I think dualling would make junction access better and ease the long queues at roundabouts. I travel daily from Haxby to Poppleton and it is usually very congested. A lot of stationary exhaust going into the atmosphere. I often opt to take the road from Wigginton to Skelton to bypass the congestion.....I would prefer not to have to do this.

I look for a route through Huntington sometimes to get from Haxby to Monks Cross to avoid the 1237 stretch. I would prefer to stay on the A1237 and would do if it was dualled.

Clifton Moor and Haxby/Wigginton. While very much in favour of 'greening', I am especially anxious that views across the roundabouts must not be obstructed: this is for the sake of safety and reducing the stress when negotiating roundabouts.

## WIGGINTON ROAD ROUNDABOUT

This roundabout is currently difficult to negotiate anyway, but the amount of greenery in the roundabout makes it even more so - especially when entering from Wigginton Road and Stirling Road - by reducing the visibility of traffic already in the roundabout.

For vehicles entering from Stirling Road a further safety/stress issue currently frequently arises because many drivers exiting to the A1237 westbound indicate 'left' too early with the high risk that drivers will enter from Stirling Road in front of them. It's therefore essential that the new layout, including lane markings and signage take account of this. I'll be more than happy to discuss this point with you on the phone (01904 289111).

## Responses

### HAXBY ROAD ROUNDABOUT

This roundabout is also hazardous to negotiate - especially when entering northbound from Haxby Road - a major factor being the 'greenery' severely restricting visibility of vehicles coming from the Haxby direction. There's literally only a second or two in which to decide to enter or not. The increase in the diameter of the roundabout will help, but only if the greenery allows adequate visibility!

B&Q hull road from haxby

It would be good if the crossings included wildlife tunnels/bridges as they do say in Luxembourg

Occasionally to monks cross, more often out to the a64

I am concerned that leaving the junctions as roundabouts will NOT help the flow of traffic, as they are very close together along this stretch. Also I think it will be very hard for local residents to join the ring road at any of these roundabouts - yesterday I had trouble getting onto it at the strensall roundabout, and that's before you've so massively increased the traffic flow on the A1237. I don't think the wetherby road junction is a typical example, as very few cars try to cross that roundabout. And abandoning the dualling at the A19 is going to make that junction absolutely hellish, especially for local residents, and is going to have a serious impact on our noise & air pollution

I agree that the roundabouts need improving, and cycle and pedestrian facilities need improving, but I don't think it needs dualling.

Main journey each day is Eccles Close just off the A19 to Huntington Fire Station via the A1237 outer ring road.

I believe these improvements wont make any difference to the traffic flow and congestion on the A1237.

Without removing some of the roundabouts and building exit and entry slip roads and under passes for vehicles to get left to right ( i.e. one side of Haxby road to the other side of Haxby Road ) all your plans will do is make the amount of traffic get to each roundabout quicker, even by making the five roundabouts larger traffic will still back up.

Prior to the pandemic i was having to set off for a 6pm night shift at 5pm from Eccles Close just off the A19 roundabout. This 3.3 mile journey would take in excess of 40 minutes due to mainly Wigginton Road roundabout been heavily congested.

Without removing the roundabouts as suggested I honestly believe you will be wasting 71.6 million pounds which we all know will end up costing more as no projects come in on budget!!!!

### 1. PAVEMENT PROVISION

The proposals for pedestrians on the A1237 itself look promising, but connecting to that new

## Responses

provision from roads joining at roundabouts will not be consistent without additional work. For instance, I walk from New Earswick towards Haxby with pavements fully provided; however if I wish to walk from New Earswick to the Car Dealership D.M. Keith on the Wigginton Road, or connect with Clifton Moor Gate, I can use the pathway on the south side of the A1237, but the pavement on both sides of the Wigginton Road disappears a few yards south of the roundabout, and I am forced onto the narrow and uneven grass verge.

### 2. DUALLING WESTWARDS

I note that the Eastern section of the YORR will be dualled to connect with the A64 Hopgrove intersection. I have seen no comment or proposal to complete the dualling all the way to the Western intersection with the A64, which is surely needed if this much-needed improvement to the YORR is to be fully effective.

Visiting daughter and shopping at Clifton moor

Playing golf at York Golf Club (Strensall) 3 times a week & shopping Clifton Moor & Monks Cross.

I live in Strensall and work on Clifton Moor. I normally leave home early in the morning to avoid the heavy traffic and leave the office late at night to avoid the grid-lock around Clifton Moor, caused by the A1237. It's fair to say it's a nightmare trying to get round there by car. I was delighted to receive your letter containing plans to make it a dual carriageway. If you made these improvements I would also consider cycling to work. I've always wanted to cycle to work but the A1237 always put me off because it looks so dangerous and there are no cycleways all the way along the route. Thanks for informing us about this and asking for our views. Good luck with everything.

I use the ring road to travel to work and shopping. I work in wetherby and shop at Clifton moor and monks cross. Currently reside in Haxby. The roundabouts on the old A1 were bottleneck's and ultimately removed and I feel these proposed roundabouts will fair the same. The proposal doesn't mention the road between the A19 and A59 currently a big bottleneck.

mainly this route, propsals are good for requires long dual carriageway lanes as possible and not temporary feeder lanes 2 lanes back into 1 which dont improve congestion and make it worse in my opinion , also steep bridges make traffic go slower as cars dont accelerate enough and add to congestion

Clifton moor and monks cross dualling the outer ring road would probably increase the amount of traffic in the area and would increase speed of vehicles

I am a fiels engineer visiting many households in and around york every day and live in Poppleton i realise that the bridge would be expensive but that section will need doing at some point as well you doo realise that

Drive to ROKO gym 3 or 4 times a week. May cycle if route improved. Also shop at Clifton Moor and Monks X and use road daily to visit clients.

Schools and childcare facilities in Huntington and doctors surgery

N/A

From Clifton Moor to Monks Cross, and to my place of work in Leeds.

We shop at the supermarkets at Clifton Moor.

We travel between customers for our work. The destinations are, Skelton, Clifton Moor, Wigginton, Haxby, and Strensall.

We believe the proposed improvements will vastly improve the stress levels of motorists, and encourage people to cycle or walk for the shorter journeys.

## Responses

This proposal would be a huge boost to the city of York, in terms of productivity and the environment. We are fully behind the plans.

Use for shopping at Monks Cross, Clifton Moor, and York. Use it to avoid going through York City to save time. Avoid it at peak times and holidays as its like trying to get out of a car park.

I work at Aviva and there isn't a car park so I cycle. Not only that but I cycle with my daughter on my bike and the current facilities are down right dangerous! We need something that allows pedestrians and cyclists right of way over the road without running in front or pushing your bike in front of a moving car!!!!

regularly travel to clifton moor and monks cross areas plus travel along the route to and fro places for both work and personal purposes. Believe the proposals will improve the position although the timing of the consultation (coinciding with lock down restrictions) may give unusual results. i would still question why the additional section the other side of the A19 junction is not being dualled (at least to the harrogate turn). i am concerned this will be an issue that remains after any works.

I work in Leeds.

This plan should reduce time spent stationary in traffic when commuting home toward wigginton. It should also stop people leaving the ring road at wigginton road and driving through wigginton and haxby to get to villages such as Strensall. People do this at present as it's quicker to use minor roads than major ring road route

I regularly visit Clifton Moor shops, and Stillington for family purposes. Comments; a public footpath crosses the ring road between Haxby Road and Strensall Road roundabouts. The construction of the ring road and subsequent traffic growth has made this crossing unusable to pedestrians, thereby cutting Huntington off from a pleasant and valuable footpath. Please reinstate a separate crossing suitable in all conditions (ie doesn't disappear under mud) and so do Huntington a service! Also, I'm concerned that the Strensall Road underpass is only shown as "possible"; crossing here for walkers and cyclists is a nightmare, please make it better not worse.

Acomb to Wigginton

I work on Clifton Moor and commute from the East Riding of Yorkshire.

The roundabouts on Haxby Road and Strensall Road need underpasses for vehicles. The amount of traffic that goes straight across (to Haxby from New Earswick and to Strensall from Huntington and vice versa) would still cause major congestion. The northern half of the ring road was fudged before, don't let it happen again. After all, as you've found out, it's more expensive to rectify the original mistakes after the fact. Oh, and why have it street lit when it is a legal requirement to use lights on vehicles and cycles in the dark?

Stockton on the Forest to nether Poppleton business park. The new proposals sound great, but have you considered resurfacing North Lane connecting the A64 to the A1237? It is a 60mph speed limit with an uneven surface, potholes and farm yard traffic pulling out at any moment. That is the road I feel most unsafe on in York.

Twice per week from Haxby to Clifton Moor or Monks Cross for leisure/shopping.

Five times per week from Haxby to Wetherby for sports club.

Additional lighting/Cats eyes will help to improve safety.

How will existing pedestrian intersections be dealt with along the route, eg the route running from Huntington Church across farmland to The Landings, Haxby.

Care needs to be taken to ensure the camber and severity of turn required on the roundabouts is not excessive (as per A59 intersection travelling towards Leeds A64)

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### Responses

Please ensure signs do not block visibility at roundabout give way (as per outside lane of Wigginton roundabout approaching from Haxby and travelling towards Clifton Moor)

How will problems be avoided in filtering traffic from dual carriageway to single carriageway (as seen east of Hopgrove roundabout)?

In and around york for work

Shopping food/clothes, leisure

visiting family

Fly overs would be better and create a better traffic flow than roundabouts with faster travel times, this will also reduce congestion on the roads which will also reduce carbon emissions.

Clifton to Poppleton, Clifton to Leeds. Signs on widened roundabouts need to encourage drivers to use both lanes and to merge in turn at the end of the two lanes. At the 'end' being key as many drivers stop as soon as they exit the roundabout and try to merge causing tailbacks on the roundabouts themselves. Rawcliffe being the worst offender. Merging should also be very clear as often drivers do not let the widened lane users in, causing a number of traffic rage incidents daily.

Shopping, visit family/friends

Had to leave my job at vangarde as lived too close to get a permit but no bus route or path on the ring road to be able to walk or cycle

I travel from Rawcliffe to Malton several times a week. Duelling this section of the ring road cannot come soon enough

Pudsey (workplace)

I'm in favour of the proposal as the road is very congested. However as the dualling stops at the Shipton Road roundabout, I think there will be a large bottleneck at that point heading towards the Poppleton roundabouts.

Monks cross. Pike hills golf club. Clifton moor

WORK Strensall to Nether Poppleton

Clifton moor to monks cross

Clifton moor to A64

Joseph Rowntree School, Clifton Moor, Monks X, Poppleton Business park, Access to A64

We go to Clifton Park Shopping Centre & to Aldi in Clifton; consequently we use the Wigginton Road roundabout which is dangerous at peak times. We walk between Millennium Wood in Haxby through the fields to New Earswick & we cross & recross the ring road just beyond the new cycle/pedestrian bridge - currently this is dangerous & provision must be made when dualling the road to make this route more enjoyable.

I cycle in the York area for leisure near the stretch of the ring road between A59 and the A64. I fully approve of the cycle lanes to allow me to follow this route - for many years this has been too busy and therefore dangerous to cycle along, so detours to avoid the road are required. I also drive this section on an occasional basis. I think its very important NOT to have the access to the new roundabouts controlled by traffic lights (signals) . I believe the traffic lights disrupt the traffic flow and cause driver stress and delays. So I'm very pleased to see that there is no mention of the use of traffic lights in the plan.

leisure

Fera on the A64



## Responses

The bridleway running at the back of Green Dike Wigginton past Millennium into York involves crossing the A1237. We need an underpass for pedestrians to cross safely

I cross at the Strensall roundabout daily on foot or cycle for work and leisure. Currently it is hard to get across the ringroad but at least it is a direct route. As at Haxby currently, it was hoped that there would be an underpass on both sides of the roundabout. Your plans however show only one underpass. This means that pedestrians and cyclists will have to cross a busy road to get on and off the underpass at both ends. Plus there is a large 'hind leg' diversion. Why are pedestrians and cyclists being asked to go further than they currently do to cross between Earswick and Huntington and most importantly, forcing them to cross busy roads at both sides? This is dangerous and will increase travel times. The dualling of the ring road will improve air quality in the city centre, but will decrease it in the villages along the side of the ringroad. It will increase noise and pollution. You therefore need to compensate us by providing good cycle and pedestrian facilities not the substandard ones proposed. We are not second rate citizens to car users.

I've thought for many years that the outer ring road needs to be made into a dual carriageway so if this work goes ahead and is completed by 2025, it will provide great benefits. However, driving along the road, I have often thought how many trees and hedges would have to be destroyed to achieve this. As a retired Biologist I will be watching closely for the inclusion and development of the environmental features that are mentioned. If local landowners can be encouraged to provide extra land for further tree planting, the development of water features, etc, that would be an excellent additional bonus.

A19, Clifton moor stores, Huntington to Strensall

Ryedale among a64 and round ring road

I commute every day to work from Huntington to tholthorpe situated outside Easingwold. As they are planning on building a lot of houses at monks cross link road, a dual carriageway will be even more needed.

Bootham (schools) and Malton (workplace)

I currently cycle from strensall to York hospital for work. A cycle track from strensall to the ring road and an underpass would be very helpful and I think it would encourage a lot more people to cycle!

Commuting to the hospital every day for work. Usually go by car or bike.

I think you need to improve street lighting on strensall Road as its too dark for cyclists.

Have to use the A1237 whenever i want to go shopping as there are no electrical stores,diy or hardware shops where i live

Hospital

It needs duelling due to the sheer amount of traffic. It should have been done a decade ago

Regularly travel Haxby to Clifton Moor and Monks Cross/Vangarde. Also to Leeds and West; here I think these proposals are likely to encourage more traffic and increase congestion on the remaining un-dualled part.

I am concerned, also that with the stated aim to encourage housing around the ring road, this dualling scheme will rapidly be swamped by the increases in traffic.

If you are rebuilding the underpasses, it would make sense to increase them to allow traffic from, for example, Haxby, heading to York to avoid the roundabouts. This would have made sense last time but was too costly; yet a lot of traffic crossing the bypass rather than going along it, and this proposal will make that harder, not easier.

It would also make sense to include in the plans some plan to create a Parkway station at the junction of Haxby (York Road) and the bypass. Including that would potentially lessen the need to travel into York to get the train for many commuters.

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**Responses**

we live facing the new Haxby New Earswick roundabout. we need to travel on the ring road every day or cross the roundabout heading into York.

Various destinations, the proposals will force me to use the A1237 less. It is arguably of little benefit for traffic on the A1237 and of substantially harmful to traffic joining or crossing e.g. from the areas of York outside of the ring road. A single carriageway with flyovers would work for all.

I am retired, but as we live near to the A1237 it is our link to everything around York. We also have to use this road to drive further afield, east or west.

I do not believe that pedestrians or cyclists will walk or ride along the A1237 route as it will be too busy, too noisy and the air pollution will be off the scale. However, they will want to cross the route either into or out of York so this is where the investment should be prioritised. Already, we have the example that few pedestrians or cyclists use the dedicated route which runs along the south of the road between the Haxby and Wigginton Road roundabout.

All building of any new homes detailed in the Draft New Local Plan that will see more traffic on this stretch of road to the north of the city, must not be allowed to start until the Duelling Upgrade is completed.

For trips to destinations west of York and weekly shopping

Long awaited improvement. I look forward to it!

Into Clifton Moor to hospital and into York Also to access countryside areas out of York

Monks Cross / Clifton Moor Scarborough A64

Monks Cross

A64

To and from Tesco / Monks Cross.

To access A64 then either A19 / A1079 / A1

It used to be Clifton Moor or Monks Cross as there's no alternative method of getting there - no orbital bus service linking round ring road - so less stressful driving through town - ring road at moment encourages speeding overtaking in those stupid lanes they added at the roundabout

I commute to York Hospital and avoid the ring road due to congestion.

Huntington to Clifton Moor

Huntington to Monks Cross

travel to work

Jog from Rawcliffe via FP between A19 - Clifton Moor roundabout towards Skelton

Cycle - A19 roundabout N to S vice versa

Clifton Moor to Monks Cross. Use of underpass at Shipton Road roundabout on bicycle.

Cycle lane on bridge over Ouse too narrow.

Work at Monks Cross, drive round the ring road on A64 rather than round the top - the area proposed is the worst affected. I do think it's the roundabouts that slow everything down

I believe that more work needs to be done at the junctions, widening roads simply increases traffic. There needs to be more thought into flyovers and the like, and then especially into the end point of the dualling. If not the road will be even less travelable than it is now.

## Responses

Daily commute from Clifton Moor to Strensall.

Cycle lanes needs to run in both directions.

I used to work and live in West Yorkshire. over the 7 years I was there I witnessed the M62 being upgraded and widened time and again to relieve congestion and reduce air pollution. However all it led to was an increase in vehicle numbers and just as much congestion and pollution as before. there was NO improvement and I fear the same will occur here in York. More roads just means more space to be filled by cars. I am also against damaging wildlife areas that never recover from such disruption and upheaval. Again I have witnessed current niches and communities of animal and plant species being decimated and other species taking their place in newly created environments. This is really not OK.

regarding thee current road layout, my advice would be to change the merge in turn lanes at Haxby Roundabout especially as this causes the most difficulties from my perspective. Travelling West to East, change the left hand lane to left and straight on, and the right hand lane to right only as I have observed time and again far too many vehicles stacking up on the bridge towards Haxby roundabout waiting to go ahead, and few vehicles in the left lane turning left. This I believe would go a long way in easing congestion.

I travel to York Hospital for work every day

Monks cross. Facilities to allow cycling between monks cross and clifton moor would be beneficial

Live in Nether Poppleton and drive to nursery in Rawcliffe and family in Huntington regularly. Dual lanes will really help the flow in rush hour, although I worry it will make it worse on the single laned bridge between Poppleton and Rawcliffe. I also have concerns over the safety of pedestrians on this bridge, especially when busy with school children. A railing/barrier on the edge of the pavement would help.

roko sports centre, the new infrastructure will be great and i hope that guidance on merging lanes and what not will be signed as much as possible. Now at the A19 roundabout no one uses the filter lane (merge lane) and block cars for merging at the end. this needs to be stipulated to allow the flow of traffic.

Skelton to Monks Cross and Skelton to Rawcliffe park and ride.

Regular trips require crossing the YORR at wigginton rd roundabout. Generally this is ok but sometimes traffic on the ring road prevents north to south crossing. We have used the cycle path from Haxby to wigginton but crossing at wigginton cam be difficult and continuing the journey on bike to rawcliff park and ride is not pleasant.

I hope that the new proposals improve the ability to cycle and consideration is given to the ability of drivers crossing the ring road. Also that speeds on the roundabouts are controlled as the experience of the larger roundabouts is that drivers maintain his speeds despite the limits which can be dangerous and make it difficult to enter the junction.

The proposals look positive.

I travel along A1237 to visit my sister in haxby, often travelling at peak traffic times .

My regular journeys are from Skelton to Clifton Moor and Poppleton. The lack of grade separation at junctions will render the benefit of the improvements as marginal. The lack of extension of the dual road Westward to beyond the A59 roundabout will result in continued near-gridlock around the Rawcliffe Roundabout, rendering the dual carriageway useless.

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### Responses

Varies every year

travel when shopping or visiting businesses between Clifton Moor and Monks Cross and into Wigginton

I am concerned regarding the inducement effect of traffic which this will certainly cause, the project will be counter-productive and is not in line with the Harcrow report findings.

Shipton Road roundabout to Clifton Moor and Monks Cross roundabouts.

Notice that grade separation is excluded, so congestion at roundabouts will continue.

Shopping and leisure trips

Workplace

Clifton Moor, Monks Cross, York Railway station. Roundabout geometry needs to be revised with regards to exits. Dual carriageway should extend to A64 (Askham Bryan-Copmanthorpe junction)

Rawcliffe to Rufforth- workplace and Rawcliffe to Poppleton - family

Bannatyne's health club or shops on Clifton Moor

We walk from Wigginton to the A1237 on the public footpath which comes out just past the layby on the A1237 from Clifton Moor to Haxby. You are going to increase pollution and noise and make it impossible to cross the road on foot. All this will do is to move the congestion, air and noise pollution from inner York to outer York.

Monks Cross and Haxby.

Clifton to Leeds Daily

Shopping and leisure

Monks Cross, Clifton Moor, York city centre, Harrogate

Workplace - commute to Leeds several times a week

Leisure - I run along the A1237 from Rawcliffe towards Poppleton, but am unable to go in the Clifton Moor direction due to a lack of footpath facilities - likewise, if I go through the Clifton Moor estate, there is nowhere to go after Haxby road.

3 days a week I travel to Clifton Moor for work setting off from Earswick. All our local amenities, school, doctors, shop etc are in Huntington which means if walking I have to cross the busy roundabout with two children, this means at peak travelling times I would use the car for a walkable journey as I feel unsafe trying to cross the roundabout on foot. I'd be over the moon to have the walking facilities improved.

Monks Cross/Vanguard, Clifton Moor, access from Haxby.

Would it not be more cost-effective to install a rail station at Haxby and review the traffic impact that results, prior to spending 20x the amount on carbon-heavy road access works?

Travel to shop or use the bypass on the way to Harrogate or Wetherby

I live in Strensall and regularly go to Clifton Moor, Huntington, University of York, Haxby and town.

If you are truly interested in improving cycling there needs to be a cycle lane from Strensall to Huntington, well lit and segregated. There is space on both sides to do this.

Connectivity is the key - there is no point having PROWs, paths and bridleways if they go nowhere

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### Responses

and just stop.

The 'possible' section of PROW creation is a no brainer - this could be done at a fraction of the cost of the actual dualling of the road. Please change all 'possible' PROWs to part of the plans.

Shopping and work just start the work now this is to little to late

Monks Cross

Shopping

There is no point in doing this only between those areas as the congestion going towards poppleton will still be exactly the same because it will still have to go into two lanes at the bridge near rawcliffe, I think for those reasons it is pointless doing this, and the money should be used to help small local businesses, or reduce rents and or rates on your commercial premises.

Earswick to Huntington Schools & Earswick to Work in the City - I commute via bike with my 9 yr old son and it can take 10 minutes to cross the A1237 due to lack of under pass. This is a very dangerous crossing sometimes we have to wait for drivers to let us across which can cause queuing on the A1237 for motorists. A underpass would connect the two villages safely for cyclists and pedestrians allowing my older son to bike to school by himself.

Energi trampoline park/ get it done so I'm not late to work

Clifton Moor & Monks Cross

Clifton moor

Until Covid, we would go shopping to Monkscross at least once a week. And it would take anything from 10 mins, to 30 mins to do a couple of miles. This should have been done in the first place.

Regular work destination is Acomb/Foxwood. The dualling would speed up my home commute to New Earswick as the rush hour congestion is usually bad.

Clifton Moor - workplace

Could more be done to enable pedestrian crossing to encourage use of rural footpaths? e.g. pedestrian bridge for north-south footpath midway between strensall rd and haxby rd roundabouts?

Concerned that queues from A19 Shipton Road onto A19/A1237 roundabout are already substantial due to heavy flow and poor use of feeder lanes. Won't leaving that roundabout and rest of A1237 up to McDonald's as single carriageway make this situation worse?

Sheriff Hutton to Uni of York 5 days a week

Live in New Earswick, so use the road for almost all journeys, including leisure and shopping. Do not use it for work (cycle into the city)

Most regular trip would be to Clifton Moor Retail Park to visit Tesco store & petrol station. I'm not convinced about the so-called improvements. Improving the current traffic flow and encouraging further economic growth surely means even more traffic in the future, which reverts us back to where we are with congestion at the moment. Furthermore, a proportion of this extra traffic will be heading eastwards to join the A64 at the Hopgrove roundabout, which already suffers from congestion even outside rush hours, due to the A64 becoming a one-lane carriageway at this point. Surely the funds would be better spent on creating further sections of dual carriageway along the A64 so 'passing traffic' can avoid polluting the YORR and residential/retail areas that are close by ?

We live on a road the is very near to the YOOR. Please, could noise reduction provisions be included in the improvements as we are concerned with the potential increase in volume of traffic and cars which could also be travelling faster due to the increased capacity. We are already having to consider replacing our windows with acoustic glazing, but the increase noise is a serious concern. This could

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### Responses

include the inclusion of acoustic walls along the route to supplement the tree line. Tree's have very little affect on the noise during the winter months.

Shopping and leisure. The new roundabout for Monks Cross must have better sightlines from North Lane (West) of vehicles entering roundabout from Monks Cross Drive. The lack of clear sightlines, the closeness of the exits and the speed of vehicles exiting Monks Cross Drive makes it impossible to join the roundabout from North Lane (West)

Drive to Clifton Moor and Monks Cross retail parks.

Clifton moor, monks cross

I go to Clifton Moor and Monks Cross Shopping Centres regularly.

How will the traffic flow improve with with traffic flowing into single carriageway at the A64 Junction

Given Covid I now work from home, but traditionally I would use the ring road to go to family homes, work / customer meetings which usually involve commuting to the A1M which is a nightmare to get to from where I live (Clifton Moor).

York hospital

Clifton moor.....Scarborough

I'm a courier so I regularly drive in both directions on the A1237

To shop/leisure at Clifton Moor or Monks Cross, or access the A64 for longer journeys. My concern with the proposals are that while a dual carriageway will help the flow of traffic, the abundance of roundabouts will still cause delays.

ROKO Gym Monks Cross Clifton Moor and access to the A64 in both directions.

University of York and Balfour Beatty. My main concern is the A19 / Shipton Road roundabout, which is not included in the upgrade plans. At peak times traffic trying to cross the ring road, heading towards Thirsk, have to queue until someone takes pity and lets you out. If traffic on the ring road increases this will increase the bottle neck at this already busy roundabout. I feel unsafe using this roundabout as it is , and would like to see traffic lights fitted as part of the upgrade.

Living in Rawcliffe, I am discouraged to travel on the A1237. the road becomes very congested at peak times and also during the summer months when people are trying to get to the coast. During lockdown the A1237 was very useable - I am a cyclist, but now that we are back to pre-lockdown traffic levels, it is impossible. This is the same for when I do drive - me and many others are encouraged into the centre of York to get to somewhere which would be much easier if the A1237 was dualled.

I work at University of York, I use Monks Cross for shopping & liesure

School run, childminder in strensall, live in new earswick, shop at monks cross and Clifton moor regularly, parents live in haxby and new earswick

Our family lives in Haxby so use the YORR to get to most other locations.

I'm personally very much against dualling of the road

- widening roads does not discourage people from using their cars

- dualling creates a nuisance of traffic noise and speeding cars - current traffic levels mean that speeds are reasonable on north section - however if you travel during quiet times when you often see high speed driving, something that a dual system exacerbate dramatically (see many schemes across UK + our existing A64 is not a road to cycle, walk alongside, live near to.

There is no provision that I can see for crossing when using paths from Landings Lane to back of Jo Rowntree school.- currently you can cross here and is a great route for walking that many use. Similarly there is footpath from Wigginton that crosses the ring road. Both could be safer with bridges

## Responses

provided but crossing a dual carriage way will be impossible.

The film picks up on the provision of 4 underpasses at Haxby roundabout - this isn't a major addition from a use point of view as there's already a perfectly adequate underpass option on this roundabout - that's not enough of an improvement to call it out as an advantage in the proposals. (Strensall and Clifton Moor underpasses are a benefit of course)

A dual carriageway cutting through fields, pathways and living space is not a place people want to walk, cycle or live by, regardless of how many trees, meadows are planted alongside it. Less traffic, slower flows, bus lanes (trams!), cycle lanes, bridges to improve cycle and walking routes, wildlife corridors (not barriers) are all ways to improve our city as a place to live and work.

Waste it money with roundabouts. Should always have been a dual carriageway as on the south side of York with the amount of development in Haxby Wigginton and Strensall. Train stations on line at Strensall Haxby Earswick would be much better investment to reduce car journeys at peak times.

From a50 harrogate roundabout to Clifton moor or monks cross

Travel due to work between Strensall and Acomb and / or Clifton using A1237. Frequently held up in queues of traffic

M

The congestion is already awful on the A19 Shipton Road roundabout making the park & ride unusable. The issues exiting the roundabout towards Leeds will still exist and will not improve as a result of the dualling. Unless the A64 and full circuit of the YORR are dualled, the existing issues will simply be pushed further round. People don't drive on the bypass instead of cycling or walking, they're travelling further distances. Additional cycle paths and pavements are not going to reduce car numbers.

Stamford Bridge, Harrogate, Leeds, Scarborough

It is impossible due to the volume of traffic and the fact that there is no pavement to walk to Haxby the planning of increased pedestrian facilities would encourage me to walk if there are pavements also included and speed of traffic reduced to make walking in built up traffic areas manageable.

Travel into Haxby for work

I am a service engineer and live on Clifton Moor so use the ring road every day to get to and from calls in and around York. I think the proposal to dual the A1237 are wrong when other options haven't been tried to help reduce congestion, air pollution and noise. What about reducing the speed limit to 40mph from the Wetherby roundabout all the way round to the Monks Cross roundabout? The traffic is caused by people braking for roundabouts then accelerating away. This fast stopping and starting causes other road users to brake which then has an effect on everyone else which causes queues. If the speed limit was 40mph (with average speed cameras) there wouldn't be sharp deceleration and acceleration and the benefits of this would be less air pollution and noise pollution. Why not try average speed cameras as a trial as it could prove to be a cheap solution? There is no point stopping at the A19. That will continue to be a bottle neck. The whole ring road should be dual carriage way but 40mph through residential areas

Clifton Moor & Monks Cross. Access to the A59.

Visits to parents in Wigginton and shopping at Monks Cross and Clifton Moor. I access the A1237 at the Poppleton roundabout. Since the changes to that roundabout it is frustrating as the flow of traffic never stops so there is always a big queue from Boroughbridge Road trying to join the A1237. I'm fed up with waiting and waiting and waiting. It's now just as bad at the Wetherby Road roundabout so it's a nightmare getting out of Acomb onto the A1237.

Create a cycle route from Strensall to York

## Responses

Little bugs childcare

Workplace in Stamford bridge

I travel from Strensall to Fulford using either car or cycle. Most days I commute by cycle and use various different routes. The proposal for Strensall Road roundabout underpass offers little for cyclists and would not be used by most of the serious commuter cyclists traveling that route. Traveling South from Strensall to cross towards Huntington I would have to cross fast moving traffic exiting the roundabout to travel North in order to access the underpass. It would be safer to use the round about. When I have passed under the ring road I appear to have been deposited in the middle of a housing estate off any main route, leaving me to negotiate crossing traffic again to get back onto the main road and continue South. There appears to be no thought into how cyclists will use the facilities suggested. In order to encourage more cycling and take cycles onto segregated safer routes the route needs to flow and be capable of handling fast moving commuter cycles. This underpass would take me off route, slow me down and make my journey less safe. Throughout the proposals there appears to be a lot of cycle paths which just end with no safe priority/crossing over junctions. This appears to be the usual badly thought out token gesture to cyclists with some paths which just end nowhere and leave the cyclists stranded. As an experienced cyclist I enjoy using good cycle tours which said my journey, this does nothing to assist me and I would continue to use the main road to cross the ring road.

Clifton Moor for shopping.

If the roundabouts are left in place nothing will be achieved, just making bigger roundabouts does not improve traffic flow. You only have to look at the fact that all the roundabouts that have been removed from the A1 to see how much better the traffic flow is. Constant stopping and starting causes far more air pollution than traffic moving at a steady speed

Roko gym, under normal times three days a week. Shopping at Clifton Moor once or twice a week. Pictures in normal times about once a month.

University of York

Bootham

I Use the ring road to travel across York in my business as a gas engineer. The scheme will save me significant time on my commute between jobs and on my journey to and from home.

I am strongly against the dualling proposals. It has been shown time and time again that adding more road capacity does not reduce congestion. If the ring road was supposed to reduce congestion, why do we find ourselves in the same situation, with a congested ring road? What are we going to do in 30 years, make it a motorway? Of course cities grow, and we must invest in transport to meet that demand. But we must invest almost entirely in active travel and public transport if we are to meet climate targets. You say this is going to reduce traffic in the center. How exactly? People aren't just going to go for a drive on the ring road and go home. They're commuting into and around the city. Funneling more cars into the center.

Leeds

During weekends and bank holidays the current ring road is so congested people can walk and cycle quicker. (if it was safe to do so - which it isn't)

Nestle Wigginton Road

Creepy Crawlies, Scarborough, Monks Cross, Clifton Moor. I keep reading that dualling doesn't ease congestion, it just creates more traffic. I'd like to see CYC providing more info on this. I know it sounds counterintuitive, and think more public education is needed. Traffic is the last thing York needs. I'd prefer this money (in its entirety) to be used on sustainable transport routes to reduce car use.

Commute into York city centre



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### Responses

A19 to Wigginton Rd roundabout home to work, this is an awful stretch and dual carriageway will be an improvement but leaving the A19 roundabout south towards the river will be even more congested. Stop building out of town developments where people are encouraged to drive. This is not future proofing, you are only making it to meet the requirements of 2020 .... & we all know how crazy this year has been!!

Ensure the footpath across the YORR between the Clifton Moor round about & A19 remains accessible. This is a public right of way.

Trip from Rawcliffe to Manor School is dangerous for pedestrians and cyclists

Clifton moor

I work at various locations.

Clifton Moor, Clifton Ings, A59, access the A1 for travel north and south.

Clifton Moor, or round to the Hopgrove to reach the A64. We often drive miles further to avoid this section of the road. My partner used to work just off this section of the YORR and found it quicker to drive through town! This road desperately needs dualling.

Wigginton to Clifton Moor, Monks Cross and further afield to Leeds, Harrogate and beyond.

Shopping and leisure at Vanguard & Monks Cross Shopping Park

I travel Haxby to Clifton Moor and Monks Cross frequently. Dualling this part of the A1237 would not make it any easier because it's the roundabouts that cause the traffic jams, not because it's a single road. If the roundabouts are retained (albeit larger), then the traffic jams would still occur, but two lanes worth instead of one. Dualling the A1237 would be a waste of money with the current plan.

The proposal is a complete and utter waste of tax payers money. Like all major schemes promoted by the City Council it will go over budget and be unduly delayed although it may well be completed before the Community Stadium opens.

from Haxby to and from York city centre, Monks Cross, Clifton Moor, A19, A64, A59

I generally use Huntington Road or Haxby Road to get to my workplace from home.

Regular travel from south of the YORR to Haxby.

Clifton Moor shopping area.

Travel from Strensall to Clifton Moor regularly

Regular journeys from Haxby to Clifton Moor and Monks Cross for leisure and shopping. I strongly support these much-needed improvements.

N/A - Retired.

Socially - Roko Play Football

Monks Cross - shopping

Clifton Moor - Shopping

Monks Cross/CliftonMoor/Knaresborough/Harrogate/Thirsk Son - Strensall/Daughter - Acomb.  
Concern regarding air pollution on neighbouring properties.

we commute into York and the surrounding business park on Clifton moor. we also access both East and West via the bypass so the intended works will effect our ability to access york if planned incorrectly

Workplace at Monks Cross

## Responses

I travel from Huntington to Clifton moor and although it can become congested at certain times, I feel the new proposals will only create more issues and accidents and think it would be more beneficial to add a cycle/pedestrian path than to dual the road.

Clifton Moor, Monks Cross.

Monks Cross / Clifton Moor.

The traffic flow means I tend to not travel between certain times. It would open up travel at any time were this proposal to go forward.

Between the north east bit of York and the west bit of York.

The MAIN thing is that this is the wrong plan entirely. This won't fix the traffic problem because the roundabouts ARE the problem and increasing capacity will mean that people are still driving at a crawl a lot of the time. When driving on almost empty roads it's still FAR slower to go round the north than the south even if the south is a much longer route. It needs a dual carriageway around the north like it has round the south, and it needs off-road cycling and pedestrian provision that goes all the way round the city. The current plans also royally screw over Acomb and Westfield and Dringhouses and Woodthorpe which includes the most densely populated part of the city and those who have the highest unemployment rates and who would benefit most from better traffic. It also doesn't solve the (awful) A64 westbound to A1237 by Copmanthorpe which really needs a proper junction considering it's a very well used exit and it always feels dangerous.

It's a short-sighted solution that doesn't solve the systemic problems, in my opinion. All it does is spend a bunch of money helping out nobody. Maybe the Haxby junction could improve with some proper funding, but the rest of it will make no substantial difference like the big roundabout upgrade near Rufforth.

Clifton Moor and Monks Cross

From Haxby to Earswick to walk our dog

From Haxby to A64 to travel to Bielby near pocklington . The worst bottle neck is at the Hop Grove roundabout . This plan will not relieve that problem

Skelton to Clifton Moor and also to Pickering.

Clifton Moor, Monks Cross.

I understand the financial reasoning of not dualling further west, but I believe that through traffic and increased local traffic will quickly overwhelm this half-measure.

Cycle from Haxby to York. Shopping/leisure activities via A1237

Retired no regular trips. Trips, if taken, mainly to Clifton Moor or Monks Cross

Haxby, Clifton Moor, Poppleton. There is no clear description of the impact on the existing public rights of way to/from Haxby that cross the ring road (1) between the Haxby Road and Wigginton Road roundabouts and (2) between the Haxby Road and Strensall Road roundabouts. These rights of way are currently underused because of the difficulty associated with crossing the ring road and will become impossible to use following dualling. It is not clear what solutions are proposed to address this.

Daily walk trying to cross the road approx 1/2 way between Haxby and Strensall rd roundabouts

## Responses

I travel between Poppleton and the A19 to get to the riverside path into town. This section is used by schoolchildren going to Manor but I not adequate for the number of users at peak time. At the top of the bridge the footpath is barely wide enough for two pedestrians pushing cycles to pass each other

I'd like to cycle from Strensall into York. The road from Strensall is too fast, and doesn't offer enough protection to cyclists. Also, the roundabout is dangerous. Could not imagine cycling to Clifton Moor or Monks Cross!

The A19 roundabout is currently a bottleneck and difficult to get onto the A1237 and feel the proposed dual carriageway will make it worse.

Will traffic lights be put at the roundabout to give access from A19.

Monks Cross

Vanguard centre

Clifton moor retail and leisure

Poppleton

Harrogate

Leeds

Acomb

Clifton Moor retail park. Or a19 to travel north.

The issue is the roundabouts. Which are the bottle necks. You need to reduce the number of roundabouts, or make them much larger to accommodate traffic with traffic lights. Such as at Grimston Bar.

Haxby roundabout to A64 Askam Brian on a morning and Hopgrove roundabout to Haxby Roundabout evening due to slow traffic congestion at peak times on A1237 from A64 to Haxby, this puts 5 miles on my journey

A59 to Knaresborough

Usually heading to Clifton Moor from home in Acomb. Would travel further if it wasn't so dangerous.

Most journeys from Haxby include stretches of the YORR. The volume of traffic along that road makes it difficult to cross or join at the roundabouts. The vlume of traffic is just too much for a roundabout

I often drive to destinations via the ORR e.g. Clifton Moor to Strensall, Monks Cross, Haxby. I could cycle but am put off by the lack of cycle facilities.

1. The omission of any cycle/pedestrian facilities between Strensall and Monks cross roundabouts is a missed opportunity.

2. The provision of cycle/pedestrian underpasses is good for those wishing to cross the ORR, but what is the point of providing facilities parallel with the ORR but then (it appears) providing no safe way to cross the roundabouts to continue a journey parallel with the ORR. This would put me (and I suspect any others) off the unless there is something better than making a long diversion or 'taking your chances' between traffic on the roundabout arms.

## Responses

I walk every day from wigginton to new earswick via westfield beck on the public footpath and find it very difficult and dangerous trying to cross the 1237 via the public footpath. It is vital that a underpass is provided at the point where the beck passes under the ring road. Surely this not too much to ask for in the interest of safety.

Sharp curves on the approach to roundabouts, along with obstructive signage and planting, need reconsidering. The aim of this scheme is to reduce congestion, and forcing drivers to slow/stop unnecessarily is completely contra to that aim.

Adding a new crossing at Strensall roundabout is unnecessary, especially when it's so close to the roundabout. That is not a busy section of road, nor are there many people needing to cross, and there are existing crossings.

Well, most days, we leave Haxby via Towthorpe, Strensall Rd, then A1237 to Monks Cross Roundabout to Vangarde and Monks Cross for shopping etc. We return mostly by the same route, or Haxby Roundabout, or Wigginton Roundabout.

Strensall to monks cross

Monks cross, Stockton golf club

Shopping destinations mostly: Monks Cross, Clifton Moor

Leeds

Tesco, Sainsbury's, Monks Cross, Park & Ride, leisure facilities at Clifton Moor.

Family-related trips from Haxby to Poppleton and Holgate areas.

Shopping trips from Haxby to Monks Cross/Hopgrove areas, and Clifton Moor.

Monks Cross, Clifton Moor and trips out to leisure activities.

I use the ring road to access the A64 and A59 to A1 and M roads for business travel. Removing the bottlenecks to reduce my travel times will have a massive improvement on my work life balance.

Over Haxby RA to Nestle and back.

Tadcaster/Osgodby/Stockton on the forest/Monks Cross/Poppleton

Clifton moor / Monks Cross /any other out of city shopping .

Shopping at Clifton Moor or use of the Motor Vehicle Repair facilities at Clifton Moor

To the A64/A19/A59 and Monks Cross/Vanguard mainly

Monks Cross and Clifton Moor shopping areas

Haxby to Osbaldwick, Haxby to Clifton Moor, Haxby to Joseph Rowntree School

The roundabouts are the issue, especially the Tesco Clifton Moor junction where the traffic from B&Q/McDonalds has to go onto the YORR to go back into Clifton Moor. The only way to solve the problem completely is to remove the roundabouts and have proper slip road junctions so traffic can move as per the southern ring road. You will also need to dual the A19-A59 section as this is the bottleneck for the whole system and you will just create larger queues to get through this section.

I use the A19 from Skelton every day either to cycle into York or drive to Clifton moor or vanguard etc. If you do not upgrade the bridge over the river from the A19 towards Poppleton then the traffic will grid lock at the A19 roundabout even more than it does now because of the increase in users of the ring road. A traffic light system is already needed at this roundabout because of the speed cars approach from Clifton moor and poppleton. This will only get worse without widening the bridge. I would spend the money on the bridge and the traffic would flow better now and as users increase.

I travel everyday from Huntington to the railway station. I used to travel between Tang Halo and Clifton Moor everyday and would avoid the outer ring road due to the congestion. Widening the road

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### Responses

is not going to reduce the congestion caused by the roundabouts. I'll continue to use the inner ring road.

I live in Strensall and work at Monks Cross, I prefer to cycle but the road from Strensall to the ring road is unlit with no cycle path making it dangerous in the winter. I like the underpass at Strensall roundabout as this can be very difficult to cross on a bike. I don't know why the cycle path won't be built from Strensall to Monks Cross which will get much more popular for shopping, entertainment etc...

SHOPPING AT CLIFTON MOOR. VISITING ELDERLY AUNTIE TO PROVIDE CARE SUPPORT. FOR CARS GOING FROM YORK TO HAXBY AND HAXBY TO YORK THE CURRENT A1237 CUTS HAXBY OFF AT BUSY TIMES. ROUNDABOUTS ONLY WORK IF ALL SIDES HAVE SIMILAR TRAFFIC. ON A MORNING NO VEHICLES COMING FROM EARSWICK TO CUT OFF MAIN BYPASS FLOW AND ON A NIGHT NO VEHICLES LEAVING HAXBY TO CUT OFF MAIN BYPASS FLOW. DUELLING WILL MEAN EVEN LESS LIKELY TO BE ABLE TO LEAVE HAXBY ON A MORNING RUSH AND GET BACK TO HAXBY DURING EVENING RUSH. TRAFFIC IS ALREADY WAITING BACK TO EARSWICK ON AN EVENING AND WAITING BACK INTO HAXBY ON A MORNING. AS YOU ARE BUILDING A NEW BRIDGE OVER RAILWAY JUST KEEP GOING AND BUILD IT OVER HAXBY YORK ROAD AS WELL. CHEAPSKATES SHOULD HAVE DONE THIS ORIGINALLY AS MANY POINTED PROBLEM OUT PREVIOUSLY AS NEARLY ALL LEEDS SCARBOROUGH TRAFFIC. NOW USES 1237. DUE TO COST THIS WILL NEVER HAPPEN AND HAXBY WILL CONTINUE TO BE CUT OFF AT RUSH HOUR. ASK ANYONE OR COME AND LOOK. BUS DRIVERS AND TAXIS ALREADY KNOW THIS. I HAVE LIVED 40 YEARS IN HAXBY.

Weekly Shopping and leisure at Clifton Moor, clothing and eating at Monks Cross and Vangarde Park

Elvington airfield industrial estate

I use the YORR daily to commute to work. My journey is between the Strensall roundabout and the A59 roundabout to access the A1. Strange that the dualling doesn't continue to the A59.

Strensall-Huntington-City center

Shopping from home (Clifton moor) to monks x

Clifton moor to Malton

Frequently use this section of road for access to Monks Cross & Clifton Moor. Also for access to A64, A19 & A59 to travel for work (visiting customers)

Monks cross or Clifton moor

Use the road for leisure and shopping. Destinations various.

Money would be better spent providing grade separated junctions and leaving the the road single carriage-way. Dualling the road will make the queues at the roundabouts short and fat rather than long and thin. Was this considered?

We live near Shipton Road Roundabout but are about to move to Haxby. This route would be used daily for work (when work resumes in the office), and to and from nursery. As well as to Clifton Moor Retail Park where we do much of our shopping. Indeed, any journey to and from our new home would likely involve travelling on at least a section of the proposed route.

To work, drop son at school, visit the shops at both Monks cross and Clifton Moor.

As stated, roads approaching YORR also need to have suitable , safe cycle paths To encourage people to cycle or walk.

Visiting friends on the 1079, going to Monks Cross, going to Selby.

I regularly use the YORR to commute from Huntingdon to Doncaster - I travel between Strensall Road Roundabout and Hopgrove Roundabout to do this.

## Responses

Travel to and from work on the a1237 Strensall roundabout which is a total nightmare

Clifton Moor to Monks Cross. Unable to cycle due to traffic and lack of cycleway

Clifton Moor and Monks Cross

Workplace

Monks Cross Shopping centre, Vanguard Shopping centre, Clifton Moor Shopping Centre, Park and Ride Monks Cross and Rawcliffe

Helping the cyclists as usual. The favourite thing for York Council. Haxby needs an underpass for cars too to help drivers travel towards and back from York City centre. It's not just cyclists that make that journey. Cyclists constantly benefit from improvements without making any financial contribution at all. Roads become narrower to accommodate cycle lanes more and more. Bad drivers are policed and penalised and rightly so but I've never seen bad cyclists being brought to task eg cycling without lights, non existent signalling, riding on footpaths, going through red lights, cycling while using their mobile phones, going the wrong way on one-way streets, riding two, three or more abreast

Clifton Moor, Monks Cross

Shopping

Regular destinations: Clifton moor retail, monks cross retail

Question:

Can there not be a scheme to physically separate cycle paths by a few hundred metres from the road by cutting across adjoining land or upgrading public footpaths ..

Why?... The noise pollution/dB levels will only increase as traffic gets faster and the new facility attracts EVEN more traffic. (Currently the biggest 'put-off' for me cycling from Earswick to Clifton moor is the noise, NOT congestion/safety or air pollution

Clifton Moor shopping centre

Hopgrove to Strensall road twice daily for commute. Then Hopgrove to sites around ring round for work. It can currently make a normal day very long.

The ringroad as it is at the moment works pretty well. Traffic is slow early morning and maybe Sunday, with shoppers. It is not congested enough to waste money dualling when the Hopgrove roundabout/A64 is allowed to persist. Sort Hopgrove first otherwise you just speed traffic to a pinchpoint

Rawcliffe to Leeds daily for work

From Earswick. Mainly Clifton moor for shopping. Sometimes Rawcliffe for Park and Ride.

Monks Cross/Vanguard; Clifton Moor; Acomb; destinations beyond via A64, A59; crossing A1237 to get to York.

Why are there to be no underpasses at the Wigginton Rd roundabout?

What plans are there for the maintenance of the balancing pond at Haxby roundabout and species-rich grassland? These will not maintain themselves.

The new plans may be sufficient for present traffic levels, but further construction eg housing near the ring road will put us back to square one.

Upper Poppleton & Haxby

## Responses

1 - access to out of town shopping centres and the University of York

2 - access to the A64 northbound and southbound

Unless roundabouts are removed and replaced with slip roads, the changes will not go far enough to alleviate congestion. Also, far too much emphasis is being placed on cycling and walking in this area - it is inappropriate except where needed to get from outer areas into York.

Work and leisure

Travel to work (Hull or Harrogate) from Earswick. When working from home I would be encouraged to cycle to pick up my daughter from nursery (in Heworth) if the proposed cycle/pedestrian paths were developed/installed. Although this will improve the midweek traffic on the ringroad I feel the weekend summer Scarborough traffic would still cause problems with the bottleneck on the A64

We live in Strensall and would still require using our cars to get to work due to the distance. Two members of our family have resigned from jobs due to the length of the commute using the Outer ring road - it can take an hour to get from Strensall to the A19. We would love to cycle or walk into Huntington, but crossing the outer ring road at the Strensall roundabout is no easy task.

Deans garden centre, Monks Cross shopping area, The Pear Tree restaurant.

Driving to family members - always have issues on the haxby and new earswick roundabouts

Haxby to Clifton moor, monks cross and town.

Have you considered adding traffic lights to the Clifton Moor roundabout. At times traffic heading west on the ring road cannot join the roundabout because of constant traffic flowing from the ring road east into Clifton moor. I cannot see how this proposal will stop this without traffic lights.

B & Q

Caring role to Clifton

Hospital and clinic visits

Clifton Without to:

Benningborough

Clifton Moor

Harrogate

Leeds

M1/A1

Scarborough

shopping, visiting pubs in surrounding villages

Don't think this statement is strong enough. "We aim" and "wherever possible" just gives too many get-outs for the contractors. It should be mandatory.

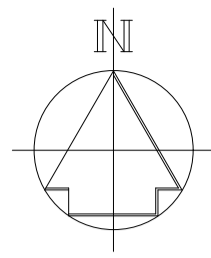
"We aim to support local businesses by using local labour, training and apprenticeship opportunities wherever possible."

Clifton moor shopping, access to a19

Farming land and livestock around the ringroad







# Annex B sheet 1

- GENERAL NOTES**
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  - PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
  - PROPOSED GENERAL GRASSED AREA
  - PROPOSED SUSTAINABLE DRAINAGE SYSTEM FEATURE
  - PROPOSED LANDSCAPED AREAS
  - PROPOSED FENCELINES
  - PROPOSED ACCESS GATES
  - PROPOSED HEDGLINES
  - PROPOSED STRUCTURES
  - PROPOSED ACOUSTIC BARRIERS

| REV | DESCRIPTION | DRN | CHK | APP | DATE |
|-----|-------------|-----|-----|-----|------|
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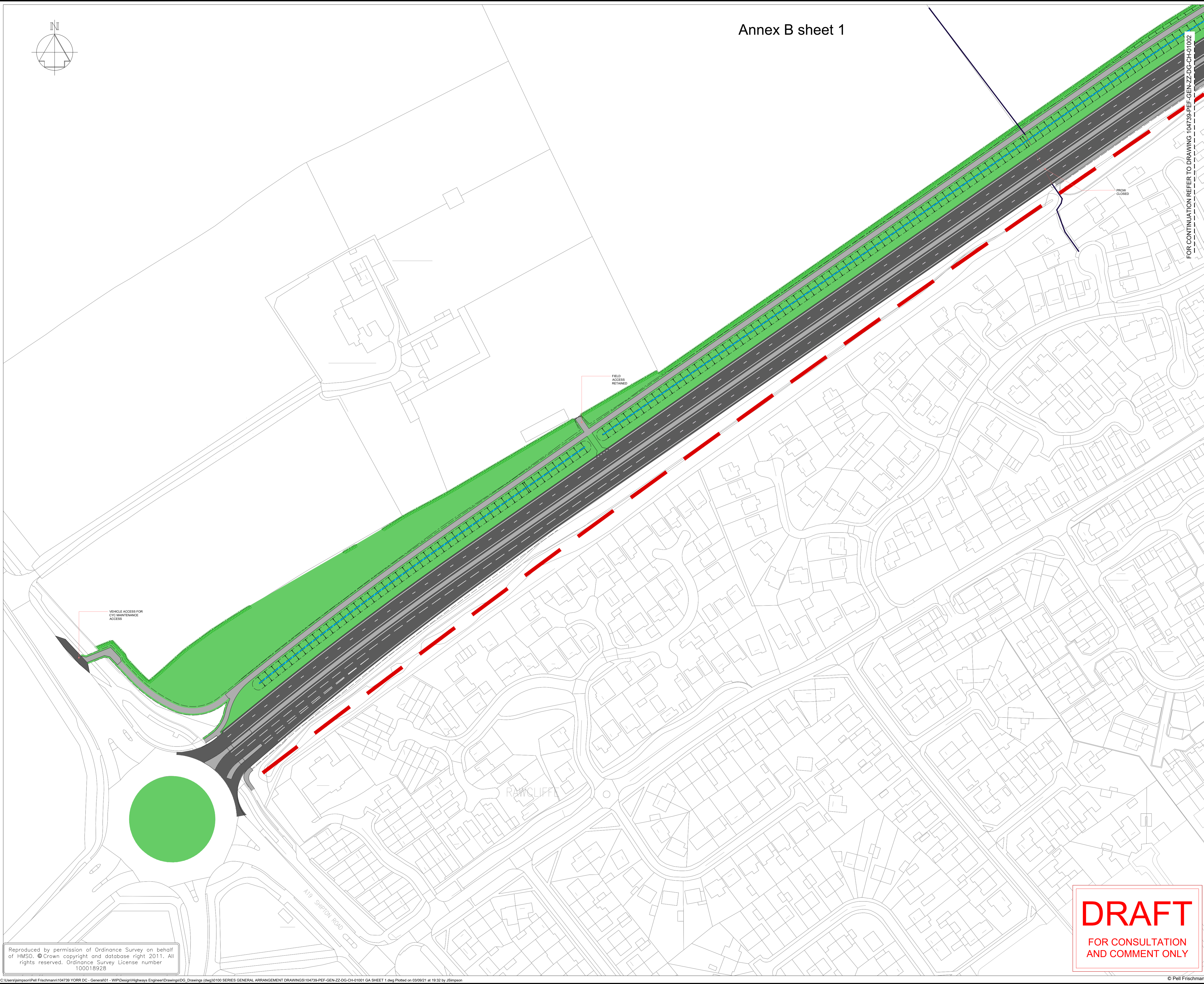


**Client**  
 YORK OUTER RING ROAD  
 PHASE 1 DUALLING

**Drawing Title**  
 GENERAL ARRANGEMENT  
 SHEET 1 OF 11

| Drawn    | Name | Date     | Drawing Status |
|----------|------|----------|----------------|
| Designed | PJ   | 18.08.21 | WIP / DRAFT    |
| Checked  | LB   | 03.09.21 | Scale (at A1)  |
| Approved | AW   | 03.09.21 | 1:1000         |

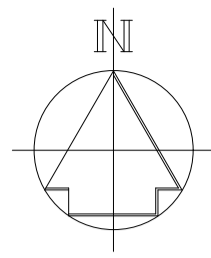
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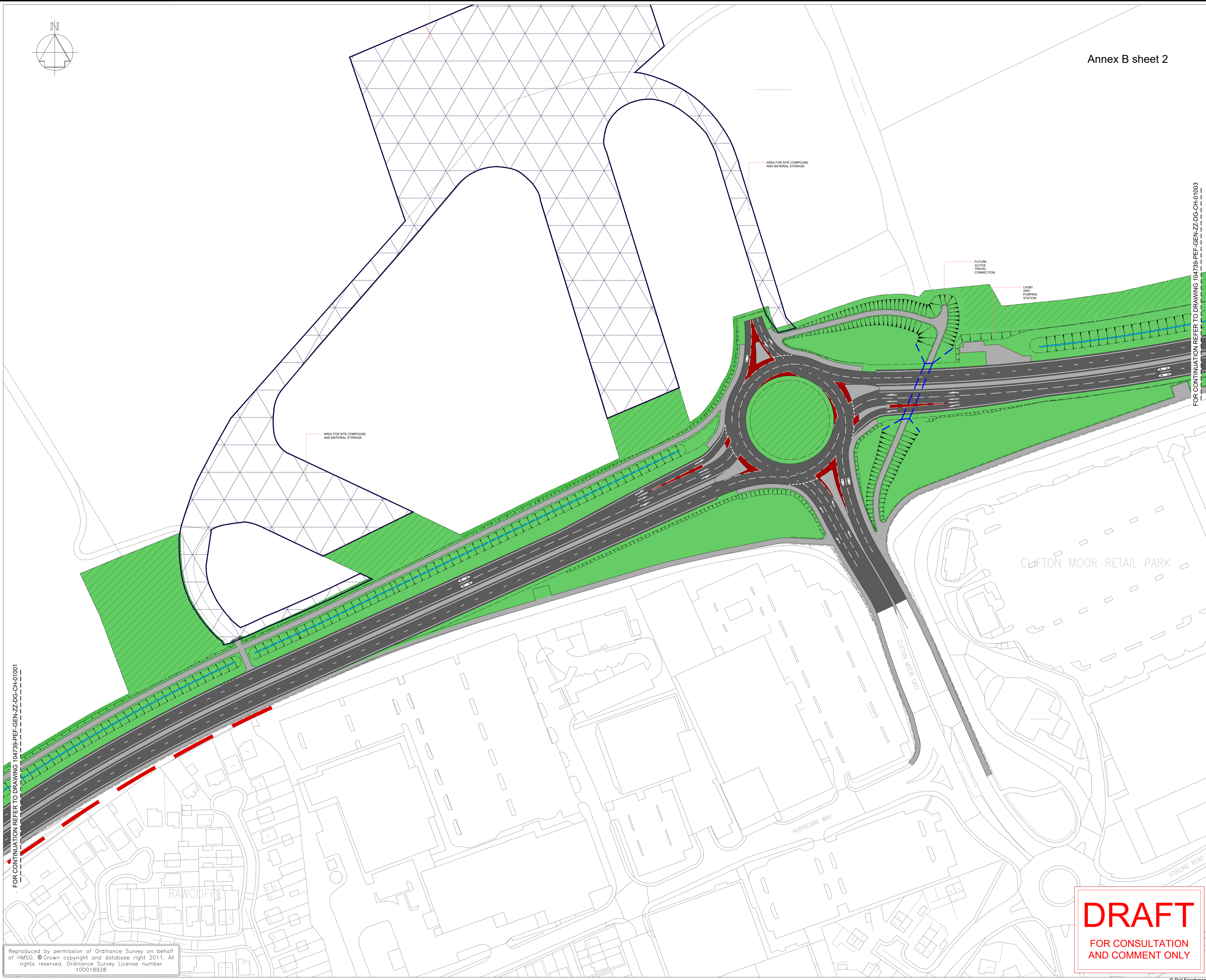
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Annex B sheet 2

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  - PROPOSED HEDGLINES
  - PROPOSED STRUCTURES
  - PROPOSED ACOUSTIC BARRIERS



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Client  
**CITY OF YORK COUNCIL**

Project  
**YORK OUTER RING ROAD PHASE 1 DUALLING**

Drawing Title  
 GENERAL ARRANGEMENT  
 SHEET 2 OF 13

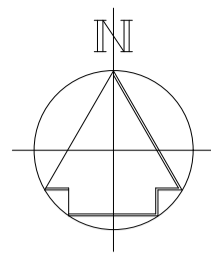
| Drawn    | Name | Date     | Drawing Status |
|----------|------|----------|----------------|
| Drawn    | PJ   | 18.08.21 | DRAFT / WIP    |
| Designed | PJ   | 18.08.21 | Scale (at A1)  |
| Checked  | LB   | 03.09.21 | 1:1000         |
| Approved | AW   | 03.09.21 | S0             |

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KEY

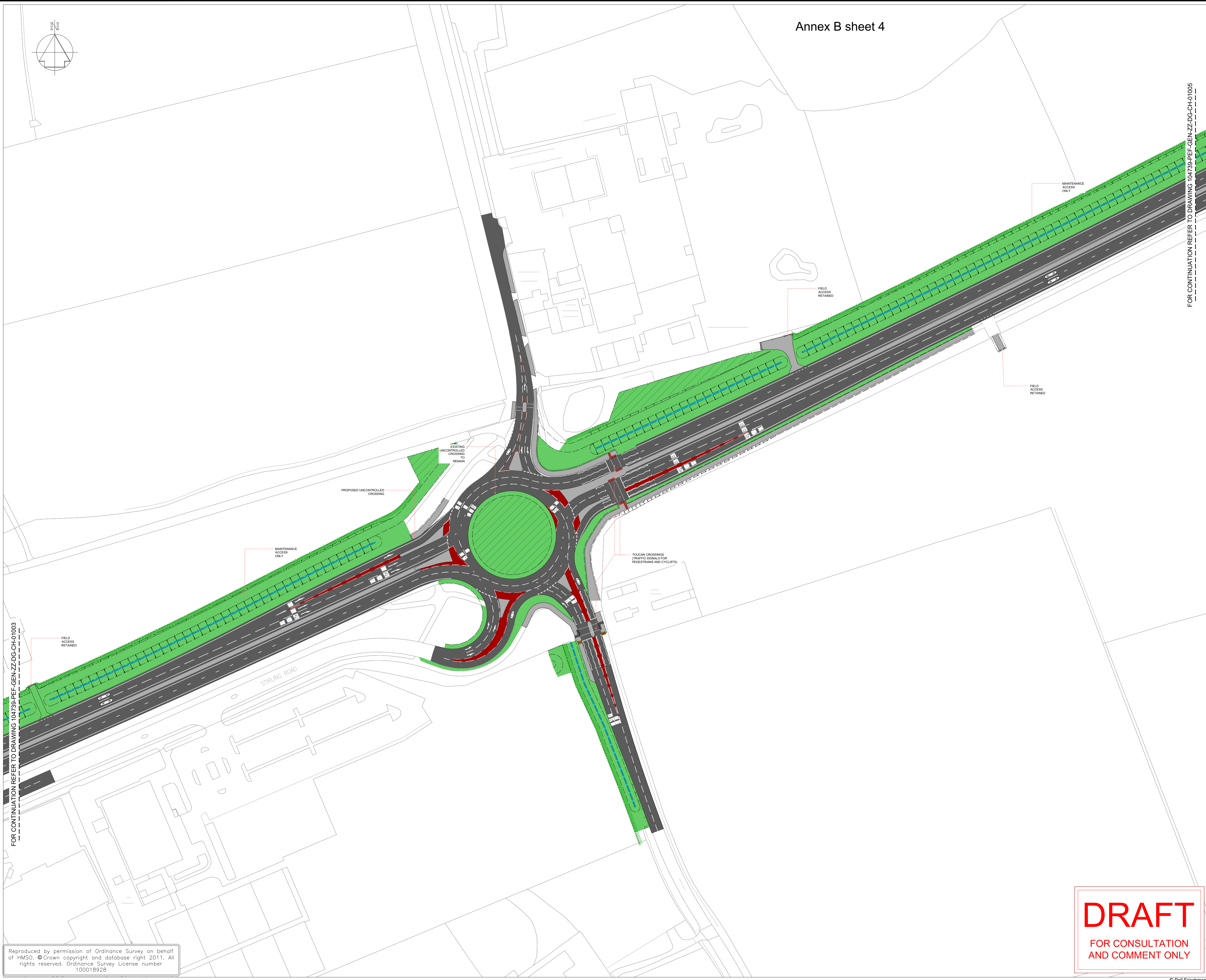
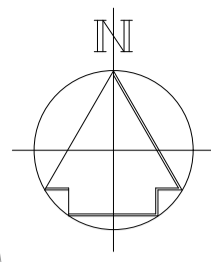
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- PROPOSED ACOUSTIC BARRIERS

| REV  | DESCRIPTION | DRN      | CHK            | APP         | DATE     |
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| Client<br>   |             |          |                |             |          |
| Project<br>YORK OUTER RING ROAD<br>PHASE 1 DUALLING  |             |          |                |             |          |
| Drawing Title<br>GENERAL ARRANGEMENT<br>SHEET 3 OF 13  |             |          |                |             |          |
| Drawn  | Name        | Date     | Drawing Status |             |          |
| Designed   | PJ          | 18.08.21 | DRAFT / WIP    |             |          |
| Checked  | LB          | 03.09.21 | Scale (at A1)  | Status Code |          |
| Approved   | AW          | 03.09.21 | 1:1000         | S0          |          |
| Drawing No. Project/Originator/Volume/Location/Type/Role/Number  |             |          |                |             | Revision |
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| REV | DESCRIPTION | DRN | CHK | APP | DATE |
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Client  
**YORK OUTER RING ROAD  
 PHASE 1 DUALLING**

Drawing Title  
 GENERAL ARRANGEMENT  
 SHEET 4 OF 13

| Drawn    | Name | Date     | Drawing Status |
|----------|------|----------|----------------|
| Designed | PJ   | 18.08.21 | DRAFT / WIP    |
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| Approved | AW   | 03.09.21 | 1:1000         |

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  - PROPOSED ACOUSTIC BARRIERS

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**Client**

**Project**

**YORK OUTER RING ROAD  
PHASE 1 DUALLING**

**Drawing Title**

GENERAL ARRANGEMENT  
SHEET 5 OF 11

| Name     | Date | Drawing Status |
|----------|------|----------------|
| Drawn    | PJ   | 18.08.21       |
| Designed | PJ   | 18.08.21       |
| Checked  | LB   | 03.09.21       |
| Approved | AW   | 03.09.21       |

WIP / DRAFT  
Scale (at A1)  
1:1000  
Status Code  
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Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01005  
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Revision  
P02

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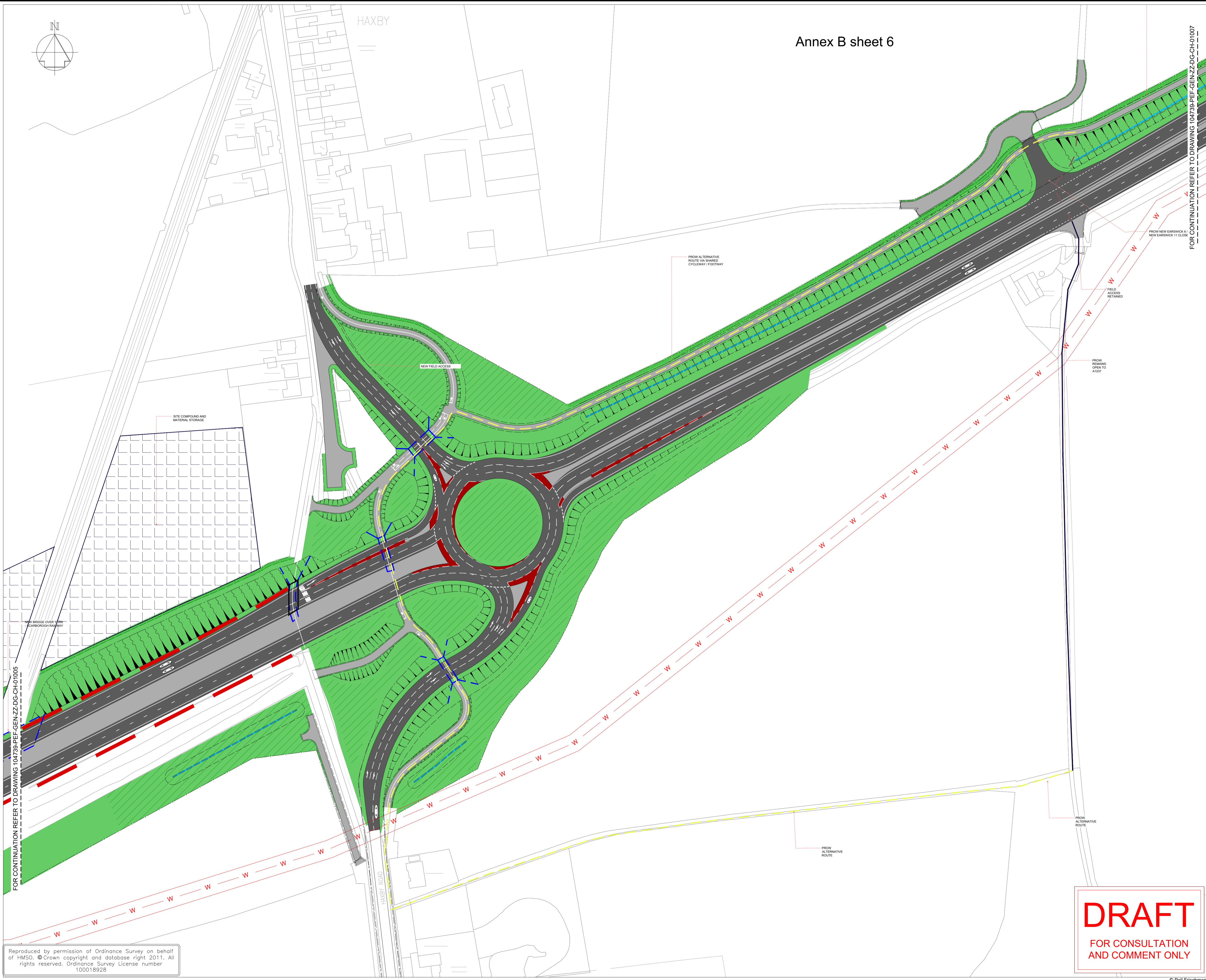
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Annex B sheet 6



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**KEY**

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 www.pellfrischmann.com



**Client**  
 City of York Council

**Project**  
 YORK OUTER RING ROAD  
 PHASE 1 DUALLING

**Drawing Title**  
 GENERAL ARRANGEMENT  
 SHEET 6 OF 11

| REV | DESCRIPTION | DRN | CHK | APP | DATE |
|-----|-------------|-----|-----|-----|------|
|     |             |     |     |     |      |

| Name        | Date     | Drawing Status |
|-------------|----------|----------------|
| Drawn PJ    | 18.08.21 | WIP / DRAFT    |
| Designed PJ | 18.08.21 |                |
| Checked LB  | 03.09.21 |                |
| Approved AW | 03.09.21 |                |

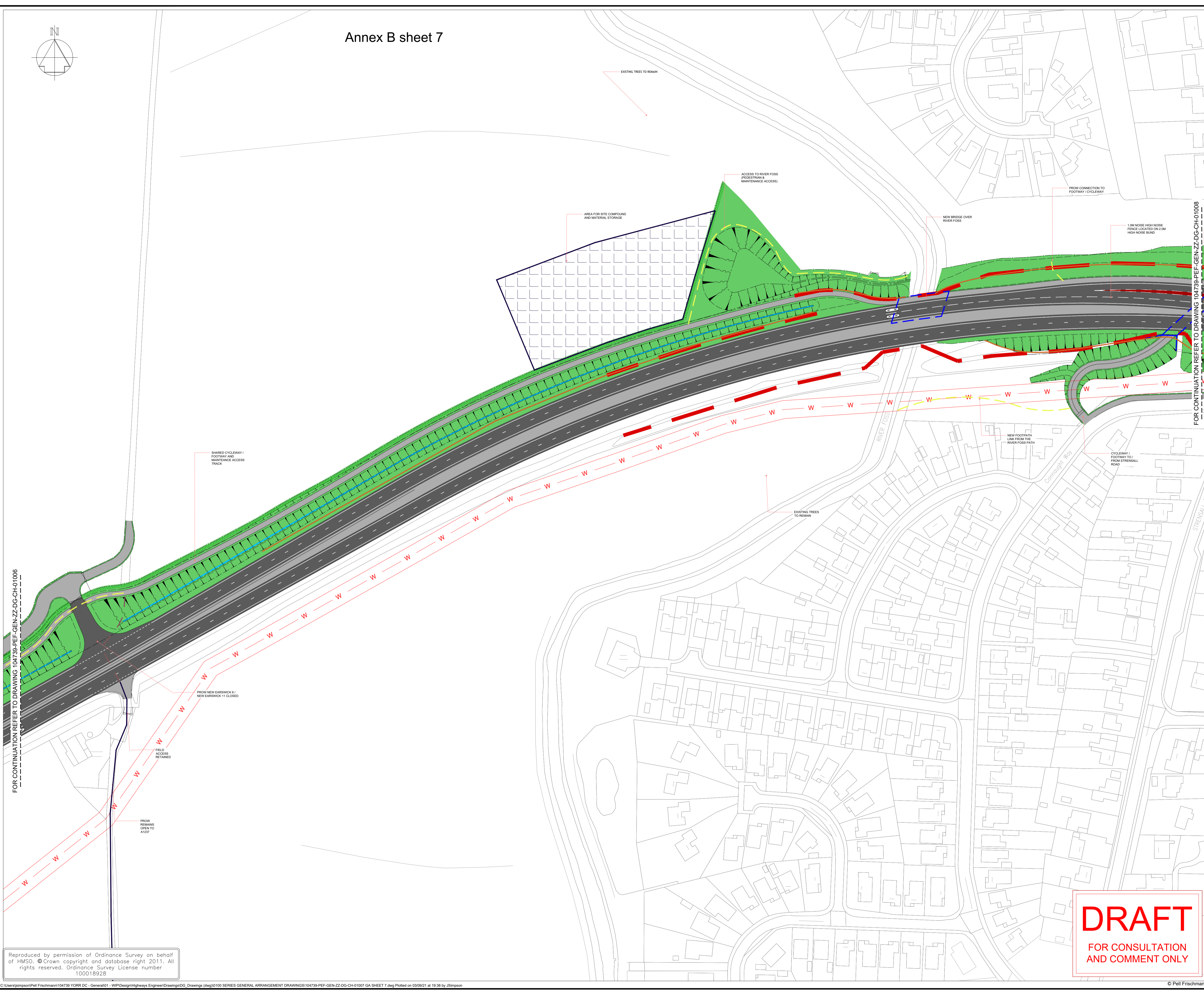
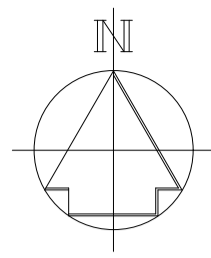
  

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KEY

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- PROPOSED ACOUSTIC BARRIERS

| REV  | DESCRIPTION | DRN | CHK | APP | DATE |
|--|-------------|-----|-----|-----|------|
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Client

**YORK OUTER RING ROAD  
PHASE 1 DUALLING**

Drawing Title

GENERAL ARRANGEMENT  
SHEET 7 OF 11

| Drawn                         | Name  | Date     | Drawing Status | Revision    |
|-------------------------------|---|----------|----------------|-------------|
| Drawn                         | PJ  | 18.08.21 | WIP / DRAFT    |             |
| Designed                      | PJ  | 18.08.21 | Scale (at A1)  | Status Code |
| Checked                       | LB  | 03.09.21 | 1:1000         | S0          |
| Approved                      | AW  | 03.09.21 |                |             |
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  - PROPOSED ACCESS GATES
  - PROPOSED HEDGLINES
  - PROPOSED STRUCTURES
  - PROPOSED ACOUSTIC BARRIERS

REV DESCRIPTION DRN CHK APP DATE

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Client

Project **YORK OUTER RING ROAD PHASE 1 DUALLING**

Drawing Title **GENERAL ARRANGEMENT SHEET 8 OF 11**

| Drawn    | Name | Date     | Drawing Status |
|----------|------|----------|----------------|
| Designed | PJ   | 18.08.21 | WIP / DRAFT    |
| Checked  | LB   | 03.09.21 | Scale (at A1)  |
| Approved | AW   | 03.09.21 | 1:1000         |

Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01008 Project/Originator/Volume/Location/Type/Role/Number Revision P02

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### Annex B sheet 9



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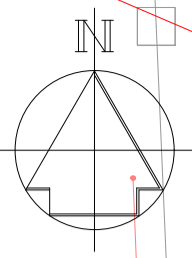
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|---|-------------|----------|----------------|-------------|----------|
| <p><b>Pell Frischmann</b><br/>           GEORGE HOUSE, GEORGE STREET, WAKEFIELD WF1 1LY<br/>           Telephone +44 (0)1924 368 145<br/>           Email: ptwakefield@pellfrischmann.com<br/>           www.pellfrischmann.com</p> |             |          |                |             |          |
| <p><b>CITY OF YORK COUNCIL</b></p>  |             |          |                |             |          |
| <p><b>YORK OUTER RING ROAD PHASE 1 DUALLING</b></p>   |             |          |                |             |          |
| <p>GENERAL ARRANGEMENT<br/>SHEET 9 OF 11</p>  |             |          |                |             |          |
| Drawn   | Name        | Date     | Drawing Status |             |          |
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| Checked   | LB          | 03.09.21 | Scale (at A1)  | Status Code |          |
| Approved  | AW          | 03.09.21 | 1:1000         | S0          |          |
| Drawing No. Project/Originator/Volume/Location/Type/Role/Number   |             |          |                |             | Revision |
| 104739-PEF-GEN-ZZ-DG-CH-01009   |             |          |                |             | P02      |

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Client  
**YORK**  
 COUNCIL

Project  
**YORK OUTER RING ROAD  
 PHASE 1 DUALLING**

Drawing Title  
 GENERAL ARRANGEMENT  
 SHEET 10 OF 11

| Drawn    | Name | Date     | Drawing Status |
|----------|------|----------|----------------|
|          | PJ   | 18.08.21 | WIP / DRAFT    |
| Designed | PJ   | 18.08.21 | Scale (at A1)  |
| Checked  | LB   | 03.09.21 | 1:1000         |
| Approved | AW   | 03.09.21 | Status Code S0 |

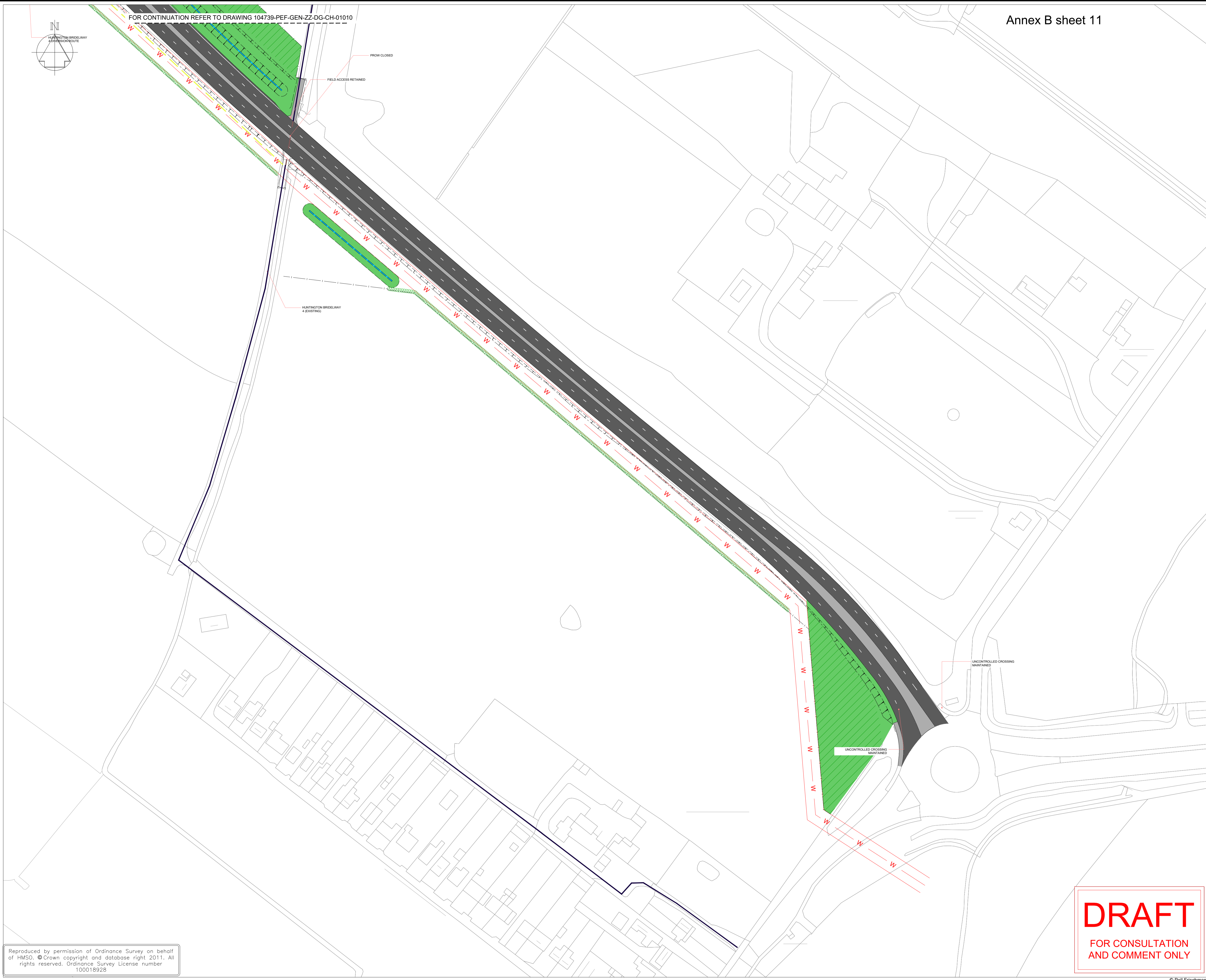
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| Drawing No.                   | Project/Originator/Volume/Location/Type/Role/Number | Revision |
| 104739-PEF-GEN-ZZ-DG-CH-01010 |   | P02      |

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**Client**  
 YORK OUTER RING ROAD  
 PHASE 1 DUALLING

**Drawing Title**  
 GENERAL ARRANGEMENT  
 SHEET 11 OF 11

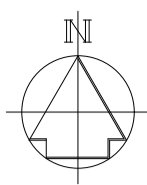
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|----------|------|----------|----------------|
| Drawn    | PJ   | 18.08.21 | WIP / DRAFT    |
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| Approved | AW   | 03.09.21 | Status Code S0 |

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**KEY**

■■■■■■■■■■ EXTENTS OF IDENTIFIED POSITIONS FOR NOISE MITIGATION

**POSITION & TYPE INFORMATION**

| Description                                      | Start Coordinates | End Coordinates | Height Relative to |
|--|-------------------|-----------------|--------------------|
|  | X                 | Y               | (Ground Lev)       |
| A19 to Clifton Moor Barrier                      | 47410.87          | 45315.95        | 45240.76           |
| Wigginton Road to Haxby Road North Bund Part One | 460417.39         | 45633.38        | 460955.04          |
| Wigginton Road to Haxby Road North Bund Part One | 460495.1          | 45645.85        | 460956.42          |
| Wigginton Road to Haxby Road South Bund Part One | 460431.93         | 456279.72       | 460942.17          |
| Wigginton Road to Haxby Road South Bund Part Two | 460476.84         | 45642.26        | 460948.99          |
| Haxby Road to Strensall Road North Bund Part One | 461571.97         | 45911.59        | 461739.63          |
| Haxby Road to Strensall Road North Bund Part Two | 461789.2          | 45908.82        | 461921.94          |
| Haxby Road to Strensall Road South Bund Part One | 461584.91         | 45888.54        | 461728.13          |
| Haxby Road to Strensall Road South Bund Part Two | 461790.61         | 45918.18        | 461922.05          |

|     |             |     |          |     |      |
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| P07 | -           | -   | 00.00.00 |     |      |
| P06 | -           | -   | 00.00.00 |     |      |
| P05 | -           | -   | 00.00.00 |     |      |
| P04 | -           | -   | 00.00.00 |     |      |
| P03 | -           | -   | 00.00.00 |     |      |
| P02 | -           | -   | 00.00.00 |     |      |
| P01 | -           | -   | 00.00.00 |     |      |
| REV | DESCRIPTION | DRN | CHK      | APP | DATE |

**Pell Frischmann**



Project  
**YORK OUTER RING ROAD**

Drawing Title  
**AREAS IDENTIFIED FOR POTENTIAL NOISE MITIGATION**

Drawing Status  
**WORK IN PROGRESS**

| Name | Date     | Status Code  |
|------|----------|--------------|
| PJ   | 12.08.21 | S0           |
| PJ   | 12.08.21 | Scale NTS    |
| LB   | 12.08.21 | Revision P01 |
| AW   | 12.08.21 |              |

Drawing No.  
**104739 - PEF-HGN-11 - SK-CH-0001**

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

|   |                                       |                     |   |
|---|---------------------------------------|---------------------|---|
| <b>Directorate:</b>                                       | Transport, Environment and Planning   |                     |   |
| <b>Service Area:</b>                                      | Transport                             |                     |   |
| <b>Name of the proposal :</b>                             | York Outer Ring Road Phase 1 Dualling |                     |   |
| <b>Lead officer:</b>                                      | Gary Frost                            |                     |   |
| <b>Date assessment completed:</b>                         | 10 <sup>th</sup> August 2021          |                     |   |
| <b>Names of those who contributed to the assessment :</b> |                                       |                     |   |
| <b>Name</b>   | <b>Job title</b>                      | <b>Organisation</b> | <b>Area of expertise</b>  |
| Gary Frost  | Major Transport Projects Manager      | CoYC                | Infrastructure development, civil engineering and project management. |
|   |                                       |                     |   |
|   |                                       |                     |   |

**Step 1 – Aims and intended outcomes**

|                   |   |
|-------------------|---|
| <p><b>1.1</b></p> | <p><b>What is the purpose of the proposal?</b><br/>Please explain your proposal in Plain English avoiding acronyms and jargon.</p>  |
|                   | <p>The aim of the proposal is to improve the operation of the York Outer Ring Road (YORR) across a number of areas:</p> <p><b>Local</b> – reduce congestion of queueing vehicles at junctions on the A1237; improve journey time reliability for motorists along the route; improve air quality; provide active travel facilities for pedestrians and cyclists; improve road safety; create capacity in suburban and urban areas of York to enable interventions for traffic restrictions.</p> <p><b>Strategic</b> - provide better connectivity with the Strategic Road Network i.e. the A1(M); provide improved cross-country routes to North Yorkshire.</p> <p><b>Economic</b> – the proposals will improve access to employment, retail, health and recreational facilities. Sites allocated for housing in the local plan will also be accessible from the scheme proposals.</p> |

|            |   |
|------------|---|
| <b>1.2</b> | <b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)   |
|            | <p>Yes.</p> <ul style="list-style-type: none"> <li>• Design Manual for Roads and Bridges</li> <li>• The Treasury Green Book on business cases</li> <li>• The WYCA Project Assurance Framework</li> <li>• Town and Country Planning Act</li> <li>• Highways Act</li> <li>• Compulsory Purchase Order code</li> <li>• Local Transport Note 1/20</li> <li>• National Planning Policy Framework</li> </ul>  |
| <b>1.3</b> | <b>Who are the stakeholders and what are their interests?</b>   |
|            | <ol style="list-style-type: none"> <li>1. The direct stakeholders are travelling public who need to use the existing route including all classes of vehicles from private to commercial. As the scheme proposals include facilities for pedestrians and cyclists, they are also direct affected stakeholders.</li> <li>2. Landowners, residents and business proprietors who are located nearby and who gain access from the YORR to their premises.</li> <li>3. Businesses e.g. Nestle who use the YORR to enable distribution of their products.</li> <li>4. York District Hospital who's patients and visitors access their services from the hinterland north of York.</li> </ol> |
| <b>1.4</b> | <p><b>What results/outcomes do we want to achieve and for whom?</b></p> <p>The answer to this question comes from the objectives set out in 1.1 above. The proposals work on a number of levels as follows:</p>   |

Local: Improvement to the operation of the YORR by increasing capacity to decrease congestion and queueing. Improve journey time reliability, reduce end to end journey times and improve air quality. The provision of new pedestrian and cycle facilities will, it is anticipated, encourage sustainable transport and reduce the use of private vehicles which will lead to a reduction in congestion and pollution while increasing road safety.

Strategic: Better connectivity to the strategic road network e.g. A1M and cross country routes in North Yorkshire. By distributing vehicular traffic more evenly across the network, it is anticipated that opportunities will arise to restrict traffic from central and suburban areas of York, again improving air quality and reducing congestion.

Economic Growth: The improved operation of the YORR and creation of capacity will not only attract businesses to employ people, it will also enable existing businesses to function more efficiently ensuring that they stay in York. The proposals are a key component of the projected housing needs for the city in the Local Plan and provides the capacity to enable these developments to proceed.

In terms of the wider community, the proposals will impact on their daily lives by enabling them to get about easier than they do currently. The investment in cycling and walking facilities will also provide a step change to what is currently available. Not only will there be an orbital pedestrian/cycle path along the route, the scheme will provide more grade separated and controlled crossing points for users.

The Scheme proposals are embedded in the Council Plan 2019-23. The implementation of this programme of highway improvements will be an integral part of the key priorities to “create homes and a world class infrastructure; well paid jobs and an inclusive economy; getting around sustainably; a greener and cleaner city; safe communities and culture for all and an open and effective council”. Improvements to transport infrastructure such as reduced journey times are key drivers for improved productivity and unlocking sites for homes and jobs. This in turn leads to economic growth and the increase in wealth, helping local businesses to thrive.

|  |  |
|--|--|
|  |  |
|--|--|

**Step 2 – Gathering the information and feedback**

|            |  |   |
|------------|--|---|
| <b>2.1</b> | <b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc. |   |
|            | <b>Source of data/supporting evidence</b>  | <b>Reason for using</b>   |
|            | YORR Public Engagement Process 2020.   | <p>This process was undertaken specifically to understand the public’s perception of the project teams’ proposals. A good response, exceeding 3,500 comments, was received. The process has been evaluated and resulted in a number of revisions to the scheme, notably more pedestrian and cycle facilities, which will be recommended to Members for inclusion in a future planning application for the project.</p> <p>The engagement process was targeted at specific groups, acknowledging their particular role or situation:<br/> Landowners<br/> Businesses<br/> Key Stakeholders<br/> Residents</p> <p>In this way the project team have been able to prioritise the nature of respondents’ comments and decide how to address them within the constraints of the scope of the scheme.</p> |

|   |  |
|---|--|
| <p>Modelling:<br/>Traffic modelling<br/>Noise Modelling<br/>Air quality modelling</p> | <p>These tools are used in the preliminary stages of scheme preparation to inform the decisions about:</p> <ul style="list-style-type: none"> <li>• Value for money</li> <li>• Design</li> <li>• Planning requirements</li> </ul> <p>They also give a sense of looking into the future and understanding the the day to day impacts on peoples' lives.</p> |
| <p>Road safety statistics (STATS 19)</p>  | <p>The accident data from STATS19 will identify cluster and trends of road traffic collisions. In terms of the publication of the future monitoring and evaluation plan, we will be able to compare previous accident statistics with the rates post opening.</p>  |
|   |  |

### Step 3 – Gaps in data and knowledge

|   |   |  |
|---|---|--|
| 3.1   | <b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b> |  |
| <b>Gaps in data or knowledge</b>  | <b>Action to deal with this</b>   |  |
| How many cyclists and pedestrians will use the facilities?                      | Manual surveys  |  |
| Will the upgrade to the route give the anticipated in road safety improvements? | Comparison of accident data pre and post opening of the road.   |  |

### Step 4 – Analysing the impacts or effects.

| 4.1                                      | <b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations. |  |  |
|--|---|--|--|
| <b>Equality Groups and Human Rights.</b> | <b>Key Findings/Impacts</b>   | <b>Positive (+)<br/>Negative (-)<br/>Neutral (0)</b> | <b>High (H)<br/>Medium (M)<br/>Low (L)</b> |
| <b>Age</b>                               | May find using the ring road easier to use and negotiate with safer layouts and more space. Likewise those who take up the opportunity to walk or cycle will find it easier and safer to use and cross the ring road.   | +  | M  |
| <b>Disability</b>                        | May be more encouraged to cycle more.   | +  | M  |
| <b>Gender</b>                            | None  | 0  |  |
| <b>Gender Reassignment</b>               | None  | 0  |  |
| <b>Marriage and civil partnership</b>    | None  | 0  |  |
| <b>Pregnancy and maternity</b>           | Improved journey time reliability and access to York District Hospital. For pedestrians and cyclists, access to health facilities in Haxby will be safer and easier to use if they live outside of the village.   | +  | L  |
| <b>Race</b>                              | None  | 0  |  |
| <b>Religion and belief</b>               | None  | 0  |  |
| <b>Sexual</b>                            | None  | 0  |  |

|  |  |   |   |
|--|--|---|---|
| <b>orientation</b>                             |  |   |   |
| <b>Other Socio-economic groups including :</b> | <b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>   |   |   |
| <b>Carer</b>                                   | None   | 0 |   |
| <b>Low income groups</b>                       | May be more encouraged to cycle more for utility purposes.   | + | M |
| <b>Veterans, Armed Forces Community</b>        | None   | 0 |   |
| <b>Other</b>                                   | Improvements in air quality will provide benefits to people with respiratory problems.   | + | M |
| <b>Impact on human rights:</b>                 |  |   |   |
| List any human rights impacted.                | <p>Compulsory Purchase of land</p> <p>CYC are attempting to purchase the land required for the scheme by private agreement. However, if this approach fails CYC have resolved to make a Compulsory Purchase Order (CPO) to acquire the land.</p> <p>The MHCLG Guidance on the CPO confirms that an acquiring authority should be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected.</p> <p>In this case no dwellings are to be acquired to deliver the Scheme, only strips of land adjacent to the existing A1237.</p> | - | M |



|  |  |  |  |
|--|--|--|--|
|  | <p>However, before deciding whether to authorise a CPO, the Executive will need to consider the balance and compatibility between the compulsory powers sought and the rights enshrined in the ECHR and whether there is a compelling case for a CPO in the public interest which means that the acquisition of land to enable the scheme to proceed, brings benefits to the area, which could not be achieved without the use of compulsory purchase powers.</p> <p>Officers are of the view that a compelling case in the public interest for making and promoting a CPO could be made out and the use of the powers could be seen as both necessary and proportionate and the public benefits associated with the proposed works are likely to outweigh the interference with the rights of those affected. So whilst negotiations to acquire the necessary land by agreement are ongoing and will continue, in the event that these do not prove successful officers intend to take a report to a future Executive meeting requesting authority to make the Order.</p> |  |  |
|--|--|--|--|

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them

- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

|   |   |
|---|---|
| <p><b>High impact</b><br/>(The proposal or process is very equality relevant)</p>       | <p>There is significant potential for or evidence of adverse impact<br/>The proposal is institution wide or public facing<br/>The proposal has consequences for or affects significant numbers of people<br/>The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>      |
| <p><b>Medium impact</b><br/>(The proposal or process is somewhat equality relevant)</p> | <p>There is some evidence to suggest potential for or evidence of adverse impact<br/>The proposal is institution wide or across services, but mainly internal<br/>The proposal has consequences for or affects some people<br/>The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p> |
| <p><b>Low impact</b><br/>(The proposal or process might be equality relevant)</p>       | <p>There is little evidence to suggest that the proposal could result in adverse impact<br/>The proposal operates in a limited way<br/>The proposal has consequences for or affects few people<br/>The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>                                 |

**Step 5 - Mitigating adverse impacts and maximising positive impacts**

|   |  |
|---|--|
| 5.1   | <p><b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b></p> |
| <p>In the construction phase, the contractor will be bound by a series of constraints which will limit things like possession of site areas and working hours to control the impact of those operations.</p> <p>On completion it is likely that the profile of the scheme will be high and members of the public will have awareness through press and social media. People will use the YORR in their daily lives and will see existence of the new cycleways and crossing facilities. The pedestrian and walking facilities will be shown in CYC's city-wide cycle route map, and there will be directional signing giving guidance to the local villages and other facilities.</p> |  |

## Step 6 – Recommendations and conclusions of the assessment

|  |   |
|--|---|
| 6.1  | <p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p> |
| <p>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p> |   |

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

| <b>Option selected</b>          | <b>Conclusions/justification</b>   |
|---------------------------------|--|
| No major change to the proposal | The only adverse impact is the potential for compulsory purchase of land. The opportunity to sell land to CYC by private agreement is and will be available throughout the process and compulsory purchase powers will only be used for those strips of land where the owners refuse to sell. If this occurs, acquisition of the land will be undertaken using the compulsory purchase powers within UK law. |

## Step 7 – Summary of agreed actions resulting from the assessment

| <b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b> |   |                           |                                      |
|---|---|---------------------------|--------------------------------------|
| <b>Impact/issue</b>   | <b>Action to be taken</b>   | <b>Person responsible</b> | <b>Timescale</b>                     |
| Safety of people with protected characteristics   | Road Safety audits  | Mel Farnham               | At appointed times between 2021-2025 |
| Improvement of air quality  | Publication of benefits realisation report (monitoring and evaluation). | Clare Davies              | Post opening in 2025                 |
|   |   |                           |                                      |
|   |   |                           |                                      |

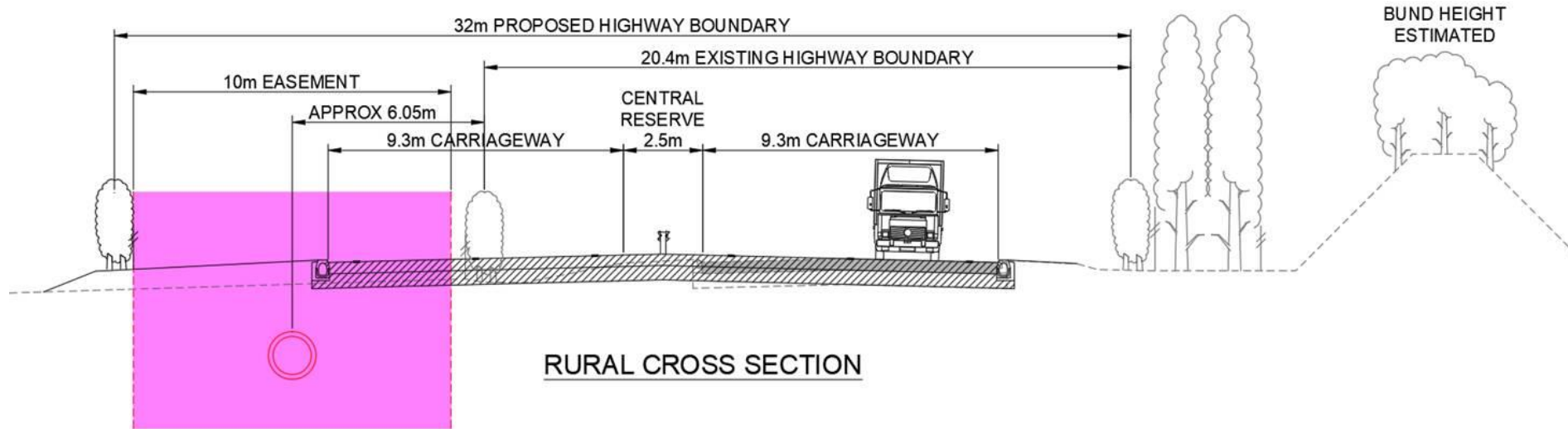
## Step 8 - Monitor, review and improve

|             |   |
|-------------|---|
| <b>8. 1</b> | <b>How will the impact of your proposal be monitored and improved upon going forward?</b><br>Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?   |
|             | <p>In terms of the value for money and meeting objectives, the scheme will be subject to a benefits realisation process post opening in 2025. A comprehensive monitoring and evaluation report is a requirement as part of the above process.</p> <p>In terms of safety, the scheme will have road safety audits done at specified intervals including post opening and 1 year after opening.</p> |

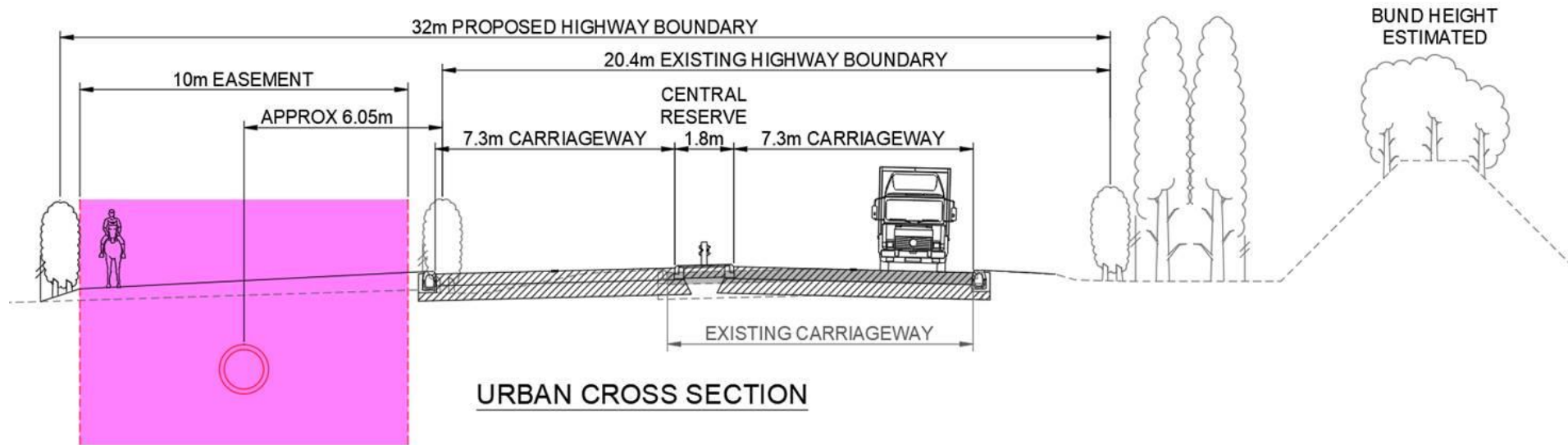
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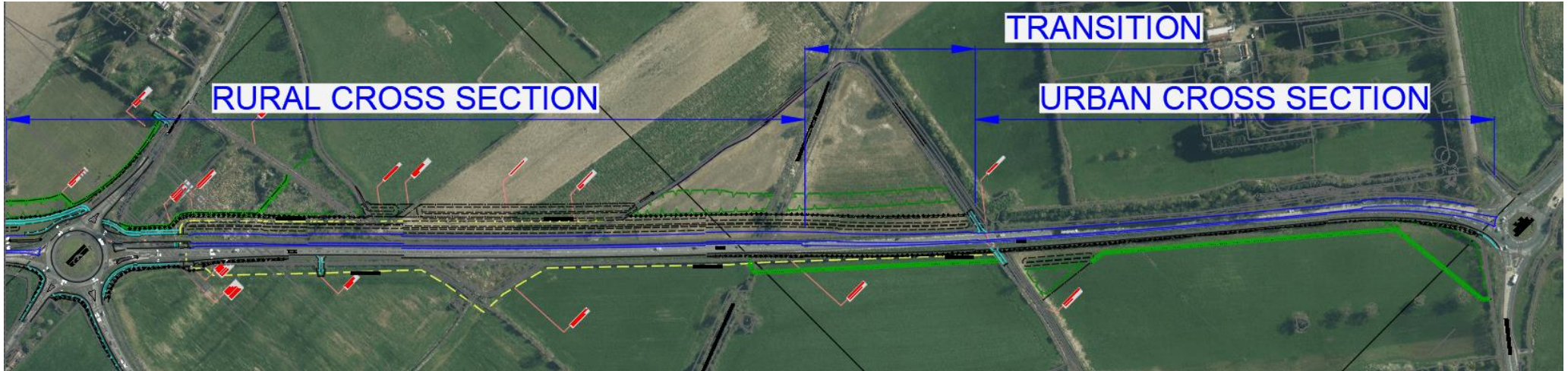
# Annex E - Hopgrove Section



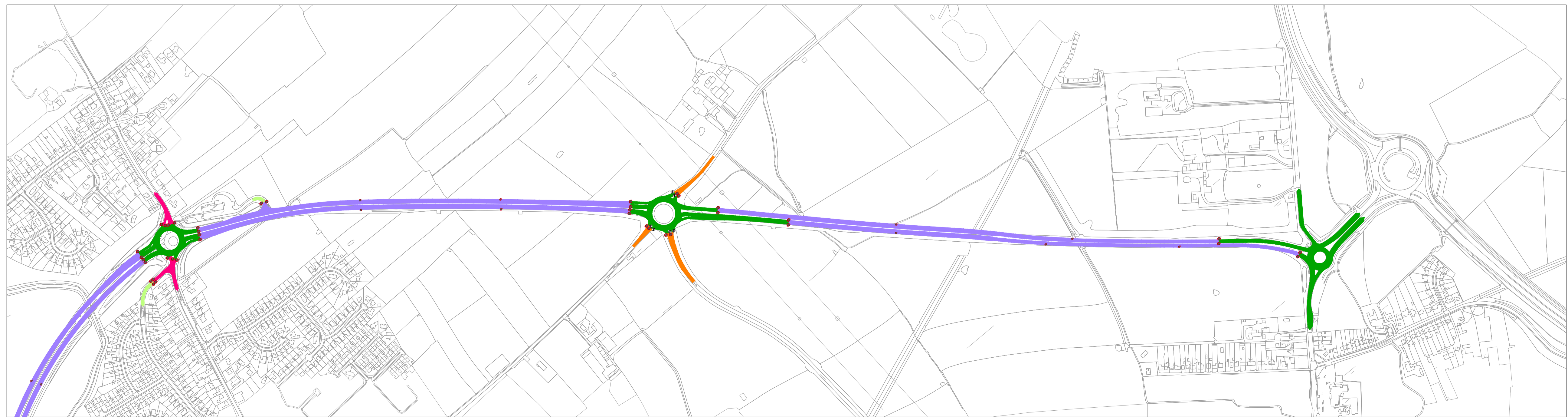
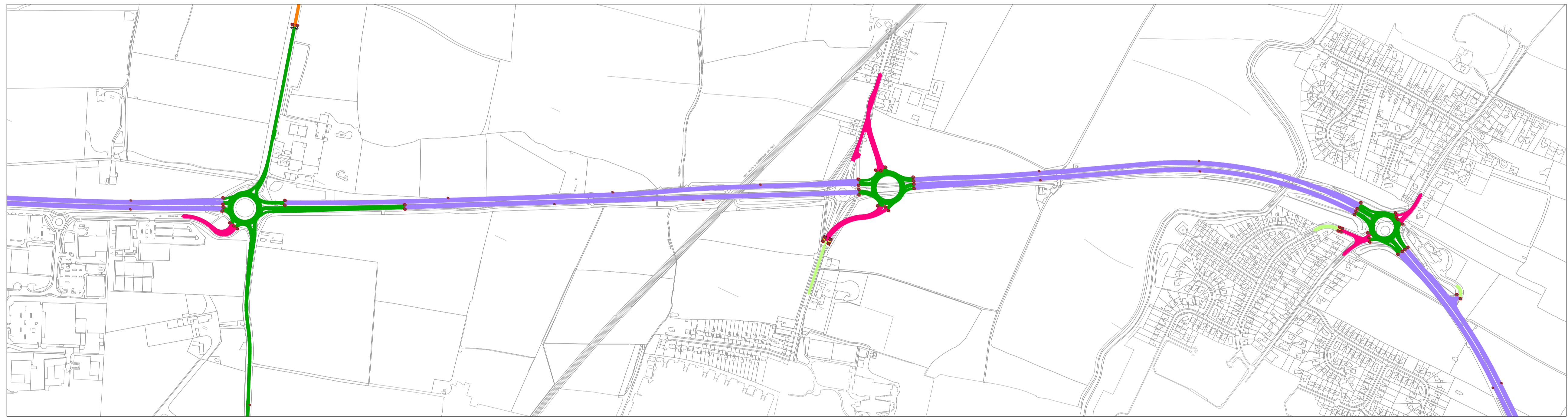
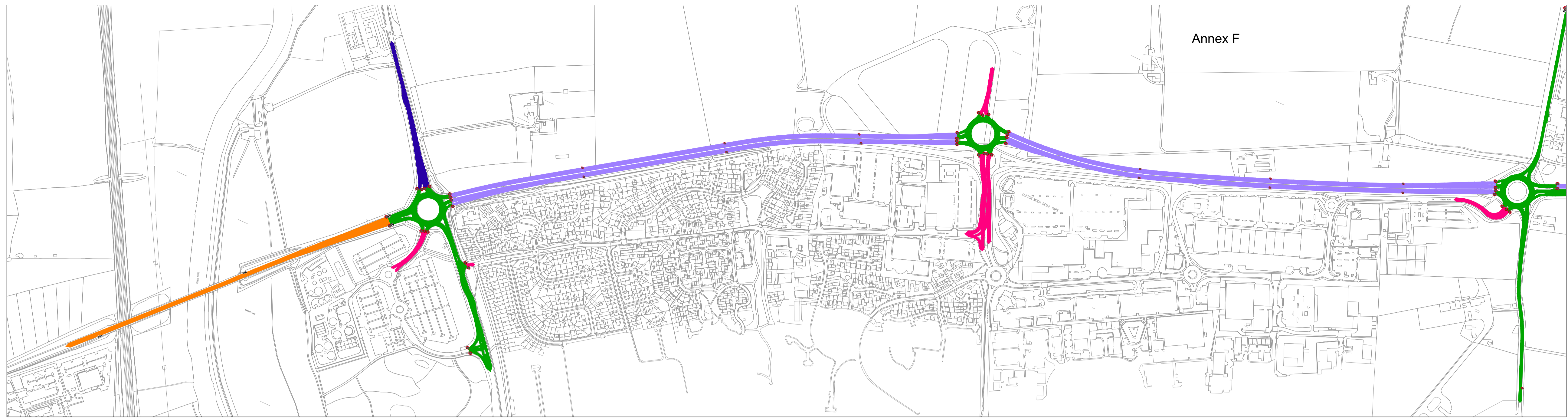
1. Standard rural cross-section. Carriageway clashes with Yorkshire Water easement.















2. Proposed urban cross-section on a section of dual carriageway Monks Cross – Little Hopgrove link.



3. Extent of proposed narrow urban cross-section.



KEY

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| P07 | -           | -   | -   | 00.00.00 |      |
|-----|-------------|-----|-----|----------|------|
| P06 | -           | -   | -   | 00.00.00 |      |
| P05 | -           | -   | -   | 00.00.00 |      |
| P04 | -           | -   | -   | 00.00.00 |      |
| P03 | -           | -   | -   | 00.00.00 |      |
| P02 | -           | -   | -   | 00.00.00 |      |
| P01 | -           | -   | -   | 00.00.00 |      |
| REV | DESCRIPTION | DRN | CHK | APP      | DATE |

Pell Frischmann



Project  
**YORK OUTER RING ROAD  
 PHASE 1 DUALLING**

Drawing Title  
**PROPOSED SPEED LIMITS**

|                |      |          |             |                         |
|----------------|------|----------|-------------|-------------------------|
| Drawing Status |      |          |             | <b>WORK IN PROGRESS</b> |
|                | Name | Date     | Status Code | S0                      |
| Drawn          | HJ   | 08.09.21 | Scale       | N/A                     |
| Designed       | PB   | 08.09.21 | Revision    | P01                     |
| Eng Chk        | LB   | 08.09.21 |             |                         |
| Approved       | AW   | 08.09.21 |             |                         |

Drawing No.  
**104739 - PEF-HSN-ZZ - DR-CH - 0002**

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**Executive****30 September 2021**

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

**HAXBY STATION – UPDATE & LAND ACQUISITION****Summary**

1. This report provides an update to Executive on progress made towards a proposed new rail station in Haxby. It seeks approval to add the Haxby Station project to the council's Capital Programme 2021/22 and continue with development work with our delivery partners Network Rail. Additionally approval is sought from Members to acquire the freehold interest of a specific plot of land within the area of Haxby, which would either significantly de-risk the future delivery of the project or be utilised for other strategic council objectives.

**Recommendations**

2. The Executive is asked to:
  - 1) Note progress made to date concerning a potential new rail station in Haxby.
  - 2) Approve the addition of the Department for Transport grant of £400k to progress the Haxby Station project and include the scheme in the Capital Programme 2021/22 and to delegate authority to the Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting grant agreement.
  - 3) Subject to the approval of recommendation 2), approve the grant of the funding to Network Rail for the delivery of the development works and to delegate authority to the Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

- 4) Agree to the acquisition of the freehold interest comprising 6.8 acres of land within the area of Haxby **as detailed within Confidential Annex A** and agree to the establishment of a budget of £250K to fund the purchase and associated acquisition costs.
- 5) Agree to the virement of £250k from the Highways budget to fund the land purchase.
- 6) To delegate authority to the Corporate Director of Place, in consultation with the Executive Member for Transport, the council's S151 Officer and Monitoring Officer, to take such steps as are necessary to complete the purchase once all due diligence is satisfactorily conducted on the land.

Reason: To afford City of York Council the best opportunity to progress this project and present the strongest case possible to Central Government (the Department for Transport; and Treasury) for their anticipated granting of funding to enable the full delivery of a new rail station at Haxby.

## Background

3. A funding bid to Department for Transport's (DfT) *New Stations Fund* (NSF) was submitted by the City of York Council (CYC) in June 2020, requesting a 75% contribution towards a new rail station at Haxby. At the time, an initial appraisal indicated an estimated cost of circa £17.6m for delivery of this project, although it should be noted that this is expected to reduce following further development.
4. A preliminary funding decision was received in November 2020 confirming that CYC had not been awarded the full award requested at this stage, however a grant allocation of £400k had been made available for CYC to fund further development work by their delivery partners Network Rail (NwR) to strengthen the strategic and business case; and refine the costs.
5. DfT have indicated their support of this project and that they would expect to make a decision within the first half of 2022 on awarding full funding for delivery of the station, subject to a satisfactory resolution of the above items, and conditional on the identification of 25% local match funding.

6. Timescales set out by DfT mandate that construction of the new station would be required by March 2024. An indicative high-level programme is included below for your information:

| Start    | End      | Activity   |
|----------|----------|--|
| Jun 2021 | Aug 2021 | Pre-Feasibility Study on two site options                          |
| Sep 2021 | Oct 2021 | CYC Executive – endorsement of single site for further progression |
| Oct 2021 | Jan 2022 | Option Selection Report  |
| Feb 2022 | Apr 2022 | Next phase authority & DfT funding approval                        |
| May 2022 | Sep 2022 | Outline Design   |
| Jul 2022 | Sep 2022 | Planning Consent   |
| Oct 2022 | Feb 2023 | Tender process & contract award                                    |
| Feb 2023 | Aug 2023 | Detailed Design  |
| Sep 2023 | Mar 2024 | Construction   |

7. The 2020 bid to NSF was based on an assumption at the time that the new station would be constructed at Station Road (*Site 1*), within the vicinity of the previous rail station, closed in 1930. However, a secondary site option (*Site 2*) has also been investigated which has some advantages to deliverability that the Station Road site does not. Due to commercial confidentiality, the precise location of this *Site 2* cannot be named publically at this particular time upon the wishes of the owner of the site who is in discussions with the council over a potential sale. If the Executive approves the purchase of the site it is proposed to disclose the location in a further report to the Executive once the acquisition is finalised.
8. With two credible potential sites for the proposed station, DfT requested that CYC and their delivery partners Network Rail (NwR) undertake work to hone the proposal to just one single preferred site to take forward and develop to the required level. As such, a pre-feasibility technical study and appraisal of the two sites has been undertaken. NwR now require a formal instruction from CYC on which site to develop further in preparation for submission to the DfT in the new year. This specific decision is the subject of a forthcoming report to Executive on 14 October 2021.
9. However, a fortuitous (but time-limited) opportunity has recently presented itself, with a specific parcel of land totalling 6.8 acres being offered for sale within the area of Haxby. Discussions have been undertaken between the council and the vendor's agent for an off market acquisition and it is recommended that this land be acquired.

10. The acquisition of the land would de-risk the delivery of a station in Haxby as it could be used for a number of purposes. It provides the land to deliver the *Site 2* station option, but part of it could also potentially be utilised for the provision of a replacement location for the allotments displaced in the event that *Site 1* was the preferred option chosen at Executive on 14 October 2021. It is considered that the land, if acquired, could be utilised for other purposes pursuant with the council's strategic objectives, being potentially suitable for allotments; or for the planting of trees in accordance with the council's aspiration (as set out in a report to Executive in August 2020 and August 2021) setting out the council's vision and objectives for York Community Woodland in pursuit of its ambition to reduce carbon emissions and plant 50,000 trees by 2023. A £3m Northern Forest (NF) budget was allocated to this project.
11. As with many major capital funded projects, land assembly is perhaps the highest identified risk to the future delivery of a new station at Haxby, especially within the already tight timescales set out by DfT – e.g. a new station must be constructed by March 2024. To significantly reduce this risk, Officers consider it prudent to acquire the above plot of land (*Site 2*) which could strategically be utilised whichever site is ultimately chosen by Executive as the preferred site for the station (or even if a decision is made not to take this project any further at this time). Due to strict commercial confidentiality concerning the land being considered, this is detailed within **Confidential Annex A**.
12. Although Haxby Station has been awarded provisional funding for further development by the DfT, the project is not formally identified separately on the council's Capital Programme for 2021/2022. In the interim however an allocation for the development of Haxby Station has been identified in the Transport Capital Programme using Local Transport Plan funding pending the finalisation of the funding agreement.

## Consultation

13. Public consultation on the *principle* of a Station at Haxby was undertaken locally during May 2020, as part of the bid process for DfT New Station Funding. 1,311 responses were received, with 91% supporting the idea of building a station in Haxby (82% strongly supporting).
14. There were widespread announcements from the local MP and local leaders in November 2020 that Haxby Station had received support from the DfT and the Treasury.



15. Further public consultation would be undertaken in advance of a decision to progress to the next development stage, prior to the potential submission of a planning application, expected during 2022. Further detail will be provided in the proposed 14 October Executive Report.

## Options

16. Members are asked to note the progress made to date with the Haxby Station project.
17. Additionally, Members are asked to endorse the addition of the project to the council's Capital Programme 2021/22.
18. Regarding the potential purchase of land associated with this project, there are two options available to the Executive:
  - 1) Approve the immediate acquisition of the freehold interest comprising 6.8 acres of land within the area of Haxby to be funded from the unallocated Highways budget arising from additional DfT funding.
  - 2) Do not approve the purchase of this plot of land.

## Analysis

19. With the delivery of a new station (subject to funding being awarded by DfT) being required before the end of March 2024, timescales are already tight, but still deliverable at this stage providing that the project proceeds at pace. With land assembly being the highest identified risk to the future delivery of a new station at Haxby, the acquisition of a suitable plot of land at this time would significantly de-risk the future delivery of the project.
20. Regardless of which site is endorsed as the preferred option at Executive on 14 October 2021, this land can be productively utilised by either site. Even in the event that the project is not awarded funding by DfT and does not proceed, it could be utilised in part for the planting of trees as part of the York Community Woodland. Alternatively, the council could sell all or part of the land in the future to recoup some of the original investment.
21. The pro-active purchase of this land, at this stage, would demonstrate significant commitment to the delivery of this project to the decision-makers at DfT. It is anticipated that this would help to *pump/prime* the full capital funding for the station from the Government going forward and

remove one of their main risk concerns – that being that the station can be delivered within their mandated timeframe. Additionally, the investment by the council would be used as part of the council's required match-funding element of the project.

22. It needs to be recognised that if this land is not purchased at this particular time, there is no indication that any future owner of the site would be willing to sell the plot to the council, potentially leading to an expensive negotiation and could ultimately result in a lengthy Compulsory Purchase Order (CPO). This could be the case regardless of whether this location is ultimately chosen as the preferred site for a station, or if it was to be used as replacement allotments.
23. Executive is recommended to agree Option 1 – the purchase of the 6.8 acres of land within the area of Haxby, to afford City of York Council the best opportunity to progress this project at pace; and present the strongest case possible to Central Government for their anticipated granting of funding to enable the full delivery of a new rail station at Haxby.

### **Council Plan**

24. The proposal accords with the Council Plan 2019-2023 in specific regard to the following core outcomes of the Plan:

**Getting around sustainably** – New accessible rail station for the town of Haxby and surrounding villages and suburban area.

**Well-paid jobs and an inclusive economy** – Provides potential opportunity for residents to access a wider range of jobs within the region.

**A greener and cleaner city** – More commuting into the city by rail, rather than by private vehicle, reducing pollution and improving air quality.

### **Implications**

25. Financial  
The recommended acquisition budget for the land for £250k is proposed to be funded from the council Highways budget £10.994m. This budget was enhanced by additional DfT funding in 2020/21 that was not allocated to specific schemes. Whilst the DfT funding financed Highway projects in that year, the council prudential borrowing has carried forward into 2021/22. Should Executive approve the purchase the £250k will be vired from the Highways budget into the Haxby Station budget.

26. Moving forward, opportunities will be taken to seek contributions from other funding streams to use towards local match funding. However in the absence of this, the required 25% match funding would have to be supported by CYC prudential borrowing (currently estimated at approximately £4m). There is currently no budget approved to support the construction but would have to be considered in future budget rounds. Subject to the granting of full (75%) NSF funding by DfT for construction of a new station and council approval of match funding, this land acquisition would be used as part of the required 25% local match-funding.
27. Human Resources  
There are no human resources implications.
28. One Planet Council / Equalities  
The potential new station would be designed with equalities in mind and fully accessible to all users.
29. Legal
30. Grant Funding - The DfT funding will be subject to the UK Subsidy Control Rules, which replaced the previous European State Aid Rules on 31<sup>st</sup> December 2020. Legal Services will carry out a review in respect of the Subsidy Control Rules to confirm whether any mitigating actions need to be taken prior to entering into the funding agreements with both DfT and Network Rail.
31. Land Purchase - The Local Government Act 1972 gives the council powers to acquire any land for the purposes of its functions or for the benefit, improvement or development of the area.
32. Regard should also be given to Section 1 of the Localism Act 2011 which contains a “general power of competence” for local authorities to do anything that an individual may do, rather than be limited to those things which are related to or necessary for the discharge of an existing function of the authority. There are however statutory limitations on local authorities’ pre-existing powers and functions. If the dominant purpose for doing something is ‘commercial’ (revenue/profit generation) then Section 4 of that Act requires that it must be done through/via a company rather than directly by the council itself.
33. If, however, the council is proposing to acquire land, for example, to ensure the availability of sites for infrastructure then the fact that a

commercial return may also be achieved does not necessarily make this a commercial purpose.

34. The report states that the primary objective for seeking to buy the land is to progress two possible sites for the proposed Haxby Rail Station but that, should the project not proceed it could be used, in part, to plant trees on it for environmental and community health/well-being; allotment purposes; agricultural purposes; or it could be sold in full or part to recoup all or part of the council's original investment. This indicates that the dominant purpose for wishing to acquire the land is non-commercial and so it is considered that the Council could acquire directly in its own name rather than having to do so through a company instead.
35. Crime and Disorder  
At this stage within the project, there are no crime and disorder implications.
36. Information Technology  
There are no IT implications.
37. Property  
All property implications are covered within this report.
38. Highways  
At this stage within the project, highways implications have not been fully explored, however subject to the project advancing, a full highways impact assessment will be undertaken as part of the planning consent process.

## **Risk Management**

39. Clearly there is a financial risk associated with acquiring land for this project prior to receiving confirmation from DfT that funding will be made available for construction of a future station. However, acquisition at this stage will substantially de-risk the future delivery of a station (in either location *Site 1* or *Site 2*) as land assembly is considered the greatest risk to delivery of this project within the applicable timescales.
40. Additionally, this early acquisition would demonstrate to DfT the council's significant commitment to this project, which it is considered will motivate the awarding of full funding from Government going forward.
41. Furthermore, if there was a subsequent inability to deliver the project, the council would potentially be able to utilise the whole or part of the

acquired land for other purposes; or sell all/part of it to seek to recoup all or some of the original investment.

**Contact Details**

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**Chief Officer Responsible for the report:**

**Neil Ferris**  
**Corporate Director of Place**

**Report**  **Date** 15 September 2021  
**Approved**

**Specialist Implications Officers**

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Patrick Looker  
Finance Manager  
01904 551633

**Legal:-**  
Cathryn Moore  
Legal Manager - Projects  
01904 552487

**Wards Affected: Haxby & Wigginton**

**All**

**For further information please contact the author of the report**

**Background Papers:**

N/A

**Confidential Annexes:**

Confidential Annex A - Strategic Rationale for Purchase

Confidential Annex B - Plan showing land proposed to be acquired.

Confidential Annex C - Independent Valuation

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of the Local Government Act 1972.

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of the Local Government Act 1972.

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