

Pell Frischmann

**York Outer Ring Road
Clifton Moor
Roundabout**

April 2019

Report on Public Engagement

RW50819H001 R01

Submitted by Pell Frischmann

excellence through innovation

**Public Engagement Report
RW50891 H001-R01**

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1 INTRODUCTION

- 1.1 Options for improvement of the A1237 York Outer Ring Road (YORR) have been considered by City of York Council (CYC). Grade separated junctions have been rejected at this stage due to funding issues. Long term dualling remains the aspiration of CYC but initial funding has been agreed with the West Yorkshire Combined Authority (WYCA) to upgrade seven roundabouts on the A1237 YORR.
- 1.2 Clifton Moor Roundabout improvement is the third of the seven roundabouts to be considered by Public Consultation. At this time Wetherby Road roundabout has been completed but the second roundabout at Monks Cross has yet to commence on site.
- 1.3 Pell Fischmann (PF) has been commissioned by CYC to review the consultation for the Clifton Moor Roundabout improvement.
- 1.4 To assist in this process, a public engagement exercise has been undertaken to allow affected residents and key stakeholders to comment on the detailed changes for the Clifton Moor Roundabout, and Wigginton Roundabout which is considered in a separate Report.
- 1.5 The aim of this report is to review the responses received from the public, summarise these responses and provide conclusions and recommendations.

2 PUBLIC ENGAGEMENT

2.1 Public Engagement Events

2.1.1 On 19 February 2019 emails informing of the forthcoming public engagement were sent to;

- Local MPs and Councillors
- The Parish Councils of Skelton, Wigginton, New Earswick, Rawcliffe and Clifton Without.

2.1.2 The public engagement began on Friday 22 February to Friday 22 March 2019 and the following events were undertaken:

2.1.3 An unmanned display was set up within the reception area at West Offices from 22 February for the duration of the public engagement.

2.1.4 Clifton Moor Tesco public engagement events were held on

Fri 22 Feb 3-7pm

Sat 2 March 10-4pm

Fri 8 March 3-7pm

Sun 17 March 10-4pm

Fri 22 March 3-7pm

with officers from City of York Council and 4 representatives of PF in attendance. Over the five events the display was well attended and the number of people interested in the proposal varied in the region of between two hundred and three hundred visitors for each event.

2.1.5 The YORR scheme designated e-mail address **yorr@york.gov.uk** received 11 comments.

2.1.6 The consultation was posted on CYC's Facebook page. 39 comments were received with 13 being deemed unconstructive.

2.1.7 Twitter feeds were also posted during the public engagement. 5 comments were received as a result of this.

2.1.8 A Press Release was published on 22 February. See Appendix B

2.2 Public Engagement Package

- 2.2.1 A public engagement package, including a leaflet and a questionnaire, was delivered to the small number of individual residential properties within the study area.
- 2.2.2 A copy of the information provided in these packages is included as Appendix A and comprises the following:
- A leaflet – containing information of the proposals and a map of the study area
 - A questionnaire – to be returned to CYC
- 2.2.3 This information was organised and hand-delivered by representatives of CYC on 22nd February 2019.
- 2.2.4 This information was also available for customers to pick up at the unmanned display within the reception area of City of York Council's West Offices,
- 2.2.5 All the public engagement information, along with a copy of the questionnaire was made available online at www.york.gov.uk/yorr,

3 RESPONSES

- 3.1.1 A summary of comments received from the Clifton Moor Tesco public engagement consultation events was provided to PF by CYC for consideration in this report.
- 3.1.2 179 respondents made comments, comprising of 94 electronic questionnaires via the website, 30 were received at the consultation events or via the post, 11 e-mails, 39 Facebook posts and 5 Twitter comments.
- 3.1.3 These responses were logged to allow easy assessment and review. Each response was given a unique reference number to allow specific questionnaires to be recovered as necessary. Letters included with return questionnaires were also given the same reference number as the questionnaire to which they were attached
- 3.1.4 No direct responses were received from MPs or Councillors.
- 3.1.5 The following sections of this report summarise the responses received from members of the public.

3.1 Clifton Moor Tesco Events

3.1.1 The Clifton Moor Tesco public engagement events were very well attended and is reflected by the number of comments received. A list of the public engagement events comments which received direct responses is included in Appendix C

3.1.3 Officers also took numerous questions on the design of the roundabouts including the following:

- How will the improvements increase capacity?
- Are the improvements being carried out in clockwise order? How are they being phased?
- What improvements will there be for pedestrians and cyclists?
- The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended.
- Can the money not be better spent on dualling the whole of the A1237 YORR?
- What landscaping features are being introduced into the scheme?
- What impact will the construction work have on the existing traffic?
- Will there be any night time working?

Officers provided appropriate answers, and these are logged in Appendix D

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3.2 Returned Questionnaires (electronically via Internet)

- 3.2.1 From 94 questionnaires returned comments were assessed and split into primary comments and additional comments.
- 3.2.2 For this reason, questionnaires alone cannot be seen as a representative sample so only the comments and views are considered in this report.
- 3.2.3 Note that the comments below have been taken from the submitted information – no alteration to the information (spelling, grammar etc) has been undertaken

Ref: PC	Questionnaire Primary Comments Question Asked What Should we know? Is there anything that you feel we should be aware of when designing the scheme? (for example local knowledge, road safety or environmental concerns)
1	I want to know how your are going to link the public footpath from Conway close to the Skelton side back up after building extra carriageways?
2	At Clifton moor you need to stop the traffic from B&Q having to use the ring road to get to Tesco. This would reduce the traffic on the ring road and improve flow. Also you just need to stop messing around and dual it as it should have been in the first place.
3	The haxby roundabout is the main reason cars queue on the strip between Clifton moor and wigginton roundabouts. Until this roundabout is made bigger - this problem will not go away.
4	I already have extreme anxiety while travelling on York's north ringroad. Pulling out from the A19 on Shipton Road heading to Poppleton or Clifton Moor is a joke. Its unacceptable to have to que for so long. No one lets us out. Everyone has road rage. I have to leave York with work which means travelling on the A1237. These days I avoid it as much as I can or delay my journey so my anxiety can be managed. This anxiety was not of my doing by the way. I am so concerned about the traffic. The Clifton Moor area cannot cope as it is and you are proposing over a year of roadworks! It will also make the back way unbearable for Rawcliffe residents. Can the B&Q junction be changed to allow us to turn right? I wanted to hear more from council staff face to face about traffic issues but I have not been able to attend. I do avoid Clifton Moor. I bike there or walk and get my shopping delivered as I detest travelling on the ringroad already. However sometimes its unavoidable.
5	The principle of the Haxby should be priority design is sound but the merge lanes are a problem. Hatched markings at roundabout exits would inform motorists to keep exits clear but they would probably be ignored.
6	No
7	Repeated studies have demonstrated that increasing road capacity increases car use without solving congestion. Not only will there be more cars and more air

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	pollution, but the huge sums of money allocated to the project could instead fund constructive, research evidenced approaches to emissions reduction like investment in public transport, car free zones in the city centre and more comprehensive park and ride systems.
8	Some of the congestion at the Clifton Moor roundabout is because of traffic being unable to turn right at the junction with Hurricane Road and therefore having to go completely round the roundabout to access other parts of Clifton Moor. If a right turn was permitted at that junction it would reduce some of the congestion on the Clifton Moor roundabout.
9	The plans are good but should include Haxby as well, where delays are equally long
10	The exit from the B&Q side of Clifton Moor should allow right turn to reduce numbers having to loop round on the ring road to get towards Tesco etc.
11	The previous roundabout alterations at A59 and Wetherby road have helped a little but the traffic still has to get into 1 lane within a short distance , this still doesnt help , you just move the congested section by a few hundred metres.
12	I mentioned before the Wetherby Road roundabout was changed that the two lanes into one doesn't work as people in lane 1 frequently prevent cars in lane 2 filtering in, meaning most people are reluctant to use lane 2. I suggested the arrows should be done in a way that makes it obvious neither lane has priority and a sign saying something along the lines of "merge in turn here". My point is still valid. A decision should be made now to start doing this rather than simply carry on making the same mistake on every modified roundabout.
13	Crossing Wigginton Road on a bicycle at the Wigginton Road junction, from the cycle path on one side to the other, can be challenging. There is no actual crossing marked on the road, the road traffic is under no obligation to give way, the island in the middle of the road is relatively narrow, and at this location traffic is often travelling at high speed as it approaches or leaves the roundabout. Greater priority needs to be given to cyclists and pedestrians at this crossing point.
14	<p>Road Safety for cyclists at Wigginton Road Roundabout.</p> <p>The proposal for the new cycleway parallel to the ring road carriageway is a welcome addition to the cycle network.</p> <p>The provision for cyclists to safely navigate the ring road/B1363 roundabout is disappointingly inadequate. The Wigginton Road/B1363 between Sutton and York is an important cycle route linking the Howardian Hills and the York City centre and is regularly used by leisure cyclists. The B1363 also links the western edge of Haxby and Wigginton to the route to York, the hospital, Clifton Moor and through to Rawcliffe and Acombe.</p> <p>Currently cyclists either navigate the roundabout as part of the traffic flow or play</p>

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	<p>"dodge the cars" to cross via the small traffic islands. Currently both methods are risky, certainly not suitable for less experienced cyclists or families with young children.</p> <p>The YORR current proposals for this junction do nothing to provide safer or improved cyclist crossing points. Cyclists travelling south from Wigginton to York or Clifton will have to either use the roundabout with other traffic across the additional lanes or try to walk across the carriageway.</p> <p>Crossing the widened carriageway with a cycle on foot via traffic islands will be impossible. There is no provision for a central refuge/crossing point, the short dualling on approach and exit east and west will add a barrier to crossing on foot. The creation of two exit lanes seems to increase the speed of traffic as at busy times as cars "race" to the merging point.</p> <p>In the interests of road safety for all users some safe provision needs to be made for cyclists at this important junction.</p>
15	Remove the left turn only restriction from B&Q and remove a hefty number of cars going right round the roundabout.
16	Clifton moor junction has roundabouts too close together. Cause is congestion when as few as 10-15 cars are waiting. Causes tailbacks ,
17	Let traffic flow by turning right out of the B&Q junction. Traffic lights are already in place just need to alter the junction this will save traffic having to join the A1237 to have to go around the roundabout to go back onto Clifton Moor.
18	Where is the intended cycle route along what might become the old A1237 go? Conveniently left off the plans, yet we have been advised it is intended to go through the public right of way into Conway Close. Clarification on the direction of traffic which directly impacts residents is imperative - clarity on this would be appreciated. This cul-de-sac has many small children and any proposed cycle route through could pose a danger, not only with colliding with cyclists but also gate onto a major road being left open more frequently than already is.
19	Make sure it's marked up right
20	I think the additional lanes either side of the carriageway make the ring road more difficult to drive not easier. It just means that you need to drive through 2 lanes of traffic not one when you are trying to cross the ring road. It is difficult enough at the moment trying to get out of the Wigginton Road coming from Wigginton without having idiots driving at top speed in the second lane going straight on. I think these extra lanes are a stupid idea and a total waste of money.

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21	See comments in section 8
22	Traffic lights would be good .I pick my Grandson up from nursery on wigginton road at 6 o'clock it is then a nightmare nobody much lets you in ,also I see people on foot trying to cross the road . It's a shame that when the 1237 was made it should have had dual carriage ,
23	<p>I find that the “spiral” road markings at the A19 junction are very effective in assisting traffic through that junction, and I would hope that the new roundabouts will be marked in a similar fashion. Serious holdups at the A19 roundabout occur only when traffic is backing up from further along the ring road, usually from the A59 junction, where the smaller size of the roundabout and the tight curves cause delays.</p> <p>It is unfortunate that the “two into one” merger lanes are used by some motorists as overtaking lanes, particularly when traffic leaving the junction is delayed by traffic backing up, as above.</p>
24	<p>'Merging lanes' tend to be the biggest cause of road rage on the roads today and is something I see daily on my use of the outer ring road in York.</p> <p>This is generally caused by cars in the inside lane not allowing cars in right hand lane to merge. Or cars using the right hand lane immediately stopping off the roundabout and trying to merge to the left, subsequently blocking traffic back on to the roundabout.</p> <p>The new signage on the newly developed roundabout has gone some way to alleviate the issues with staggered merge signs, however it is missing some simple key prompts.</p> <p>These are:</p> <ol style="list-style-type: none"> 1) sign on approach to roundabout advising to use both lanes for straight ahead. 2) at the merge point on the exit of the roundabout state 'merge in turn' to emphasise the road rule (in turn bring the key wording). Additionally it wouldn't harm to add 'be polite' to the above to defuse the road rage that exists at these pinch points. <p>The above points combined with the merge signing adopted on the newly developed roundabout should be retrofitted to the a59 and Rawcliffe roundabouts, the latter in particular being the worst for road rage.</p> <p>Whilst on topic of roundabout signage, the approach to the Tesco roundabout at Clifton from the a1237 advises to be in the left lane for the first 2 exits and the right for the 3rd and 4th exit and yet continually drivers mistakenly use the left lane for</p>

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	<p>the 3rd exit. This is because the signage is too early and not obvious to drivers and also no road markings on the roundabout to advise of flow. If possible these should be reviewed to again diffuse road tension and improve traffic flow.</p>
25	<p>You keep changing the road layout to roundabouts so there are more filter lanes approaching the roundabout but this does not work because people refuse to allow filtering.</p> <p>A prime example is the exit from the current A19 roundabout at rawcliffe taking the exit to poppleton where two lanes filter to one.</p> <p>People refuse to allow merging, closing the gap between cars or they straddle both lanes so no one can pass, this is particularly true of HGV'S. This extra lane is now virtually redundant because of the aggression it causes amongst people who refuse to allow filtering.</p> <p>Also the roundabout keeps getting blocked because people refuse to keep the exits clear thus causing massive congestion and gridlock, surely traffic light control would be the answer.</p>
26	<p>The traffic is often bad from 7.30am-10am, lunchtime and 3pm-7pm so work should be planned with this in mind</p>
27	<p>Huge amount of emphasis on cars .. I feel that cyclists are not well catered for apart from the cycle track from New Earswick which is fine. Otherwise, after a short length of cycle path, (e.g. trying to get to Dunholme from Stirling Road) you have to get off and wait for the traffic to pass.</p>
28	<p>This roundabout needs road markings, such as direction arrows. Traveling North on Wigginton Road, cars traveling Eastbound don't always realise that the lane is straight on and sometimes start to pull out.</p>
29	<p>Additional signage and driver education is required to ensure both lanes on exit are used correctly. Similar works carried out on the A19 and A59 roundabouts still have issues with congestion at peak times due to drivers only using lane 1. When drivers do try to use lane 2, other cars will move across to block lane 2 to stop people 'pushing in'. Suggestion is to use 'Merge in turn' and 'Use both lanes' signage as well as box junctions on the roundabout which are properly enforced to restrict anti-social driving and vehicles blocking the roundabout for those trying to exit/turn right. The same box junctions should also be applied to the Tesco roundabout for the same reasons. Residents are regularly unable to exit the roundabout due to it being blocked.</p>
30	<p>1. It will need to be made very clear which lane one needs to be in for which exit, particularly the exit for the Clifton Moor trading estate! At the moment drivers use either lane to go to the shops as some think the left hand lane is for left turn only and not for the trading estate while others use the left lane as the other lane is</p>

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	<p>signed for straight on. The number of times drivers get cut up by others in the wrong lane, I'm surprised there are not more accidents on this roundabout.</p> <p>2. As traffic frequently queues along both directions from the roundabout, having to get back into single file after the roundabout only backs up the traffic onto the roundabout, so the increased capacity doesn't gain anything and only makes drivers angry about having to let other drivers back into line. (They try to block both lanes by driving in the middle.) The Ring Road needs to be dual carriageway for it's full length to improve traffic flow.</p> <p>3. Where 3 lanes enter the roundabout, the roundabout itself needs to be widened to allow for 3 lanes on the roundabout.</p> <p>4. As the majority of traffic is flowing along the ring road and at many times it is continuous, this makes it very difficult to get out from the other side roads without traffic lights at peak times.</p>
31	<p>We are taking the car to go on the ring road as we can't cycle in it safely. Could a cycle and pedestrian path all around the ring road with bins be included into that scheme to encourage more physical activities for these residents who are leaving with way too many fast foods around. Cycling and walking are important for a healthy lifestyle. Plus more bins and well managed bushes and green parks will also encourage people to move more around and walk to all businesses and restaurants around.</p>
32	<p>Additional road signs required to EDUCATE & MAKE people merge on two-lane exits properly.</p> <p>On your leaflet, you refer to the A59 and A19 junctions where you have added two-lane exits to increase traffic flow.</p> <p>THESE DO NOT WORK BECAUSE NOBODY LETS ANYONE MERGE!! If anyone uses exit lane 2 and tries to filter in, the people in lane 1 speed up and close the gap (assuming that lane 2 people are queue jumping).</p> <p>I have continuously tried to use lane 2 but found myself with some quite aggressive 'road warriors' closing the gap and refusing to let me merge.</p> <p>Many others experience this too, I see it all the time. Sometimes people having to stop on lane 2 and wait for someone to let them in!!</p> <p>This is true, this is why none of your roundabouts have yet to fulfil their promise of reducing traffic congestion! Take it from someone who uses the A1237 every day as a commuter and for leisure.</p> <p>IT HAS REACHED THE POINT WHERE THE MAJORITY DON'T USE LANE 2 AND PROCEED TO QUEUE AROUND THE ROUNDABOUT IN LANE 1 WHILST LANE 2 IS MAINLY LEFT UNUSED. YOU WOULD ONLY HAVE TO STAND THERE FOR AN HOUR TO CONCLUDE THIS.</p> <p>There is a simple solution to this - to educate the people who think everyone using lane 2 of the two-lane exit are NOT queue jumping or trying to race ahead of people in lane 1.</p> <p>Tell people the correct way to use the two-lane exit and get it flowing properly.</p>

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	<p>THE SOLUTION - Add multiple signs on every two-lane exit on the A1237 USE BOTH LANES LET CARS MERGE USE BOTH LANES LET CARS MERGE Having these signs will see an increased usage of the two-lane exits in the correct way. Increase traffic flow off all A1237 roundabouts. Increase traffic flow overall on all A1237 roundabouts. Reduce congestion on approach to all A1237 roundabouts. Increase over A1237 traffic flow. 4 signs on each two-lane exit on EVERY upgraded roundabout on the A1237 - repeating the information, educating and making the road work better.</p>
33	Putting white lines to define lanes and perhaps yellow boxes so cars can exit roads onto the roundabout or other junction.
34	Thought needs to go into the roads that access the roundabouts road as well. When the A19 roundabout was made larger no thought was given to the junction of Shipton Road with Manor Lane. The traffic entering the roundabout gets terribly backed up and blocks the residential traffic trying to leave Manor Lane to join Shipton Road. Several serious accidents have occurred at this junction but nothing has been done (lights or box junction). There must also be sound barriers the whole way along the A1237 from the A19 roundabout to the Tesco Roundabout where existing private houses back on to the ring road. Already the current noise from traffic is horrendous and this is only going to get worse with the added housing coming. There is also the pollution levels which will rise.
35	When traveling by car from Clifton moor roundabout to Wigginton the new left turn lane should be as long as feasibly possible to allow local residents vehicles to leave the A1237. Otherwise it will be the same problem as now, the majority of vehicles including HGVs wishing to continue on the A1237, plus vehicles entering the roundabout from Wigginton & Stirling road blocking both lane availability at the roundabout.
36	I cannot believe you think spending money on this roundabout will ease any traffic problems. You need to be blind not to realise it's the Haxby to New Earswick roundabout which is the problem. All the traffic issues heading towards Monks Cross is caused by that roundabout as it's a bottle neck. Spending more money where it's not needed is so typical. Please open your eyes. The traffic problems in this city has never been addressed properly. The obsession with cycle lanes went badly wrong on Clifton bridge a few years ago. No lessons were learned there. Try asking commuters and people who use the route on a daily basis for their opinions rather from judging from behind a desk.

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37	<p>Looking at plans I see you are intending to install 2 lanes for exiting the new roundabout and expect drivers to 'merge in turn' I travel the inner ring road a daily and find it very very frustrating when other road users use the extra lane just to over take a few cars in front. I have seen and been involved in many incidences where other drivers have forced their way into the inner lane. I do not see how allowing other cars to force their way in to an already flowing stream of traffic helps the traffic flow. Other road users apart from me feel the same as more and more I am seeing other road users getting into the outer lane on the approach to the round about then driving slow to hold back the would be racers so they have to wait to let into the main stream of the traffic Other drivers also come off the round about and drive along the white line so the can't be overtaken by the road racers. Making so there is only 1 lane to exit the round about would still keep traffic flowing and maybe get some drivers to learn maners. It does not show it on the map, but maybe putting a junction at the light near the B&Q exit so drivers can turn right to go onto the Cliffton Moor centre would reduce traffic needing to use the roundabout, then putting a Yellow Box section on the roundabout to allow traffic to merge from Cliffton Moor during heavy traffic times. You will never ever improve this side of the by-pass so the traffice flows smoothly due to the large volume of cars and HGV's using it. The only option is it try and make it so the traffic flows all be it slowly. If you managed to learn anything from the mods you did on the Hopgrove roundabout, the onlt traffic that flowed better was cars traveling from York to Leeds. This could have been achieved the same by putting a Yellow Box section to stop traffic coming from Leeds to Malton from blocking the road so York to Leeds drivers could get out, because intalling the lights did the same thing but a painted yellow box would have save millions</p>
38	<p>don;t you realize that 3 roads into 2 does not help the traffic flow on the roundabouts!!. Go and look at the A19 one at rush hour --all that it causes is for the roundabout to get blocked. People trying to get out from Rawcliffe onto the A19 (which is clear) cannot get out for traffic blocking the roundabout. Likewise for people coming from the Tesco direction to the A19 canbot get round the roundabout for people blocking the rh lane because they are going straight on but the exits are blocked. The RH lane should be for going right only --then people would leave the lane clear rather then feeling people coming down the outside to go straigh on are "queue jumping".</p>
39	<p>Merely widening the roundabout will NOT reduce congestion please explain how you think it will? I currently commute to work in York (13.6 miles) and it takes on average 1Hr and 10 mins each day !</p>
40	<p>One of the congestion causes to traffic movement on the A1237 is traffic leaving the B&Q side of Clifton Moor wanting to go to Tesco/ Clifton Moor area. The traffic has to go to the roundabout and do a U turn in order to do so, instead of just turning right at the B&Q traffic lights. Thus avoiding the A1237 roundabout.</p>
41	<p>I live at Reighton Drive. I am a supply teacher, so need to get across the city at short notice. I have have a pop up art studio at Monks Cross. I already find it</p>

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	difficult to get around by car. Cycling isn't an option. I remember the amount of disruption when the cycle track was built at Clifton Moor. I am worried that I simply won't be able to get anywhere during the work on the roundabouts. From where I live, all routes are linked to the ring road and it will have a huge knock on effect. Can you suggest suitable alternative routes?
42	Stop spending lots of time and money on cycle paths and bridges that it's obvious no one actually uses. This might seem environmentally friendly and sustainable but in practice has cost a lot of time money and disruption for the occasional traveler. Hardly anyone uses them this far out of the City. I see it going to waste and can't imagine why you did it.
43	Some simple changes at the P&R/Shipton Road roundabout could help alleviate traffic congestion now & be helpful when the planned works commence. At peak times traffic is queued as car users use the park & ride as a rat run force their way out of that exit thag results in roundabout not flowing & long tail backs. Could the p&r roundabout entrance/exit be made an entrance only? Would get rid of the rat run & make everyone use the p&r exit on Shipton Road to access the roundabout keep it moving smoothly. Also is it not an offence to use a bus lane? Can signs be put up? Penalties issued?
44	There needs to be a cycle and pedestrian underpass from the Stirling Road (ROKO gym) area to access the cycle path and newly installed bridge towards New Earswick. The increased size of the new Wiggington Road roundabout will mean cars will enter and exit at higher speeds, currently cyclists are forced to cross the road to continue towards New Earswick from Clifton Moor, this will be significantly more dangerous as the traffic will be moving faster, many school children from Joseph Rowntree and Huntington School use this route and a cyclist pedestrian underpass, similar to the one planned at the Clifton Moor roundabout, would be a far safer option. I am a National Standard Bikeability instructor and use this route on a regular basis, I struggle to cross Wiggington Road safely and I urge the council to rethink this plan and take the opportunity to improve it.
45	You should take traffic surveys at various times of day when it has been in operation for a few weeks and consider peak time only traffic lights if there is one or more entry that doesn't seem to get a 'fair go'.
46	I believe traffic flow along the A1237 will be improved but, I believe traffic joining the A1237 from Clifton Moor will be affected adversely due to two lanes joining the roundabout from the North. When the new proposed link road to the west is in use (subject to the building of 3,000 new homes) then maybe the situation on the roundabout will improve for Clifton Moor traffic.
47	Since enlarging the Rawcliffe roundabout a few years back it hasn't reduced congestion, it's made it worse. Introducing a filter lane off both the A1237 exits, an

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Ref: PC	Questionnaire Primary Comments Question Asked What Should we know? Is there anything that you feel we should be aware of when designing the scheme? (for example local knowledge, road safety or environmental concerns)
	<p>awful lot of drivers see this as an express lane. No matter what type of vehicle, some see it as an opportunity to push to the front of the already queuing traffic and cause chaos trying to push, not filter in.</p> <p>The busy morning traffic should I need to drop my child at her school which is possibly once, twice a week it's difficult enough getting onto Shipton Road, but then trying to filter into the roundabout and eventually off towards Manor school roundabout is a nightmare. Then watching vehicles straddling both lanes trying to prevent the express drivers using the filter lane to their gain is quite something. This then causes a bit of road rage and some drivers drive over the chevrons and into the on coming traffic to still further their gain.</p> <p>This I feel will be the same issue with the Clifton Moor and Wigginton roundabouts, as we are already seeing with the A59 roundabout and the newly refurbished Rufforth roundabout.</p>
48	<p>As a resident of Wigginton and frequent user of this roundabout there are two main problems. When approaching from the North on B1363 and trying to head west on A1237 it is always busy during peak times, and even moderately busy times. this prevents traffic turning right. The reason is there are two lanes queuing to head east towards the Haxby roundabout, which is constantly queuing back. This is frequently exacerbated by the railway crossing at Haxby often blocking the crossing of the roundabout because of stationary traffic. I would suggest box junctions on both roundabouts to allow free flow for crossing traffic as those on the Malton Road roundabout.</p> <p>The other huge issue on the Wigginton Rd roundabout, Traffic heading East on the A1237 wishing to turn North onto the B1363 is severely impeded by traffic wishing to cross this roundabout. There should be a slip road constructed on unused land adjoining the Ring road as has been made on the much lighter used Acomb turn.this will reduce queuing before and on the roundabout.</p> <p>Regarding the Clifton Moor roundabout a very simple solution. Much of the congestion here is caused by traffic leaving the West side of Clifton moor (Argos, Curry's, B&Q etc) and then and driving onto the Ring road and severely blocking ring road users in both directions. This is ludicrous, there should be another internal roundabout near the exit from the west side (Traffic lights near B&Q).Followed by restrictions on using the Clifton Moor roundabout for these manoeuvres.</p>
49	<p>This will create more of a barrier to walking and cycling. The design should cater for wider footway/cycleway 3m minimum around perimeter and space for bike or wheelchair/ pushchair to wait safely on central islands in the road. The crossing point over the southern arm of Wiggington Rd is too far from the junction and should have island provision to cross in two stages to provide a safer route from the existing route to Haxby to the proposed route to the west</p>
50	<p>I travel across the roundabout to and from work (from Wiggington road to York Hospital and back again in the evening). The roundabout is particularly dangerous when travelling home in the evening. Traffic travelling along the ring road, across</p>

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	the roundabout have poor lane discipline as the lanes are not marked up. The congestion on the roundabout is mainly tail backs from the Tesco roundabout and Haxby roundabout. Traffic lights may help at busy times until all roundabout updates are completed.
51	Have you thought about changing the layout of the traffic lights coming out of the B&Q/Curry's junction to mirror that at Morrison's on Foss Islands Road to allow traffic to exit in both directions to alleviate the congestion at the roundabout even further.
52	The two into one merge lanes that have been designed at the "new" roundabouts are so dangerous, they encourage pushy people to cut in and cause queues onto the roundabouts. Traffic lights would be much safer.
53	Please put up merge in turn signs as so many drivers in the left hand lane refuse to let drivers in the right hand lane in, with the mistaken opinion that they are pushing in. I see this daily on the a59 roundabout across the ring road.
54	The proposals look good. I'd ask that there are some lines painted on the actual roundabout itself. People crossing from the haxby side heading to the Clifton moor side are in the 2nd lane. Traffic on Wigginton Road going straight on are in the first lane. This causes confusion and extra congestion.
55	This is a super busy road and when something goes wrong traffic wise, it's at a standstill so road works should be carried out on an evening to avoid commuter chaos!
56	The roundabout "upgrade" so far have been a huge waste of money and reduced safety. The proposal should be scrapped. The only way forward is dualling with flyovers / unders.
57	This is long overdue but it would help if other motorists were aware that they should not block the roundabout completely!
58	Can something be done about layout by the lights at b+q, do a turn right instead of going all the way back round the roundabout!
59	We needs signs telling users to use both lanes when traffic is queuing, right now many people think you are cutting so they drive in the middle to block both lanes which is dangerous and defeats the point of multi lane entry and exits

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Ref: OC	Questionnaire Other Comments and Suggestions Question Asked Any other comments or suggestions?
1	I run a hedgehog rescue. I am fully aware that hedgehogs exist at Clifton Moor. Please can the safety of hedgehogs be considered. I would happily meet up to discuss if that was helpful.
2	We use the Ring Road every day during a school run from Earswick to the A59. It is at a standstill virtually all day and is in desperate need of attention. It seems to us that the real bottleneck is the Haxby roundabout and we would have thought that this is the priority, not Clifton Moor or Winnington Road. Anyway, the single lane entry going west to east on Wiggington Road is particularly bad. Again travelling west to east, congestion doesn't really seem to be a problem before the Clifton Moor roundabout. It would be a shame not to consider the benefits of dualling the whole ring road (at least between these seven roundabouts) whilst this work is being done. The opportunity to do this was missed when the ring road was first built and it would be a real shame to make the same mistake again. Finally, I note that none of the plans for the roundabouts lanes which effectively bypass the roundabout by, for example, taking traffic straight from the A1237 onto the B163 (as is sometimes found with motorway junctions). This would seem to be a worthwhile step: the new infrastructure, of course, needs to cope with existing demands AND increased traffic from the planned housing developments - SO PLEASE GET IT RIGHT!!!
3	Give some consideration to cyclists during the disruption
4	Stop the project.
5	As there is almost no residential housing I would prefer to see most of it done overnight as that section of the outer ring road is constantly busy during the day so any thing which affects traffic flow will exacerbate delays.
6	Dualling of the northern ring road should be addressed ASAP as at peak times it is close to gridlock. Quicker to get to Leeds than the other side of York. I almost never go to Monks Cross/Vanguard for this reason
7	this section of road is usually congested for around 12 to 14 hours a day, this doesn't leave much time to conduct the works.
8	The other longer-term improvements needed in this locality are means of pedestrian crossing on the ring road between (a) the footpaths that run north and south from the mid-point of the Haxby Road and Strensall junctions and similarly (b) at the mid-point of the Wiggington Road and Haxby Road junctions. These pairs of footpaths, which were once linked, have been cut off from each other by the dense and high speed traffic that now uses the ring road for most of the day, making it impossible to cross. A pedestrian bridge or tunnel at each would transform these disconnected footpaths into fine north-south recreational routes.

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Ref: OC	Questionnaire Other Comments and Suggestions Question Asked Any other comments or suggestions?
9	Important to make provision for safe cyclist use of the carriageway during any construction period. This has not happened at other sites on the YORR. Adequate/safe foot & cycle crossing must be included.
10	Again more clarity on when the works will be undertaken, timings and a full picture of the true impact on road users and residential properties.
11	<p>1.Ensure that ring road lane closures DO NOT happen during peak times - ie between 7-9am and 4-6.30pm. The traffic congestion at these times is horrendous already and lane closures will add significant time to journeys and have a major knock on effect to the whole of the northern and western section of the ring road.</p> <p>Ensure that residents in the direct vicinity are informed well in advance individually of road closures at any time of the works. we have elderly and unwell relatives who we have to attend to at all times of the night and day at very short notice sometimes and it is essential we are able to get to them in an emergency without delay.</p>
12	Moving the Clifton Moor roundabout northwards will require the removal of many trees. Will these trees be replaced somewhere nearby?
13	Take busy periods into account, as traffic flow here cannot afford to be disrupted further.
14	Please don't forget cyclists! The roundabout near the Tesco filling station is dreadful. Wouldn't it be useful to have a cycle path alongside the ring road from Stirling Road to Clifton Moor?
15	The footpaths should be separated from the cycle lanes for safety of pedestrians. Due to traffic noise pedestrians do not hear cyclists coming up behind them and the cyclists expect them to get out of the way as though they have no right to be there at all. Shouting at you as they brush past at speed is not safe.
16	Could there be other ways to go to the ring road such as opening the end of Hurricane way instead of having it as a cul-de-sac? Or being able to go on the ring road from Toys'r'us by an additional entry road without roundabout.
17	<p>Please take my advice. There's no point at all in spending millions on developments if people don't use the roundabout properly afterwards!</p> <p>Its just a few signs after all, I'm telling you, it'll work!</p>
18	This work is not necessary at all. It's a joke. Just like the Wetherby Road roundabout. Another massive own goal by an unelectable council.

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Ref: OC	Questionnaire Other Comments and Suggestions Question Asked Any other comments or suggestions?
19	When you come to looking at the Wiggington Road roundabout, look at where the traffic is coming from and going to. Most cars coming from Clifton Moore want to turn left into Haxby but they are held up with the cars wanting to go forward towards the Haxby roundabout. Putting in another slip road so cars can slip out of the main traffic flow and go into Haxby via the Wiggington Road would help traffic flow better and there is enough land at the side of the road to put in 2 slip roads (but only 1 is needed) I would like to be this idea is far far cheaper than the one you are looking at. With a little thought and planning this could be put in now, if it works great, we save some money, if not then the Mods done now could be part of the next upgrade, so no money lost.... provided it's done right
20	Look at the mess you've made of the existing traffic flow on the Rawcliffe roundabout --it's worse than it was before you altered it. The RH lane from the Tesco one should be marked for traffic going right only - not for straight on too.
21	To me the vital point is NOT to create delays in rush hours, all changes to existing must be out of hours. And that means after 6.30 not earlier
22	As per previous comment. As already extremely busy at peak times so suggestion of earlier comment would help
23	The installation of a "flyover" bridge for traffic on the A1237. Even if it installed as a temporary measure. i.e until such time as the road is upgraded to dual - carriageway status.
24	I appreciate the cost implications to upgrade the ring road, but surely it would work out far cheaper to dual the A1237, rather than spending millions upon millions of pounds causing more and more congestion upgrading the roundabouts. Duelling the road is the only option for the future, especially with the potential extra houses which have been proposed over the years, to be built.
25	When causing most congestion. This should be 8 pm to 6 am work.
26	Delighted that the improvements will be made soon as this can be a dangerous roundabout to go across at busy times.
27	Send out communication to Look North and Calendar asking people to use the dual carriageway A64 route to Monks Cross rather than the A1237 to further reduce traffic congestion as works proceed
28	1) Larger and more detailed images of the proposals would be good. The small diagrams on the website and in the leaflet are not helpful at it is hard to see the detail! 2) The proposed changes at Wigginton Road (NOT "Wiggington" as in this

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Ref: OC	Questionnaire Other Comments and Suggestions Question Asked Any other comments or suggestions?
	<p>survey title!!) appear rather underwhelming and unlikely to improve traffic flow at this location as nothing is being done to resolve the uneven spread of junction arms (particularly the northern B1363) and entry/exit angles.</p> <p>3) On the diagram for Wigginton Road there is a "potential future pedestrian footpath/cycle link) continuing westwards around the ring A1237. Why are you not providing an underpass beneath the B1363 to connect this to the existing cycle path towards Haxby? Removing the at-grade crossing of the B1363 junction arm would greatly improve the desirability and usability of the existing/future orbital cycle route for less confident cyclists and reduce conflict between different transport modes.</p>
29	<p>As mentioned (Cross Reference to PC 54 "The proposals look good. I'd ask that there are some lines painted on the actual roundabout itself. People crossing from the haxby side heading to the Clifton moor side are in the 2nd lane. Traffic on Wigginton Road going straight on are in the first lane. This causes confusion and extra congestion.")</p>
30	<p>On the Wigginton Road roundabout have you thought about rerouting the entrance to Clifton Moor? By constructing a short piece of new road from the B1363 you could reduce the junctions on to the roundabout by one.</p>
31	<p>Keep work to overnights to prevent traffic hell!</p>
32	<p>no</p>

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3.3 Returned Questionnaires (to CYC in paper format – 30 No)

- 3.3.1 From 30 questionnaires returned in paper format comments were assessed and split into primary comments and additional comments.
- 3.3.2 For this reason, questionnaires alone cannot be seen as a representative sample so only the comments and views are considered in this report.
- 3.3.3 Note that the comments below have been taken from the submitted information but transferred in summary form to align with the web based comments made or where no web based comment was appropriate a new comment provided

Ref: PC	Questionnaire Primary Comments Question Asked What Should we know? Is there anything that you feel we should be aware of when designing the scheme? (for example local knowledge, road safety or environmental concerns)
1,7, 9, 11, 12, 29	No Comment
4	Wigginton Road Rbt – poor driver behaviour
5	Newly improved roundabouts do not work
13	Concerned about new housing between Skelton and Wigginton Road
6	Grade Separate
2,9, 22	Dual the A1237 YORR
17, 30	Merging lanes cause problems or are not long enough – cause driver anger issues
10	Merging traffic causes a problem (existing)
14, 15	Need a better bus service (Skelton to Clifton Moor)
19	Provide underpass
25	Concerns over poor air quality
24,	Concerns about A19 roundabout
2	Concerns about roundabout road markings
23, 28	Additional Merge signs should be used telling people how to use merge lanes
4	Retail park junction needs improving so vehicles don't have to leave the development via Clifton Moor Roundabout to come back
6, 27	Concerns about Haxby roundabout, the main cause of traffic queues
6, 21	Concerns about Wigginton roundabout
6, 10, 25	Hatched markings at roundabout exits would inform motorists to keep exits clear
18	Better landscaping should be provided
4	Traffic lights / part time traffic lights are required at Clifton Moor
5	More noise barriers required for homes near road
3	Positive about the scheme – agree with improvements
20	Negative about the scheme -a waste of money / not necessary

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Ref: OC	Questionnaire Other Comments and Suggestions Question Asked Any other comments or suggestions?
1,5,6,8, 11, 12, 14, 15, 19,20, 21, 22, 28, 29	No Comment
2, 27	Wetherby Road delivered with no disruption; this approach would be welcomed here
10	Grade Separate
23	Dual the A1237 YORR
17	Merging lanes cause problems or are not long enough – cause driver anger issues
26	Provide better merge provision
17	Undertake works at night
25	Welcomes off line working
5, 10	Hatched markings at roundabout exits would inform motorists to keep exits clear
18	Better landscaping should be provided
18	More noise barriers required for homes near road
24	Cycle lanes should go somewhere / be continuous
7, 9	Positive about the scheme – agree with improvements
16	It would make far more sense to have a designated lane taking traffic from the A1237 (heading away from Tesco) straight up the Wigginton Road

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3.4 Email Responses

- 3.4.1 Eleven email responses were logged and numbered by date received. One of the emails was a confirmation of an initial response so the two are counted as a single response. However, one comment was about downloading information so only thirteen consultation emails were considered providing 20 comments.

Ref: E	Email Comments (for example local knowledge, road safety or environmental concerns)	Comment received
1	A similar multiple roundabout scheme was introduced on the A1 some years ago it didn't work, and eventually the only scheme that will work was introduced ie what the Dutch call free crossing (flyovers) which take out the conflicting movements. A much more effective action would have been to tackle the worst location first, which appears to be the Haxby roundabout. assessments could then have been made of the effectiveness of the scheme. My view based on continental experience is that the introduction of free crossings at each location may well have eliminated the need for dueling and been more cost effective in the long run.	Mar 7 2019 03:07 PM
2	With regard to the proposed alternations to the Wigginton Road roundabout it would be useful to extend the 2 lane entry to the roundabout from Stirling Road (Clifton Moor Estate). At peak times vehicles are often waiting for long periods along this road and extending / widening the 2 lanes into the existing verge would help traffic flows. At present traffic going up Wigginton Road has to squeeze past cars queuing to turn right to head along the A1237 towards Monks Cross.	Mar 7 2019 04:30 PM
3	I notice you are asking for opinions on improvements to this area.This roundabout is dangerous and chaotic.For the last 7years Ihave used this roundabout returning to Huntington from Roko health club.The markings on Sterling road indicate that the inside lane should be used to access the A1237.This is so dangerous as the traffic on the outside lane will not allow access to the 1237.I always use the outside lane as I feel it is safer,allowing access to anyone who is indicating. Would it not be safer to have traffic lights at this roundabout then it would not be the dangerous free for all it is at present? I have seen so many near misses over the last few years and it is getting worse.Ican remember Grimston Bar roundabout being equally dangerous until. traffic lights were installed which completely solved the problem.	Mar 9 2019 10:19 PM
4	I would just like to say firstly how pleased I am that something is going to be done about the roundabouts at clifton moor and Wigginton. I live in Wigginton and work at Clifton moor/Harrogate so use the ring road daily. I often resort to going round the roundabout using the right hand lane to go left to Wigginton from the a1237. I am relieved to see there will be a left filter lane specifically for Wigginton traffic. In an ideal world there would be plans for a cycle/pedestrian path down Wigginton Road as well north and south of the ring road for commuters to Clifton moor and town/hospital. I'm not sure if this	Mar 13 2019 07:29 PM

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Ref: E	Email Comments (for example local knowledge, road safety or environmental concerns)	Comment received
	is on the plan or a possibility. I can think of quite a few people who live in Wigginton and would use this facility if it were available. Wigginton Road is currently too dangerous to cycle down on the side of the road although a few people do brave it.	
5	I have seen the recent signs relating to the changes proposed for the roundabouts on the A1237. I have looked at the web page and noted the environmental improvements listed. I have a few queries in relation to the highway: 1. What was the projected flow across the Haxby and Wigginton Road carriageway initial instigation of the developing the highway some 20 years ago. 2. What is the flow of traffic now and what is the projected traffic flow in 5 years. 3. What noise measurements were taken at the nearest properties affected by the development and what was the decibel level at those properties prior to the development of the ring road? 4. What measurements are taken now and how do they relate to the Government requirement of noise reduction from roads. 5. What do you propose to take account of noise reduction affecting properties and I liken these to the acoustic barriers installed at Copmanthorpe.	Mar 18 2019 08:35 PM
6	There is no point having two or three lanes around a roundabout unless the lanes are wide enough to accommodate the juggernauts that increasingly dominate the ORR. Also the speed at which some vehicles currently use the roundabouts is a safety risk as, when entering a roundabout you often find few breaks in the two lanes of fast moving traffic already on the roundabout.	Mar 20 2019 07:49 PM
7	Regarding the proposed roundabout improvements at Clifton moor. There has been some mention of a cycle route across the northern edge of the retail park and continuing to the public footpath between the Clifton moor roundabout and shipton road. I think a safer and less expensive approach would be to divert the cycle way to the existing road adjacent to the south of B&Q and meet up with Manor lane to rejoin at shipton road.	Mar 20 2019 01:25 PM
8	You have invited comments about the proposed roundabout improvements on the A1237. Can I suggest one thing that the council should not do ---- that is have two lanes into the roundabout to go straight on and only one lane out. This has not worked on any of the other roundabouts, as all it does is move the "log-jam" from the approach to the roundabout to the exit from the roundabout, in fact it makes everything worse. The queues are just the same, but just in a different place. Not only that, it encourages the inconsiderate & impatient "queue jumping" drivers to speed to the front of whichever queue is the shorter of the two lanes, then force themselves in at the other side of the roundabout causing anger and frustration from all drivers. Three lanes in is fine, but the outside lane, should only be for vehicles turning right. 2 into 1 never works. The A64 is a classic example. Coming from Scarborough, the traffic flows fine on the dual carriageway until it reaches the single	Mar 22 2019 01:47 PM

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Ref: E	Email Comments (for example local knowledge, road safety or environmental concerns)	Comment received
	<p>carraigeway just after Whitwell or the single carraigeway just after Malton. Then you get exactly the same situation - two lanes of traffic trying to get into one lane, queue jumpers speeding to the front of the queue, anger & frustration by the patient drivers who have to let them in and massive long tail-backs. 2 into 1 always causes more delays than 1 lane in and 1 lane out.</p>	
9	<p>After looking at the plans for the proposed changes to the roundabout I would like to offer my opinion. It would make far more sense to have a designated lane taking traffic from the A1237 (heading away from Tesco) straight up the Wigginton Road, surely the land at the side of the road would take another lane thus making traffic much lighter on the new proposed roundabout. Travelling this road frequently it is extremely frustrating just sitting in a large traffic que when a lane of its own would take a great deal of traffic away. The other great problem with the roundabout is when travelling down Wigginton Road (from Wigginton to the roundabout) the traffic is nearly always parked over the roads thus stopping the flow of traffic heading into town or Clifton moor. Surely yellow box junctions would also keep the traffic moving.</p>	Mar 22 2019 02:19 PM
10	<p>I have just looked at the proposed changes to the roundabout at Clifton Moor and Wigginton. I'm very supportive of any upgrades on the bypass. However I'm surprised that the addition of the third lane (left 1st exit only) is not a lane bypassing the roundabout altogether? Your leaflet suggests that drivers merge in order for the new traffic system to work. Although this implies you change the mind-set of drivers who don't and stick to the left lane without allowing other drivers to merge. This is a national mind-set in my experience and I wonder if your modelling includes this behaviour. Example is the A59, left exit onto the ring road. Most drivers exit the roundabout straight into the left lane from any entry point on the roundabout. This leaves Jonny in the left lane from the A59 waiting until the roundabout is clear. Left lane on exit could have been used by A59 user and right lane for the exit of the roundabout merging into the left after the exit. I understand I am no civil engineer or traffic planner, so I'm sure your plan is logical. I just hope it's based on driver behaviour and not robotic modelling. Mind you with driverless cars in 20 years you might be sorted J</p>	Mar 25 2019 02:20 PM
11	<p>I understand from info road signs that the public can suggest improvements to the current layout at the Wigginton Road roundabout. My main concern relates to the approach to the roundabout from the North - there are three lanes but it is not clear enough which lane to take to go along Stirling Lane - there have been a no of occasions when I've selected the R hand lane only to be rebuked by fellow motorists and similarly when the middle lane has been selected folk around me haven't been happy. Could this be made absolutely clear with new signage and lane markings please?</p>	Mar 31 2019 09:21 PM

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3.5 Twitter responses

3.5.1 Five tweets were received and logged. However, one comment was shown as unavailable and another was unconstructive criticism / against the scheme so only three consultation tweets were received providing 5 comments.

Ref: T	Comments	Comment received
1	Waste of time and money. Won't alter flow because drivers don't indicate on larger 3 lane roundabouts causing other drivers to wait longer. Also overflow lanes don't work as drivers don't yield, causing traffic flow to stop. Rawcliffe/Shipton Road roundabout is proof of this.	27 Feb
2	The real answer is two lane carriageways in both directions. The amount of time spent on the Poppleton roundabout was quite frankly an embarrassment, and the camber is completely wrong causing HGVs to loose their load	27 Feb
3	Don't spend money on Cycle ways, they don't seem to use them!	27 Feb
4	Why should we bother? you've made the changes to all the other roundabouts and you will do it no matter what because you are building a new housing estate at Clifton Moor adding to the traffic misery so you will get your way no matter what the people of York say anyway	22 Mar
5	This Tweet is unavailable	22 Mar

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3.6 Facebook Responses

- 3.6.1 39 respondents replied through Facebook. However, 12 of these respondents provided comments which were social and / or unconstructive so the total of respondents pertinent to this report reduces to 26 providing 30 comments.

Ref F:	Summary of Facebook Comments
	Post: There's still time to give us your views on upgrades to the York outer ring road at the Clifton Moor and Wigginton Road roundabouts. Come along to Tesco at Clifton Moor today from 3-7pm or tell us online here https://www.york.gov.uk/YORRCliftonMoor
1	I think in most cases you literally just need to look at successes elsewhere with junctions that work. A 50mph limit on the dual carriageway with no roundabouts and long slip roads I think could work...short slip roads cause people to get scared pulling into the main traffic, then brake then cause a cascade of people braking behind....
2	They need to think about what causes the slowdowns... not how to solve them. For example too many junctions coming into one point. The main problem is that haxby roundabout that's horrible and causes huge tailbacks in the morning coming into York towards Clifton mood way....after that Haxby roundabout it clears!
3	I can't make it down due to work..... However I'm hoping feedback from Facebook doesn't go un-noticed.The turning out of B&Q, try making this a junction where you can turn left or right instead of left only. The left turning only diverts people to the bypass which is gridlocked anyway. There's no disadvantages against putting in a right turn at this junction.
4	All these massive infrastructure works need to bring in more segregated lanes where cyclists and pedestrians can move around the city away from traffic, and incorporate affordable, environmentally friendly and reliable bus services.Why are we building more and more roads to accommodate more and more cars? The pollution and gridlock will ruin York. The council has a once in a lifetime opportunity to make some brave decisions about transport and urban mobility in York.
5	Im going to attempt to be there tomorrow as I have such huge anxiety about all these plans. I cannot see how these upgrades will be implemented without York becoming a complete standstill gridlock. I think major night works need to be factored in. I have to use the ringroad for work and I am v concerned about traffic.
6	We don't need more feeder lanes like in the other roundabouts. It needs properly dualling the whole way round.
7	Rawcliffe roundabout is an accident waiting to happen
8	2 feeder lanes off just causes road rage as people bomb down the right lane and push in the other side of the roundabout. 3 lanes to the roundabout to the 3 exits

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Ref F:	Summary of Facebook Comments Post: There's still time to give us your views on upgrades to the York outer ring road at the Clifton Moor and Wigginton Road roundabouts. Come along to Tesco at Clifton Moor today from 3-7pm or tell us online here https://www.york.gov.uk/YORRCliftonMoor
9	I don't have time to go to these things why can't you put up a form online? The whole thing needs to be duelled and yellow hatch areas painted and monitored properly
10	Will it matter, all your going to do is insert 'cut me up' feeder lanes which do nothing but to encourage discourteous driving and road rage.
11	Stick the remaining roundabouts under a flyover bridge. So commuters going straight round the ring road don't have to stop, and people turning off can use the slip road to a roundabout below. More expensive I'm sure, but would probably be a better option if there's funds available!
12	Get the lanes right for one, in accordance with the highway code!!!
13	Half the lanes on the northern stretch are so confusing it's a wonder anyone gets in the lane need, especially that awful two roundabout system at A64 Scarborough bound At Grimston Bar, its a night mare travelling towards the Clifton Moor direction!!!
14	Must ensure that there are safe routes in all directions for cyclists and pedestrians
15	Create a through road past b and q where Lysander arms pub is then u would be more or less on the bypass
16	There needs to be signs (or education) in how to use these roundabouts. Choose lane with the least resistance, don't think that if someone is in the right hand lane that they're cheating their way through - they aren't. They just know how to use the roads in the right way. Oh, and merge in turn by the end of the slip road.
17	We've knick named them road rage lanes.. Plus nobody knows which lane they should be in, seen plenty of near misses with people pulling out across other cars. Try and avoid it like the plague personally. Last Monday a Silver Mercedes over took me and 4 other cars at speed on the "merging lane" after Wetherby road and narrowly missed a head on collision with a lorry coming the other way. Maybe have a drive around and see for yourselves?..
18	It's simple. 1 lane from Clifton moor roundabout to wigginton roundabout dedicated for turning left only. 1-2 lanes dedicated for straight on and/or right at wigginton road. Then, draw lines on the roundabout so muppets know how to use it and which lane to be in. This will ease up the traffic heading that way.
19	Really doesn't matter what time you hit it, it's a nightmare. Only going to get worse with more houses and development around Clifton Moor being built. Let's hope

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Ref F:	Summary of Facebook Comments
	<p>Post: There's still time to give us your views on upgrades to the York outer ring road at the Clifton Moor and Wigginton Road roundabouts. Come along to Tesco at Clifton Moor today from 3-7pm or tell us online here https://www.york.gov.uk/YORRCliftonMoor</p>
	<p>you can do the work quicker then the work on the B1224/A1237 took you, otherwise it'll cause bedlam!</p>
20	<p>Clifton moor to wiggi road..... More like Clifton moor to haxby roundabout. If you're attempting to fix the problem, do it properly and do the whole lot. But you don't need us to tell you this, surely</p>
21	<p>How about link between Wigginton Rd and Haxby road near Nestle to reduce traffic near hospital?</p>
22	<p>The flow isnt the issue its the twin forward merging thats the issue when drivers re fuse to let you merge . The twin lanes are designed to stop single lane queues building up but drivers are too busy protecting their place. The roundbout at a59 junction is a death trap. We need more traffic lights to make drivers stop and more box junctions</p>
23	<p>Put 'Keep Clear' markings on the roundabout so cars don't block all the flow. These used to be on Rawcliffe roundabout & helped lots. Sadly they weren't replaced when you updated the roundabout & the flow is stopped.</p>
24	<p>Haxby needs doing first</p>
25	<p>You don't need to hear from anybody . Just take a look .That stretch from Radcliffe through to Wigginton needs sorting .</p>
26	<p>The idea of a roundabout is to keep the traffic flowing, if you plant shrubs on the you can't see over them, try some wild flower seeds</p>

4 SUMMARY

4.1 Summary of Comments

4.1.1 Tabled below is a summary of the comments most offered during the consultation. A tally count of the comments that received direct responses at the public consultation was not kept.

Summary of Comments	No of comments	CYC comment
Merging lanes cause problems or are not long enough – cause driver anger issues	21	As part of the improvement scheme we will be looking to educate drivers. The usage of all lanes on the Ring Road, through improved signage and road markings.
Retail park junction needs improving so vehicles don't have to leave the development via Clifton Moor Roundabout to come back	14	Beyond scope of YORR scheme
Dual the A1237 YORR	13	This is very much an aspiration for the City of York Council, however we do not have the level of funding to do this at this present time. In the meantime, this project is part of a wider strategic plan to improve economic attractiveness of the city by enhancing the city centre environment within and around the city
Concerns about roundabout road markings	12	Comments noted.
Concerns about Haxby roundabout, the main cause of traffic queues	12	Comments noted.
Ensure appropriate provision for pedestrians and cyclists	12	CYC are including facilities for cyclists and pedestrians as part of the Clifton Moor upgrade.
Work should be scheduled to avoid busy periods	11	Comments noted. Works are generally offline of the highway. 2-way traffic will be maintained during daytime hours
Hatched markings at roundabout exits would inform motorists to keep exits clear	10	Although it has been seen at various locations, unfortunately strictly speaking the Department for Transport do not permit the use of yellow box markings at roundabouts unless traffic entering the box is controlled by signals at all times (nor do they permit 'KEEP CLEAR' markings), as this leads to uncertainty as to who has priority. However, the proposals should increase capacity at all the

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Summary of Comments	No of comments	CYC comment
		roundabouts so that there should be no regular queuing on the circulatory carriageway.
Traffic lights / part time traffic lights are required at Clifton Moor	9	Beyond scope of YORR scheme
Concerns about Wigginton roundabout	6	Comments noted.
Negative about the scheme -a waste of money / not necessary	6	Comments noted.
Positive about the scheme – agree with improvements	5	Comments noted.
Advance traffic signs showing lane destinations	4	To be considered during detailed design
Additional Merge signs should be used telling people how to use merge lanes	4	As part of the improvement scheme we will be looking to educate drivers. The usage of all lanes on the Ring Road, through improved signage and road markings.
Slip roads to bypass the roundabout should be added	4	Traffic modelling suggests that the proposed design is the optimum solution. Potential to introduce delays / safety issues elsewhere on network
Better landscaping should be provided	3	Comments noted.
More noise barriers required for homes near road	3	Comments noted.
The roundabouts should be flyovers	3	The cost of adapting or replacing bridges on the ring road would cost tens of millions and is beyond the scope of this current scheme.
Consideration should be given to cyclists during works to the roundabout	3	Comments noted.
It would make far more sense to have a designated lane taking traffic from the A1237 (heading away from Tesco) straight up the Wigginton Road	3	Comments noted.
Wetherby Road delivered with no disruption; this approach would be welcomed here	2	Comments noted.
Grade Separate	2	Beyond scope of YORR scheme
Need a better bus service (Skelton to Clifton Moor)	2	Beyond scope of YORR scheme
Concerns about A19 roundabout	3	Comments noted.
The road has too many roundabouts	2	Comments noted.

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Summary of Comments	No of comments	CYC comment
Cycle lanes should go somewhere / be continuous	2	CYC are including facilities for cyclists and pedestrians as part of the Clifton Moor upgrade.
Greater priority needs to be given to cyclists and pedestrians at Wigginton Road	2	CYC are including facilities for cyclists and pedestrians as part of the Clifton Moor upgrade.
The roundabout needs widening to allow for 3 lanes	2	Beyond scope of YORR scheme
Stop spending time and money on cycle paths that no one uses	2	Comments noted.
More clarity should be given on when the works will be undertaken the impact on residents and road users	2	Agreed – information will be provided closer to the start on site
On Wigginton Road roundabout, consider re-routing the entrance to Clifton Moor by constructing a short piece of new road from the B1363	2	Comments noted.
Wigginton Road Rbt – poor driver behaviour	1	As part of the improvement scheme we will be looking to educate drivers. The usage of all lanes on the Ring Road, through improved signage and road markings.
Newly improved roundabouts do not work	1	Comments noted.
Concerned about new housing between Skelton and Wigginton Road	1	Comments noted.
Merging traffic causes a problem (existing)	1	Comments noted.
Provide better merge provision	1	Comments noted.
Undertake works at night	1	Comments noted.
Provide underpass	1	Pedestrian / Cyclist underpass being provided. An underpass for vehicles is beyond the scope of the YORR scheme
Concerns over poor air quality	1	Comments noted.
Welcomes off line working	1	Comments noted.
Issues of congestion at Hopgrove Rbt	1	Comments noted.
Stop people abusing the roundabout	1	Agreed, this is an issue relating to driver education.
Filter lanes should be removed	1	As part of the improvement scheme we will be looking to educate drivers where we are able to, to improve (where possible) the usage of all lanes on the Ring Road, through improved signage and road markings.

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Summary of Comments	No of comments	CYC comment
Negative about the scheme - extra capacity leads to extra traffic and air pollution	1	Comments noted.
A59 and Wetherby improvements have just moved congestion by a few hundred metres	1	Comments noted. Dualling of the A1237 outer ring road is still an aspiration of CYC and this would help relieve the issue
Length of turning lanes should be as long as possible	1	Comments noted.
Widening the roundabout will not reduce congestion	1	Comments noted.
Could the A19 Park and Ride entrance/exit be made an entrance only to prevent it being used as a rat-run?	1	Beyond scope of the scheme but comments to be passed onto CYC colleagues
Traffic along A1237 will be improved, but traffic joining the A1237 from Clifton Moor will be adversely affected	1	Comments noted.
Please can the safety of hedgehogs be considered	1	Comments noted.
Stop the project	1	Comments noted.
A number of trees will require removal, will these trees be replaced nearby?	1	A full landscaping scheme will be provided in conjunction with CYC's environmental team.
Footpaths should be segregated from cycle lanes for the safety of pedestrians	1	Due to space constraints unfortunately shared cycleway / footways will need to be provided.
Send out communications to Look North and Calendar suggesting people use the A64 as works proceed	1	Comments noted. Alternative diversion routes will be suggested as the works progress if required.
Larger and more detailed images of the proposals would be good	1	Comments noted.
What was the projected flow across the Haxby and Wigginton Road carriageway initial instigation of the developing the highway 20 years ago?	1	Consultee told that unfortunately CYC do not have that information
What is the flow now and what is the projected flow in 5 years?	1	Consultee provided with the peak hour flows for various years for which the York outer ring road scheme covers
What noise measurements were taken at the nearest properties affected by the development and what were	1	Consultee has been contacted by CYC and been informed that these queries will be investigated further

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Summary of Comments	No of comments	CYC comment
the levels prior to the development of the ring road		
What measurements are taken now and how do they relate to the Government requirement of noise reduction from roads	1	Consultee has been contacted by CYC and been informed that these queries will be investigated further
What do you propose to take account of noise reduction affecting properties and I liken these to the acoustic barriers installed at Copmanthorpe	1	Consultee has been contacted by CYC and been informed that these queries will be investigated further
Create a through road past b and q where Lysander arms pub is	1	Beyond the scope of the scheme
Concerned about how long the works will take	1	Comments noted.
How about a link road between Wigginton Road and Haxby Road near Nestle to reduce congestion near the hospital	1	Beyond the scope of the scheme
The stretch from Radcliffe through to Wigginton needs sorting.	1	Comments noted.
The idea of a roundabout is to keep the traffic flowing, if you plant shrubs on the you can't see over them, try some wild flower seeds	1	Comments noted.

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4.1.2 Tabled below is a summary of the comments received verbally at the public consultation event. All consultees were encouraged to provide written feedback as well. A tally of the comments received verbally was not kept

Summary of Comments	CYC comment
Don't understand – the roundabouts are large anyway	Explanation provided to consultees regarding operation of roundabouts
The same amount of traffic is going to be bottlenecked into a single carriageway between roundabouts anyway, so same amount of congestion	Comments Noted
Concerns regarding the environment and reducing carbon footprint – contradictory messages from the government	Comments Noted
Great North Way improvement not needed	Comments Noted
Pedestrian / cycle lane underpass should be an overpass	Comments Noted
Positive about the scheme incorporating cycle routes	Comments Noted
The roundabout should be lowered – no visibility (A19 / Shipton Road)	Comments Noted
Signs around York not coordinated	Comments Noted
Tree planting is a good idea to provide noise barriers	Comments Noted
Underpasses attract undesirables	Comments Noted
Traffic calming measures should be introduced	Beyond the scope of the scheme
Light and sound pollution screening should be introduced	Comments Noted
Don't understand – the roundabouts are large anyway.” (MCS, WGR)	Comments Noted
The underpass should be an overpass	Beyond the scope of the scheme
The same amount of traffic is going to be bottlenecked into a single carriageway between roundabouts anyway, so same amount of congestion.	Comments Noted
Multiple comments regarding a flyover being built.	Comments Noted
The fact we are focusing on and incorporating cycle routes was “brilliant”	Comments Noted
Shouldn't have as many roundabouts – take notes from foreign road layouts	Comments Noted
I approve, it looks like a good idea – fingers crossed it works	Comments Noted

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Summary of Comments	CYC comment
The lane road markings are covered in heavy traffic, so it is confusing to know which lane to be in if you're unfamiliar with the roads.	Comments Noted

- 4.1.3 Most comments received highlighted potential issues with the proposed improvements at Clifton Moor and it is therefore difficult to ascertain support or otherwise. However, if highlighting difficulties but not suggesting alternative solutions (or proposing the works did not go ahead) it is assumed that these are supporting comments with reservations.
- 4.1.4 Similarly, if comments do propose alternative solutions then these comments are taken as objections to the proposals to improve the roundabout at Clifton Moor but are taken as agreement that improvement works are required on the A1237 YORR including the junction at Clifton Moor.
- 4.1.5 Also, a number of comments were deemed to be neither in favour or against the scheme and have been classed as neutral
- 4.1.6 215 comments were received from 179 respondents.
- 4.1.7 Most comments highlighted potential problems with the proposed improvements at Clifton Moor (e.g merging lanes not long enough, concerns over road markings and signing, works being undertaken during busy periods, etc). Although concerns were highlighted, it is assumed that from the nature of the concern that these can be addressed and therefore are classed as supporting comments with reservations.
- 4.1.8 Similarly, if comments proposed alternative solutions then these comments are taken as agreement with the proposals. On this basis, 178 comments (82.8%) were in favour of carrying out some form of improvement to Clifton Moor roundabout. Only 14 comments (6.5%) were against and the remaining 23 comments (10.7%) were neutral.
- 4.1.9 The greatest concern of respondents is the issue of merging lanes, with 21 comments suggesting the merging lanes cause problems or are not long enough. The next significant issue of concern raised related to 14 comments suggesting upgrading the B&Q junction followed by 13 preferring Dualling. 12 comments raised equal concerns about
- roundabout road markings,
 - the Haxby roundabout being the source of the traffic queues and
 - appropriate provision for pedestrians and cyclists.
- 11 respondents requested that works should be undertaken to avoid busy periods.

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- 4.1.10 A number of respondents did comment that other roundabouts should be improved earlier than currently planned. 4 comments were received for priority to be given for Haxby.
- 4.1.11 Valid comments were received enforcing the ideal that pedestrians and cyclists are at the top of City of York Council's road hierarchy so greater consideration should be given to pedestrians and cyclists in the proposed improvements. 20 comments were received regarding pedestrian and cyclist provisions in the proposed improvements, with three comments suggesting consideration should be given to cyclists during the works and one comment suggesting the proposed underpass should be an overbridge. Two comments suggested the council should stop wasting money on cycle paths that no one uses.
- 4.1.12 Other concerns aired included driver habits, road markings, slip roads, road noise, environmental concerns and a request that the safety of hedgehogs is considered.

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- 5.1.1 In conclusion, most respondents (82.8%) are generally in favour of the proposals at Clifton Moor. A lot of the concerns they raise are either outside the scope of the scheme or relate to greater traffic congestion at the Haxby, Strensall and Wigginton roundabouts. There is a possibility that should traffic flows be improved at Clifton Moor, then congestion at the smaller roundabouts at the Haxby, Strensall and Wigginton junctions may increase. This issue is not considered to be a major concern but will be considered when programming the phasing of the remaining roundabouts.
- 5.1.2 The dualling of the A1237 YORR is the most popular alternative to roundabout improvements. This is in line with the CYC long term aspiration to dual with grade separated junctions, but funding issues rule out this option at present.
- 5.1.3 The greatest concern of respondents is the issue of merging lanes. Longer merge lanes would generally be welcomed to allow a greater throughput of vehicles, but drivers appear to be unsure on how to use them properly. There are misconceptions with drivers in both lanes about who has the right of way. A recent application to the Secretary of State for Transport, asking him to approve some bespoke signing at Wetherby Road roundabout has been refused. It will be difficult to specifically educate users of the A1237 YORR through the traditional channels, so this matter will continue to be a problem. Merging lanes will disappear if and when dualling of the A1237 takes place.
- 5.1.4 Also of concern, is the lack of cycle facilities both crossing the A1237 YORR to allow access into York and on a circular route around the bypass. Several measures have been incorporated in the roundabout improvements, but to do anything more would be beyond the scope of the current project.
- 5.1.5 There has been criticism of the A59 roundabout design, but in the main, this is in relation to the merging lanes arrangement mentioned earlier.

5.2 Recommendations

- 5.2.1 It is recommended that the Clifton Moor roundabout improvement proceeds as currently designed as this is the general consensus of this round of public engagement. The phasing of the remaining roundabouts should consider the valid comments made about the three smaller roundabouts on the ring road.
- 5.2.2 As highlighted by the public engagement there are misconceptions with drivers in both lanes about who has the right of way on merge lanes and it is therefore recommended that the CYC website and any future public engagement material includes guidance on how to use merge lanes.
- 5.2.3 It is recommended that cycle and pedestrian facilities, which were highlighted of high importance in the public engagement, are promoted wherever possible in this and future roundabout improvement schemes.

APPENDIX A
SAMPLE PUBLIC ENGAGEMENT PACKAGE

Construction

Construction at the Clifton Moor and Wigginton Road roundabouts is scheduled to begin late summer 2019, and is expected to be completed by late 2020. Some localised delays are inevitable, but the road can stay in full use for much of the work as lots of the construction takes place on land next to the highway. Most work will take place during the day but some overnight work will be required. Where works tie-in to the existing layout, we will plan these works in advance to minimise disruption to local residents, businesses and the travelling public.

We will also keep noise, vibration and disruption to nearby properties and businesses as low as possible. The need for any road closures will be kept to an absolute minimum and will only be for short periods of time for specific activities such as the final surfacing work. Access for emergency services will be maintained at all times. Further updates relating to site activities will be provided before work starts and will continue during the construction of the project.

Progress to date

The upgrades to the seven roundabouts are due to be completed by 2022. Wetherby Road was the first roundabout to be completed in January 2019, with Monks Cross roundabout due to start soon and is expected to be finished in autumn 2019. We will publicise full details of the future programme when the outcome of the dualing funding bid is known.

The future

We are currently designing the improvements to the remaining roundabouts.

We are awaiting a decision on funding to dual the Outer Ring Road between the A19 (Rawcliffe) roundabout through to Malton Rd (Hopgrove). In the meantime all junction upgrades are future proofed to allow dualing to be delivered should funding be approved.

Project aims

The Outer Ring Road is a key road for local and regional traffic, and is often heavily congested.

The proposal to upgrade seven roundabouts on the York Outer Ring Road (A1237) between Wetherby Road and Monks Cross junctions, has been a long held aspiration for City of York Council.

York Outer Ring Road has received £38 million investment through the West Yorkshire Plus Transport Fund. This is part of Leeds City Region Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region.

Why upgrade the roundabouts?

Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the Outer Ring Road and improve the capacity to meet the housing and employment needs in York's emerging Local Plan.

As well as adding the new lanes, we also need drivers to 'merge in turn' to make the most of the improvements. This will increase the traffic flow and reduces congestion and journey times.



How to find out more

There will be five public exhibitions with Council officers on hand to answer any questions:

Friday 22 February 3-7pm	All exhibitions at Tesco Clifton Moor YO30 4XZ
Saturday 2 March 10-4pm	
Friday 8 March 3-7pm	
Sunday 17 March 10-4pm	
Friday 22 March 3-7pm	

You can view the plans and fill in an online questionnaire at www.york.gov.uk/yorr and www.york.gov.uk/consultations and at West Offices, Station Rise, York, YO1 6GA

Please let us know your views

Please come to the events, West Offices or visit the website, and let us know your views or raise any concerns you have about the proposed improvements to Clifton Moor and Wigginton Road roundabouts.

You can contact us at:
Customer call centre number 01904 551550
E-mail: yorr@york.gov.uk
On-line www.york.gov.uk/consultations
By Post: York Outer Ring Road (Major Transport Projects Team), City of York Council, West Offices, Station Rise, York YO1 6GA
See Council website for further details www.york.gov.uk/yorr



Please let us have your views by Friday 22 March 2019



Clifton Moor and Wigginton Road roundabouts

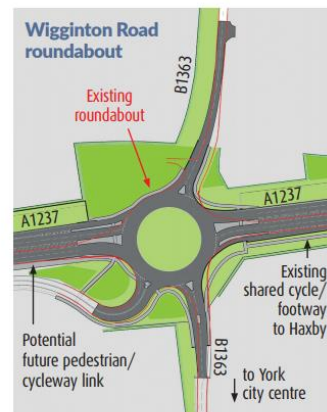
This consultation is asking you about the proposed improvements to the YORR roundabouts at Clifton Moor and Wigginton Road.

The blueprint for improving the capacity at all the roundabouts is based on providing three lane entries on the Ring Road approaches to the roundabout and two lane exits. This will provide an increase in the junction capacity similar to those implemented at the A59, A19 and Wetherby Road roundabouts.

The Clifton Moor roundabout will also include adding a fourth arm to the junction extending northwards to the identified site for housing allocation in the draft local plan.

Pedestrian and cycling improvements

A new underpass at Clifton Moor will allow safe access to the new development whilst at Wigginton Road the new roundabout will link into existing pedestrian and cycling facilities.



Clifton Moor and Wigginton roundabout improvements and underpass construction

Public Consultation Questionnaire

We would like your views on our proposed improvements. You can also complete the questionnaire online at www.york.gov.uk/consultations
Please return this questionnaire to reach us by **Friday 22 March 2019**

1. Name and address

Please provide us with your name and address, or if you would prefer your comments to be anonymous just fill in your postcode only.

Name.....

Address.....

.....

..... Postcode.....

2. What do you currently use York Outer Ring Road for?

(please tick all that apply)

Business Commuting Shopping Leisure

3. How do you normally travel on the route? (tick all that apply)

Car Cycle Walk HGV

Other.....

4. Do you think the scheme will reduce congestion and improve traffic flow?

Yes No

5. What should we know?

Is there anything that you feel we should be aware of when designing the scheme?
(for example local knowledge, road safety or environmental concerns)

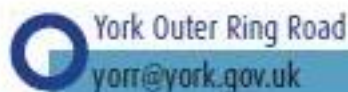
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Working method

We expect to undertake the majority of the work "off-line" i.e off the carriageway, during the working day, with night time working restricted to the occasional closures for tie-ins to the existing carriageway. We will also be ensuring that during busy trading periods in the Clifton Moor shopping centre that our works do not unduely impede traffic flow.

6. Given the location, are you happy with this suggested working method?

Yes No

7. Any other comments or suggestions?

.....

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.....

.....

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.

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

9. Gender Male Female Prefer not to say

10. Do you consider yourself to have a disability? (please tick) Yes No

11. Did you attend a consultation event? (please tick) Yes No

12. Your interest

By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest. (You may tick more than one box)

Business Local business Residential Agricultural interest
 Public Rights of Way Leisure Other

13. Regular email update

It is our intention to publish a regular update on scheme progress via e-mail. Do you want to be included in the distribution list for future updates

Yes email address

No

Return this form to: Major Transport Projects Team, City of York Council, West Offices, Station Rise, YO1 6GA



**APPENDIX B
PRESS RELEASE**

Published Friday, 22nd February 2019

City of York Council are asking residents for their views on plans to cut congestion on the York Outer Ring Road.

To help shape the next phase of [York Outer Ring Road](#) scheme, residents, businesses and commuters are being asked for their views on plans to upgrade the [Clifton Moor](#) and [Wigginton Road](#) roundabouts.

The scheme will see seven roundabouts from Wetherby Road roundabout, which has already been completed, to [Monks Cross](#) where work is about to start, upgraded with extra entrance and exit lanes, ready for dualling.

Cllr Peter Dew, Executive Member for Transport and Planning, said: “We’re now well into the [York Outer Ring Road](#) scheme with Wetherby Road completed and work set to start on [Monks Cross](#) roundabout. We’re now in a position to tackle the more complex roundabouts and we want to hear the views of the thousands of people who use the road daily to help ensure that the upgrades work for all road users and help to reduce congestion on this well used route.

Cllr Keith Aspden, Executive Member for Economic Development and Community Engagement, said: “We’ve had some great feedback from residents, businesses and commuters about both Wetherby Road and Monks Cross roundabouts. It’s important that we get these comments during the consultation process to help our designers ensure that the road works for everyone for years to come.

The York Outer Ring Road improvements programme is being funded through the West Yorkshire-plus Transport Fund, and the Leeds City Region Growth Deal - a £1 billion package of Government investment through the [West Yorkshire Combined Authority](#) and [Leeds City Region Enterprise Partnership \(LEP\)](#) to accelerate growth and create jobs across Leeds City Region.

Cllr Peter Box Investment Committee Chair for West Yorkshire Combined Authority Transport Committee, which manages the Transport Fund, said:

“By improving travel flows and speeding up journey times the £38 million York Outer Ring Road improvements programme will provide a significant boost for projected local housing and employment growth.

“I am pleased that the first stage at Wetherby Road roundabout is complete and would urge everyone who lives and works in the area and who uses the route to get involved and have their say.”

People can give their views at a drop-in sessions being held at Clifton Moor Tesco on:

- Friday 22 February, from 3.00pm to 7.00pm
- Saturday 2 March, from 10.00am to 4.00pm
- Friday 8 March, from 3.00pm to 7.00pm
- Sunday 17 March, from 10.00am to 4.00pm

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- Friday 22 March, from 3.00pm to 7.00pm

People who can't make one of the events can give their views online at www.york.gov.uk/yorr or in person at [West Offices](#) until Friday 22 March.

All comments will be reviewed and changes to the design made where possible. The decision on the final layout will be taken at a public Executive Member for Transport and Planning Decision Session meeting later in the summer.

Clifton Moor and Wigginton Road roundabouts mark the start of the next phase of the YORR programme which will see seven roundabouts on the A1237 improved over the next four years. A total budget of £38 million has been funded through the [West Yorkshire-plus Transport Fund](#).

The roundabout upgrades will mean more lanes and space on the approaches and exits. Where possible, the road layouts will be designed to accommodate the potential future scheme to bring the outer ring road up to dual carriageway standard.

The Clifton Moor and Wigginton Road Monks Cross roundabout improvement works are planned to start in late summer 2019, although some site clearance work could start earlier.

APPENDIX C
LIST OF PUBLIC CONSULTATION COMMENTS

Public Consultation – Direct responses

- “There are two lanes but the lane markings won’t be properly used – aggressive drivers will use the outside lane and cut into traffic whilst everyone else is waiting patiently.” (regarding merging lanes on both roundabouts)
- A dual carriageway would be a much better investment of money as this solves nothing. (many comments similar to this)
- “Don’t understand – the roundabouts are large anyway.” (MCS, WGR)
- “The underpass should be an overpass”.
- The same amount of traffic is going to be bottlenecked into a single carriageway between roundabouts anyway, so same amount of congestion.
- Multiple comments regarding a flyover being built.
- “It is a waste of money as we shouldn’t be driving as many cars anyway.” (multiple comments regarding environment/reducing carbon footprint – contradictory messages from the government etc.)
- The fact we are focusing on and incorporating cycle routes was “brilliant”.
- Traffic signs in advance at the side of the road showing which lanes to get into would be appreciated – “similar to Harrogate ring road”.
- Shouldn’t have as many roundabouts – “take notes from foreign road layouts”.
- Roundabout should be lowered – no visibility. (A19/Shipton Rd)
- “I approve, it looks like a good idea – fingers crossed it works”.
- “The lane road markings are covered in heavy traffic, so it is confusing to know which lane to be in if you’re unfamiliar with the roads.”
- “Many children cycle to school and have to cross the roundabout – this is extremely dangerous. I suggest an underpass be put in.” (WGR southern arm crossing)
- “I am really happy with this, people are jumping the queues at Wigginton at the moment”.
- Additional Merge signs should be used telling people how to use merge lanes.
- People need teaching how to use merge lanes.
- Works at Wigginton make accesses to properties more dangerous due to increased speeds and volumes of traffic.
- Tree planting is good idea to provide noise barriers.
- Haxby roundabout should be moved further East as previously planned
- Haxby roundabout should be located in existing position.
- Haxby roundabout should be a single lane flyover.
- Haxby roundabout should be a dual carriageway flyover.
- Great North Way improvement not needed.
- Part time signals are required at Clifton Moor.
- Underpasses attract undesirables.
- More noise barriers are required for homes near the road.
- Filter lanes should be removed.
- All roundabouts should be flyovers.
- B&Q right turn should be improved.
- Cycleways should go somewhere – should link /be continuous.
- Light and sound pollution screening should be introduced.
- Traffic calming measures should be introduced.

APPENDIX D
FREQUENTLY ASKED QUESTIONS
Clifton Moor Tesco Public engagement event

How will the improvements increase capacity? I can't understand how widening the approaches to the roundabout will help?

The performance of the A1237 York Outer Ring Road (YORR) will be improved by widening the approaches to the roundabouts. More approach lanes at the give way line increases the capacity for traffic to flow through the roundabout, this in turn will help to reduce congestion and journey times.

Surveys of traffic flows at the A59/A1237 roundabout which was upgraded in 2014 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

The upgrade of the roundabouts will help to ensure that strategic (through) traffic can be encouraged out of the city centre and onto the strategic highway network where the traffic flows can be managed more effectively. This will be supported by other CYC projects to improve public transport in the city centre to 'lock in' the benefits that the YORR improvements will deliver.

The improvements at individual junctions will provide increased capacity, but only when all 7 roundabouts have been improved will we see the overall combined benefits of the improvements.

As well as reducing these present day delays the improvements are necessary to accommodate and realise the predicted housing and employment growth projections in the Local Plan.

Are the improvements being carried out in clockwise order? How are they being phased?

We have a timeframe of 5 years in which the funding is available to complete the programme of works on the 7 junctions. Therefore, we are focussing on the "easier" junctions first in terms of those with the least technical difficulty and with the least impact on residents. The phasing of the junctions is indicative only as we will need some flexibility to meet changing circumstances as the designs progress e.g. to get planning approval and acquire land.

The current plan is for Wetherby Road roundabout improvements to commence on site in June 2018, and it is proposed that Monks Cross roundabout will follow on site in early 2019.

What improvements will there be for pedestrians and cyclists?

We are looking to upgrade pedestrian and cycle facilities wherever possible, whether these are at-grade facilities or new subways, utilising and connecting to, as much existing infrastructure as we are able to.

The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended.

As part of the YORR scheme we will be looking to help drivers, where possible, use the increased roadspace efficiently. We are looking to use improved signage and road markings to do this.

The Highway Codes advises "In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed."

We will be investigating ways in which we can place appropriate advisory signs at the roundabouts, which conform with the regulations, and will help us to ensure that drivers are encouraged to use both lanes as much as possible.

Can the money not be better spent on dualling the whole of the A1237?

Dualling of the York Outer Ring Road (YORR) is an aspiration for the City of York Council, however we do not have the level of funding to do this at this present time.

In the meantime, the current project will significantly reduce journey times and is part of a wider strategic plan to improve economic productivity in the city by providing better access to jobs and homes.

This scheme is a "stepping stone" to future dualling and, where we are able to, we are looking to do as much work as we can now to ensure reduced costs and minimal disruption if funding for dualling becomes available in the future.

What landscaping features are being introduced into the scheme?

There is a scheme of landscaping which forms part of these proposals as with most highway improvement projects. In this case a range of native species tree planting, hedgerow planting, grass seed mixes and wildflower meadow planting will be introduced.

What impact will the construction work have on the existing traffic?

A lot of the construction work involves widening of the existing infrastructure and can therefore be undertaken without disrupting the current traffic flow for the majority of the time. However, there will be times where the new work will need to be tied into the existing road layout and this will create some disruption during the construction period. Wherever possible this work will be undertaken at off-peak times.

The need for any road closures will be kept to an absolute minimum and will only be for short periods of time, generally overnight, for specific activities such as the final resurfacing work.

Will there be any night time working?

The majority of the construction work will be carried out during daylight hours, although there will be some work done at night. We will also keep noise and disruption to any nearby properties as low as possible. Access for emergency services will be maintained at all times.