

Pell Frischmann

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# York Outer Ring Road Monks Cross

July 2018

Report on Public Engagement

H W50819 MCS R02

Submitted by Pell Frischmann

**Public Engagement Report  
H W50819 MCS R02**

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**Prepared for:**



**Prepared by:**

Pell Frischmann  
George House  
George Street  
Wakefield  
WF1 1LY

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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). Full dualling and 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 Monks Cross Roundabout improvement is the second of the seven roundabouts to be considered.  
Pell Frischmann (PF) has been commissioned by CYC to review the consultation for the Monks Cross Roundabout improvement.
- 1.3 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.
- 1.4 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**

On 3<sup>rd</sup> May 2018 letters informing of the forthcoming public engagement were sent to;

Julian Sturdy MP and Rachael Maskell MP

Councillors Ayre, Boyce, Cullwick, Cuthbertson, D'Agorne, Dew, Doughty, Douglas, Gillies, Lisle, Looker, Orrell and Runciman.

The Parish Councils of Earswick, Heworth without, Huntingdon with New Earswick and Strensall with Towthorpe.

The public engagement began on Friday 4 May to Friday 1 June 2018 and the following events were undertaken

- 2.1.1 An unmanned display was set up within the reception area at West Offices from 4 May for the duration of the public engagement.
- 2.1.2 Monks Cross Management Suite public engagement events were held on the 8 and 22 May 2018, from 1-6pm, with officers from CYC and PF in attendance. A total of 50 people attended.
- 2.1.3 A designated e-mail address [yorr@york.gov.uk](mailto:yorr@york.gov.uk) was assigned to receive comments. 14 comments were received.
- 2.1.4 A Facebook post was made. 76 comments were received with 27 likes and 15 shares.
- 2.1.5 Twitter feeds were posted every day during the public engagement except 8, 15, 16, 22, 25, 26 and 27 May. 10 comments were received
- 2.1.6 A Press Release was published on 4 May. See Appendix A

### **2.2 Public Engagement Package**

- 2.2.1 A public engagement package, including a questionnaire, was delivered to the small number of individual residential properties within the study area.
- 2.2.2 A public engagement package was also delivered to all businesses listed in Appendix B
- 2.2.3 A copy of the information provided in these packages is included as Appendix C and comprises the following:
  - 2.2.3.1 A leaflet – containing information of the proposals and a map of the study area
  - 2.2.3.2 A questionnaire and freepost envelope – to be returned to CYC

This information was organised and hand-delivered by representatives of CYC on 4<sup>th</sup> May 2018.

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,

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2.2.4 All the public engagement information, along with a copy of the questionnaire was made available online at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr).

### 3. RESPONSES

A summary of comments received from the Monks Cross Management Suite consultation events was provided to PF by CYC for consideration in this report.

5 completed questionnaires were returned directly to CYC before being transferred to PF, along with other written representations, including 14 emails, 76 Facebook posts and 10 Twitter comments.

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.

No direct responses were received from MPs, Councillors or from local Businesses.

The following sections of this report summarise the responses received from members of the public.

#### 3.1 Monks Cross Management Suite events

In total 50 people attended the Monks Cross Management Suite events and the following comments were received:

\*

Summary of Comments	Number of comments
Dual the A1237 YORR	7
Positive about the scheme – agree with improvements	5
Introduce flyovers then dualling would not be needed	1
Need to reduce traffic speeds exiting Monks Cross Link Road onto the roundabout	1
Merging lanes not long enough – cause driver anger issues	2
Should ensure cycle lanes are provided	1
Consultee was not aware of proposed housing development	1
Concerns at Haxby roundabout	2
Concerns at Strensall roundabout	2
The design of the A19 and A59 is poor as it causes the other roundabouts to be blocked	1
Why not dual the single carriageway sections of the A64 from Hopgrove to Scarborough	1

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?

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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

### 3.2 Returned Questionnaires

Only 5 questionnaires were returned.

For this reason, questionnaires alone can not be seen as a representative sample so only the comments and views are considered in this report.

Q	Comments
1	Monks Cross link road should become 2 lanes earlier to avoid queueing for right turning traffic and to avoid dangerous overtaking manoeuvres. North Lane is in poor condition in need of repair
2	Roundabouts at Haxby and Strensall should be made bigger as they slow everything. Planned works do not help as people just speed up and push in. Shops are closing at Monks Cross, so it does not matter when works are carried out.
3	Problems will be road noise and increase in traffic. This will have environmental impact, health impact and will affect the safety of residents and cyclists
4	Haxby should be priority. The Monks Cross improvement is a waste of money
5	The principle of the 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.

### 3.3 Email Responses

Fourteen 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 17 comments.

E	Comments	Comment received
1	Full provision for pedestrians and cyclists should be provided. 'Looking to upgrade pedestrian and cycling facilities' is not good enough	7 May
2	Will there be sufficient visibility on the left turn filter lane onto the A1237 Westbound? Are road markings to be spiraled?	8 May
3	Objection to a dedicated slip road onto North Lane as the road is over used, in poor condition and there is a potential closure of access onto the A64	13 May

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4	Problems with the A1237 YORR are between Wigginton and Haxby and also Haxby and Strensall – these should be priority.	14 May
5	Proposals are only a temporary solution to ease road junction capacity. Dual the entire A1237 YORR.	17 May
6	Roundabout near Toby Carvery left lane (Hopgrove Lane) should have Scarborough and Leeds on it as the exit lane has.	20 May
7	The download PDF of the proposed improvements at Monks Cross is not complete.	20 May
8	Main congestion arises on Monks Cross link. This is the area which needs improvement.	24+25 May
9	Cycle facilities need improvement on safety grounds, in particular a cycle path from Hopgrove Lane roundabout to Monks Cross.	25 May
10	Strong objection to Merge Lanes, they slow traffic down and are dangerous.	29 May
11	Request of assurance that the proposed roundabout improvements will accommodate proposed development traffic.	31 May
12	Appropriate provision for pedestrians and cyclists has not been proposed as part of the upgrade. The orbital cycle route is incomplete.	1 June
13	Edge markings and associated cats eyes should be improved on this stretch of road.	10 June
14	Road improvements are welcomed but dualling of the A64 towards Scarborough should be promoted.	13 June

### 3.4 Twitter responses

Ten tweets were received and logged. However, two comments were about the consultation event itself and another was a grass cutting comment so only seven consultation tweets were received providing 8 comments.

T	Comments	Comment received
1	Consultation enquiry for people not working in the centre of York and working 9 to 5.	7 May
2	Dual the A1237 YORR or it will be a waste of time and money	7 May
3	Unconstructive Grass cutting comment	7 May
4	Dual the A1237 YORR or it will be a waste of time and money	8 May
5	Make it a dual carriageway	10 May
6	Single carriageway is a waste of money.	10 May
7	Why not hold consultation events at weekend when people can attend?	21 May
8	Shops are due to close, so you decide to upgrade the roundabout.	23 May
9	Haxby and Wigginton Roundabouts cause most delay.	23 May
10	Dual the A1237 YORR or it will be a waste of time and money.	28 May

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### 3.5 Facebook Comments

76 respondents replied through Facebook with 27 likes and 15 shares.

However, 43 of these respondents provided comments which were social and / or unconstructive so the total of respondents pertinent to this report reduces to 33 providing 38 comments. A further three respondents offered only unconstructive criticism but can be taken as objections to the proposals.

F	Summary of Comments
1	Dual the A1237 YORR or it will be a waste of time and money
2	Against the scheme. Unconstructive criticism
3	Against the scheme. Unconstructive criticism
4	Against the scheme. Unconstructive criticism
5	The cost of adapting or replacing bridges on the ring road to allow dualling would cost hundreds of millions.
6	Until people learn how to use merge lanes the improvements will not work. Let people in or get a fine.
7	People get angry when you use the outer merge lane
8	People get angry when you use the outer merge lane
9	Danger being pushed out into oncoming traffic on merge lanes
10	Dualling will not work until A64 is fully dualled.
11	Educate people about merge in lanes. Install cameras and fine those who do not allow merging.
12	Merge at the end of the lane not at the roundabout
13	Hopefully better than A59 roundabout where lanes do not flow.
14	50 yards of merge lane will make no difference to a half of a mile of queues.
15	Why not build a flyover for the main route?
16	Wetherby Road, Haxby and Wigginton roundabouts are the main problems.
17	A59 roundabout radii are borderline dangerous
18	Dual carriageway or we will be even more behind other towns and cities.
19	Haxby and Wigginton roundabouts need sorting first.
20	Make the A1237 YORR a dual carriageway all the way round
21	Make the A1237 YORR a dual carriageway all the way round changing number of lanes and merge lanes cause problems.
22	Wigginton roundabout upgrade is more urgent
23	Make it a dual carriageway all the way round
24	Earswick (Strensall roundabout) to Rawcliffe should be sorted first.
25	What about Strensall Roundabout?
26	It will be a waste of time and money unless the A1237 YORR is dual carriageway or alternatively replace roundabouts with flyovers.
27	Length of merge lanes are too short. Miles of tailbacks cannot merge in 50 yards – remove merge lanes
28	The amount of traffic causes tailbacks. Merge lanes help when there is moderate traffic flow.
29	How about starting a priority bus service around the North Ring Road to encourage people out of their cars?

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30	Dual the A1237 YORR or it will be a waste of time and money Should have been dualled years ago.
31	If drivers used indicators when exiting the roundabout, it would help the waiting queue.
32	People should learn how to use merge lanes. Both lanes should be used. That is why they were built.
33	People should learn how to use merge lanes. Both lanes should be used. That is why they were built.

## 4 SUMMARY

### 4.1 Summary of Comments

Tabled below is a summary of the comments most offered during the consultation.

Summary of Comments	Number of comments	CYC comment
Dual the A1237 YORR	20	Dualling of the York Outer Ring Road (YORR) 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.
Merging lanes cause problems or are not long enough – cause driver anger issues	15	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.
Concerns at Haxby roundabout	8	Comments noted.
Concerns at Strensall roundabout	6	Comments noted.
Positive about the scheme – agree with improvements	5	Comments noted.
Negative about the scheme – Disagree with improvements	5	Comments noted.
Should ensure cycle lanes are provided	5	CYC have listened to the comments from the public engagement and are including facilities for cyclists and pedestrians as part of the Monks Cross upgrade.
Concerns at Wigginton roundabout	4	Comments noted.
Introduce flyovers then dualling would not be needed	3	The cost of adapting or replacing bridges on the ring road would cost hundreds of millions and is beyond the scope of this current scheme.
Ensure appropriate provision for pedestrians	3	CYC are including facilities for cyclists and pedestrians as part of the Monks Cross upgrade.
Improve Monks Cross Link Road	3	Monks Cross Link Road will be improved within the scheme extents.
The design of the A59	3	Comments noted and have been passed on to

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roundabout is poor.		our highway design consultants and CYC colleagues for information.
Dual the single carriageway sections of the A64 towards Scarborough	3	Comments noted. This is not within this particular scheme extents but has been forwarded to colleagues at Highways England.
North Lane is in a poor condition and in need of repair	2	Comments have been passed to CYC maintenance colleagues for further investigation
Problems will be road noise and increase in traffic. This will have environmental and health impact	1	CYC Major Projects team will consider treatments e.g. fencing and low noise surfacing. Noise and environmental health surveys will be carried out where appropriate.
Hatched markings at roundabout exits would inform motorists to keep exits clear	1	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 roundabouts so that there should be no regular queuing on the circulatory carriageway.
Will there be sufficient visibility on the left turn filter lane onto the A1237 Westbound? Are road markings to be spiralled?	1	Yes, to both questions. The design will conform to current design standards and will therefore be in accordance with the Design Manual for Roads and Bridges which covers visibility.
Objection to a dedicated slip road onto North Lane as the road is over used and there is a potential closure of access onto the A64	1	This is an option being investigated by Highways England, who are responsible for the A64, but has not been confirmed or dismissed, or has any specific timescales. We are therefore working on the information that we have at present i.e. that North Lane remains open.
Roundabout near Toby Carvery left lane (Hopgrove Lane) should be marked as the exit lane with direction markings for Scarborough and Leeds.	1	Comments noted. This is not within this particular scheme extents but will be forwarded to colleagues to investigate this request further.
Request of assurance that the proposed roundabout improvements will	1	The traffic modelling required to secure funding for the improvements, from the West Yorkshire Combined Authority, confirms this.

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accommodate proposed development traffic		
Edge markings and associated cats eyes should be improved on this stretch of road.	1	All road markings and cats eyes are to be replaced within the works extents.
The cost of adapting or replacing bridges on the ring road to allow dualling would cost hundreds of millions	1	Agreed, comments noted.
The amount of traffic causes tailbacks. Merge lanes help when there is moderate traffic flow	1	The traffic modelling required to secure funding for the improvements, from the West Yorkshire Combined Authority, confirms that merge lanes will provide additional capacity to the junctions.
How about starting a priority bus service around the North Ring Road to encourage people out of their cars	1	We currently have a number of Park and Ride sites on the perimeter of the Outer Ring Road, which work successfully in reducing the number of vehicles travelling into the city centre. Bus services do not currently travel round the North ORR as the journey times cannot be relied upon. The benefits of providing a priority bus service on the ORR would not justify the cost and would only benefit localized journeys.
If drivers used indicators when exiting the roundabout, it would help the waiting queue	1	Agreed, this is an issue relating to driver education.

Most comments highlighted potential problems with the proposed improvements at Monks Cross and it is 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.

Similarly, if comments do propose alternative solutions then these comments are taken as objections to the proposals to improve the roundabout at Monks Cross but are taken as agreement that improvement works are required on the A1237 YORR including the junction at Monks Cross.

96 comments were received from 83 respondents.

Unsurprisingly all but 5 of the respondents 94% were in favour of carrying out some form of improvement to Monks Cross roundabout.

The form of improvement was not so clear with 20 respondents preferring dualling the A1237 YORR and three respondents preferring flyovers (grade separated junctions). This adds up

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to a total of 28 comments from 27 respondents, which equates to 33% against the specific proposal outlined in the public engagement document for Monks Cross roundabout.

Whilst 94% of the respondents were in favour of some form of improvement to Monks Cross roundabout, only 67% expressed a preference for the specific proposal set out in the public engagement whose design mirrors the improvements of the previously upgraded A19 and A59 roundabouts.

The most popular alternative to the present scheme is to dual the A1237 YORR. Only one of these comments included grade separated junctions but, though not specified by consultees it could be argued that most people's understanding of dualling would likely include removal of roundabouts. 2 comments suggested that grade separation would remove the need for dualling as traffic flows along the A1237 YORR would be continuous.

A number of respondents highlighted that the main problems on the A1237 YORR lay not with Monks Cross but with other roundabouts and it would be more beneficial to give the other roundabouts priority. 8 comments were received for priority to be given for Haxby, six comments for Strensall and 4 for Wigginton.

Valid comments were received enforcing the ideal that pedestrians and cyclists are at the top of CYC road hierarchy so greater consideration should be given to pedestrians and cyclists in the proposed improvements. 5 comments were received regarding the provision of cycle lanes and three comments regarding pedestrian safety.

3 comments were each received regarding the poor condition of the Monks Cross Link, the substandard design of the A59 roundabout and suggestion to dual the single carriageway sections of the A64 towards Scarborough  
2 comments highlighted the poor condition of North Lane.

Other concerns aired included driver habits, road markings, slip roads, road noise, environmental concerns and a suggestion for an Outer Ring Road bus route.

## **5 CONCLUSIONS AND RECOMMENDATIONS**

### **5.1 Conclusions**

In conclusion, most respondents are generally in favour of the proposals at Monks Cross. 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 Monks Cross, 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.

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.

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.

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.

There has been criticism of the A59 roundabout design, but in the main, this is in relation to the merging lanes arrangement mentioned earlier.

## APPENDIX A

### SAMPLE CONSULTATION PACKAGE

#### Construction

Construction at the Monks Cross roundabout is proposed to begin in January 2019, and is expected to last approximately nine months. Although localised delays during construction are inevitable, we will plan the works to minimise disruption to local residents, businesses and the travelling public.

We will also keep noise, vibration and disruption to nearby properties 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.

#### The future

Whilst we do not have access to sufficient funding for dualling York Outer Ring Road at present, we are ensuring that the current upgrade designs can accommodate dualling in the future where possible.



#### How to find out more

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

**Management Suite,  
Monks Cross Shopping Park**  
(in the corner by New Look), York YO32 9GX  
**Tuesday 8 May, 1-6pm**  
**Tuesday 22 May, 1-6pm**

You can view the plans and fill in an online questionnaire at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr) 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 Monks Cross roundabout. You can contact us at:

Customer call centre number **01904 551550**  
E-mail: [yorr@york.gov.uk](mailto:yorr@york.gov.uk)  
On-line [www.york.gov.uk/consultations](http://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](http://www.york.gov.uk/yorr)

**Please let us have your views by  
Friday 1 June 2018**

[/CityofYork](https://www.facebook.com/CityofYork) [@CityofYork](https://twitter.com/CityofYork)

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



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### Project aims

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

The outer ring road is a key road for local and regional traffic, and is often heavily congested. We are starting with the upgrade of Wetherby Road roundabout this summer. We are asking you about the proposed improvements to the next roundabout, at Monks Cross.

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?

Increasing capacity at the roundabouts will have the largest impact on reducing journey times.

Issues to address:

- acute congestion
- unreliable journey times, encouraging traffic into the city centre
- impact on the city's economy and productivity
- poor air quality
- limited capacity to meet the housing and employment needs in York's emerging Local Plan.

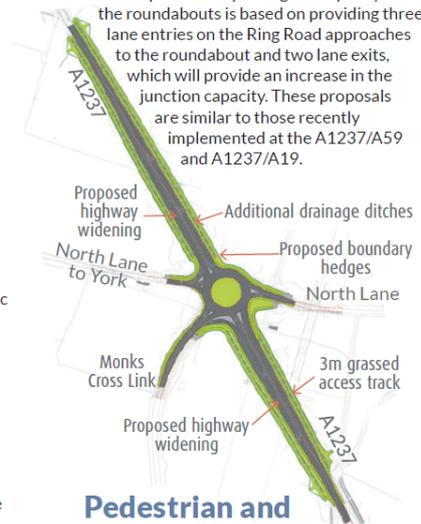
Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the outer ring road in the north of the city. This should also encourage traffic away from the city centre and onto the larger roads where traffic is more effectively managed.

### Construction stages

The upgrades to the seven roundabouts will be completed in a four year programme. The Wetherby Road and Monks Cross junctions are being improved first. They are straight forward designs and the low impact of the works means we can start construction while we plan the more complicated schemes. We will publicise the timetable for delivering these roundabouts as soon as possible.

### Monks Cross roundabout improvements

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, which will provide an increase in the junction capacity. These proposals are similar to those recently implemented at the A1237/A59 and A1237/A19.



### Pedestrian and cycling improvements

At the Monks Cross junction there are no existing pedestrian or cycling facilities to upgrade but we will continue to look out for all potential opportunities to implement pedestrian and cycling infrastructure in the future.

**APPENDIX B  
PRESS RELEASE**

Published Friday, 4th May 2018

**City of York Council is sharing proposals to cut congestion and journey times on one of York's busiest roads.**

Residents and businesses have until Friday 1 June to view and comment on designs to upgrade the outer ring road's Monks Cross roundabout.

This will be the second of seven A1237 roundabouts set for major improvements over the next four years – a total £38 million programme funded through the West Yorkshire-plus Transport Fund. The council is starting work on the first junction improvement at Wetherby Road this summer.

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 Monks Cross roundabout improvement works are planned for early 2019, although some site clearance work could start earlier.

**Cllr Peter Dew, executive member for transport, said:**

"We are working to improve traffic flow at the A1237 roundabouts, and this project will deliver reduced journey times.

"With Wetherby Road work starting this summer, and Monks Cross plans developing, we're investing in improvements to the outer ring road.

"We realise that the ultimate improvement would be grade separation at the busiest roundabouts, but the cost of that would be far in excess of what is available.

"I encourage residents to take a look at the designs and, of course, share their views."

Earlier this year Cllr Peter Box, Chair of the West Yorkshire Combined Authority's Investment Committee, said the improvements to York Outer Ring Road will help harness the vast economic potential of York and the surrounding area.

Cllr Box said that the West Yorkshire-plus Transport Fund scheme will reduce congestion and improve travel flows and will mean local residents have better connections with employment, training and leisure opportunities.

Roger Marsh OBE, Chair of the Leeds City Region Enterprise Partnership and Deputy Chair of the West Yorkshire Combined Authority Investment Committee, described the York Outer

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Ring Road scheme as being at the heart of the Strategic Economic Plan for Leeds City Region.

He said making it easier for businesses to connect with potential customers, suppliers and each other would give them the confidence to expand and invest, creating regeneration and job opportunities for all.

Plans can be viewed online at [www.york.gov.uk/yorr](http://www.york.gov.uk/yorr), at the council's West Offices on Station Rise, YO1 6GA, or at two special public exhibitions at Monks Cross Shopping Centre management suite (in the corner by New Look) between 1 and 6pm on Tuesday 8 May and Tuesday 22 May.

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 year.

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.

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T: 01904 551550, E: [ycc@york.gov.uk](mailto:ycc@york.gov.uk)

**APPENDIX C**  
**LIST OF BUSINESSES CONSULTED**

**Monks Cross consultation – list of businesses receiving consultation information**

American Golf  
Boots  
Carphone Warehouse  
Clarks  
Costa Coffee  
Debenhams  
EE  
Evans Clothing  
Evans Cycles  
Game  
H&M  
Hobbycraft  
Laura Ashley  
Miss Selfridge  
Monsoon  
New Look  
Outfit  
Pizza Hut  
Primark  
River Island  
Sainsbury's  
Schuh  
Sports Direct  
Starbucks  
TK Maxx  
Thomas Cook  
Thomson  
Topman  
Top Shop  
WH Smith

## **APPENDIX D**

### **Frequently Asked Questions at Monks Cross Management Suite consultation**

#### **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.