

Consultation on Roundabout Options

Residents of Askham Bryan and about 6,000 properties in Westfield and Woodthorpe were consulted on three possible outline options for the roundabout:

- Option A** A five-arm roundabout between Askham Lane and Moor Lane with Moor Lane, Askham Lane and Askham Bryan Lane diverted to connect directly to it.
- Option B** A four-arm roundabout near the Moor Lane junction with Moor Lane and Askham Bryan Lane diverted to access it directly. A new link road would connect Askham Lane to Moor Lane.
- Option C** A five-arm roundabout near the Moor Lane junction with Moor Lane, Askham Lane and Askham Bryan Lane diverted to connect directly to it.

The consultation also tried to identify their current travel patterns and how the provision of a roundabout would change these. Views were also sought on the priorities of minimising delays and disruption during construction and providing substantial planting to screen the new roads against minimising the purchase of additional land.

The consultation documents were supplemented by a public meeting in Askham Bryan as well as attendance at the Dringhouses and Woodthorpe, Rural west York, and Westfield Ward Committee meetings.

Views of Westfield and Woodthorpe residents

849 responses to the consultation document were received, giving a response rate of 14%. Of those who responded:

- 53% prefer Option A. 64% gave it support whilst 23% do not support it.
- 16% prefer Option B. 23% gave it support whilst 67% do not support it.
- 27% prefer Option C. 45% gave it support whilst 34% do not support it.

Westfield and Woodthorpe residents were asked how they currently travel to and from the A64 and to and from the north of the city (A59, A19, Clifton Moor). The vast majority use Moor Lane or Askham Lane for trips to or from the A64 direction. However 38% of respondents indicated that they use alternative routes such as Wetherby Road and Beckfield Lane to reach the north of the city, primarily because they say it avoids having to make a right turn on to the a1237 and because it is safer.

Views of Askham Bryan residents

61 responses to the consultation document were received, giving a response rate of 36%. Of those who responded:

- 30% prefer Option A. 38% gave it support whilst 51% do not support it.
- 18% prefer Option B. 17% gave it support whilst 65% do not support it.
- 44% prefer Option C. 41% gave it support whilst 40% do not support it.

Askham Bryan residents were asked how often they currently travel via Askham Bryan Lane and Askham Fields Lane on a weekly basis, to access the A1237.

- On average Askham Bryan Lane is used 17.0 times a week for trips to the north and to Askham Lane and Moor Lane and 17.8 times a week for return trips. On average residents travel via Askham Bryan Lane to the north of the city just under seven times a week, and to and from all other areas between 5.2 and 5.9 times a week.
- On average Askham Fields lane is used 16.8 times a week for trips to the north and to Askham Lane and Moor Lane and 13.6 times a week for return trips. On average residents travel via Askham Fields Lane just over seven times a week to Askham Lane, and between 3.9 and 5.8 times a week to and from other areas.

Perceived impact of a roundabout on residents journeys

All residents were asked how a roundabout would affect their journeys on the A1237.

- 54% said a roundabout would make their journeys safer;
- 18% said access onto and across the A1237 would be easier;
- 15% said it would be easier to turn right onto the road;
- 15% said that a roundabout would make their journeys quicker;
- Only four per cent of respondents feel that a roundabout will make no difference to their journeys on the A1237. Askham Bryan residents (15%) are significantly more likely to feel this way.

Reasons for supporting each option

Respondents were asked to give their reasons for supporting each of the options. Looking at the supporters for each of the options in turn:

- Option A supporters feel that it would give easy access for all routes joining the roundabout (22%) and would be the most cost effective option (21%).
- Option B supporters feel this option would be the most cost effective option (20%) and would be the sensible (17%) and safest option (17%).
- Option C supporters feel this option is the most cost effective option (36%) with 15% feeling it will cause least disruption to traffic on the A1237 during construction.

Land acquisition

It is not possible to provide a roundabout within the existing council owned land and some agricultural land will need to be purchased.

Bearing this in mind, respondents were asked whether they would prefer to minimise delays during construction, even if this requires buying additional land, or whether additional land purchase should be kept to a minimum, even if this might increase disruption during construction.

- Overall, 65% of respondents are in favour of buying additional land if this helps minimise disruption during the construction phase. Opinion is even across the Westfield and Woodthorpe and the Askham Bryan areas.
- This view does not change significantly with the roundabout option respondents prefer. The relevant views are Option A supporters 61%, Option B supporters 68% and Option C supporters 71%.

Respondents were also asked whether they consider that more substantial planting to screen the new road should be a priority, even if requires buying additional land, or whether additional land purchase should be kept to a minimum, even if this might result in only nominal planting alongside the new roads.

- Overall, 45% would prefer substantial planting to screen the new roads, even if this means purchasing additional land, whereas 55% think planting should be nominal and land purchase kept to a minimum.
- The above view is stronger amongst supporters of Option A (59%:41%) whereas for Option B and C supporters it is almost 50:50.
- Askham Bryan residents, however, would prefer substantial planting along the new roads even if this means buying additional land (62%).

Overall satisfaction with the proposed cycle and pedestrian crossings

Respondents were asked to comment on the proposed cycle and pedestrian crossings as part of their preferred scheme.

- Overall, 67% of respondents are satisfied with the proposed cycling and pedestrian provision and this view is shared almost equally between supporters of each option.
- 3% indicated they were dissatisfied and 5% felt that an underpass should be built.
- 25% did not answer this question.

Other features respondents would like to see

Respondents were asked if there are any other features that they would like to see provided as part of this scheme.

- Overall 71% of respondents had no further comments to make.
- Respondents that gave comments said the roundabout would need good lighting (six per cent), be accompanied by traffic calming measures (five per cent), and a pedestrian and cycling underpass should be provided (four per cent).

Views of other key stakeholders

The Police comments are generally issues to be considered at the detailed design stage. They have requested that, if a roundabout is to be provided, all movements should be via the roundabout and the existing junctions be physically closed to prevent motorists from attempting banned turns at risk to themselves and other motorists.

The Fire & Rescue Services support the provision of a roundabout in view of the history of serious and fatal injury accidents and prefer Option A.

Transport 2000, the York Cycle Campaign, and the Cyclists Touring Club are opposed to the scheme as they perceive it to be solely for the benefit of motorists. The cycling groups have suggested a subway should be provided to help cyclists to cross without having to dismount. Sustrans have also indicated a preference for a subway crossing.

Summary

A significant proportion of respondents have indicated that the provision of a roundabout would make joining and leaving the A1237 easier and safer. In particular those who are currently discouraged from joining the A1237 to go north from Moor Lane and Askham Lane indicated that they would be more likely to use the A1237 rather than the local road network if a roundabout is provided.

Whilst Option A is the preferred option of those living to the east of the A1237 in Westfield and Woodthorpe, residents of Askham Bryan prefer Option C. The potential impact of Option A on two properties on Askham Lane cul-de-sac appears to be an influencing factor.

The majority support buying additional land if this helps minimise disruption during the construction phase. Whilst the majority of residents on the east side think planting should be nominal and land purchase kept to a minimum, Askham Bryan residents would prefer substantial planting along the new roads even if this means buying additional land.

Other Issues raised as part of this consultation process

The following issues were raised which, whilst relating to Moor Lane or Askham Lane, do not affect the choice of roundabout option.

- Request for traffic calming or other appropriate measures to control speeding on Moor Lane.

This is an ongoing issue which is being considered separately. However it should be noted that Moor Lane is a priority route on the Speed Management Plan and, as such, physical traffic calming measures would not normally be installed. An appropriate gateway treatment would be provided at the start of the 30 zone on Moor Lane as part of the roundabout scheme.

- Request for the provision of an off carriageway cycle and footpath on Askham Lane.

This issue would need to be considered separately as part of the cycle and pedestrian schemes programme.

- Request for consideration of a formal lay-by with litter bins. Provision of lighting and measures to dissuade drivers from parking on the verges and in field entrances and dumping litter along Askham Lane.

Consideration will be given to a lay-by on the new section of Askham Lane. It is currently proposed to only provide lighting on the approach to the roundabout. Kerbing and other measures on the existing section of Askham Lane would need to be considered in conjunction with the footway / cycleway request above.