

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.