

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)
Date: Thursday, 15 March 2018
Time: 2.00 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm on Monday 19 March 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 13 March 2018**.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

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

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

2. **Minutes**

(Pages 1 - 4)

To approve and sign the minutes of the meeting held on 15 February 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 14 March 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Parking Issues, Scarcroft Primary School (Pages 5 - 24)

To consider the request made by Scarcroft Primary School for improved vehicle drop off facilities for parents and guardians and a disabled parking facility at the entrance to the school.

5. Consideration of Petition Received from residents of 15-37 Albemarle Road requesting Residents' Priority Parking (Pages 25 - 38)

To report the receipt of a petition for a resident priority parking scheme, and determine what action is appropriate.

6. York Outer Ring Road Improvements - Proposed A1237/B1224 Wetherby Road Junction Upgrade – Approval of Layout
(Pages 39 - 100)

This report is about the design and consultation of the proposed upgrade of the A1237/B1224 junction ('The Wetherby Road junction'). This report sets out what has been achieved over the last few months and seeks the Executive Member's approval to proceed with the detailed design and construction stages of the scheme.

7. Transport Capital Programme – 2018/19 Budget Report
(Pages 101 - 116)

This report sets out the Economy & Place Transport Capital Programme as agreed by Council on 22 February 2018. It provides further detail on the schemes proposed within two key funding blocks within the capital programme.

8. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Becky Holloway
(01904) 553978
becky.holloway@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جا سکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	15 February 2018
Present	Councillor Gillies

57. Declarations of Interest

The Executive Member was asked to declare personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests that he might have in respect of business on the agenda. No additional interests were declared.

58. Minutes

Resolved: To approve and sign the minutes of the meeting held on 18 January 2018 as a correct record.

59. Public Participation

It was reported that two members of the public and a ward councillor had registered to speak under the Council's Scheme of Participation.

Cllr Warters spoke regarding the positioning of a speed restriction sign in Dunnington. He explained that the current siting of the sign was closer to the centre of the village than had been previously agreed with the Parish Council. He asked that it be relocated to the agreed position and that a public apology be issued.

The Head of Transport apologised for the miscommunication with the Parish Council over the positioning of the sign. The Executive Member explained that he had requested that the sign be left in its current position for two months and that the permanent siting of the sign would then be subject to review.

The Executive member explained that the remaining public speakers would be taken under the relevant items of business on the agenda.

60. Hopgrove Lane South Petition

The Executive Member considered the petition to provide a left filter lane at the Hopgrove Lane South/Malton Road junction and the officer's report. He approved Option 2, as below, in order to better understand the potential benefits and impact of undertaking the requested work.

Resolved: To carry out some preliminary investigations in to the feasibility, likely cost, and impact of such a proposal.

Reason: To better inform a subsequent decision on whether to include a proposal in the capital programme of works.

61. South Bank Avenue - Petition

Mr Tony Piper, as lead petitioner and resident, stated his support for the officer recommendations within the report.

Mr Norman Maitland, resident, spoke in support of the report's recommendations and asked that the scheme be implemented as soon as possible as the approaching school holidays would cause increased parking nuisance.

The Executive Member considered the report and the comments made by members of the public, and agreed Options 3 and 4 as recommended. In response to public concerns it was agreed that option 3 would be actioned as soon as practicable and within three months.

Resolved: (a) To revise the decision to implement the residents parking scheme on the whole of South Bank Avenue and instead reduce the proposed boundary to that shown in Annex C of the report.

(b) To include the residents in an extended boundary of the new scheme if residents subsequently make an approach for inclusion in a residents parking scheme.

Reason: (a) To better reflect the wishes of local residents.

(b) To be more responsive to residents needs.

62. Osbaldwick 20mph Petition

Cllr Warters, as ward councillor, spoke in support of the petition he had submitted. He reported that it was the wish of the village to remove the 20mph restrictions and that the given reasons for retaining them were not grounded in evidence. He asked that, should the restrictions be retained, the area be expanded with signs placed only at the boundary of the restricted area.

The officer reported that recommended procedures had been followed in implementing the speed restrictions. It was confirmed that no speed surveys had been conducted in the area before or after the implementation of the restrictions.

The Executive Member considered the report and the comments of the ward councillor and officer. He acknowledged concerns with the unsightly restriction signs and the original rationale for implementing the restrictions. He also expressed concern that the council may be held responsible for any road collisions that occurred after the removal of the restrictions. To address these issues, he made the following decision:

Resolved: (a) To undertake a speed survey of traffic in Osbaldwick in an area/s determined in consultation with ward councillors and to defer further decision regarding the retention of the 20mph speed limit until such a survey has been undertaken.

(b) To review the provision of the existing signs in Osbaldwick to determine if there are any that could be removed and still comply with the signing regulations/guidance.

Reason (a) To recognise the need for a base measure of speed in the area to support informed decision making.

(b) To reduce street clutter and future maintenance costs

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.20 pm].

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**Decision Session: Executive Member for Transport and Planning
15 March 2018**

Report of the Director of Economy and Place

Scarcroft Primary School: Request drop-off/pick-up area on Scarcroft Road and a disabled parking provision on Moss Street

1. Summary

To consider the request made by Scarcroft Primary School for improved vehicle drop off facilities for parents and guardians and a disabled parking facility at the entrance to the school.

2. Recommendation (Option One)

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- I. Introduce a timed parking area on Scarcroft Road : 30 minute between 7.30am and 6pm (no return within 60 minutes)
- II. Introduce a 6.7m disabled parking bay on Moss Street, to operate Monday to Friday between 8am and 5pm. Outside these times the bay would remain a R16 Residents' Priority Parking Area

Reason: To reduce congestion and improve safety by encouraging parents to drop off and pick up away from the school entrances and to provide a disabled parking amenity for parents and children with mobility impairment.

Background

3. In April 2016 Scarcroft Primary School became part of the South Bank Multi-Academy Trust. City of York Council approved the expansion of pupil numbers, increasing the pupil intake at the school at the entry level. In 2000, numbers on roll was 260, current figures are 370 and the maximum capacity will be 420 in 2020, an increase of 62% over the 2000 enrolment numbers.
4. Associated with the additional pupil numbers is elevated use of the highway leading to increased congestion and additional vehicle turning

manoeuvres on Moss Street. This is a No Through Road with no turning area provided close to the school. This results in vehicles performing turning manoeuvres providing an increased safety risk for pupils walking or cycling to school.

Request for Drop-Off, Pick-Up Area on Scarcroft Road

5. Currently, the proposed area on Scarcroft Road, is marked as a parking area and can be used by any motor car or motor cycles with no time restrictions. Location Plan attached as Annex A.
6. The proposed area on Scarcroft Road is approximately, 250m to 300m walk across a shared cycle path/footpath across part of Micklegate Stray to the school entrance. Because the after school club opens at 7:45 am and closes at 6pm we are proposing a timed parking restriction limited to 30 minutes between 7.30am and 6pm (Monday to Friday). The area would remain unrestricted outside the specified times.

Analysis

7. It is anticipated that a limited waiting area on Scarcroft Road, providing a safe walking environment across the Stray to the school, will reduce vehicle movements and improve congestion on Nunthorpe Road and Moss Street during school peak hours. This will result in a safer environment for pupils walking and cycling to school.

Additionally, there is an existing two hour parking bay on the south side of Scarcroft Road which can be used with a signalised pedestrian crossing provision to access the footpath across Micklegate Stray to the school..

8. The proposed area for the drop-off zone is not adjacent to any residential property. The area is heavily used by commuters during the day with some overnight parking. Removal of long-term parking at this location will ease traffic congestion on this section of Scarcroft Road and provide additional passing areas.
9. There are two other unrestricted areas for parking on Scarcroft Road as well as the 2 hour parking area which can be used by the croquet club, allotment owners and visitors.

Request for Disabled Parking Bay on Moss Street

Background

10. The 62% increase in pupil numbers, has necessitated an extension to the fabric of the building. The extension will reduce the capacity of the staff parking area from 42 to 20 spaces. Previously a disabled parking amenity was provided within the staff car park. When the extension is completed the staff car park will not be accessible for visitors during the school day. As a result of these changes, the school has requested a disabled provision is made available on street for the use of disabled parent/carers, pupils or visitors to the school.
11. The area on Moss Street is part of the R16 Residents' Priority Parking zone. The bays adjacent to the school can be used by non-permit holders for 120 minutes which gives some visitor parking for the school. All resident parking bays are available for unlimited parking if a disabled permit (Blue Badge) is displayed in the vehicle.

Analysis

12. The proposed location of the disabled provision on Moss Street is closer to the school entrance. Although all Resident Parking Bays can be used by blue badge holders, they are likely to be used by other parent/carers for drop off and pick up at peak hours. Consequently, the disabled parking amenity will provide a dedicated parking area for those with most need.

Options

13. **Option One:**

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- III. Introduce a timed parking area on Scarcroft Road for 30 minute parking between 7.30am and 6pm (no return within 60 minutes)
- IV. Introduce a 6.7m disabled parking bay on Moss Street, to operate Monday to Friday between 8am and 5pm. Outside these times the bay would remain a R16 Residents' Priority Parking Area

This is the recommended option because it will deliver safer access to the school and improve the disabled amenity for parents and children.

14. **Option Two:**

To refuse the request from Scarcroft Primary School and take no further action on this matter

This is not the recommended option because the safety issues surrounding peak hours at the school will remain unaddressed.

Consultation

15. No formal consultation has been undertaken yet.

The proposal to amend the Traffic Regulation Order will be advertised in The Press, notices placed on street and details delivered to all adjacent residents affected.

Community Impact Assessment

16. A Community Impact Assessment has been prepared as Annex C.

There are two positive impacts identified:

- Improved safety at the school entrances
- Improved disabled parking provision for the school and local community

There is one negative impact identified:

- The proposal, if implemented, will remove parking facility for one vehicle in the R16 Resident Parking Zone, Monday to Friday 8am to 5pm

The Community Impact Assessment to be updated as required following any representations received during the consultation process.

Council Plan

17. The above proposal contributes to the City Council's Council Plan:

- A focus on frontline services – to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
- A council that works in partnership with local communities

Implications

18. This report has the following implications:

Financial – Scarcroft School, as an academy, have agreed to fund the legal costs involved with this proposal.

Human Resources – None

Equalities – See Community Impact Assessment, paragraph 16 within this report and Annex C.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Authors:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director: Economy & Place

Date: 7 March 2018

Wards Affected: Micklegate

All

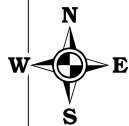
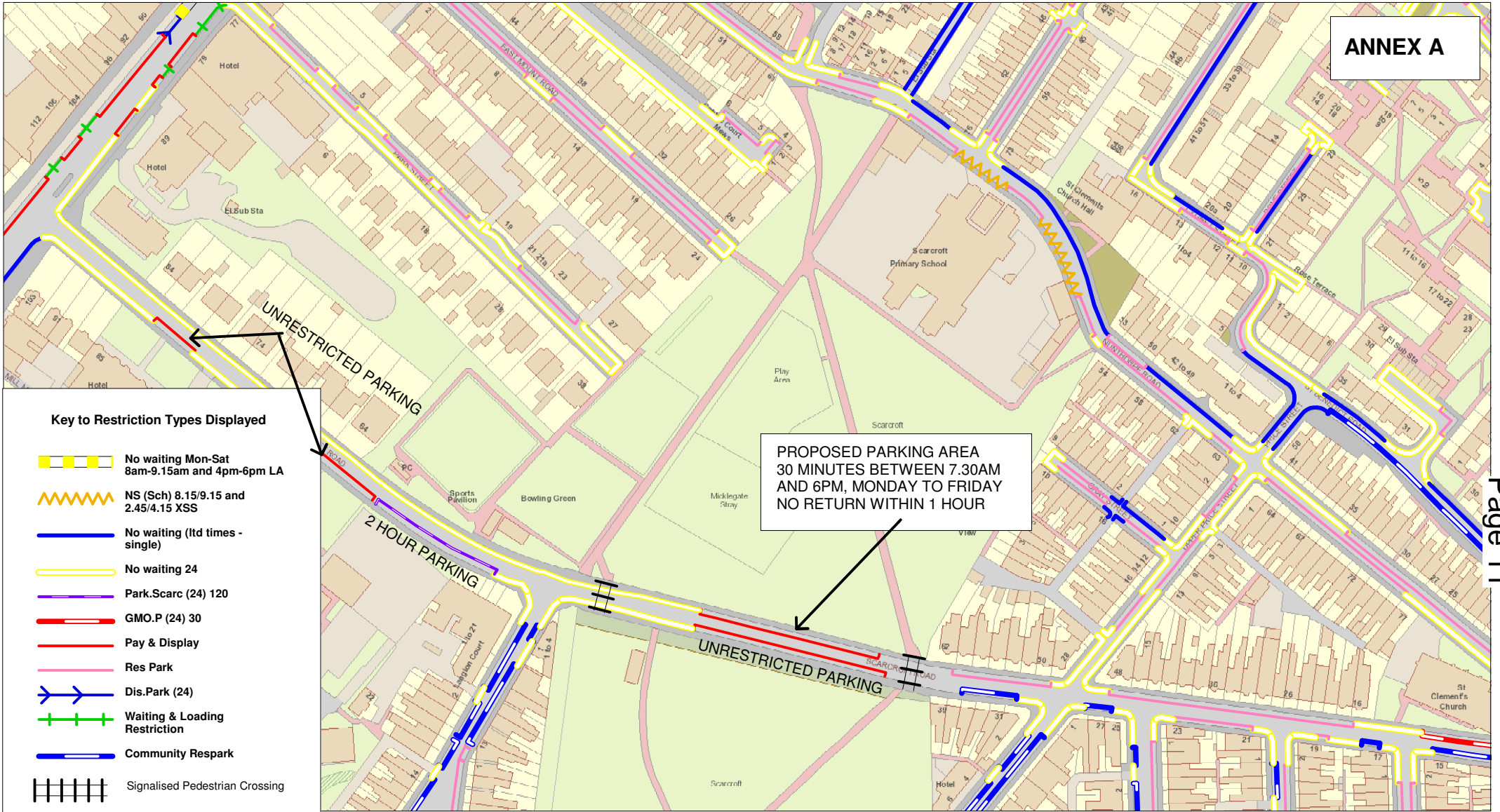
For further information please contact the author of the report.

Annexes:

Annex A: Plan of the proposal for Limited Waiting (drop-off zone)

Annex B: Plan of the proposal for Disabled Parking

Annex C: Community Impact Assessment

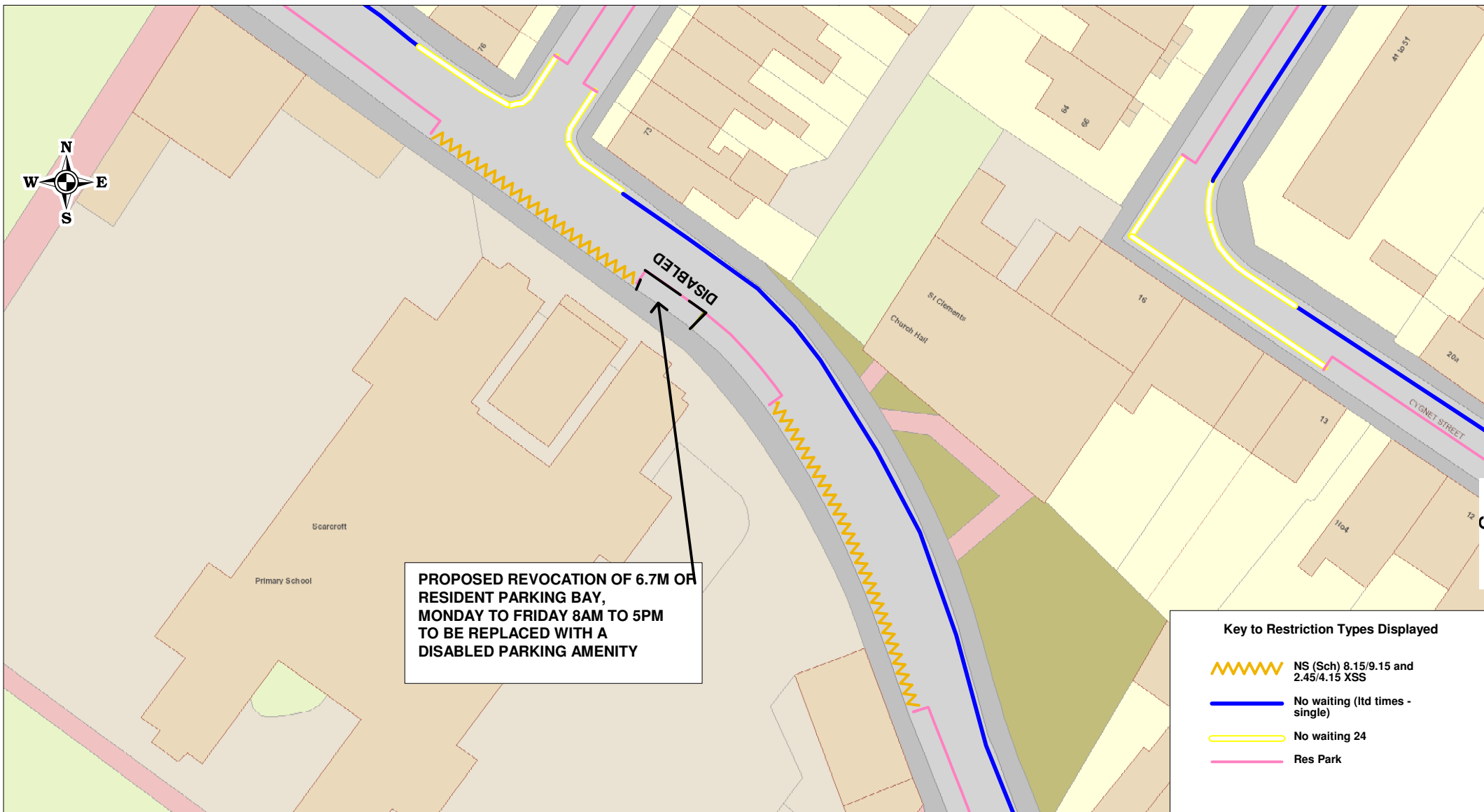


Annex A, Scarcroft School drop off zone

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SCALE	1 : 2000
DATE	02/02/2018
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Annex B, Disabled Parking Provision

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SECTION 1: CIA SUMMARY
Community Impact Assessment: Summary
1. Name of service, policy, function or criteria being assessed:

Proposed amendment to the York Parking, Stopping and Waiting Traffic Order on Scarcroft Road and the provision of a Disabled parking bay on Moss Street

2. What are the main objectives or aims of the service/policy/function/criteria?

To provide better drop off and pick up facilities for parents and guardians and a safer environment for children attending Scarcroft Primary School.

To provide parking facilities for disabled parents/guardians dropping off and collecting children at Scarcroft Primary School.

3. Name and Job Title of person completing assessment:

Sue Gill, Project Technician, Traffic Management

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age
Disability

Summary of impact:
There are two positive impacts identified:

- Improved safety at the school entrances
- Improved disabled parking provision for the school and local community

There is one negative impact identified for age community groups:

- Will remove parking facility for one vehicle in the R16 Resident Parking Zone, Monday to Friday 8am to 5pm

5. Date CIA completed 6 February, 2018
6. Signed off by:

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name: Alistair Briggs

Position: Traffic Team Leader

Date: 06 February 2018

8. Decision-making body: Decision Session: Executive Member for Transport and Planning	Date: 15 March 2018	Decision Details:
<p>Send the completed signed off document to equalities@york.gov.uk. It will be published on the intranet, as well as on the council website.</p> <p>Actions arising from the Assessments will be logged on Verto and progress updates will be required</p>		

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Proposed amendment to the Traffic Regulation Order for Scarcroft Road and Moss Street

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
The legal Consultation process will be undertaken with the local community when the proposal is advertised and the CIA will be updated with any relevant information should concerns be raised relating to Age factors.	Standard of Living Individual, family and social life Participation, Influence and voice	Positive & Negative	None

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Negative</p> <p>One Resident Parking space will be removed on Moss Street (R16) to provide the Disabled Parking space between 8am and 6pm, Monday to Friday. This will not be available to Resident Parking Permit Holders (R16) during these times.</p> <p>Unrestricted Parking spaces are being removed between 7.30am and 6pm Monday to Friday on Scarcroft Road and removes the long term parking in this area for residents, commuters and other community facilities</p> <p>Positive</p> <p>It can provide a disabled parking facility for all to use visiting Micklegate Stray, Scarcroft School or residents in the area.</p>	<p>YES</p>	<p>As a proportionate means to achieving a legitimate aim</p> <p>Scarcroft Road: the amended parking is not adjacent to residential properties and mainly used by commuters Monday to Friday. The area will remain unrestricted for residents from 6pm to 7.30am, Monday to Friday and weekends, allowing residents to park from 5.30pm to 8am.</p> <p>The amended parking area is at a “pinch point” and the reduced number of cars will ease congestion and provide more passing place.</p> <p>Nunthorpe Road Disabled Space: The disabled space can be used by any blue badge holder and cannot be provided exclusively for the school use. The space is not directly outside any residential property, and will still be available for general use when most needed (evenings and weekends).</p>		

Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
The legal Consultation process will be undertaken with the local community when the proposal is advertised and the CIA will be updated with any additional relevant information should the representations indicate concerns from Carers.		Standard of Living Individual, family and social life Participation, Influence and voice	None Identified at this time	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Disability

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
The proposed disabled parking bay can be used by any blue badge holder; it cannot be implemented just for school use. The legal Consultation process will be undertaken with the local community when the proposal is advertised and the		Standard of Living Individual, family and social life Participation, Influence and voice	One Positive Impact	None

CIA will be updated with any relevant information should the representations indicate concerns that would impact on this community of identity.				
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
This provides a disabled parking bay close to Community facilities. In addition to the anticipated use by the school, it will be available for parking for visitors to the school, Micklegate Stray, nearby Croquet Club and St Clements Church Hall (Moss Street)	N/A			

Community of Identity: Gender				
Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

There is not expected to be either a positive or negative impact on this community of identity group.				
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Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

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Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

There is not expected to be either a positive or negative impact on this community of identity group				
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Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

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Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

There is not expected to be either a positive or negative impact on this community of identity group				
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Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be</i>	Reason/Action	Lead Officer	Completion Date

	<i>justified?</i>			
There is not expected to be either a positive or negative impact on this community of identity group.				

15 March 2018

Decision Session: Executive Member for Transport and Planning**Report of the Director of Economy and Place****Residents Parking Petition; 15 to 37 Albemarle Road****Summary**

1. To report the receipt of a petition and determine what action is appropriate.

Recommendations -

2. It is recommended that:
 - Option 1 - The area is added to the Residents' Priority Parking waiting list and a formal consultation is undertaken when the item reaches the top of the list

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each financial year.

Background

3. We have received a petition signed by residents from 9 of the 15 properties on this stretch of road. A copy of the information received with the petition is included as Annex A.
4. This section of Albemarle Road is heavily used by commuters and non-residential related vehicles 7 days a week. Should this section of the carriageway become unavailable the displacement may exacerbate the pressure for space onto other sections of Albemarle Road and nearby streets in the South Bank Area.
5. We recommend that any proposed scheme should be an extension of the existing R48: Scarcroft Hill Residents' Priority Parking Zone. The area of carriageway not fronting 15-37 Albemarle Road to allow 2 hour parking for non-permit holders to provide a short-term parking amenity for allotment users.

Options for Consideration

6. Option 1 – Approve for inclusion on the residents parking waiting list.

This is the recommended option because it responds to residents concerns.

7. Option 2 – Note the petition but take no action.

This is not the recommended action but it does not take into account the views of residents.

Consultation

8. At this stage there is no consultation but when the area reaches the top of the waiting list there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to an Executive Member meeting for a decision on how to proceed.
9. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

10. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

11. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None

Legal – Any future proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order 2014 require a legal process in line with the Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

12. None.

Contact Details

Authors:

Sue Gill

Traffic Project Officer

Dept. Transport

Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris

Corporate Director, Economy and Place

Date: 7 March 2018

Specialist Implications Officer(s)

None.

Wards Affected: Micklegate

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition letter

Annex B Location plans

Annex C Residents parking waiting list

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Supporting Information Received with the Petition

Application for Residents' Parking Zone: Albemarle Road

Albemarle Road covers the area from the junction of the Mount to Campleshon Road opposite the old Terry's site. There are a variety of traffic restrictions already in place on parts of this road including double yellow lines, H-bars and a residents parking zone from the Scarcroft Hill junction towards the Mount. Residents from number 15 to the junction of Philadelphia Terrace have experienced a significant rise in the number of on-street day parkers as a result of neighbouring streets having successfully applied for their residents' only parking. This has led to home owners often not being able to park within close proximity to their own property and properties with off-street parking regularly being unable to gain access on and off their driveways because of parked cars blocking their driveways. Indeed a neighbour has reported she has contacted the police five times over the past year because of these obstructions.

There are also two schools entrances off this stretch of Albemarle Road, All Saints and Millthorpe. As a consequence, traffic is very busy at the beginning and end of the school day and despite traffic calming method such as speed bumps both cars and young cyclists travel at speed along this road. Visibility due to a bend in the road on this stretch is virtually nil when vehicles park up to and over H-bar markings, which makes exiting from a driveway a challenge. We have real concerns that it is an accident waiting to happen.

The parking problem is also not confined to weekdays. Ovington Cricket Club on the little Knavesmire is positioned on this stretch of Albemarle Road and there is an ongoing problem with members, visiting teams and supporters parking not only on the road adjacent to the properties but often over both sides of the road, mounting the footpath. There is ample parking on Knavesmire Road but attendees seem reluctant to walk over the grass to access the grounds and clubhouse.

The close proximity of Albemarle Road to the racecourse compounds the problem. Minibuses and other vehicles frequently park outside our properties during race meetings and race goers are milling on both road and pavement, which again makes safe access and egress difficult.

Supporting Information Received with the Petition

Albemarle Road is not a quiet suburban street instead it is used as a through road to avoid traffic on Bishopthorpe Road. It is often busy with traffic; cars, vans, buses, cycles and pedestrians. The growing residential development at the old Terry's Chocolate Factory has and will continue to increase the traffic. Additionally the road is used as a parking zone for people working in town - on workdays there is a continuous line of parked cars squeezed on the road from Philadelphia Terrace to the Mount. The growing problem for residents between number 15 and the junction of Philadelphia Terrace having difficulty parking within a reasonable distance from their properties and/or obtaining safe and ready access and egress to their driveways will only be resolved by the granting of seven days residents' only parking. Of the fifteen properties within this stretch nine have actively asked that the City of York Council begin the process of a formal consultation into obtaining a residents' zone on this stretch (signatures enclosed).

Yours faithfully, on behalf of the petitioning residents

Photographs supplied by the Petition Leader



Area parked up with
Commuters &
non-residents

Supporting Information Received with the Petition









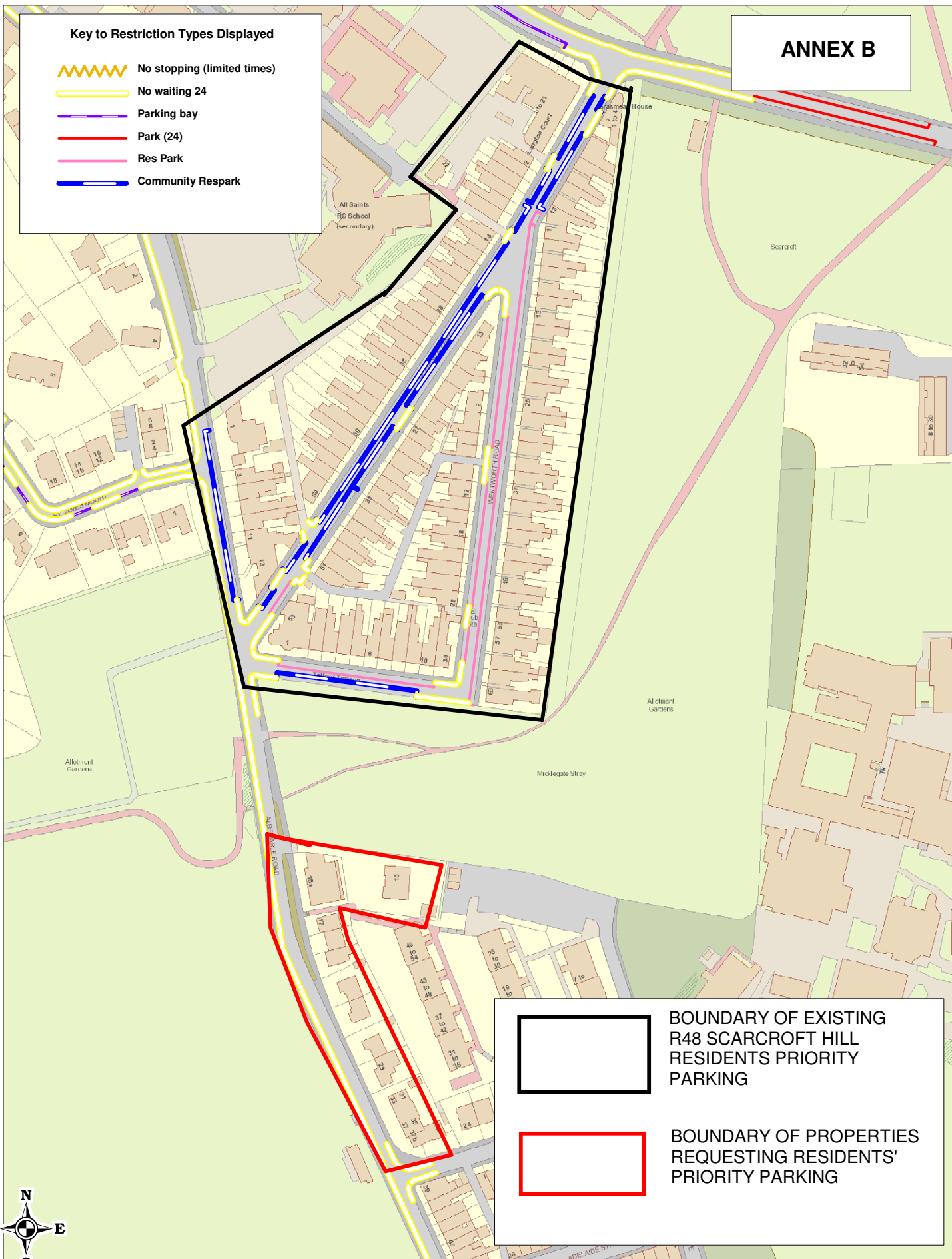
Vehicle parked encroaching over access to off street parking amenity



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ANNEX B

Key to Restriction Types Displayed

-  No stopping (limited times)
-  No waiting 24
-  Parking bay
-  Park (24)
-  Res Park
-  Community Respark



-  BOUNDARY OF EXISTING R48 SCARCROFT HILL RESIDENTS PRIORITY PARKING
-  BOUNDARY OF PROPERTIES REQUESTING RESIDENTS' PRIORITY PARKING



+ Crown copyright. All rights reserved
Licence No. 2003

ANNEX B, 15-37 ALBEMARLE ROAD

SCALE	1 : 2000
DATE	22/01/2018
DRAWING No.	
DRAWN BY	

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Residents Parking Scheme Waiting List

Residents parking schemes are dealt with in order of when they are received.

Typically 2 schemes might be introduced per year but this depends on funding and other workload priorities.

Process	Approximate timescale
<p>Stage 1 – initiation</p> <p>The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.</p>	8 weeks

When the potential scheme reaches the top of the list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

<p>Stage 2 – start of project</p> <p>A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.</p> <p>The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order.</p> <p>TRO preparation and advertising</p> <p>Any objections to the proposed TRO are then reported for consideration.</p> <p>If the objections are overturned the scheme will then be implemented.</p>	<p>6 – 8 weeks</p> <p>8 weeks</p> <p>4 - 6 weeks</p> <p>8 weeks</p> <p>12 - 15 weeks</p>
---	--

Once work on a scheme begins it will normally take 9 months to complete.

Waiting List

Area	Date received	Progress (NOTE: not all will get through to implementation)	
South Bank Avenue Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes Yes Yes
Butcher Terrace area Petition Additional consultation for Bishopthorpe Road (part) required	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes Yes Yes
Phoenix Boulevard Petition Implementation date 19 February 2018	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes Yes N/A
Railway Terrace / St Paul's area Petition To be implemented March 2018	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes Yes Yes
St. Aubyn's Place (completed) Implementation date 22 January 2018	February 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes Yes Yes
Rosedale Street Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes

Danesmead estate Petition SEE LINK BELOW	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Sussex Road petition	May 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Clifton Dale	June 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Broadway / Westmorland Drive LINK with Danesmead estate above	Sept. 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Pasture Farm Close	Sept. 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Albemarle Road (15-37)	Jan 2018	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	March 18

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**Decision Session – Executive Member for
Transport and Planning**

15th March 2018

**YORK OUTER RING ROAD IMPROVEMENTS – PROPOSED
A1237/B1224 WETHERBY ROAD JUNCTION UPGRADE –
APPROVAL OF LAYOUT**

Summary

1. This report is about the design and consultation of the proposed upgrade of the A1237/B1224 junction ('The Wetherby Road junction'). The report is seeking the Executive Member for Transport and Planning's approval to proceed with the detailed design and construction stages of the scheme.
2. Consultation and business case processes have recently been completed and it is now time to conclude the detailed design and move to the construction stage. This report sets out what has been achieved over the last few months and asks approval to progress to the delivery stage.

Recommendations

3. The Executive Member is asked to:
 - 1) Confirm that the results of the consultation process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Wetherby Road junction upgrade.
 - 2) Note the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction (See Annex 1).

Reason: To enable arrangements to be made to commence construction of the Wetherby Road junction upgrade.

Background

4. In July 2017 City of York Council Executive approved a report setting out the proposed approach and management of the York Outer Ring Road (YORR) Improvement Project. Specifically, the report gave delegation of operational and detailed decision making for the design and delivery of the scheme to the Executive Member for Transport and Planning. Progress has been made over recent months on the scheme and it is now time to move to the next stage. The decisions which are relevant at this stage are:
 - a. Note the consultation results.
 - b. Note the final layout of the Wetherby Road junction upgrade.
 - c. Note the phasing of the programme.
5. Running in parallel to the endorsement by City of York Council Executive, the scheme is being funded through the West Yorkshire Plus Transport Fund. The fund is administered by the West Yorkshire Combined Authority (WYCA) and is governed through a programme management process, see Annex 2. A Final Business Case for the improvement programme was submitted in late 2017 (Decision Point 4) and WYCA have subsequently approved £3.6m funding for the Wetherby Road junction upgrade.
6. The project team are currently making preparations for a final sign off process (Decision Point 5) which will secure the £3.6m funding for this upgrade scheme.

Consultation

7. A public consultation process has been held during January and early February 2018.
8. Before the consultation process commenced, an opportunity was taken to present proposals on the principles of the YORR

improvement programme to the Westfield Ward meeting at Acomb Explore library on the 1st November 2017 and also at Working Together - the Annual Parish Council liaison forum – at the Rock on the 29th November 2017.

9. Early in 2018, a formal public consultation process relating specifically to the Wetherby Road junction proposals was arranged, see Annex 3. The proposals were discussed at the following events:

- Wednesday 10th January 2018 at Lidgett Grove Church coffee morning.
- Thursday 11th January 2018, at Sanderson House Community Hub.
- Monday 15th January 2018 at Knapton with Rufforth Parish Council meeting.
- Thursday 18th January 2018 and Monday 22nd January 2018, Acomb Explore Library.
- Exhibition Boards and leaflets have also been available at West Offices reception throughout the period.

10. A leaflet was produced and circulated to approximately 1200 properties in the Wetherby Road and Chapelfields area, see Annex 4.

11. In addition a dedicated e-mail address and on-line consultation has taken place from Monday 8th January to Friday 2nd February 2018. A copy of all the comments received are attached as Annex 5.

12. The project team received a total of 170 comments. Some common themes are prevalent and the top six are as follows, ranked in order with the most frequently occurring first:

- The roundabout should include designated pedestrian / cyclist facilities
- Spending money on this roundabout, and all the other roundabouts, is deemed “a waste of money”
- Additional signing / roadmarkings are required to ensure that vehicles merge in turn as part of the upgraded roundabout proposals
- The A1237 should be dualled
- The scheme is a good idea

- Why is this roundabout being upgraded first when other roundabouts are deemed to require upgrading first

13. The following section of the report summarises the officer responses to the main comments:

- The number of existing and projected cycling and pedestrian movements at the junction is very low. It is not considered justified to provide segregated facilities for pedestrians and cyclist in the form of an underpass. However the proposed layout has been changed to upgrade and widen the footway on the southern side of the B1224 to shared pedestrian/cycle route standard to enable users to cross at surface level to the B1224 heading west.
-
- It should be noted that there are no onward facilities on the A1237 or B1224 roads. However the City Council is working in partnership with Rufforth with Knapton Parish Council and Sustrans to provide an off road cycle route from Rufforth to Acomb via Knapton (see Annex 6). It is proposed to deliver the section of the Rufforth to be Knapton Cycle route between Knapton and Northfield Lane using Local Transport Plan funding subject to confirmation of the budget allocation proposed in the Transport Capital Programme which is also on the 15th March Decision Session agenda.
- City of York Council can demonstrate that upgrading the junctions reduces journey times and provides good value for money. Following evaluation of other recent junction upgrades, it is possible to clearly see the reduced journey times in Table 1 below. This table shows the overall reductions in delay since 2012 at the A59/A1237 junction. It should be noted that these reductions in journey times have to be appreciated in the context of increased usage of the junction. Since 2012, traffic counts have indicated that traffic volumes have increased on the A1237 northbound by more than 30% in the AM peak and over 20% in the PM peak. The total traffic throughput has increased by over 10% in the AM and PM peaks. This shows that in spite of significant increases in traffic volume the improvements are still providing reduced journey times. In turn this demonstrates that this type of junction upgrade provides a high benefit to cost ratio.

Route and Direction	Weekday Delay Savings
A1237 Northbound approach (2.2km from A1237/Wetherby Road roundabout exit) AM peak	AM peak average delay reduced by over 4 mins
A1237 Southbound approach (0.8km from A1237/Great North Way roundabout exit) AM peak	AM peak average delay reduced by over 0.5 mins
A1237 Northbound approach (2.2km from A1237/Wetherby Road roundabout exit) PM peak	PM peak average delay reduced by over 2.5 mins
A1237 Southbound approach (0.8km from A1237/Great North Way roundabout exit) PM peak	PM peak average delay reduced by over 1.5 mins
A59 Eastbound approach (2.3km from junction with Newlands Lane) AM Peak	AM peak average delay unchanged
A59 Westbound approach (1.5km from junction with Plantation Drive) AM Peak	AM peak average delay reduced by 1 mins
A59 Eastbound approach (2.3km from junction with Newlands Lane) PM Peak	PM peak average delay reduced by over 1.5 mins
A59 Westbound approach (1.5km from junction with Plantation Drive) PM Peak	PM peak average delay unchanged

Table 1 - A1237/A59 Roundabout weekday delay savings (2011/12 compared with 2015/16)

- The concerns of people about driver behaviour and ability to merge on the junction exit lanes have been noted. Work is in progress to review signage options to encourage merging in turn.
- Whilst there is no financing package in place to fully dual the YORR, a study is being undertaken to provide an up to date case for dualling to present the case to central government if funding is made available. . WYCA are funding this study through their Growth Deal Transformational Fund.

- Wetherby Road junction is the first of seven roundabouts to be upgraded on the YORR Improvement Programme. This opportunity is being taken to get an early construction start on the junction upgrade programme. Other junctions with higher levels of congestion, such as Haxby Rd, are included in the delivery programme but require significantly more development work e.g. planning approval and therefore will take longer to get to the construction stage. The period for investment and construction is set at 2017-2021 and any opportunity to make early progress is being taken by the City Council.
14. The detailed design for the junction has been completed following the technical review and public consultation processes. Any issues raised have been considered and incorporated in the design (Annex 1) where possible as follows:
- a. proposed widening of the footway on the southern side of the B1224 to provide shared pedestrian/cycle route standard to enable users to cross at surface level to the B1224 heading west (see para 13 above)
 - b. proposed maintenance layby incorporated into the roundabout island
 - c. increase in provision of landscaping around the junction and on the roundabout island

Design of Wetherby Road Junction

15. The objective of the design is to increase the capacity of the junction to reduce delay at the projected traffic flow levels and more closely match the capacity of the section of carriageway between the roundabouts. In addition the objective is to improve the facilities for pedestrians and cyclists where it is warranted by the demand.
16. The proposed design for the Wetherby Road junction upgrade is based upon previous improvements to junctions at the A19 and A59 roundabouts which have delivered the average journey time improvements shown in Table 1 above i.e. A1237 approaches widened to 3 lanes, A1237 exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements. The upgrades will also be constructed to allow for dualling of the carriageways in years to come.

17. The upgraded roundabout is projected to deliver reduced journey times and lower the level of queuing in the area. The overall saving in journey times in the opening year (2019) between Wetherby and Monks Cross is in excess of 20% and in excess of 10% in the design year (2036). Note that these projections are based on the whole route being improved.

Traffic Modelling

18. The proposed junction upgrade is modelled and designed in accordance with current Department for Transport standards. Detailed analysis of this modelling is documented in the Final Business Case approved by the West Yorkshire Combined Authority (WYCA) in February 2018. This modelling considers the growth of traffic and ability of the junction to work until 2036. This is a standard approach.

Current Activity

19. A Final Business Case Submission was submitted to WYCA in November 2018. This was approved with an estimated scheme cost of £3.6m for the Wetherby Road Junction upgrade. These costs are currently being reviewed and if within 10% of the approved figure will be accepted by WYCA.
20. In accordance with City of York Council Procurement Rules, a direct award of the works package (i.e. civil engineering work) is to be made to the City of York Council Delivery Team. The main considerations for this award are that savings in time and expenditure can be demonstrated over traditional tendering. Also the work package is well within the technical capability of the Delivery Team. Preparations are in progress for the Delivery Team to commence work in June 2018.
21. Negotiation for land acquisition is currently in progress across the whole of the YORR improvement scheme. At the Wetherby Road junction, two out of the three owners involved have agreed a settlement for the transfer of land. Land transfer costs will remain confidential until the completion of the whole scheme as negotiations elsewhere are still in progress.

22. It is proposed to commence work on the Wetherby Road junction upgrade in June 2018. The details have yet to be finalised but it is anticipated the works will be complete by January 2019. An indicative programme for the whole of the YORR Improvement project is included as Annex 7.
23. During this period, although localised disruption during construction is inevitable, the project team will seek to minimise it as far as possible by careful programming of the works.
24. Also, the project team will aim to keep noise, vibration and disruption to nearby properties to a minimum. The need for any road closures will be kept to a minimum and will only be required for short periods of time for specific activities such as when tie-ing in the new surfacing with the existing road. Access for emergency services will be maintained at all times.
25. A communications plan for the YORR programme has been prepared and through the measures outlined in this document road users and residents around Wetherby Road will be kept informed about the progress of the work. This will include signing on the junction approaches and updates relating to site activities. This will take place before work commences and during the construction when regular updates will be given. Information will also be available through the City Council's website.

Council Plan

26. The YORR Improvement proposals are embedded in the Council's Plan 2015-19. The implementation of this programme of highway improvements will be an integral part of the key priorities to "provide a prosperous city for all"; to ensure it delivers the services people want and work in partnership with local communities. Improvements to transport infrastructure are key drivers for improved productivity, this in turn leads to economic growth and the increase in wealth.
27. Residents will be consulted about the junction upgrades to ensure that consideration of the potential impact of decisions in relation to health, communities and equalities has been made.
28. Improved journey times will support the following aims from the Plan:

A city where:

- Local businesses can thrive.
- Residents have the opportunity to get good quality and well paid jobs.
- Efficient and affordable transport links enable residents and businesses to access key services and opportunities.
- Environmental Sustainability underpins everything we do

Implications

Financial Implications

29 The estimated cost for the Wetherby Road upgrade scheme is currently £3.6m. This price includes works, land, fees, project management and utility diversions. Release of funds from the WY+TF will be processed through satisfying the Project Assurance process and meetings of WYCA. WYCA have committed to fund £3.6m at the Combined Authority Meeting on 1st February 2018. The project team are currently finalising costs with the internal delivery team to include in the Final Business Case with Costs. This will be considered in late March 2018 by WYCA. A funding agreement between WYCA and CYC will be drawn up for this purpose.

Human Resources (HR) Implications

30 There are no known human resource implications.

One Planet Council / Equalities

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

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

Legal

- 32 Land is required for the Wetherby Road junction upgrade. The Council is actively pursuing the purchase of land for the scheme by private agreement. Legal Services will provide resources to process the conveyancing and land transfer agreements.
- 33 Currently there are no plans to acquire land through Compulsory Purchase Order unless as a matter of last resort. However the Council have engaged the services of a law firm to prepare the documentation for Compulsory Purchase in order that it is prepared to make an order if necessary. Support from Legal Services will be required to manage the process.

Crime and Disorder

- 34 There are no known crime and disorder implications

Information Technology (IT)

- 35 IT opportunities are currently being considered as follows:
- Implementation of the Smart Travel Evolution Programme (STEP)

Property

- 36 Property Services are involved in this project acting as land managers for the City Council. New pieces of land will be acquired for the junction upgrades, the title of which will belong to the City Council. Property Services will also advise and assist the Project Team in supervising the work of the Land Valuers and Legal Firm.

Other

- 37 There are no other known implications.

Risk Management

- 38 In compliance with the Council's risk management strategy the main risks that have been identified in this report are those which could lead to financial loss, damage to the Council's image and reputation and failure to meet stakeholders' expectations. Measured in terms of impact and likelihood, the land acquisition risk has been assessed at 20. This is classed as Major/Probable and is the most

significant live issue on the project. Other risks have been assessed at 14 or below. At this point the risks will be monitored and managed. A risk allowance has been estimated and is included within the current cost plan for the project. The top two risks currently affecting this project are:

- a. Risks associated with land acquisition. As described above, there is a high risk that some landowners will be unwilling to sell land to the City of York Council by private agreement, or in a timely manner. This presents a programme risk potentially prolonging the time to complete the project. In order to mitigate this risk, preparation of a CPO in parallel to land negotiation is proposed as described in paragraph 21 above. At Wetherby Road, negotiations are in progress to acquire land at Low Fields Farm where there is a risk that the owners will not sell. A mitigation plan is being developed to enable the delivery of the scheme without taking the land in the early stages of construction.
- b. Risks associated with utility diversions being more complex than anticipated. These could lead to programme delays and have a cost implication. In the case of Wetherby Road junction, early meetings with utility companies are planned to mitigate these risks.

Contact Details

Author:

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Major Transport Projects
Manager
Transport Services
Tel No. 01904 551084

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director for Economy & Place

Report **Date** 06.03.18
Approved

Specialist Implications Officer(s) List information for all

Financial Implications
Patrick Looker
Finance Manager
Tel No.551633

Legal Implications
Gerard Allen
Senior Solicitor
Tel No. 552004

Property Implications
Philip Callow
Head of Asset & Property Management
Tel No. 553360

Wards Affected: List wards or tick box to indicate all

All tick

Rural West York
Westfield
Acomb

For further information please contact the author of the report

Background Papers:

1. Paper to Executive 13th July 2017

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Transport & Planning

Title: “PROPOSED YORK OUTER RING ROAD IMPROVEMENTS – APPROACH TO DELIVERY”

Annexes

Annex 1 – Proposed Wetherby Road Junction Upgrade General Arrangement following Consultation and Technical Review

Annex 2 – WYCA Project Assurance Process.

Annex 3 – Layout presented for public consultation

Annex 4 – Wetherby Road Leaflet

Annex 5 – List of comments received from the public consultation

Annex 6 – Indicative off route cycle path Rufforth to Knapton

Annex 7 – Indicative YORR Improvement Programme

List of Abbreviations Used in this Report

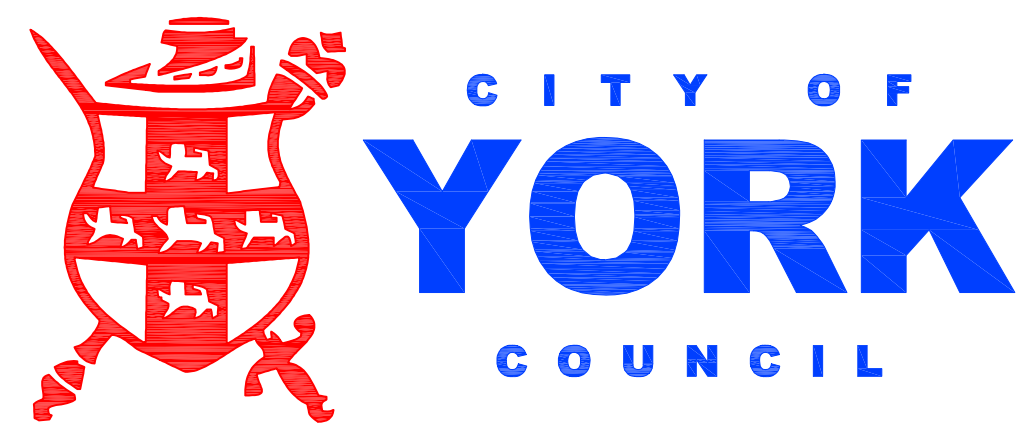
CPO – Compulsory Purchase Order

WYCA – West Yorkshire Combined Authority

YORR – York Outer Ring Road

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WETHERBY ROAD JUNCTION



Pell Frischmann

GEORGE HOUSE, GEORGE STREET, WAKEFIELD WF1 1LY

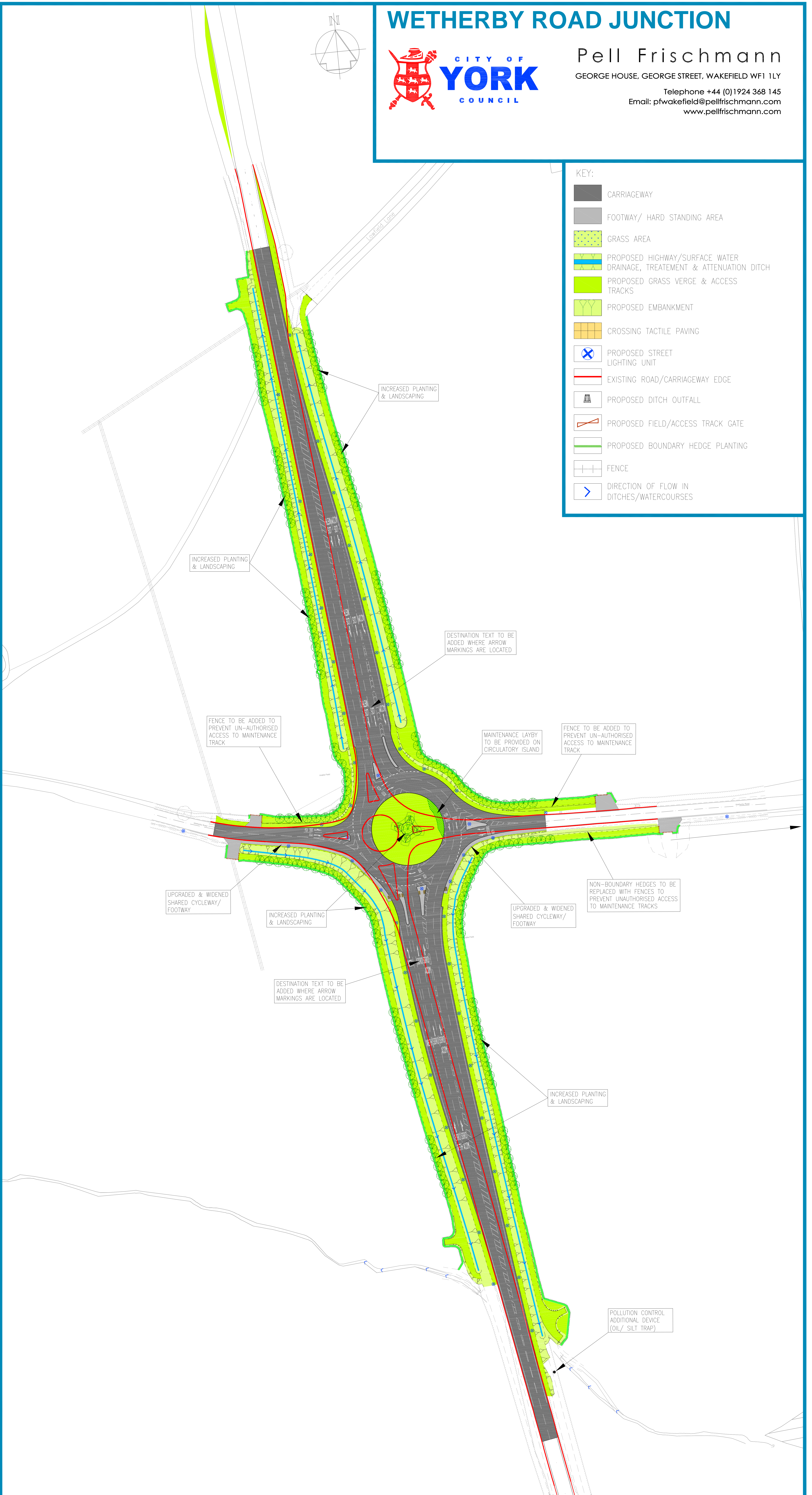
Telephone +44 (0)1924 368 145

Email: pfwakefield@pellfrischmann.com

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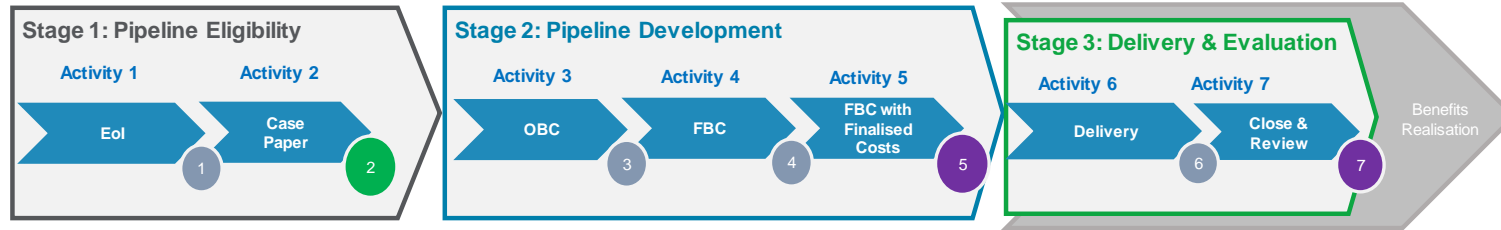
KEY:

- CARRIAGEWAY
- FOOTWAY/ HARD STANDING AREA
- GRASS AREA
- PROPOSED HIGHWAY/SURFACE WATER DRAINAGE, TREATMENT & ATTENUATION DITCH
- PROPOSED GRASS VERGE & ACCESS TRACKS
- PROPOSED EMBANKMENT
- CROSSING TACTILE PAVING
- PROPOSED STREET LIGHTING UNIT
- EXISTING ROAD/CARRIAGEWAY EDGE
- PROPOSED DITCH OUTFALL
- PROPOSED FIELD/ACCESS TRACK GATE
- PROPOSED BOUNDARY HEDGE PLANTING
- FENCE
- DIRECTION OF FLOW IN DITCHES/WATERCOURSES



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WYCA ASSURANCE PROCESS



PMO	Stage 1, 2 and 3 Guidance and Templates
	Monitoring and Reporting, PIMS

Promoter	Expression of interest (EOI)	Outline Business Case (OBC)	Full Business Case (FBC)	Full Business Case (FBC) with final costs	Draft Project Closure Report	Project Closure Report
		Benefits Realisation Plan			Benefits Realisation Reports	

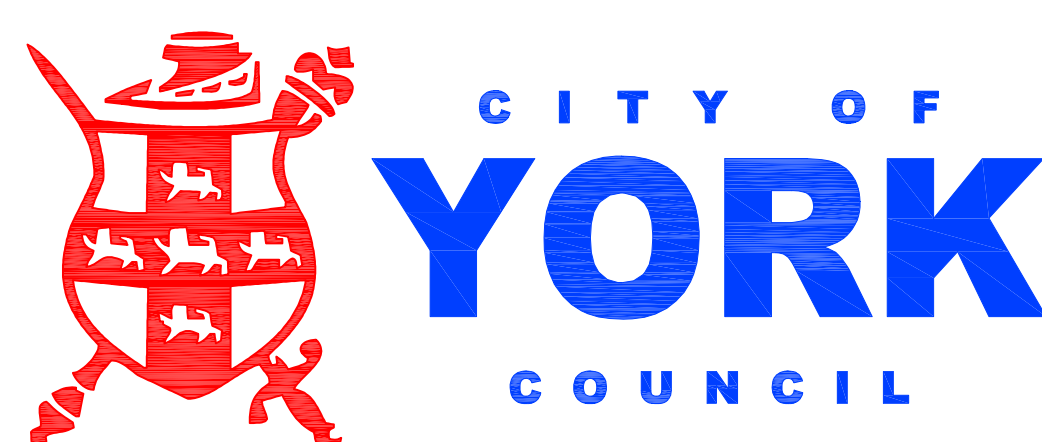
WYCA	EOI Eligibility Check	Case Paper	Outline Appraisal Report	Full Appraisal Report	Updated Full Appraisal Report
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Control Areas		
<ul style="list-style-type: none"> Risk & Issue Management Outputs, Outcomes and Benefits Realisation 	<ul style="list-style-type: none"> Cost Management Planning & Scheduling 	<ul style="list-style-type: none"> Change Control and Exception Management

KEY: ● Decision Point ● Key Decision Point (IC/CA Approval Required) ● Key Decision Point

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WETHERBY ROAD JUNCTION



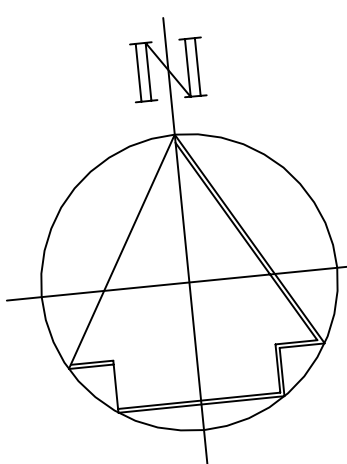
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Email: pfwakefield@pellfrischmann.com

www.pellfrischmann.com



EXISTING LAYBY TO BE CLOSED FOR SAFETY REASONS

PROPOSED MAINTENANCE VEHICLE TURNING HEAD

Lowfield Lane

Lowfield Lane

EXISTING LAYBY TO BE CLOSED FOR SAFETY REASONS

PROPOSED BOUNDARY HEDGE PLANTING

3m GRASSED ACCESS TRACK FOR SAFE MAINTENANCE OF DITCH & HEDGE

3m GRASSED ACCESS TRACK FOR SAFE MAINTENANCE OF DITCH & HEDGE

PROPOSED DRAINAGE DITCH TO CONVEY, TREAT & ATTENUATE ADDITIONAL FLOWS FROM THE HIGHWAY

PROPOSED DRAINAGE DITCH TO CONVEY, TREAT & ATTENUATE ADDITIONAL FLOWS FROM THE HIGHWAY

BOUNDARY HEDGE PLANTING

A

PROPOSED OFFLINE HIGHWAY WIDENING TO THE EAST OF JUNCTION

B1224 to Wetherby

PROPOSED ACCESS TO MAINTENANCE TRACK

PROPOSED ACCESS TO FIELD & MAINTENANCE TRACK

B1224 to York

PROPOSED ACCESS TO FIELD & MAINTENANCE TRACK

3m GRASSED ACCESS TRACK FOR SAFE MAINTENANCE OF DITCH & HEDGE

PROPOSED ACCESS TO FIELD & MAINTENANCE TRACK

PROPOSED DRAINAGE DITCH TO CONVEY, TREAT & ATTENUATE ADDITIONAL FLOWS FROM THE HIGHWAY

PEDESTRIAN CROSSING FACILITIES TO BE RETAINED

PROPOSED HIGHWAY WIDENING TO THE EAST

PROPOSED MINOR HIGHWAY WIDENING TO THE WEST

PROPOSED DRAINAGE DITCH TO CONVEY, TREAT & ATTENUATE ADDITIONAL FLOWS FROM THE HIGHWAY

3m GRASSED ACCESS TRACK FOR SAFE MAINTENANCE OF DITCH & HEDGE

PROPOSED BOUNDARY HEDGE PLANTING

FOSS DIKE

PROPOSED MAINTENANCE VEHICLE TURNING HEAD

PROPOSED BOUNDARY HEDGE PLANTING

PROPOSED MAINTENANCE VEHICLE TURNING HEAD

A1237 to Leeds

KEY:

- CARRIAGEWAY
- FOOTWAY/ HARD STANDING AREA
- GRASS AREA
- PROPOSED HIGHWAY/SURFACE WATER DRAINAGE, TREATMENT & ATTENUATION DITCH
- PROPOSED GRASS VERGE & ACCESS TRACKS
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- PROPOSED DITCH OUTFALL
- PROPOSED FIELD/ACCESS TRACK GATE
- PROPOSED BOUNDARY HEDGE PLANTING
- FENCE
- DIRECTION OF FLOW IN DITCHES/WATERCOURSES

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Construction

Construction at the Wetherby Road roundabout is proposed to begin in early Summer 2018, 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 looking at options for this in the future.



How to find out more

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

Acomb, Explore Library,
Thursday 18 January, 3-7pm
Monday 22 January, 3-7pm

Further information is available from www.york.gov.uk/yorr and at **West Offices, Station Rise, York, YO1 6GA**

Please let us know your views

If you wish to raise an issue or have any concerns over the proposed improvements at Wetherby Road there are a number of ways to contact the Council:

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 Projects Team)
Transport Office, West Offices, Station Rise
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See Council website for further details
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Please let us have your views by
Friday 2 February 2018


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Wetherby Road roundabout What we're doing to York Outer Ring Road



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Project aims

The proposal is to upgrade seven roundabouts on the York Outer Ring Road 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. To start this programme of work we are proposing to upgrade the A1237/Wetherby Road junction, starting in early summer 2018.

York Outer Ring Road has received £38million 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. We're improving the Wetherby Road junction first as the straight forward design and 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.

Wetherby Road 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 junctions).



Pedestrian and cycling improvements

We are looking to upgrade pedestrian and cycling facilities, where possible, at all the roundabout locations. For Wetherby Road we are exploring the possibility of upgrading the existing public rights of way network to link Rufforth to Knapton, Northminster and Oakwood Business Parks, Acomb and the city centre.

York Outer Ring Road - Consultation feedback

No.	Comments received
1	<p>The Harrogate/York A59 roundabout isn't used in the correct manner and nor is the Thirsk/A19/York one. A lot of drivers seem to not understand that it's a merging lane and think you're pushing in. Causes more traffic than before. I don't think it's the answer as drivers are too ill educated. I'm a driver and I understand it - why can't others?!</p>
2	<p>This is a waste of time, the existing round about is fine. What is needed is a dual carriageway like any other city. Come on york council, stop being so precious and wasting our money - traffic volumes will only increase so deal with the real issue now. Dual carriageway please!!</p>
3	<p>Please give consideration to developing the 1st exit off the roundabouts (when heading towards Monks Cross) into slip roads. Specifically at the wetherby roundabout. This would have been an even more effective solution at the excellent development in the A19 roundabout.</p>
4	<p>This roundabout never really seems to have much traffic that queues.</p> <p>The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended. Road users drive down the middle which then causes the traffic to back up over the roundabout which then blocks other entries. If the works are to go ahead then there needs to be more education on getting people to use both lanes correctly.</p> <p>Can the money not be better spent on duelling the whole of the A1237? Surely this makes more sense looking at the longer term.</p> <p>I agree with pedestrian and cycle safety and the underpass at both Haxby and the A19 is a great success.</p>

5	<p>I am very concerned that the current plans do not include provision for a safe pedestrian and cycle path crossing of the new roundabout. Although these are mentioned in your leaflet, there is nothing shown on the plan.</p> <p>Surely these should have been included as an essential requirement in the upgrade?</p> <p>I am surprised that this issue has not been addressed in the preliminary planning stage, rather than - as it appears - being an afterthought!</p> <p>Safety in any road improvement scheme for all users must surely be paramount.</p> <p>This issue needs to also be addressed in the plans for the other six roundabout upgrades.</p>
6	<p>The queues at this roundabout, which only appear to occur at peak times, are largely caused by traffic backing up along the A1237 from the Borougbridge Road roundabout which is blocked at peak times due to traffic being held going out of York by the traffic lights at the Poppleton P&R. This seems to be a waste of time, effort and money to simply put in place a larger holding area for traffic on this road. The Wetherby Road roundabout is the least problematical on the whole section of this inadequate road and without making changes to allow traffic to get out of York on the A59 at the Poppleton P&R no difference will be made despite the huge cost of this disruptive work.</p>
7	<p>Looking at the drawings it appears you going to incorporate merge lanes so I will not be using that stretch of the ring road anymore!</p>
8	<p>I would like there to be good cycle and footpaths for cyclists and pedestrians.</p> <p>If the traffic levels can be reduced would be good for the environment. Will the improvements be safe for pedestrians and cyclists?</p>

9	<p>Comment received via Webadmin@york.gov.uk, due to customer commenting on the Press Release page, as follows:</p> <p>-----Original Message----- From: stan42.sh@gmail.com Sent: 02 February 2018 11:45 To: webadmin@york.gov.uk Subject: Simon Hardy has sent comments</p> <p>Simon Hardy has sent you comments on the following content from City of York Council Online: http://www.york.gov.uk/press/article/2393/chance_to_comment_on_plans_to_reduce_outer_ring_road_congestion</p> <p>Comments: Making the roundabouts larger and creating more lanes of traffic will not speed up the bypass or clear congestion. Even if you have ten lanes of traffic they will all have to stop if just one car approaches from the right thus slowing the whole bypass and two lanes into one creates a bottleneck and never works. Dualing the bypass will never happen either so super junctions are required similar to ones in Europe. The bypass is continuous with flyovers and traffic joining or leaving do so via slip roads - no roundabouts or traffic lights.</p>
10	<p>Go for it. Excellent idea. Long overdue to ease traffic congestion at these roundabouts. Shame the northern ring Road is not dual all the way. Eastern end where both outer ring roads and A64 join needs longer dual c/w to ease traffic flow off roundabout towards Scarborough.</p>
11	<p>The Wetherby Road junction improvements are welcome, but I think improvements to the junction between the A64 and A1237 near Askhan Bryan should come first in priority. My reason for saying this is that at peak evening times traffic coming from Leeds can queue up such that it forms a long queue on to the A64 main carriageway, which feels very dangerous and could result in a serious accident one day. I think this junction needs addressing first, and then perhaps the Wetherby Road roundabout could be next on the priority list to improve at a later date.</p>
12	<p>best option by far would be a flyover, doing this on one of the roundabouts would be preferable to the minor upgrades planned which will have limited benefit. It is crucial that traffic lights are avoided completely as they will without fail increase congestion</p>

13	<p>If it is going to have a similar layout to the A59 roundabout then it needs to make the merging clearer. At the A59 roundabout the cars in the left hand lane coming from either the A59 Harrogate direction or from the ring road heading towards Clifton Moor aren't aware that the cars in the right hand lane coming from Borobridge road have a legitimate right to merge. There is often resentment and this slows things down. A 'Merge in turn' sign might help.</p>
14	<p>Once again you ask for comments which we all know, from past experience, you will ignore. Once again I will point out that the design shows several roundabout exits with two lanes which quickly converge into the original single track lane. This stupid arrangement has been implemented on other roundabouts along the ring road and it causes chaos. Two into one won't go! It would work if drivers were sensible and merged one by one, but they don't. So you shouldn't pander to them. Keep it to a single lane because that works.</p>
15	<p>I am not convinced the widening of the approaches to other roundabouts on the ring road (the A19 Shipton Road is the one I use most) has helped congestion in any significant way, and I feel the £38m could be spent more sensibly. In the long run, dualling the ring road is probably the only solution, and if that happens this money would have been a total waste.</p>
16	<p>Please, please don't waste anymore of our money on so-called roundabout improvements. Roundabouts ARE the problem.</p> <p>I live in Heworth and drive to Acomb most days to help my daughter with her young family. I very rarely use the A1237, even when I need to go to Clifton Moor - there's always heavy traffic, mostly at the numerous roundabouts, whatever the time of day.</p> <p>Compare the A1237 with the A1036 and you have your answer. No standing traffic at any of the intersections even during rush-hour. It's so obvious.</p> <p>Please use the allocated £38m to solve the A1237 congestion once and for all or at least make a start if funds are insufficient initially. It makes me so angry to see your constant tinkering of the A1237, all to no avail.</p>

17	<p>The roundabout needs to be large and not off set as in the diagram. Off set roundabouts, like Wiggington road do not work very well and are dangerous It should be have minimum camber. The Bouroughbridge road roundabout is badly designed and dangerous, partly by the camber that has caused vehicles to over turn The lane markings should be improved to allow all traffic to flow smoothly round</p>
18	<p>In essence this will be an improvement, however, the new roundabout at the A59 Poppleton leaves a lot to be desired because it is almost impossible to keep to the lanes as the radius is too tight. We need the geometry of the Wetherby roundabout to be correct and allow enough space and curvature for the lanes. Driver education in York should encourage proper filtering of traffic. The lanes are often not fully utilised and aggressive blocking of filtering cars is evident.</p>
19	<p>Although late in the day given tardy period of notice to comment, I make the following suggestion:</p> <p>Take this opportunity to ease traffic off A59 roundabout by creating an access and subsequent road to A59 Park and Ride direct from Wetherby Roundabout. This will reduce bad congestion at the A59 roundabout for those accessing P&R from that direction. This was a previous suggestion for A59 roundabout.</p> <p>I do not believe congestion will be reduced by creating/enlarging A1237 roundabouts as already proven.</p>
20	<p>My main concern is that having dedicated left hand turns from both sides of the ring road onto the B1224 it will make it more difficult to either cross the ring road, either way or to turn on to the ring road from the B1224. This is something I do on a regular basis as I work in Wetherby.</p> <p>With this lay out I can envisage it being difficult to come off of the B1224 as the traffic flow is primarily along the ring road. I can see this creating tailbacks along both sides of the B1224 at peak times, particularly from the direction of Wetherby.</p> <p>Personally I don't consider this roundabout a major cause of congestion at this stage. The one that does create the major congestion is the Haxby one and I would consider it more important to determine what action can be done to improve this one. Rather than to spend money on the Wetherby Road one at this time.</p>

21	<p>Firstly complete waste of £38million. A59 new roundabout is a complete disgrace. Road markings getting rubbed out and not renewed. People haven't got a clue which lane they should be in. Larger roundabouts create more speed which creates more uncertainty and timidity. Waste of time and just gormlous thinking.</p>
22	<p>I fully support the upgrading of the roundabouts on the A1237, desperately needed in places. However the bigger issue of general traffic congestion doesn't appear to be fully addressed. At times, the A1237 is almost completely gridlocked. Perhaps the changes to the various roundabouts may help, we will have to wait and see.</p>
23	<p>This is an eminently sensible approach to improving this roundabout, and should hopefully be achieved without too much disruption.p</p>
24	<p>Good to hear this news. The roadabout layouts on some of these are quite poor and the cause of tailbacks. In particular the Haxby road roundabout is always the worst bottleneck.</p> <p>The cycle crossing of the A1237 just north of the Whetherby roundabout is often used but quite scary for driver on the road and pedestrian/cyclist using the crossing. An under/over pass would be safer.Of note the Haxby road pedestrian/cycle underpass is absolutely fabulous and should not be lost.</p>
25	<p>The problem on ALL the roundabouts on the A1237 is hesitation caused by ambiguity as to what approaching motorists intend to do (often due to poor signalling).</p> <p>This is not helped by, for example, the layout on the roundabout itself at the A1237/A59 intersection. When approaching from the south, to turn down the A59, the markings on the roundabout are contrary to directions in the Highway Code. In order to make it quite clear I am not continuing on the ring-road I have to signal right longer than is correct, then give insufficient warning that I am exiting onto the A59.</p> <p>I see from your proposal that the same markings are planned for the A1224/A1237 intersection. This will only increase ambiguity and thus congestion.</p> <p>The left filter lanes will help traffic flow, as their intent is clear. Perhaps the right-hand lane for right turns only would also improve traffic flow?</p>

26	The upgrade to the poppleton roundabout caused huge disruption and no perceived reduction in waiting times. Is this going to be the same ? Also these big layouts with multiple lanes assume all drivers know how to drive roundabouts properly. I have lost count the number of times I have been cut up and had near misses due to drivers not following the road lane markings at the popp roundabout.
27	Will cause considerable hold ups and may not solve the current problems. Hope you will keep the hedges or replace them with instant hedging so to stop the loss of wildlife. Hedges must not be removed if they contain nesting birds
28	The B1224 from Acomb onto the A1237 should be widened to allow the filter lane for people turning right to start earlier - I travel this route daily and consistantly see drivers hurtling down the centre of the road trying to avoid waiting in the line of traffic going left or straight over.
29	This problem applies to all the roundabouts In stead of wasting money making underpasses for cyclists and pedestrians Make the roundabouts bigger and Make the underpasses for Throught traffic from outer eg Wigginton, Haxby, Strensall. When you come out of B&Q you have to go out onto the A1237. Why not elong gate the roundabout out of Tesco This will at least release some of the problem this on roundabout and the A1237
30	The ONLY way to improve the ring road is to dual it as soon as possible and not tinker about with roundabouts that make little improvement, do not waste taxpayers money on this tinkering exercise. I frequently sit on the ring road on commutes and on really bad days it has taken 40 minutes to get from Wigginton Road roundabout to the A19. Also please do not allow any more housing development anywhere near the A1237 until it has been dualled or none of us will actually ever get anywhere!
31	I think improving the roundabouts not going to solve the problem in long term. A1237 should be a Dual carriageway from Malton rd/Hopgrove A1036 all the way to Copmanthorpe/ Askham fields lane (A64) Prime example is Rawcliffe bar roundabout. Council spend a lot of money but still get congestion.

32	<p>While these changes may be sensible in themselves they are ignoring the bigger picture of unsustainable transport that is encouraged by these sort of conventional changes. Why is there no part in the plan for a bus lane, or even car pool lane? An adjacent covered cycle track linking the area outside of the ring road into the inner ring road would be very helpful as well. Where are the One Planet Council principles embedded into this decision, when supposedly all Council decisions are taken with 'One Planet' principles in mind. This plan is not challenging traditional transport, it is only enabling further into the future and embedding the inherent problems, and further polluting the environment and discouraging public transport use.</p> <p>I therefore believe that this plan on Wetherby Road roundabout and other roundabouts should be modified to include capacity for new bus lanes, and adjacent cycle tracks. Local flora should be deployed on the site and roundabout itself as well including smaller trees, shrubs and bushes etc to mitigate the effect on local wildlife.</p>
33	<p>A roundabout will ALWAYS create congestion. It stops traffic at junctions.</p> <p>A larger roundabout spreads the traffic across wider faces but the same amount of traffic still has to gain access to the lanes around the roundabout, traverse it, and then make an exit. What goes in, eventually comes out. However, it still has to wait for a gap in the traffic from the right and that amount of traffic won't change.</p> <p>To assume that more lanes around the central roundabout will increase the speed of traffic flow is a fallacy.</p> <p>Wait until central government finally sees the light, comes up with the funding and build flyovers.</p> <p>We're happy to wait.</p>
34	<p>Increasing exit lanes from one to two on the ring road exit seems counterproductive in practice, As experienced southbound after the A19, traffic regularly queues in both lanes, with aggressive manoeuvres from those using the outer lane. This also occurs at the A59 roundabout both northbound and southbound at Nether Poppleton. The tighter lanes around the Rawcliffe and Poppleton roundabouts have also led to collision, a personal experience at Rawcliffe, and poor lane discipline. This also regularly occurs at Moor Lane, Woodthorpe roundabout with traffic in the inside lane either continuing on to the ring road, or mistakenly taking Moor Lane instead then using the first field entrance to turn around, often with little advance braking / indication.</p>
35	<p>My complete support with these proposals. The sooner you begin these works the better!</p>

36	<p>It's not clear from any of the documents why the roundabout at Werherby Road is being upgraded. There is no mention of current safety or congestion issues? From my experience this roundabout doesn't have any significant issues with congestion even during rush hour as the traffic flows along Werherby Road are not that great.</p> <p>Please can you advise what the current issues are and therefore how the plan as proposed is supposed to address them? I would expect to see some kind of cost benefit analysis, as it currently stands the only argument given for upgrading this roundabout is that it is easy. Which would appear to be a large waste of tax payer money when there are far more significant issues to solve further round the outer ring road.</p>
37	<p>Other than at peak rush hour this is by far the quietest roundabout on the ring road. We use it regularly and only on a couple of occasions have we ever been held up here. The priority surely lies at the Clifton Moor/Haxby roundabouts where the congestion is terrible at all times of day.</p>
38	<p>Decades of academic research shows that you will never reduce congestion by increasing road capacity. People will just drive more. So rather than seven laborious roundabout changes, please do all you can to improve cycling infrastructure around the ring road so that orbital journeys eg acomb to Clifton moor can be made safer and quicker, and consider introducing properly orbital subsidised bus routes. Current plans deprioritise active travel at the expense of motoring (£38m is half the NATIONAL annual budget for cycling infrastructure, by the way) and will only encourage more cars on the road. Make driving less attractive an option and public/active transport more attractive, and you will solve your congestion problem.</p>

39

While I acknowledge the reasons you give for prioritising the Wetherby Road roundabout, it seems perverse to start the project on the least busy section of the road, where by definition you will see the least benefit. It would be more beneficial for all concerned if you start with the junctions where you will be able to make the greatest reduction in congestion.

There are some features of the proposed design that give me concern.

* by putting the roundabout off-centre, you make the geometry more challenging for drivers. With the relatively tight approach from the north, there will be significant entry-path overlap leading to drivers cutting across lanes. If the approach took a more tangential line then this risk would be reduced. The appalling geometry of the new Poppleton roundabout shows what happens when you have reverse curves within the roundabout itself, and drivers find it impossible to stick within a lane.

* the use of splitter islands between lanes 1 and 2, while possibly reducing the risk of drivers cutting across lanes, is non-standard and I have rarely seen it deployed elsewhere in the country in this context. Almost without fail, islands in that position indicate that the left-hand lane is a filter lane for traffic turning left. On several occasions at both Fulford and Poppleton, I have seen drivers in the left-hand lane approach the roundabout at speed and then slam on the brakes at the last moment, which suggests they were expecting to have a filter lane continuing round without the need to give way. Using road features in unexpected and non-standard ways like this can be dangerous as drivers are likely to mis-read them.

* it is difficult to tell from the diagram, but I hope you will not be making the same mistakes as at Poppleton by installing lanes that are too narrow on the roundabout. This is both dangerous and counter-productive, as it means that drivers are not able or willing to go side-by-side with another vehicle, which reduces the capacity of the roundabout to well below what a theoretical computer model might predict.

40	<p>The proposed changes to the Wetherby Road roundabout should NOT be similar to the A59 roundabout which is now dangerous to negotiate, has a strange off camber outer lane that follows a strange path and is very difficult to enter when leaving York.</p> <p>I would suggest leaving it as is, congestion away from York is caused by traffic turning right into Acomb, or going straight on from Rufforth causing traffic to stop, this will not stop by making the roundabout bigger.</p> <p>Congestion towards York is often a backup from the A59 roundabout, again which would not be improved by re-profiling the roundabout.</p> <p>The money would be better spent putting into the duelling the A1237 or removing the roundabout all together and replacing with bridges.</p>
41	<p>What a waste of money you will never reduce congestion on this absolute joke of a road . The team that come up with these senseless ideas are just wasting money. The only way is dual carriage way as it should have been done in the first place . The other roundabouts have proved this as they are still congested after wasting more money . This so called bypass is a embarrassment to York and it's quicker to go through town to reach your destination. Can I propose a bridge to cross the road at Knapton to access poppelton road park and ride before someone gets killed . What you could do is spend money on road surface repairs and do something with the ridiculous speed ramps in leeman road which are in awful state and cause pollution.</p>

42	<p>The proposal seems to only take account of the needs of motor traffic. There is no facility for bicycles wishing to go from Wetherby to York, and apart from dismounting and using the pedestrian crossing no facility in the other direction.</p> <p>Pedestrians will have to cross five lines in three goes to cross a much wider, faster and more dangerous road with apparently no facilities other than traffic islands (such as a pelican crossing).</p> <p>If York City Council is serious about promoting bike / pedestrian usage then it is vital (literally) to build infrastructure to support these uses. It is not sufficient to say that there is not enough usage to justify providing the facilities, as we know that people will not use facilities if they are not good enough. Better crossing would lead to wider usage.</p> <p>I am also concerned that the whole proposal will increase traffic on the ring road and lead to more congestion. We know, from numerous studies, that building roads simply leads to more traffic and more congestion. There is a danger that this proposal will encourage people to drive rather than use public transport / cycling walking and thereby lead to more congestion in York, more pollution and a less healthy population.</p> <p>The money would be more wisely spent reducing congestion by encouraging cycling, walking and public transport use.</p>
43	<p>Long overdue and although I appreciate that at this particular roundabout the benefits will perhaps be limited compared to the busier ones, I also appreciate why you're starting at this roundabout before tackling the more difficult ones. Can't wait for the other 6 to be done!</p>
44	<p>Given that this is one of the very few roundabouts on the A1237 that rarely suffers any congestion the plan to spend £38m on 'improving' it is totally misguided.</p> <p>This is compounded by the fact that the 'improvements' carried out in recent years at the A59 and A19 roundabouts have done virtually nothing to improve traffic flow but have greatly increased the incidence of road rage where drivers are supposed to merge on the widened exits from the roundabouts.</p> <p>Improving traffic flow (on the roundabouts that are actually congested) requires flyovers for through traffic, not money wasted on ineffective schemes to widen the access roads.</p>

45	Looks great
46	Make it a flyover in preparation for upgrade to dual carriageway
47	<p>The whole of the A1237 needs to become dual carriageway between it's intersections with the A64. This is clearly the only way that traffic flow will be improved and journey times will be made reliable.</p> <p>This will also provide the extra capacity that will be required when inevitable new housing is constructed, thus increasing the number of road users in an already mostly gridlocked area.</p>
48	<p>The upgrade at the wetherby roundabout seems a little pointless - the roundabout rarely has standing traffic, apart from rush hour when there may be a few minutes wait. Other than that the flow is always reasonable. I think the funding would be much better spent upgrading pedestrian and cycling facilities for crossing the A1237 at Knapton, as it is currently very dangerous for cyclists wishing to use the roundabout. An off road solution similar to the Askham Bryan roundabout should be prioritised.</p>
49	<p>I use this roundabout regularly and it desperately needs these improvements. The addition of extra lanes will make the traffic flow quicker. A small amount of disruption for a huge gain! Thank you from an Acomb resident.</p>
50	<p>This is a great plan to make the ring road better. One thing I have noticed, particularly at the A59 roundabout, is that a significant number of drivers "dislike" it when people use both lanes to get on to and off of the roundabout. They can be very aggressive trying to weave to block both lanes on the exit, and drive bumper to bumper so those using the "outside" lane cannot easily merge again. In other places I have seen signs at spots like this saying "use both lanes" and "merge in turn". I hope these can be included as I feel it would help educate drivers on how to use the increased road capacity and make using the new layout less dangerous and stressful.</p>

51	<p>I cannot see any long term benefit of this since it has been shown time and time again that increasing road structure simply means the road fills with more cars. I would be very against ever dualing the outer ring road for the same reason. Instead I would like to see the council invest in alternatives to car transport, improving bus services and making dedicated bike highways. I see no provision for cyclists on these roundabouts or pedestrians - it simply makes it more difficult and dangerous for both.</p> <p>Aiming to decrease car traffic by encouraging bus, walking and bike travel is a far cheaper and healthier alternative and is the ONLY solution in the long term.</p>
52	<p>These plans seems to make crossing the roundabout by bike very dangerous.</p> <p>If, as it seems, the suggestion is that cyclists should follow some out of the way route to the next roundabout to use the underpass, or cross country to Knapton, the planners are barmy. Why should cyclists go miles out of their way.</p> <p>Realistically cyclists will take their chances, so congratulations on all future deaths at that roundabout. And there will be deaths.</p> <p>This is a main roundabout for recreational or weekend cyclists to reach the countryside, I know because when my health permits I use it, so something needs doing whether it is a bridge, underpass, lights or whatever to assist cyclists. Dedicated cycle crossing Lights are cheapest.</p> <p>This is not like the Poppleton roundabout that this plan seems to be based on, which has alternatives to get to poppleton village by that road by manor school.</p>
53	<p>There doesn't seem to be any traffic flow issues at this roundabout?!?!?□</p> <p>Why not sort out the chronic congestion at the A19, B1363, Haxby Road and Huntington Road roundabouts?</p> <p>The traffic flow at Clifton Moor is almost non-existent at peak times. The road markings such as yellow box on the Tesco roundabout have worn away. Plus the traffic lights at the end of Green Lane just work in conflict with those at the junction of Kettlestring Lane!</p> <p>Or better still, why not have proper junctions rather than roundabouts, so the traffic can actually flow!</p>

54	<p>* COMMENT RECEIVED VIA WEBSITE FEEDBACK - 09/01/2018 *</p> <p>Stuart Groom [stoopgroom@hotmail.com] has sent you comments on the following content from City of York Council Online: http://www.york.gov.uk/press/article/2393/chance_to_comment_on_plans_to_reduce_outer_ring_road_congestion</p> <p>Comments: "Sorry but I don't see any improvements in the existing "improved" roundabouts. All you are doing is creating queues at the 1237 exits and bad tempered drivers who hate being cut up and won't let others filter in.</p> <p>The only solutions are the duelling of the 1237 and the stopping of house building in Clifton and beyond until that happens."</p>
55	Test
56	<p>Regarding the Millfield Lane roundabout:</p> <p>Would it be feasible to have a flyover for traffic continuing on between A59 and A19 and for any traffic wishing to go to/from Poppleton/Business Park, to use sliproads going under the flyover similar to how J46 works on the A1(M) at Thorpe Park in Leeds?</p> <p>Regarding Clifton Moor roundabout:</p> <p>The only way this can be improved is by traffic lights. It was awfully designed in the first place and only got worse.</p> <p>Regarding the A1237 in general:</p> <p>More speed limit signs are needed throughout. I use the A1237 every day and the amount of drivers that think it's a 40mph limit is ridiculous (especially between Clifton Moor and A19 at Shipton Road, A59 and B1224). Traffic would flow much better if traffic was regulated and everyone knew what the limits were. If it's illegal to speed, it should be illegal to drive at a lesser amount than the carriageway limit if your vehicle is capable.</p> <p>MERGE IN TURN signs needed at exits of A59, A19 and new proposed design of B1224. Nobody knows how these lanes work.</p>

57	I really don't think there is a problem with this roundabout. I use it most days in both the morning and evening rush hours and do not find any delays to be too frustrating. Indeed on most days there aren't any problems and often when there are it is due to an accident elsewhere on the network. I don't think this needs upgrading.
58	My concern is that this is a short term solution. The ring road is almost a car park from poppleton round to Clifton moor at peak times (as well as other areas) surely making such points dual carriage way is a must to ensure the roads remain useable in the future. If these new roundabouts would require less alteration if/when the above does occur then great. I commute from York to knaresborough for work and I am concerned about the delays. I know the poppleton roundabout was very difficult when it was all in progress. Obviously disruption is inevitable but if in peak periods the roads could be made as useable as possible that would obviously be appreciated. Good luck with the
59	Make it Dual carriageway! The 2 exits lanes coming from Clifton Park And ride towards poppleton are badly used with people only using the left hand lane and refusing to allow entry from anyone in the right hand lane (as if they've broken the law!) not sure the plan for 2 exits roads will add any value or improvement
60	Looks good.
61	Please make the duration of work during the school summer holidays to minimise congestion.

62

Fantastic news, the changes cannot start soon enough!

General comments:

1. Ring Road 3 lane entry is great as left hand turning traffic in either direction doesn't have to negotiate the roadabout. The left hand turns should be segregated, the A59 jct does this well especially when heading south and turning into York.
2. Approaches should extend back along the ring road. The A19 jct (westbound) fails to provide sufficient length to the left hand turn approaches. Traffic turning left still has to queue until 100m or so from the jct.
3. Pedestrian and Cycle use is a low priority but carriageway refuges should be large enough to accommodate a cycle's length and hold 4 cycles side by side.
4. Priority of work following Wetherby Rd:
 - a: Haxby Road junction appears to be the worst, as it backs up to the Wigginton Road jct. Likely to be difficult and expensive given elevated position and bridge proximity.
 - b. Strensall Rd jct.
 - c. Clifton Moor Gate. Main issue is that westbound rr traffic queues for eastbound traffic turning right into Clifton Moor.
 - d. Poppleton jct. Problems here are mostly due to backing up from A19 and A59 jct. This is caused by lack of visibility due to the terrain, i.e. rising over bridges.
5. Ouse Bridge. This can be improved for all users if the pavements and lanes were re-organised. The pavement on the North (eastbound) side is never used and could be removed. The South (westbound) is a mixed path and heavily used and should be widened.

63

Dear CoYC,

I am a retired H&S officer having served both in the enforcement and management of H&S in many work applications. Therefore my comments below are heavily swayed towards making roads and roundabouts safer by assessing the risks, and, just as importantly analysing accidents and near misses.

There is without doubt a major concern to many drivers with the roundabouts which have already been upgraded with the introduction of filter lanes on the outside lane of these roundabouts. From my regular use at both busy and less busy times it is clearly seen that these "outer"lanes do not reduce congestion first and foremost or make the roundabouts safer. At busy times all they do is frustrate other 'patient' drivers who wait in a queue on the inside lane only to watch other drivers "push in" to the front of the queue using the outer filter lane. Filter lanes should be before the roundabout not after it. Having the lanes arranged in this way it means that it is only the vehicles on the inside lane who can allow those joining the roundabout to filter in.

At less busy times the outside lane becomes a fast overtaking lane with many drivers just using it to speed past other motorists at unnecessary speeds.It is at these time when there should be a filter lane for traffic entering a roundabout to improve traffic flow and keep traffic moving.

The whole purpose of a filter lane is to allow vehicles who are entering the roundabout to filter in on the inside. The way the A19, & A59 roundabouts have been constructed do not allow this to happen in any way shape or form.

It is also apparent on the by pass that there is a serious problem with the speed limits. On the A19 for example vehicles coming up to the roundabout from the North are clearly told just before the roundabout that the speed limit is changing to the increased speed of the national speed limit? At the other side they enter Shipton Road to a 40 MPH speed limit. It is absolutely unnecessary to have a national speed limit across any roundabout, in any direction and this situation should be should be looked at in greater detail in the proposed improvements.

Last year as a pensioner I volunteered (through my insurer) to do a driving with confidence course. This was done with an AA instructor. I passed the course with above average driving ability. During the practical driving part of the course the way the York by-pass roundabouts are lane marked and constructed came into a lot of the driving conversation and a lot of criticism from the instructor. I would therefore suggest that The CoYC should seriously ask the AA, RAC and other driving organisation, including the driving schools for their comments on roundabout improvements.

It is hoped that Highways do not keep arranging roundabouts in the way the A19 & A59 roundabouts have been arranged and safer lanes

64	<p>This seems a lot of money for something that won't fix the problem longterm? Has a study been done into the benefits? Can we see it? Surely it must be better to spend this money on things that will actually reduced the traffic in the first place! Like more p&r buses, or free/subsidised p&r buses that are cheaper than the parking fees when we travel as a family, or generally a cycle route from the p&r route into the city!</p>
65	<p>£38m to upgrade roundabouts that you have already spent money on, really?</p> <p>The A64 was designed and built as a dual carriageway and has performed perfectly so why didn't the same apply to A1237? Now you want opinions on firefighting an on going problem where what you should be doing is admitting defeat and coming up with a better solution.</p> <p>Leave the A1237 as it is and rename it to the Inner Ring Road and build a new dual carriageway as a solution. Take the route to enclose Askham Bryan, Rufforth, Skelton with a feeder road to the north of Shipton by Beningbrough to solve their request for a bypass. Enclose Wigginton, Haxby and Strensall with feeder roads to alleviate issues at the five level crossing in the villages and join the A64 beyond Claxton Hall.</p> <p>This moves through traffic away from the shopping areas and allows access to all villages from the opposite side as current plus access for any proposed new builds to the north of the city.</p> <p>Take a good look at the "improvements" at Wigginton and Rawcliffe roundabouts, all you have achieved is a widening of the bottleneck not an improvement of traffic flow.</p> <p>Please let members of the public on to the planning committee to inject common sense as it appears to me that over the last 20 years this seems to have been nonexistent on the roads committee. Let the people who have to use the roads be physically there not just asking for opinions on line which we have zero proof that you will actually look at or act upon.</p> <p>Be careful what you ask the people for because as by using this media you seem to be finally admitting that all of your "experts" have no clue how to actually help the roads system around the city.</p> <p>Please feel free to contact me.</p>

66	<p>The website fails to give any details of planned changes for pedestrians and cyclists wanting to cross the ring road. Other details that need to be provided for comment include:</p> <p>Lighting levels, anticipated reduction in peak time delays, lane markings, any priority for public transport, increase capacity expected; expected impact on surrounding arterial roads (including displacement through more drivers being attracted to the new junction. If there is an increase in traffic as a consequence what will be the impact on other neighbouring junctions that are not being upgraded?</p>
67	<p>I travel round the A1237 everyday, the roundabouts already upgraded on the A19 and A59 have helped a bit, BUT the signage is not good enough and many people do not understand how to use the dual exit lanes and change lanes halfway around the roundabouts or are unsure which lane they should be in to start with. The lane markings are not very clear, and the exit lanes are not long enough to allow merging traffic to merge correctly and as the traffic is usually then stationary upto the next roundabout it is not possible to filter back in to the traffic flow.</p> <p>have the projected additional amounts of traffic for the Sugarbeet site and civil service sports ground developments been accounted for? a large proportion of the new occupants of these sites will also have to join this section of road to travel anywhere outside of the city.</p>
68	<p>The worst 2 roundabouts on the A1237 are where the A1237 crosses the A19 and the A59. This is due to the fact that when getting round the roundabouts to continue along the A1237 two lanes then go into one and everything stops. This is because cars go down the outside lane to try to get a few cars further down the line and push into traffic that is already on the inside lane. Near accidents are caused by cars trying to push into the stationary traffic and by cars on the inside lane not allowing others to enter the inside lane. This then causes traffic to come to a standstill and then backs up round the roundabouts. Road Rage and accidents are regular problems at both the A19 and A59 roundabouts due to the fact that 2 lanes do not go into one. Should the whole of the A1237 become duelled for its full length then this type of roundabout would be okay but not when the carriage way is single. All that will happen if this type of roundabout is built at Wetherby Road is that there will be more standing traffic and more potential road rage and accidents to contend with. Bad Idea.</p>
69	<p>I recommend that the roundabout junction from the Netherlands shown at the following tweet link be studied in detail for design pointers: https://twitter.com/projectsfromNL/status/950006412855345152</p>

70	<p>Additional lanes are unlikely to fix the problem on their own when there are high levels of traffic along this section of the ring road a big problem can be waiting to find a suitable gap to pull out onto the roundabout. Traffic lights on the roundabout would help resolve this by giving appropriate time to all approaches to find their way onto the roundabout, and if smart systems used also control flow of traffic. Traffic lights can also give some confidence to cyclists/pedestrians crossing the lanes at the roundabout that traffic will be stopped, but should be accompanied by cycle/pedestrian lights unlike is currently the case on the Designer Outlet roundabout where you just have to assume/hope the lights won't change to green when your crossing.</p> <p>Crossing the exit junction needs specific care as it can be difficult to tell when is safe to cross at all the roundabouts around the ring road due to excessive speed on exit of the roundabout/lack of signalling from drivers. Ideally the crossing should be set back from the exit enough that it's easy to tell if a vehicle is exiting but not enough that vehicles build up too much speed. A 30mph or even 20 mph limit and rumble strips/speed limit reminders on exits would help with this. A traffic light crossing would be even better!</p> <p>Double lanes coming off the roundabout could just lead to bottlenecking at peak times, such as occurs at the last roundabout off the dual carriageway heading towards Scarborough. Double lanes on exits are also even more difficult to judge safe crossing to the point where it is formidable for some, as it requires watching more lanes of traffic and the double lane encourages extra speed as people race to overtake before the merge.</p>
71	<p>Complete waste of time and money. Unless you take out the traffic lights which hold up traffic at the P&R on the A59 this will not make any difference.</p>
72	<p>crack on</p>
73	<p>Please add Cycle Lanes on the roads leading up to the roundabout. On those roads (especially Wetherby Road) there are always cyclists on the roads. If there was space for the cyclists also it would make travelling much easier. I know they are making a new cycle path in rufforth but they don't use the existing one anyway! Add cycle lanes please it would make everyone happier.</p>

74	<p>This is much needed work and I am all for it, however the previous works at the A59 & A19 roundabouts do not provide the level of greater capacity that they could because the majority of drivers are reluctant to use both lanes due to the filtering that is then needed on the other side of the roundabout. Drivers blocking both lanes to prevent other drivers 'pushing in' and road rage are continual everyday problems due to this layout. I would suggest that new signage should be included on the new Wetherby roundabout (and the A19/A59 roundabouts retrospectively) advising drivers to use both lanes for straight on and signage on the exit telling drivers to filter one at a time. Hopefully this will educate drivers that they are not 'pushing in' by using the outside lane.</p> <p>The A59 roundabout has a ridiculous sharp angle when travelling anticlockwise on the A1237. From the designs it appears that the Wetherby road roundabout will not have the same issue, however I raise this in case of any design amendments, as we do not want another roundabout with this poor (and somewhat dangerous) design.</p>
75	<p>As a local resident (Knapton Lane) It is essential that consideration is given to wider impact of these works and to reduce "rat running" through Knapton village and Knapton Lane. It also important that Cycling & Pedestrian facilities are improved in the area in particular the Knapton to the Rufforth cycle route by providing a safe illuminated underpass crossing of the A1237 to enable people to access the employment opportunities at the Northminster Buisness Park</p>

76	<p>Hello York Council .</p> <p>You have overdeveloped York's housing stock without improving and increasing roads. You have built too many apartment blocks and although this will bring in lots of council tax it comes with the drawback of higher density of car ownership - some households having multiple cars. It is a city with a small centre with limited feed roads and few bridges. Think about the chaos that ensued with the Lendal Bridge episode and explore the idea that you may need extra roads and traffic bridges to tackle the traffic problems in the city centre. Many people go through town because the ring road (A1237) is so awful.</p> <p>Many of the main shops, entertainments and other services are out at the edge of the city at Clifton Moor, Monks Cross or other such places and this creates a lot of traffic on the ring roads. The centre of town has become one giant eatery with fewer useful shops for residents, forcing people to hop in cars (when they have them!) to go out to these dismal places. If you don't have a car or access or access to online shopping like many of the elderly, then life can be difficult. Please think about the whole issue not just one small part as part of the overall plan.</p> <p>On the A1237 'Improving' roundabouts is scratching the surface it will still carry the same amount or possibly even more traffic and is frequently very congested. The real issue is the utter failure to build an adequate dual carriageway in the first place and maybe this is the thing you really do need to address with the Government. You may not see such a massive improvement for your £38million. Is this the best use of such funding? It seem a lot of public money for 7 roundabouts.</p> <p>One of the better things you have done to reduce traffic is the Park and Rides which generally work well and I always encourage any general visitors to the city to use them. You have placed them very well and they are pleasant and safe places to use. The bus drivers are always tolerant and helpful in often difficult circumstances. However I have to say that I know of people who have ceased to visit York as they find the constant crowded extra 'markets/events' in Parliament Street unpleasant.</p> <p>Whilst I can see that something needs to be done I feel you should consider a more long term plan and control development more carefully to ensure the city functions properly. I know this will be more of a challenge for you as, in the pst, you have successfully attracted much</p>
77	<p>Idiotic. The council just keep moving from one roundabout to the other 'improving'them. This never fixes the issue. Dual carriageway the A1237, or don't waste the money. Also please note, adding lanes to the roundabouts increases likelihood of accidents as tourists try to move lanes last minute due to lane confusion, and the impatient use them to try to undercut on the roundabouts. Does the council intend to take the responsibility for an increase in road traffic collisions?</p>

78	<p>In respect of crossing the ORR here, I cannot see an option for a cycle underpass at this site. Is one planned? If not, then confident cyclists may choose to stay on road. Peripheral cycle lanes may assist less confident cyclists, but they must not be expected to cross more than two traffic lanes at one, unless an intermediate island is provided.</p> <p>Fully support the need for a segregated crossing a little further east, where the offroad cycle lane from Rufforth reaches the A1237. At present, the continuation towards York requires use of an ORR island refuge, with a link to York via Knapton. There was an agricultural underpass nearby, which may be capable of being reopened to provide a fully segregated crossing.</p> <p>This will remove the severance impact upon non-motorised travellers, which the ORR currently creates.</p>
79	<p>I live on Wetherby Road and use this part of the ring road frequently. We have found the upgrades to the a19 and a59 roundabout very good. And so are pleased with the plans to do the same at weatherby rd roundabout.</p> <p>My only suggestion would be a 'merge in turn' sign or similar to indicate that both lanes in the 2 lane exit should be used. Currently we have found on the other 2 roundabouts that people don't use the second lane very often, and when people do use it, cars in the inside lane get annoyed and try not to let them in. If a sign saying 'merge in turn' was there then people would be more likely to use both lanes. □</p> <p>Thank you</p>
80	<p>I am not convinced that trying to change these roundabouts yet again will improve the Ring Road. When roundabouts have previously been altered they may have made it easier to travel around the Ring Road but have made it more difficult to cross the ring road with a clear example being the A59 at Poppleton. The issue is that the Ring Road does not have the capacity to carry the volume of traffic that currently uses it as well as the traffic that ought to use it but avoids it because of the congestion. It needs to be dualled in full for there to be any significant improvement. Stop these half hearted plans and provide the proper improvement that is needed.</p>
81	<p>How will the improvements increase capacity? Can't understand how widening the roundabout will help. Are they being carried out in clockwise order? how are they being phased?</p>
82	<p>Will the much needed resurfacing be carried out at the same time? What about improvements for pedestrians and cyclists?</p>
83	<p>Clifton Moor Gate why can't turn right instead of going around the roundabout on the ring road?</p>
84	<p>Cycle Lanes -Will there be improved cycle facilities throughout all the junction improvements?</p>
85	<p>Junction Order of Delivery - What is the significance of the order of delivery mentioned in the presentation?</p>

86	Moor Lane/Askham Bryan - Dualling Capacity?
87	Box Junction on Roundabout at Wiggington Road?
88	Has CYC received all of the £37m.?
89	Signalisation at Strensall Road?
90	Pedestrian subways at Strensall on the wrong side of the road?
91	Signalising RAB's at peak times?
92	Concerned about the impact on Acomb residents. It is already difficult to get across the roundabout at the A59.
93	A number of comments were received about the "poor" design of the A59, namely the adverse camber (a Yorkshire Water sewage tanker rolled allegedly as a consequence of this last year) and the flooding problems
94	Suggests that CYC contact the Transport Manager at Nestle to go out with a driver one afternoon to witness the difficulties there drivers have. It is alleged that the HGV drivers unwittingly cause damage to the highway due to poor highway design, such as clipping the kerbed
95	Great North Way roundabout - why are we looking to improve this roundabout, isn't it wide enough already?
96	Recent highway works at Millfield Lane (within Great North Way commercial park) have not improved the situation.
97	Suggested that we speak to the Community Involvement Officers to place leaflets in all the Parish noticeboards
98	Asked why the roadmarkings on the drawing say "ACOM"
99	Would like cyclists improvements from the A64 to Acomb
100	Would like "merge in turn" signs
101	Concerned that "speeding" in Acomb will be increased due to improvements
102	Cycling underpasses need to be provided to suit the requirements of WYCA
103	Modelling data for the A1237 needs clarifying with WYCA
104	Poor street lighting between Wetherby Road and the A59
105	Asked whether all the relevant environmental issues are being addressed
106	Suggested that air quality through Knapton will be increased
107	The A19 and A59 have cycle facilities, there is no dedicated subway for cyclists on this scheme.
108	The phasing was queried
109	Concerned about rat-running through Knapton whilst the works are underway
110	Concerned about noise whilst the scheme is under construction
111	Requested evidence that the A59 is working well
112	Asked about whether there will be night time working
113	Are there any plans to close the roundabout totally?
114	How long will the works be on for?

115	Concerned about Rufforth being a rat run with vehicles travelling from the A59 to the A64 via Askham Bryan / Askham Richard, and vice versa
116	A64 via Askham Bryan / Askham Richard, and vice versa
117	Enquired about the cycle route
118	Enquired about dualling and when will this happen
119	Enquired about communication of key events as the work progresses
120	Gantries like those in Lincoln may be beneficial for this scheme
121	How long will the construction work take?
122	The provision for cyclists and pedestrians on the A59 is over the top
123	The lane markings on the A59 need reviewing
124	A59 roundabout landscaping needs completing
125	Is the maintenance track locked permanently and secure?
126	Issue with traffic speeding on Wetherby Road, coming from the Acomb direction. Can
127	the 30 LED temporary sign be replaced?
128	Improvements to Wetherby Road roundabout are not needed
129	Will any fencing / hedging be replaced as like for like?
130	What will CYC be doing within the villages of Knapton and Rufforth to slow traffic?
131	Where does the proposed drainage feed into?
132	What is the proposal for street lighting? Are cat's eyes proposed?
133	Can we monitor air pollution on Wetherby Road?
134	Is more residential / commercial development proposed as a result of the Wetherby Road roundabout improvements?
135	Why are the press saying that there's going to be a dual carriageway?
136	Is there a timescale for the works?
137	Will we be making it easier for traffic to get onto the Wetherby Road roundabout?
138	How much improvement is it supposed to make?
139	Knapton Lane is a "rat-run". Is there anything planned to stop people using it as such?
140	Why are you doing these improvements, Wetherby Road roundabout is not very busy?
141	Can we include a pedestrian / cyclist connection to Grange lane, this has been omitted in the past when the scheme was first built in the mid 1980s
142	Are we closing any laybys? Northbound not needed, southbound useful.
143	How are pedestrians / cyclists going to cross the roundabout? Would like to see any route that is proposed between Rufforth and Knapton as 3m wide
144	Can the maintenance track be converted in future for dualling?
145	Lots of potholes at the moment near Acomb Green

146	What will happen with the roundabout at Wetherby Road / Beckfield Lane whilst the scheme is under construction?
147	How long will the construction work take?
148	When will dualling of the Ring Road happen?
149	<p>While I broadly support the improvements to the Wetherby road roundabout as a resident of Knapton I think there are some other issues that should be considered at the same time.</p> <p>Access over the A1237 for cycles and pedestrians with the increasing traffic volumes is hazardous. The island on the A1237 north of the Wetherby roundabout has been hit several times in the last year and is currently in a very poor state of repair. Many residents now drive round to the start of the bridleway via the ringroad rather than braving the crossing.</p> <p>Consideration should be given to using the existing underpass on the A1237 (previously used for cattle but now no longer used) by Knapton allotments for pedestrian and cycle access to the cycle track to Rufforth. This would improve pedestrian safety and potentially reduce the number of collisions with the current traffic island in the middle of the A1237. At the same time the cycle track to Rufforth from Knapton needs to be metalled over its entire length. Currently it isn't suitable for all bikes/children over some stretches.</p> <p>Care should be given when designing the roundabout to avoid driving lines such as those at the A59/A1237 roundabout. Adverse camber and poor design make this a difficult roundabout for many drivers to negotiate.</p> <p>Consideration should also be given to reducing the speed of traffic round the A1237. Today it's a mix of 40 and 60 mph. I believe making the whole section between the Wetherby and A59 roundabouts a 40 mph section would make the crossing on the A1237 and access to and from Knapton from the A1237 considerably safer. I suspect it would also improve traffic flows at the roundabouts avoiding the speeding to queue phenomenon I see on a</p>

150	<p>I have received the leaflet regarding the proposals for Wetherby Road roundabout & the 6 subsequent roundabout changes planned.</p> <p>The proposals for making these roundabout layouts the same as the A59 & A19 roundabouts are in my opinion completely unnecessary.</p> <p>Whilst the expansion to 3 lanes at the approach to the roundabouts does aid the movement of traffic taking the first exit off the roundabout, the 2 lanes exits from the roundabouts does not ease traffic movement, these cause more holdups & slow traffic flow as those in the right hand lane force themselves back into the main lane.</p> <p>Witness the slow moving traffic on the A59 & A19 compared to the B1224/A1237 to see this in action.</p> <p>Until the A1237 is dualled roundabouts of the proposed layout will not work & I object to taxpayers money being wasted on schemes which will have no benefit.</p> <p>I appreciate computer simulations of the schemes will have demonstrated excellent results from these 'improvements' however you need to factor in the human action/reaction effect. Drivers take aggressive action in order to where they want to be faster, they will race into the exits in the righthand lane & try to join the main traffic lane at the latest opportunity meaning other drivers have to brake to let them in safely causing the traffic to slow/stop.</p> <p>This can be observed every day on A59 & A19, has anyone on the planning team spent time looking at how poorly these roads work, have the number of accidents/collisions/shunts been taken into account?</p> <p>Currently I will avoid using the A59 roundabout if my journey means I can take an alternative route, if I need to travel towards Harrogate I will take the</p>
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151	<p>Grateful to learn of the extent to which Induced Demand will be factored into the upcoming A1237 dualling study. Scholarly information at https://en.wikipedia.org/wiki/Induced_demand. Also please note below.....</p> <p>Grateful also to learn of the planned strategy to help non-motorised users to safely cross the ORR. When CoYC inherited the road from Highways England, it only had segregated crossings at Haxby Road and Low Poppleton Lane. Some helpful schemes followed, including the DfT - funded Rawcliffe Bar underpass, plus CoYC-funded island refuges at Askham Lane and Knapton Lane. Also the Better Bus-funded underpass at the A59 roundabout.</p> <p>The WYCA funding will hopefully allow for more underpasses (or lightweight cycle/pedestrian bridges) to be constructed. I've commented separately on the Wetherby Road roundabout, and the possibility of a segregated crossing further towards Knapton (cycle route from Rufforth).</p> <p>York Cycle Campaign will doubtless comment separately.</p>
152	<p>Dear colleagues at CYC</p> <p>Can I recommend the use of 'merge in turn' signage on the exit slips of the proposed roundabout.</p> <p>Currently on the Rawcliffe and Poppleton/A59 roundabouts where previous upgrade works have finished, in all but light traffic conditions people will queue in the approach left hand lane only, and avoid using the right hand lane for straight over traffic, despite road markings. Then on the exit slip where there are queues up to the next roundabout, they refuse to let other traffic merge in. Having queued up to, around and coming off the roundabout all in one lane they don't want to let people who have used the empty lane to 'cut-in'.</p> <p>I believe previous research done for Highways England relating to lane closures on motorways, the addition of a 'merge in turn' sign reduced general levels of driver agro and encouraged correct usage of both lanes up to the merge point, increasing road capacity and reducing total queue length.</p> <p>Additionally, on A59/A1237 roundabout I often see people cutting across lanes while transitioning North-South on the roundabout along the A1237, they struggle to stay in the left-hand lane and drift into the right. I believe this is due to a combination of the slight offset from centre of the exit slip, the additional road curvature introduced by the service station boundary, and the position of the spiral hash box pushing traffic over to the East. It creates a kink in the desire line which is irregular to most corners/roundabouts, as a result most people struggle to compensate correctly for it, especially if they are travelling at speed.</p>

153	Ditch the ridiculous 2 into 1 filter lanes on the exits. They cause all the problems at Rawcliffe and Poppleton bars.
154	<p>The filter lanes at the Poppleton Bar and Rawcliffe Bar roundabouts cause the traffic to back up to Wetherby Road. Cars do not filter and merge as intended and people become frustrated as other road users push in from the outer lane.</p> <p>If there has to be two filter lanes turning right, then label one a merge lane on the approach signs and road markings. That may help.</p>
155	<p>Having viewed the plans I wish to make the following comments;</p> <p>The whole of the A1237 is indeed need of upgrade. This particular roundabout is not congested, other than traffic is at a standstill in the direction coming off the A64 in towards clifton moor direction. The whole lane gets blocked as far back as the wood thorpe roundabout. Altering the layout will not ease congestion caused by numbers of cars all wanting to go in the same direction.</p> <p>Please please do NOT make the same mistake as the upgrade to the Rawcliffe roundabout and the Wyevale roundabout. What a disaster. Two lanes of traffic now to enter the roundabout - two lanes to exit! This isn't a motorway! There is no road length to allow this. I imagine, what was a planned filter lane is a dangerous bun fight. All that happens now is road rage.</p> <p>I live in Poppleton and could use this road with no issues during the middle of the day, now it can be at a stand still at 2pm.</p> <p>Two lanes cannot and should not merge into one in road lengths such as these. The inner lane is at a standstill whilst the outer lane creeps along and forces itself into the front on the inner lane. Every day this painful time wasting layout fails. It should be returned to one lane until the whole road is dual lane in full. Partial bits cause dangerous driving and frustration and congestion.</p> <p>It slows down the whole network, on the Rawcliffe rounabout as you approach from Poppleton you are faced with another issue this roundabout causes. Traffic is slowed unnecessarily as there is no way of knowing if traffic is coming around to you from the right is going to go down the A19 or going into the filter lane 'bun fight lane' towards the A59. This hesitance multiplied by each car leads to a back up on the lane.</p>

156	<p>Thank you for outlining your ideas for roundabout improvements.</p> <p>The idea of having a 3 lane approach and a 2 lane exits to say the least is idiotic.</p> <p>We already have a similar system at the A19 junction from Clifton Moor towards A59 and A59 from Acomb towards A19. This system clearly doesn't work at these roundabouts so why would it be used at other roundabouts? Unless of course that the 2 lane exit lane would actually be dual carriageway which I don't for one minute think it will.</p> <p>What happens at these roundabouts is, it clears the approach side of the roundabouts but on the inner lane of the exit roundabouts drivers don't like the right hand lane drivers "pushing " in. So then both lanes are congested which then leads to 3 lane congestion actually on the roundabouts.</p> <p>Do one roundabout at a time and dual carriageway the length of road after that roundabout then when we have more funds coming in do another one.</p> <p>What's that saying? "Slowly slowly catchy monkey " I'm sure if the planners drove along these roads on a regular basis ie: school holidays, after school hours, rush hours and race days they would be their idea is ludicrous.</p>
157	<p>can accommodate extra traffic is plain silly.</p> <p>The roundabout at the wetherby road junction works reasonably well compared to the A19 one. The A19 roundabout is always blocked because of its current layout.</p> <p>Traffic travelling from Clifton Moor intending to turn right onto the A19 have to queue because of the congested roundabout.</p> <p>And you are missing the point with regards to duelling one stretch at a time of the roads between each roundabout.</p> <p>Overall I'm sure rate payers of York would welcome any disruption that, in the long run would make their commute to and from work and trips to the shops (which would also benefit from easier access) much easier once work was completed. One stretch at a time.</p> <p>As a comparable (when decorating a house you wouldn't paint all the rooms then wallpaper the rooms you would do one room at a time) and I'm sure there are other comparisons.</p> <p>Proceeding with the councils plans would once again be putting good money after bad.</p> <p>If it had been laid out as dual carriageway when planned then disruption and wasted money could have been saved when they had to amend the junction at Askham Lane junction and A19 which didn't actually improve the roundabout.</p> <p>I can't pass a true opinion on roundabouts beyond Clifton Moor towards Monks Cross as I don't use it very often but when I have gone along this stretch of road I noticed that it does move relatively quickly.</p> <p>Come on City of York Council don't let your pride prevent you saying you have come up with a plan that won't work.</p>

158	<p>I recently emailed you with regards to proposed improvements to the A1237. I disapproved to the plan and did give another option but I see in the York Press that you are asking for residents to have say on plans to fight congestion on this road.</p> <p>I wondered have York council and and First York thought of a bus route along this road?</p> <p>It could start at Park and ride on Tadcaster road proceed along Moor Lane towards the A1237, having - one bus stop along Moor Lane. Along Askham Lane - One bus stop Ridgeway with - one stop Then along A1237 to the park and ride at Poppleton Along A1237 to Rawcliffe park and ride Along A1237 to Clifton Moor past the Vue cinema -- one bus stop - towards the A1237 Along A1237 turning off toward Huntington --- one bus stop Along North Lane to Monks Cross If the bus was to LEAVE each bus stop on an EXACT time people could then rely on it to get to work or shopping. Even hourly would be good but half hourly would be excellent. People working at Monks Cross wouldn't have to get a bus into town then one to Monks Cross. Likewise workers on Clifton Moor.</p> <p>If people could rely on the EXACT time a bus would leave a particular stop they would feel confident in getting to work on time. An opportunity for people out of York to use the park and ride then bus along the A1237 to Clifton Moor or Monks Cross.</p>
159	<p>The filter lanes do not work on the 'new' roundabout approaching MacDonaldis from Clifton Moor because drivers do not know how to use them so most of the traffic is in the nearside lane because driver's will not allow others to filter in.</p> <p>There is so much road rage already as cars 'cut in' then brake suddenly because they are too close to the car in front. Drivers 'give way' whilst on the roundabouts causing even longer tailbacks and forcing the cars behind into a vulnerable and unsafe position whilst on the actual roundabout.</p> <p>Has York Council considered a flyover for traffic heading towards the A64? This would be far safer than the roundabout in its' existing state and the new proposals of widening the road. In a years' time it will be inefficient and outdated as even more cars will be on the road.</p> <p>The proposal is likened to sticking a plaster on a broken leg. Its not fit for purpose.</p>
160	<p>Unless you deal the entire A1237 you're wasting your time and OUR money.</p>
161	<p>Hi</p> <p>I was just wondering what date the road works will start on the A1237 outer ring road and Wetherby road towards Rufforth</p>

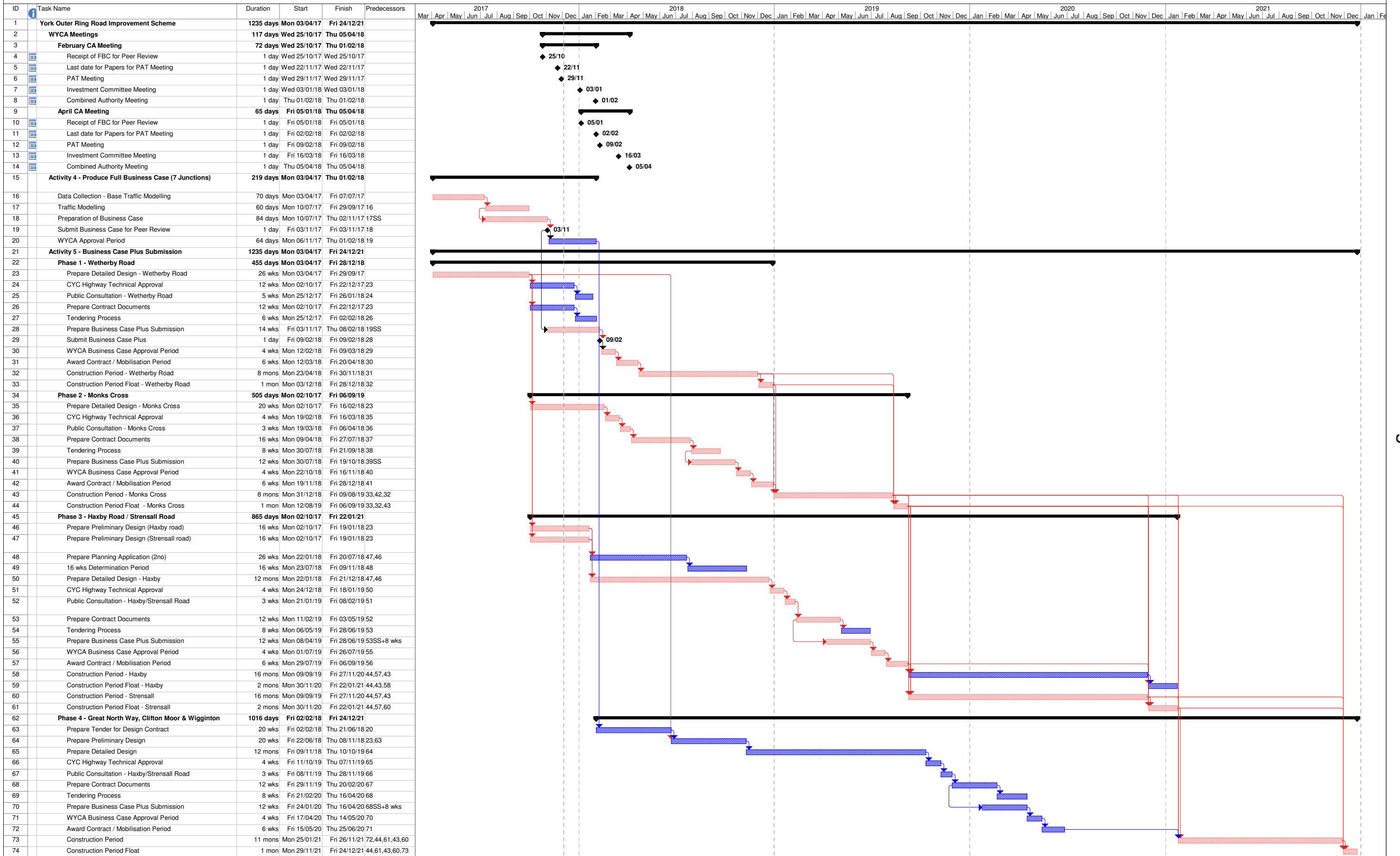
162	<p>I have read the documents about the proposed upgrade of Wetherby Road roundabout.</p> <p>I may be missing something but I can't see anywhere the justification for the works? Congestion isn't normally an issue at this roundabout even during the rush hour.</p> <p>Could you provide (or point me in the direction of a link to) information on:</p> <ul style="list-style-type: none"> a) the anticipated cost of the upgrade b) the justification for the works/details of current congestion/safety issues c) the cost benefit analysis for the works <p>At this stage the only reason provided is that this roundabout will be "easier" to upgrade which doesn't sound like the best use of tax payer resources.</p> <p>I look forward to your response.</p>
163	<p>I would like to highlight the need to incl. cycle lanes in the new roundabout design. I am surprised this has not been included. The current layout will make it near impossible and likely fatal to try and cross per bike...</p>
164	<p>I am emailing to suggest my ideas for the road improvements for the A1237, especially the roundabout at New Earswick and Haxby. Currently the roundabout has the left lane turning left into Haxby, while the right lane going straight on towards Monks Cross and right into New Earswick. So much traffic at this junction turns right at busy times as it feeds both Joseph Rowntree School and Huntington School.</p> <p>I feel if the left lane went straight on as well as left it would ease traffic at this point, especially around school traffic times.</p> <p>The traffic becomes very stagnated at this point and I feel doing this would help to keep traffic flowing.</p>

165	<p>Following receipt of your leaflet concerning the A1237/B1224 Roundabout project, which seems to of been limited to houses within a quarter of a mile, I would like to make the following points.</p> <p>The new layouts of the A1237/A59 and the A1237/A19 roundabouts have not made any significant improvements to traffic flow at peak times. The lane layouts, especially A1237/A59 are a hazard and anyone unfamiliar with this junction would have difficulty maneuvering around this junction. Enlargement of these roundabouts has increased speeds and makes it harder to feed into gaps,</p> <p>The majority of citizens from the Greater York area are in agreement with yourselves in that the long term solution is to Dual-Carriageway the full length of the A1237 and remove all of the roundabouts, of which the land to do so was purchased at the time of the original build in the 1980's. From your own publication 'Our City' Issue 6 (sep 2017) the future plans include building 7440 houses within close proximity of the A1237 with other plans for Commercial and industrial properties too. this will put further increases in traffic on this road.</p> <p>Any money spent on 'Improving' the roundabouts on the A1237 will be a complete waste of resources.</p> <p>A sum of £38M would be better invested in the long term solution by building as much Dual-Carriageway as is possible now.</p> <p>As imminent development of 'York Central' (ST5 in your plans) of 1500 houses plus commercial property, 'British Sugar/Manor School (ST1) 1200 houses plus commercial property and the old Civil Service Sportsground (ST2) 266 houses, I believe the A59 - A19 stretch of the A1237 should be the</p>
166	<p>I agree that the Wetherby Road roundabout needs improving, and the fact that a larger roundabout with better visibility of traffic approaching from the right may help the flow.</p> <p>However, I am less convinced about the benefit of two lanes for going straight across the roundabout. It should reduce the length of the queue at the roundabout but I'm not sure it will do much about the number of vehicles queuing. It seems that these have more benefit where reducing the length of the queue frees up another junction.</p> <p>There is a fundamental flaw with the two lane improvements which have been carried out so far, and which I believe should be addressed at this and the existing roundabouts. The current road layout suggests that beyond the roundabout traffic in the right lane has to merge back into the left lane. Drivers in the left lane see this as queue jumping and close up to prevent traffic in the right lane merging in. This has two effects; most drivers stick to the left lane even though it is busier to avoid getting into conflict, and often drivers who do use the right hand lane pull in immediately off the roundabout when traffic is queuing leaving the right lane empty.</p> <p>The solution to this would be to change the signs and road markings so that it shows both lanes merging into one rather than the right lane merging into the left - I can visualise it but unfortunately can't draw it in this email! I believe a sign at the end of the two lane section saying something along the lines of "zip filter here" may also help.</p>

167	<p>Following receipt of your leaflet concerning the A1237/B1224 Roundabout Project, which seems to have been limited to houses within a quarter of a mile of the junction, I would like to make the following points:</p> <p>The recent new layouts of the A1237/A59 and the A1237/A19 roundabouts have not made any significant improvements to traffic flow at peak times. The lane layouts, especially the A1237/A59 are a potential hazard and anyone unfamiliar with this junction could have difficulty maneuvering around it. HGV's have very little chance of remaining in the lanes.</p> <p>Enlargement of these roundabouts has increased speeds and make it harder to feed into gaps.</p> <p>The majority of citizens from the Greater York area are in agreement with yourselves in that the long term solution is to Dual Carriageway the full length of the A1237 and remove all of the roundabouts, of which the land to do so was purchased at the time of the original build in the 1980's.</p> <p>From your own publication, 'Our City' Issue 6 (Sep 2017), the future plans for York include building 7440 houses within close proximity of the A1237, with additional plans for Commercial and Industrial Properties too. This will put a further increase in traffic on this road.</p> <p>Any money spent on 'improving' the roundabouts on the A1237 will be a complete waste of resources.</p> <p>A sum of £38M would be better invested in initiating the long term solution by building as much Dual-Carriageway as is possible now.</p> <p>As imminent developments of 'York Central (ST5 in your plans) of 1500 houses plus Commercial/Industrial properties, 'British Sugar/Manor School' (ST1) 1200 houses plus Commercial/Industrial properties, and the old Civil Service Sportsground (ST2) 266 houses, I believe the A59 - A19 stretch othe A1237 should be a priority. Alas this will be the most expensive part as it will include bridges across the Railway Lines and the River Ouse.</p>
168	<p>Further to the above scheme and as a resident of Wetherby Road, I would like to press for the road to be re-surfaced, as part of the scheme, to reduce the vibration from passing lorries.</p> <p>The vibrations occur when presumably heavily laden articulated lorries pass along Wetherby Road. These are often supermarket delivery lorries which typically arrive between 5.00 to 6.00 am when the road is free of traffic and the lorries can drive faster than they would normally be able to.</p> <p>As a solution I would suggest that Wetherby Road is resurfaced with care taken to ensure that it is durable, smooth and level through out and that reduced and camera enforced speed restrictions are introduced.</p> <p>It seems wrong to me that large sums can be found for roundabout/ring road improvements but not for basic road maintenance, even where it is causing a significant problem.</p>

169	<p>Whilst I support the plans to improve the A1237 Wetherby Road roundabout I feel strongly that the proposed cycling and pedestrian improvements are completed as part of the Enabling Works for this project so that cycling and walking are safe alternatives to short journey during the Wetherby Road Roundabout works.</p> <p>The benefits of creating a safe cycling and pedestrian route via the existing underpass are</p> <ul style="list-style-type: none"> • Provides a safe route from Acomb & Westfield Wards and Knapton to the employment opportunities on Northfield Lane and Poppleton Bar Park & Ride • Provides a safe route from Rufforth to Knapton and Acomb and vice versa for recreation and routes to/from schools & colleges • If this is completed as part of the Enabling Works for the roundabout project this would mean that cycling and walking would be safe alternatives for short journeys during the disruption caused by the Wetherby Road Roundabout works.. <p>Impact of Increased traffic volumes & average speeds</p> <ul style="list-style-type: none"> • Consider the impact of increased traffic volumes and average speeds following completion of the works and whether the existing traffic island crossing point to Northfield Lane is a safe crossing point in the future (Vehicles have collided with the traffic island a number of times) • Consider as part of the works whether the right turn from A1237 onto Knapton Main Street and the right turn from Knapton Main Street onto A1237 should be closed off to increase safety at this location. The alternative safer route is via Bland Lane & Wetherby Road • Include junction improvements to Bland Lane / Wetherby Road junction to improve safe egress/access as following the works the distance between the roundabout and Bland lane will be reduced and average traffic speeds and vehicle frequency could increase. <p>Impacts during the works</p> <ul style="list-style-type: none"> • The A1237 could be less safe during the works for cyclists, pedestrians and motorists, measures need to be taken to mitigate these • The cycling and pedestrian improvements should be completed as part of the Enabling Works for the project so that cycling and walking are safe
170	<p>Whilst I can see the need for alteration to this roundabout, I am concerned at the knock on effect of traffic speed especially regarding the pedestrian crossing Island at Knapton. This crossing needs some serious consideration as it is unsafe: it has been hit on a number of occasions, and we have seen near misses where vehicles have had to swerve to avoid this. Recently we have seen tyre tracks on the grass verge on the Knapton side.</p> <p>The issue regarding the underpass is now even more important to to provide a safe point of crossing for pedestrians.</p>

NORTH YORK OUTER RING ROAD
7 NO JUNCTION DELIVERY PROGRAMME



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Ruffoth to Knapton Cycle Route

Scale: 1:9,703
Author: City of York Council
Date: 06 Mar 2018



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Executive Member Decision Session

15 March 2018

Report of the Corporate Director of Economy & Place
Portfolio of the Executive Member for Transport & Planning

Directorate of Economy & Place 2018/19 Transport Capital Programme

Summary

1. This report sets out the Economy & Place Transport Capital Programme as agreed by Council on 22 February 2018.
2. It provides further detail on the schemes proposed within two key funding blocks within the capital programme.

Recommendations

3. The Executive Member is asked to:
 - 1) Note the proposed programme of schemes to be delivered in 2018/19.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Background

4. Following approval at Council on 22 February 2018, the Capital Budget for 2018/19 has been confirmed, the amount allocated to Transport is £35,345k. This has been summarised in Annex 1.
5. The approved budget includes funding from the Local Transport Plan (LTP) grant, the Better Bus Grant, funding from the government's Office of Low Emission Vehicles, and council resources including the Built Environment Fund.

6. The budget also includes funding from various external sources following successful bids by the council, including the Low Emission Bus Scheme grant, the West Yorkshire City Connect grant, the National Productivity Infrastructure Fund, and the West Yorkshire Transport Fund.
7. The Council Budget agreed:
 - a. The allocation for Special Bridge Maintenance is provided to deliver significant structural schemes identified during inspections to ensure the continued performance of the city's bridges.
 - b. The Built Environment Fund is to fund public realm investment for economic growth. Further detail is given below about how this funding is to be allocated.
 - c. Better Bus Area grant funding has been carried forward from 2017/18 for work to improve bus reliability in the north of York.
 - d. The allocations within the Local Transport Plan are detailed below and are targetted to deliver the strategic objectives of the Local Transport Plan.
 - e. Feasibility work has been completed on the proposed improvements to Scarborough Bridge Footbridge to make it more accessible for all users. The council has allocated funding from its own resources for the new footbridge, and has been successful in its bids for funding from the DfT through the West Yorkshire Combined Authority and the York, North Yorkshire and East Riding Local Enterprise Partnership. The planning application for the scheme is due to be determined on 8 March. Subject to this decision and an acceptable tender price being received, it is planned that the detailed design will be carried out in spring/summer 2018 and construction will start in the autumn.
 - f. The council has been awarded funding from the West Yorkshire Plus Transport Fund for the delivery of the Outer Ring Road improvements scheme, and the York Central Access improvements. Feasibility and design work has been carried out on the proposed improvements to the A1237/

Wetherby Road roundabout in 2017/18, and subject to the layout being approved at the 15 March Decision Session, the scheme will be implemented in summer 2018. Consultation will commence on Monks Cross, Haxby Road and Strensall Road roundabouts later in the year.

- g. Work to develop the York Central Access scheme, including changes to the front of the station and a new access route into the York Central site, will continue in 2018/19, with consultation in the spring and the first stages of delivery planned to commence later in the year.
- h. Funding has been allocated from the transformational block within the West Yorkshire Plus Transport Fund to undertake the York Outer Ring Road Dualling Study. A consultant to undertake the work is currently being procured, with the feasibility work planned to be completed in 2018/19.
- i. New funding has been included for the upgrade of the CCTV network across York, which will be carried out over the next two years in consultation with North Yorkshire Police and Gough and Kelly in order to explore the best use of the funding and shared working opportunities.
- j. The council was awarded funding from the Department for Transport's National Productivity Investment Fund for the development and implementation of the Smarter Travel Evolution Programme, which will provide monitoring and analytical capability for real-time journey analysis and modelling across York, and allow York to prepare for advances in urban travel such as Connected and Autonomous Vehicles.
- k. The council was awarded £3.3m from the Department for Transport's Low Emission Bus Scheme to provide 24 fully-electric buses for the Park & Ride service. The majority of the grant funding will be used for the purchase of the new buses, with £0.8m allocated for the associated charging infrastructure (including match funding from the council's LTP allocation).

Local Transport Plan Allocations

8. In order to deliver the strategic aims of the council's third Local Transport Plan (LTP3), proposed allocations are identified in Annex 3. A summary of the proposed allocations is detailed in the following paragraphs.
9. Funding has been allocated for the ongoing programme of improvement works at Park & Ride sites across the city.
10. The council received grant funding from the government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs around York. Following development work for a prototype hub at Monks Cross Park & Ride in 2017/18, funding has been included in the 2018/19 programme for the installation of hubs at other Park & Ride sites in York.
11. Funding has been allocated to continue the programme of work to renew traffic signals across the city, following the upgrade of traffic signals at eight locations in 2017/18.
12. Funding has also been allocated to install new above-ground detection equipment at traffic signals as part of the traffic signals renewal programme.
13. Following the upgrade of the Variable Message Signs in 2017/18, funding has been allocated for the implementation of a new car park counting system, which will allow the number of available car park spaces to be displayed on the refurbished Variable Message Signs around the city centre.
14. Funding has also been allocated for the ongoing review of signs and lining across the city; the continued monitoring of air quality in the city centre; and the continuation of the Urban Traffic Management & Control (UTMC) programme in 2018/19.
15. The Pedestrian and Cycle Schemes block includes funding for the feasibility and implementation of priority cycle schemes, including the proposed Rufforth-Knapton cycle route, which will link to the existing cycle route at Rufforth and will be delivered as part of the Wetherby Road roundabout upgrades scheme, which is the subject of a separate report to this meeting. Funding has also been allocated to continue the review of pedestrian crossings across

York; and allocations for smaller-scale schemes to improve pedestrian and cycling facilities across the city.

16. Funding has been allocated to continue the School Safety Schemes programme, which will implement measures to improve walking and cycling facilities and address safety issues on routes to schools.
17. The Local Safety Schemes and Danger Reduction allocation will fund the development and implementation of measures to address safety issues at sites with a recent record of accidents, and the investigation of issues raised by the public through the Danger Reduction programme.
18. The allocation for Speed Management will allow measures to be developed and implemented to address issues with traffic speeds raised through the Speed Review Process.
19. Funding has been allocated to allow schemes to be developed for implementation in future years, and an allocation has been included to fund retention payments, final completion works, and items identified during safety audits of schemes completed in previous years. Funding has also been allocated for staff costs incurred in the development and implementation of schemes in the Transport Capital Programme.

Built Environment Fund Allocations

20. Within the Built Environment Fund two allocations have been made for delivery by the Transport service. These are detailed in Annex 2.
21. On the 8th of February, Executive approved proposals for the development of security measures to keep the residents, visitors and economy of York safe with physical measures to improve the protection from the threat of a hostile vehicle attack. The report recommended the allocation of £1,187k from the Built Environment Fund to fund this.
22. The Fossgate Public Realm scheme will be delivered in 2018/19 following the result of the experimental reversal of traffic flow. A report on the results of the changes to traffic flow will be presented at the April Decision Session meeting. Funding is included in the 2018/19 transport capital programme to allow improvements to Fossgate to be implemented if the changes are made permanent.

23. The £50k allocation for Minor Public Realm Enhancements will be match funded by York Business Improvement District. With the support of the civic trust, and subject to Executive Member decision, this will be allocated to the removal of the redundant fountain and toilets in Saint Sampson Square.

Consultation

24. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
25. Funding for the capital programme was agreed by the council on 22 February 2018. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

26. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

27. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Scarborough Bridge footbridge improvements scheme; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and the York Central Access major schemes.

Council Plan

28. The Council Plan has three key priorities:

- **A Prosperous City For All.**
- **A Focus On Frontline Services.**
- **A Council That Listens To Residents**

29. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
30. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
31. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

32. The following implications have been considered.
 - **Financial:** The LTP allocation for 2018/19 was confirmed by the Department for Transport on 24 July 2014. Following approval at Full Council on 22 February 2018, the full Economy & Place Transport Capital Programme budget is **£35,345k**. The programme will be amended to include any carryover funding from 2017/18 at the Consolidated Report in summer 2018. Overprogramming within the Local Transport Plan funded schemes will be used to limit the impact of scheme delay beyond officer control.
 - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.

- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Risk Management

33. The capital programme has been prepared to assist in the objectives of the Local Transport Plan. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2018/19.

Author:

Tony Clarke

Head of Transport
Directorate of Economy &
Place
Tel No. 01904 551641

**Chief Officer Responsible for the
report:**

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**



Date 06.03.18

Specialist Implications Officer(s) List information for all

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

All

For further information please contact the author of the report

Background Papers:

E&P 2017/18 Capital Programme Monitor 2 Report – 18 January 2018

Annexes

Annex 1: Approved 2018/19 Transport Programme Capital Budget

Annex 2: 2018/19 Transport Allocations within the Built Environment Fund

Annex 3: 2018/19 Local Transport Plan Allocations

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Annex 1 - Council Approved 2018/19 Transport Capital Budget

Funding	£1,000s
Special Bridge Maintenance (Structural Maintenance)	600
Built Environment Fund (Transport & Highways)	1,787
Better Bus Area	200
Local Transport Plan	2,170
Scarborough Bridge	4,208
WYTF - YORR	9,260
WYTF - York Central Access	12,170
WYTF - Dualling Study	195
CCTV Asset Renewal	180
Smarter Travel Evolution Programme	1,425
Electric Bus Scheme (Park & Ride Low Emission Bus Strategy)	3,300
Total	35,495

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Annex 2 - Allocations within the Built Environment Fund

Scheme	£1,000s
Security Measures	1,187
Fossgate Public Realm Improvements	450
Haxby & Acomb Shopping Centres	100
Minor Public Realm Enhancement Match Funding	50
Total	1,787

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Annex 3 - Local Transport Plan Allocations

Schemes	£1,000s
Public Transport Schemes	
Park & Ride Site Upgrades	100
Traffic Management	
Rapid Charger Hubs (Go Ultra Low York)	600
Traffic Signals Asset Renewals	500
Signal Detection Equipment Programme	100
Signing & Lining	20
Air Quality Monitoring	20
Urban Traffic Management & Control (UTMC)	50
Car Park Counting System	80
Pedestrian & Cycling Schemes	
Cycle Schemes	250
Pedestrian Minor Schemes	50
Cycle Minor Schemes	25
Pedestrian Crossing Review	50
Safety Schemes	
School Safety Schemes	50
Local Safety Schemes/ Danger Reduction	80
Speed Management	50
Scheme Development	
Future Years Scheme Development	50
Previous Years Costs	50
Staff Costs	200
Major Schemes Match Funding	
Park & Ride Ultra Low Emission Vehicles	200
Scarborough Bridge Footbridge	250
Total Local Transport Plan Programme	2,775
Total Overprogramming	605
Total Local Transport Plan Budget	2,170

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