

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Thursday, 29 August 2019

Time: 2.00 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

A G E N D A

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 2 September 2019**.

*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 27 August 2019**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

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

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

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 25 July 2019.

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 28 August 2019**. 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. **York Outer Ring Road Improvements - (Pages 9 - 90)** **Proposed A1237 Clifton Moor Junction** **Upgrade - Report On Public Engagement**

This report is about the design and public engagement process of the proposed upgrade of the A1237 / Clifton Moor junction (the "Clifton Moor junction"). The report is seeking the Executive Member for Transport's approval to proceed with the detailed design and, at the appropriate time, the construction stage of the scheme.

5. Request to Authorise the Making of a Definitive Map Modification Order for Yorkfield Lane, Copmanthorpe (Pages 91 - 104)

The Executive Member authorised a definitive map modification order (DMMO) application to be taken out of turn at the 14 March 2019 Decision Session. The initial consultation and review of the available evidence has now been completed and it is apparent that there is sufficient evidence to reasonably allege that a public right of way subsists over the application route. The Executive Member is asked to approve Option A.

6. Micklegate Bar Experimental Traffic Regulation Order (Pages 105 - 140)

The Executive Member is asked to consider the representations made to the Experimental Traffic Regulation Order since it was introduced in December 2018.

7. Signal Replacement - The Mount / Scarcroft Road & The Mount / Dalton Terrace (Pages 141 - 154)

The traffic signalling equipment at this junction is life expired and has become difficult and costly to maintain, it needs to be replaced. A decision is required to approve the proposed junction alterations.

8. Urgent Business

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

Democracy Officer:

Louise Cook

Contact details:

- Telephone – (01904) 551031
- Email - louise.cook@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 جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	25 July 2019
Present	Councillors D'Agorne (for Agenda Items 1-3 and 5-8) and Aspden (for Agenda Item 4)

5. Declarations of Interest

The Executive Member declared a personal, non-prejudicial interest in Agenda Item 7 (Junction Alterations – Bishopthorpe Road / Scarcroft Road), as a long-term supporter of York Cycle Campaign).

The Executive Member also declared that, having made previous representations in relation to Agenda Item 4 (Definitive Map Modification Order recording a public footpath in woodland adjacent to Windmill Lane, Heslington), he had predetermined his position on this matter. Therefore, in accordance with the Constitution, the Executive Leader would take his place when it came to considering and determining Item 4.

6. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on Thursday 20 June 2019 be approved and signed by the Executive Member as a correct record, subject to the removal of the words '*and allow short term customer parking for the business outlets*' at the end of the Reason for the Resolution under Minute 4 (Consideration of Objections to an Advertised Proposal to Introduce a Residents Priority Parking Area on the Danesmead Estate).

7. Public Participation

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme, and two requests to speak from Ward Members.

Chris Warriner spoke on Agenda Item 5 (Definitive Map Modification Order Application to record a public footpath between Chantry Lane, Bishopthorpe and Acaster Malbis 3), as an affected landowner. He expressed surprise at the application, having always considered the path to be a public footpath, indicated that he had not been consulted, and queried who would cover any associated expenses, such as dog waste bins.

Cllr Warters, Member for Osbaldwick & Derwent Ward, spoke on Agenda Item 6 (Directorate of Economy & Place Transport Capital Programme - 2019/20 Consolidated Report) in respect of the Holtby danger reduction scheme (p.55 of the agenda). He urged that this scheme be progressed as soon as possible, adding that his communications to officers on this and other issues had been ignored.

Peter Broadly also spoke on Agenda Item 6 regarding the Holtby scheme, as a member of Holtby Parish Council. He expressed concern about the ongoing issues, which had been exacerbated by increased traffic to Monks Cross, and urged the council to use the donation kindly offered by a local developer as an opportunity to implement the scheme.

Cllr Kilbane spoke on Agenda Item 7 (Junction Alterations – Bishopthorpe Road / Scarcroft Road) as a Member for Micklegate Ward. He supported Option 3 in the report as the most pedestrian and cycle-friendly solution and suggested that the opportunity also be taken to make further improvements at the junction and address the problems caused by delivery vehicles.

Jonathan Wills spoke on Item 7 as a local resident and business owner. He opposed Option 3 on the basis that it would, in the longer term, have a negative environmental impact due to traffic becoming gridlocked, and that the respondents to consultation did not represent the majority of road users and residents in the area.

Peter Sheaf spoke on Item 7, on behalf of York Cycle Campaign (YCC). In line with the written statement that he had circulated, he asked that the decision be postponed pending resolution of the uncertainty over the Clementhorpe flood defence proposals and re-exploration of the 'Danish option' put forward by YCC in their response to consultation.

8. Definitive Map Modification Order recording a public footpath in woodland adjacent to Windmill Lane, Heslington

The Executive Leader took the chair at this point and considered a report which sought approval to confirm the above Definitive Map Modification Order (DMMO).

At a Decision Session on 7 February 2019, the then Executive Member for Transport and Planning had authorised the making of the DMMO, in accordance with the recommendations in the report to that meeting, attached as Annex 3 to the current report. Additional evidence provided by officers at the session, supporting the existence of the public footpath, was reproduced in paragraph 4 of the current report. Statutory consultation had now been completed, as detailed in paragraph 7, and no objections or representations had been received during the notice period.

Resolved: That the Definitive Map Modification Order to record the route through Mill Plantation as a public footpath, as shown on the map at Annex 2 to the report, be confirmed.

Reason: No objections were received during the statutory notice period, and the additional evidence of use detailed at the Decision Session on 7 February 2019 means that, on the balance of probabilities, the route is a public right of way.

9. Definitive Map Modification Order Application to record a public footpath between Chantry Lane, Bishopthorpe and Acaster Malbis 3

The Executive Member then resumed the chair and considered a report which presented options to determine an application for a Definitive Map Modification Order (DMMO) to record a public footpath between Chantry Lane, Bishopthorpe and Acaster Malbis 3.

Two duly made applications had been submitted by Bishopthorpe Parish Council, one in 1994 for the route A to B to C and one in 2004 for the route A to B to C to D, as shown on the map at Appendix 2 to the report. A third application, received in 2006, was unsupported by evidence so had not

been duly made. The land crossed by the route was held by a large number of landowners, including the parish council and the church. An initial consultation had been carried out, the results of which were summarised in paragraphs 9 to 13.

Three options were available, as set out in paragraphs 14-16, analysed in paragraphs 17-37 and summarised below:

Option A – authorise the making of a DMMO to record the route B to C to D, reject the 2006 application and inform the applicant of their right to appeal. This was the recommended option as the evidence met the statutory test.

Option B – reject all the applications and inform the applicant. Not recommended, as any appeal was likely to be successful.

Option C – authorise the making of a DMMO over the whole route. Not recommended, as the land between A and B was consecrated and public rights of way could not be established on such land.

In response to matters raised under Public Participation, officers confirmed that the speaker was included on the list of consultees. Once the path was recorded, the council would have powers to mitigate and assist landowners with any issues arising.

Resolved: That, in accordance with Option A:

- (i) The making of a DMMO to record the route from Ferry Lane to Acaster Malbis 3 (B to C to D), as shown on the map at Appendix 2, as a public footpath, be approved.

Reason: The available evidence meets the statutory test of reasonably alleging that a public right of way subsists over the land affected by B to C to D.

- (ii) The 2006 application be rejected and the applicant informed of their right to appeal.

Reason: The application was not duly made and relates only to the consecrated land (A-B).

10. Directorate of Economy & Place Transport Capital Programme - 2019/20 Consolidated Report

The Executive Member considered a report which provided details of the 2018/19 Economy & Place Transport Capital Programme out-turn and proposed changes to the 2019/20 programme to take account of carry-overs from 2018/19.

Schemes progressed in 2018/19, comprising a total spend of £13,057k on the £19,364k budget, were set out in paragraph 7 of the report and in Annex 3. Major schemes to be carried forward into 2019/20 were detailed in paragraphs 10-14; these included the grant-funded scheme for new electric Park & Ride buses, completion of the Scarborough Bridge footbridge scheme, work funded by the Smarter Travel Evolution Programme (STEP) and continuing work on the Station Frontage scheme. Transport schemes to be carried forward were set out in paragraphs 15-28. Funding details and a list of all schemes in the 2019/20 programme were provided in Annexes 1 and 2.

In response to questions from the Executive Member and matters raised under Public Participation, it was confirmed that:

- work on developing the Holtby danger reduction scheme was ongoing and officers would be engaging with ward members and other stakeholders on this;
- officers would inform the Executive Member when the last City Sightseeing bus was to be converted to electric drive;
- issues relating to the maintenance of private streets (paragraph 28) would be discussed with the Executive Member, with a view to bringing forward a report if required.

Resolved: (i) That the carryover schemes and adjustments set out in the report and annexes be approved.

(ii) That the increase to the 2019/20 Economy & Place Capital Programme, which is subject to approval by the Executive, be noted.

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

11. Junction Alterations – Bishopthorpe Road / Scarcroft Road

The Executive Member considered a report which sought approval for proposed alterations at the junction between Bishopthorpe Road and Scarcroft Road.

Traffic signalling at the junction required replacing under the council's Traffic Signal Asset Renewal (TSAR) programme. This offered an opportunity to make alterations to further improve pedestrian safety. Four options were available, as detailed in paragraphs 18-89 of the report and summarised briefly below, with associated costs. Options 1-3 all included replacement of the traffic signalling technology in accordance with TSAR and removal of the left turn lane on the southern arm of Bishopthorpe Road. Responses to the stakeholder consultation carried out on options 1-3 were set out in Annex A to the report.

Option 1 (shown in Annex B) – replace the left turn lane with a widened footpath and short length of cycle lane and ASL. £90k.

Option 2 (shown in Annex C) – as Option 1, plus similar changes to the Scarcroft Road approach and further changes to the northern arm approach and junction staging. £120.5k.

Option 3 (shown in Annex D)- as Option 2, plus installation of a new pedestrian crossing on the northern arm of the junction and relocation of the cycle stands. £165k. This was the recommended option, as it provided all the benefits of options 1 and 2 plus further improvements to pedestrian safety, and was supported by the responses to consultation.

Option 4 – no changes. This was not recommended.

Officers confirmed that the 'Danish option' favoured by the YCC had been discounted as it would increase delays and worsen air quality, as detailed in paragraph 94. Having noted this, and the other comments made under Public Participation, the Executive Member

Resolved: (i) That Option 3 be approved, as set out in paragraphs 57 to 64 of the report.

- Reasons:
- a) To achieve the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.
 - b) To provide further benefits for users by introducing a new pedestrian crossing, an addition generally supported by the consultees and local user groups.
- (ii) That officers note the suggestions made in respect of this item under Public Participation for consideration as part of the detailed design of the scheme.

Reason: To ensure that proper consideration is given to the feasibility of including further improvements within the scheme.

Cllr A D'Agorne, Executive Member for Transport

Cllr K Aspden, Executive Leader

[The meeting started at 2.00 pm and finished at 3.20 pm].

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Decision Session – Executive Member for Transport**29 August 2019**

Report of the Assistant Director of Transport, Highways and Environment

York Outer Ring Road Improvements – Proposed A1237 Clifton Moor Junction Upgrade – Report On Public Engagement**Summary**

1. This report is about the design and public engagement process of the proposed upgrade of the A1237 / Clifton Moor junction (the “Clifton Moor junction”). The report is seeking the Executive Member for Transport’s approval to proceed with the detailed design and, at the appropriate time, the construction stage of the scheme.
2. Preliminary design and public engagement processes have recently been completed and it is now time to conclude the detailed design. This report sets out what has been achieved over the last few months and asks approval to progress to the delivery stage.
3. A decision is awaited from Homes England about the funding bid for this proposal which is being sought through the Housing Infrastructure Fund. It is possible that funding may not be available, and in the event that there is a funding gap, a further report will be taken to the Executive in respect of Funding and the basis for a decision to proceed to Construction.

Recommendations

4. The Executive Member is asked to:
 - 1) Note that the results of the public engagement process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Clifton Moor junction upgrade to proceed and be completed.

- 2) Note the general arrangement design for the proposed 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 Clifton Moor junction upgrade subject to funding being confirmed.

- 3) Note the ongoing negotiation for acquisition of land and drafting of a Compulsory Purchase Order (CPO) by the Assistant Director Transport Highways & Environment.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

Background

5. In July 2017 City of York Council Executive approved a report setting out the proposed approach and management of the 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.
6. Progress has been made with the completion of Phase 1 - the A1237/Wetherby Road junction in 2018. Design and development work has also been completed on Phase 2, the A1237/Monks Cross junction, where commencement of the siteworks is awaiting completion of the acquisition of land. Phase 3, Clifton Moor junction is the next targeted junction in this programme. The decisions to be made by the Executive Member which are relevant to this stage are:
 - a. Note that the results of the public engagement process have been considered and incorporated in the design where possible.
 - b. Note the general arrangement design for the proposed junction upgrade and give approval for preparations and implementation of construction subject to funding being confirmed.

- c. Note the ongoing negotiation for acquisition of land and drafting of a CPO by the Assistant Director Transport Highways & Environment.
7. 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 project assurance process, see Annex 2. A Final Business Case (FBC) for the overall improvement programme was submitted in late 2017. This was accepted by WYCA with a condition that a FBC for each individual phase of the programme must be submitted separately to secure funding for the delivery stage.
8. The estimated base cost of the proposed upgrade at Clifton Moor presented at that time (2017) was £2,085,644 including the quantified risk allowance. Since that time a revised scheme has been developed which incorporates a fourth arm and pedestrian/cycle subway, accessing land to the north for potential housing development included in the Draft Local Plan. This larger scheme has been the subject of a bid for a grant from the Housing Infrastructure Fund (HIF) and seeks a contribution of £5m to the cost of the four arm roundabout and subway. Therefore the total estimated cost is £7.08m.
9. The project team have been making preparations to submit a FBC to WYCA during August 2019 in order to secure the base funding for upgrading the Clifton Moor junction.

Consultation

10. A public engagement process has been held which commenced on Friday 22nd February 2019 and which ran to Friday 22nd March 2019. The plan used for the consultation process is shown in Annex 3.
11. On the 19th February 2019 e-mails informing of the proposed public engagement were sent to:
 - Julian Sturdy MP and Rachael Maskell MP
 - Councillors Orrell, Runciman, Cullwick, Richardson, Gates, Gillies, Lisle, Rawlings, Dew, Steward and Aspden
 - The Parish Councils of Skelton, Wigginton, New Earswick, Rawcliffe and Clifton Without

12. The public engagement events undertaken were as follows :

- 5 public engagement events were held at Tesco's Clifton Moor, these were on :

- Friday 22nd February 2019 from 3pm – 7pm,
- Saturday 2nd March from 10am – 4pm
- Friday 8th March from 3pm – 7pm
- Sunday 17th March from 10am – 4pm
- Friday 22nd March from 3pm – 7pm

with officers from City of York Council and partner design consultants, Pell Frischmann in attendance. Over the five events the display was well attended and the number of people interested in the proposals varied in the region of between 200-300 visitors for each event.

- An unmanned display was set up within the reception area of West Offices from the 22nd February 2019 for the duration of the consultation period.
- The York Outer Ring Road designated e-mail address (yorr@york.gov.uk) received 11 comments.
- The consultation was posted on CYC's Facebook page and 39 comments were received of which 13 were social and / or unconstructive.
- Twitter feeds were also posted during the public engagement 5 comments were received as a result of this form of public engagement.
- A press release was published on the 22nd February 2019 as shown in Annex 4.

13. Leaflets and questionnaires as part of a consultation package (as shown in Annex 5) were delivered to the residential properties and businesses adjacent to the A1237 in the Clifton Moor and Wigginton Road locations. This information was also available for members of the public to pick up at the unmanned display in West Offices, mentioned above.

14. The public engagement information mentioned above was also available online via the designated YORR e-mail address:

www.york.gov.uk/yorr

Responses

15. 179 respondents made comments, comprising of 94 electronic questionnaires via the website, 30 were received at the consultation events or via the post, 11 e-mails, 39 Facebook posts and 5 Twitter comments.
16. No direct responses were received from the MPs or Councillors.
17. 39 respondents replied through Facebook. However, 13 of these were social and/or unconstructive comments so the total number of respondents pertinent to this report reduces to 26 providing 30 comments.
18. The Tesco Clifton Moor public engagement events were well attended and this is reflected by the number of comments received. A summary of all the comments are detailed in Pell Frischmann's Report on Public Engagement, which is available in the paragraphs below and in Annex 6.

Summary of comments

19. 215 comments were received from 179 respondents.
20. Most comments highlighted potential issues with the proposed improvements at Clifton Moor (e.g merging lanes not long enough, concerns over road markings and signing, works being undertaken during busy periods, etc). Although concerns were highlighted, it is assumed that from the nature of the concern that these can be addressed and therefore are classed as supporting comments with reservations. Similarly, where positive feedback in principle was received on the proposals then these comments were taken as agreement with of upgrading the junction. On this basis, 178 comments (82.8%) were in favour of carrying out some form of improvement to Clifton Moor roundabout. Only 14 comments (6.5%) were against and the remaining 23 comments (10.7%) were neutral.
21. The greatest concern of respondents is the issue of merging lanes, with 21 comments suggesting the merging lanes cause problems or are not long enough. The next significant issue of concern received related to 14 comments suggesting upgrading the B&Q junction on Clifton Moor Gate, followed by 13 preferring dualling the A1237

YORR. 12 comments raised equal concerns relating to roundabout road markings, the Haxby roundabout being the source of the traffic queues, and appropriate provision to be provided for pedestrians and cyclists. 11 respondents requested that works should be undertaken to avoid busy periods.

22. Comments were received enforcing the ideal that pedestrians and cyclists are at the top of City of York Council's road hierarchy so greater consideration should be given to pedestrians and cyclists in the proposed improvements. 22 comments were received regarding pedestrian and cyclist provisions in the proposed improvements, with three comments suggesting consideration should be given to cyclists during the works and one comment suggesting the proposed underpass should be an overbridge. Two comments suggested the council should stop wasting money on cycle paths that no one uses.
23. Other concerns aired included driver habits, road markings, slip roads, road noise, environmental concerns and a request that the safety of hedgehogs is considered.

Conclusion

24. In conclusion, most respondents (83%) are generally in favour of the proposals at Clifton Moor. A lot of the concerns they raise are either outside the scope of the scheme or relate to greater traffic congestion at the Haxby roundabout. There is a possibility that should traffic flows be improved at Clifton Moor, then congestion at the smaller roundabouts at the Haxby, Strensall and Wiggington junctions may increase. This issue is not thought to be a major concern, as it only a temporary state, but efforts will continue to consider the programming and phasing of the remaining roundabouts.
25. The greatest concern of respondents is the issue of merging lanes. Longer merge lanes would generally be welcomed to allow a greater throughput of vehicles, but drivers appear to be unsure on how to use them properly. There are misconceptions with drivers in both lanes about who has the right of way. An application by CYC to the Secretary of State for Transport in April 2018, asking for approval to allow some bespoke signing at Wetherby Road roundabout has been refused. It will be difficult to specifically educate users of the A1237 YORR through the traditional channels

so this matter will continue to be a difficulty. However, merging lanes will disappear if and when dualling of the A1237 takes place, and in the meantime CYC's Communications team is proposing to liaise with North Yorkshire Police to create a social media video educating drivers on how the merge lanes should be used, in the interests of safety and helping traffic move more freely on the Outer Ring Road.

26. Improvements to the traffic signal junction at the B&Q traffic lights were requested. Whilst this is beyond the scope and funding of the current scheme, it is recognised that motorists will question why this is not addressed. The primary reason for not progressing a change to the signalised junction layout is due to the need to add an additional phase for right turning movements out of Hurricane Way which will cause queuing back onto the mainline (A1237).
27. Another key issue raised by stakeholders was that the scheme proposals need to ensure adequate facilities for both pedestrians and cyclists. Therefore, measures have been incorporated into the Clifton Moor roundabout design to accommodate this within the footprint of the proposed scheme (see Annex 7), including the following:
 - the provision of a north / south pedestrian cycle link and subway under the A1237,
 - creation of a new network utilising the de-commissioned A1237 carriageway,
 - provision of a shared pedestrian/cycle route around the roundabout to enable users to cross at surface level

All of the above will be designed to connect with future development and improvement schemes.

City of York Council Officer Recommendations following the public engagement process.

28. It is recommended that the Clifton Moor roundabout design is approved as shown on the proposed General Arrangement Plan (Annex 1) as currently designed as this is the general consensus from this round of public engagement.
29. The phasing of the remaining roundabouts should consider the valid comments made about the other smaller roundabouts on the ring

road. However in the short term, construction of Clifton Moor is more easily achievable as a consequence of positive land ownership discussions and the majority of the construction work can be achieved off-line, without significant impact on the travelling public. Funding however is a significant risk without the HiF decision and Executive will need to consider the merits of funding and proceeding with a 4 arm roundabout.

30. As highlighted by the public engagement there are misconceptions with drivers in both lanes about who has the right of way on merge lanes and it is therefore recommended that the City of York Council website and any future public engagement material includes guidance on how to use merge lanes. There is also a proposal to use temporary signs to help motorists in the months following opening of the junction upgrade.
31. It is recommended that cycle and pedestrian facilities, which were highlighted as being of high importance in the public engagement, are promoted wherever possible in this and future roundabout improvement schemes.

Design of Clifton Moor roundabout

32. The detailed design for the junction has been completed following technical review and public engagement processes. Any issues raised have been considered and incorporated into the design (Annex 1) where possible as follows:
 - a. Provision of a north / south pedestrian cycle link and subway under the A1237.
 - b. Utilising as much of the de-commissioned A1237 carriageway as possible to create a new cycle / footway network.
 - c. Incorporating a shared pedestrian/cycle route around the roundabout to enable users to cross at surface level. All of these are to link into any future development and improvement schemes.
 - d. The general approach to the future alignment of the A1237 is to locate it further north to allow provision of the subway and avoid the large diameter water main running orbitally around the YORR at this point.
33. 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.

34. The proposed design for the Clifton Moor roundabout upgrade is based upon previous improvements to junctions at the A19, A59 and B1224 roundabouts 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 the potential to dual the carriageways in years to come if funding is secured.
35. 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 between the opening year and design year is expected to lie in the range of 20% to above 10% over a 15 year period. Note that these projections are based on the whole route (all roundabouts) being improved.

Traffic Modelling

36. 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

37. WYCA approved a FBC+ for Phase 2 Monks Cross in November 2018. The approved budget for this phase is £3.5m and work is in progress to purchase the land required by private agreement. This activity is proving difficult and now poses a risk to delivery of the programme. Whilst efforts still continue to negotiate acquisition of the necessary parcels of land and rights by private agreement, a CPO is now being drafted to seek the necessary powers to acquire the land. A separate report will be brought to the City of York Council Executive Meeting in September 2019 proposing that a draft CPO should now be made by the Council and submitted to the Secretary of State for approval.

38. Once the detailed design for the Clifton Moor junction upgrade has been reviewed and checked, the project team will be in a position to invite tenders for the works. As stated in 2, 4 and 6d above, this will be subject to available funding. Preparations can be put in place for the successful tenderer to commence work by January 2019.
39. Negotiation for land acquisition is currently in progress across the whole of the YORR improvement scheme. At the Clifton Moor junction, the landowners have been approached to discuss the transfer of land and negotiations are at an early stage. Land transfer costs will remain confidential until the completion of the whole scheme as negotiations elsewhere are still in progress.
40. An indicative programme for the whole of the YORR Improvement project is included as Annex 8. The current programme indicates that completion of the programme will be October 2022.
41. 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.
42. 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 tying in the new surfacing with the existing road. Overnight closures of the A1237 will be implemented for the final surfacing operations. This may take approximately one week to complete. Access for emergency services will be maintained at all times.
43. A communications plan for the YORR programme has been prepared and through the measures outlined in this document, road users and residents around the Clifton Moor roundabout will be kept informed about the progress of the work. This will include signage 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 of York Council's website.

Council Plan

44. 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.
45. 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.
46. 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

47. The estimated cost for the Clifton Moor roundabout upgrade scheme is currently £7m. This estimate includes all works, land, fees, project management and utility diversions. Funding is split between a bid for a HIF grant (£5m) and WY+TF (£2m). Release of funds from the WY+TF will be processed through satisfying the Project Assurance process and approval at meetings of WYCA. A decision on the funding grant for the HIF is still awaited from Central Government.
48. If the bid for a HIF grant were to be unsuccessful, the City of York Council will need to consider options to secure funding for the junction upgrade. The main risk to this approach is the timing.

Human Resources (HR) Implications

49. There are no known human resource implications.

One Planet Council / Equalities

50. 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

51. The Council is actively pursuing the purchase of land and rights necessary for the YORR scheme (including Clifton Moor roundabout upgrade) by negotiated agreement. Legal Services will provide resources to process the conveyancing and land transfer agreements.
52. Although, as set out in paragraph 37, officers will be seeking approval to submit a draft Compulsory Purchase Order to the Secretary of State for approval/confirmation, this is a matter of last resort. The Council has engaged the services of an external law firm to prepare the documentation for Compulsory Purchase in order that it is ready to make an order if necessary. Legal Services will work closely with the external legal advisors to ensure there is continuity between the negotiated agreement process and any CPO process which may be required.
53. The procurement process to engage a contractor to undertake the civil engineering and associated construction works will be undertaken in accordance with the Public Contracts Regulations 2015. Legal Services will provide resources to support the procurement process and prepare the relevant contractual documentation.

Crime and Disorder

54. The design of the subway has been approached to reduce any crime and disorder implications. The measures include a straight alignment of the subway and approaches to enable long distance views through the structure to inhibit any hiding places. Lighting and CCTV coverage will also be provided.

Information Technology (IT)

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

Property

56. 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 City of York Council. Property Services will also advise and assist the Project Team in supervising the work of the Land Valuers and Legal firm.

Other

57. There are no other known implications.

Risk Management

58. 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 21. This is classed as Major/Highly 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 may potentially 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 and increase costs. In order to mitigate this risk, preparation of a CPO in parallel to land negotiation is being progressed as described in paragraph 37 above.
 - 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 Clifton Moor junction, early meetings with utility companies are planned to mitigate these risks.
59. However, specifically in respect of the Clifton Moor Junction if the Executive Member approves the recommendations in this report. The greatest risk is finance of the additional £5m for the 4 arm roundabout and associated environmental benefits, cycle subway and future proofing of the scheme. This risk will need to be considered by Executive in a future report due to the budgetary implications.

Contact Details

Author:

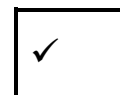
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Melanie Farnham
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Chief Officer Responsible for the report Neil Ferris

Corporate Director of Economy and Place

Report Approved



Date

16.08.19

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Head of Asset & Property Management
Tel No. 553360

Crime and Disorder Implications
Head of Community Safety
Jane Mowat
Tel No. 555742

Wards Affected: Rural West York, Rawcliffe & Clifton Without,
Haxby & Wigginton

For further information please contact the author of the report

Background Papers:

1.Paper to Executive 13 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”**

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=10188>

2.Pell Frischmann Report July 2019
York Outer Ring Road Clifton Moor
Report on Public Engagement

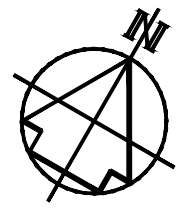
Annexes

- Annex 1 – Proposed General Arrangement for Clifton Moor Junction
- Annex 2 – WYCA Project Assurance Process
- Annex 3 – Layout prepared for consultation
- Annex 4 - Press Release for public engagement process
- Annex 5 – Sample consultation package
- Annex 6 – Pell Frischmann Report on Public Engagement
- Annex 7 – Proposed cycle and pedestrian facilities
- Annex 8 – 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
- MP – Member of Parliament
- CYC – City of York Council
- FBC – Final Business Case
- FBC+ - Final Business Case Plus
- HIF – Housing Infrastructure Fund
- HR – Human Resources
- WY+TF – West Yorkshire Plus Transport Fund

ANNEX 1




CUTLINE 1

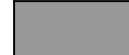



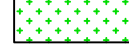









SEE SHEET 1

CUTLINE 2

SEE SHEET 3

- GENERAL NOTES
- ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES UNLESS OTHERWISE STATED. DO NOT SCALE.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND SPECIFICATION APPENDICES, IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) AND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (MCHW).
 - THE CONTRACTOR SHALL CONFIRM THE POSITION OF ANY STATUTORY UNDERTAKER'S PLANT AND APPARATUS PRIOR TO COMMENCING ANY EXCAVATION WORKS WITH HAND DUG TRIAL HOLES. APPARATUS SHOULD BE CLEARLY IDENTIFIED AND MARKED. SEE SPECIFICATION APPENDIX 1/16.
 - SETTING OUT SHALL BE CARRIED OUT IN ACCORDANCE WITH THE CONTRACT DRAWINGS, REFER TO DRAWING W50819-PF-HGN-CMR-DR-CH-0101 TO 0106 FOR THE SETTING OUT STRING NAMES AND LOCATIONS, FILE 'GENO DES CMR RBT - (REV & DATE).TXT' FOR SETTING OUT DATA, AND APPENDIX 1/12.

- HEALTH & SAFETY NOTES
-  THE OVERHEAD ELECTRICITY CABLES PRESENT A SIGNIFICANT RISK DURING CONSTRUCTION. GOLF POSTS SHALL BE ERECTED ALLOWING FOR MINIMUM SAFE WORKING VERTICAL CLEARANCES AS DETAILED IN APPENDIX 1/16. THE OVERHEAD CABLES ARE TO BE DIVERTED AS PART OF THE STATUTORY UNDERTAKER COUNTERMEASURES.

- KEY
-  PROPOSED CARRIAGEWAY
 -  PROPOSED FOOTWAY AND BITUMINOUS PAVED AREAS
 -  PROPOSED VERGE
 -  PROPOSED EARTHWORKS
 -  PROPOSED LANDSCAPING
 -  PROPOSED BALANCING POND
 -  PROPOSED DRAINAGE DITCH
 -  PROPOSED V-CHANNEL
 -  PROPOSED FENCELINE
 -  PROPOSED STRUCTURE
 -  PROPOSED GATE
 -  PROPOSED HEDGE-LINE
 -  EXISTING KERB-LINE
 -  PROPOSED STREET LIGHTING

REV	DESCRIPTION	DRN	CHK	APP	DATE
-	-	-	-	-	-
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-	-	-	-	-	-

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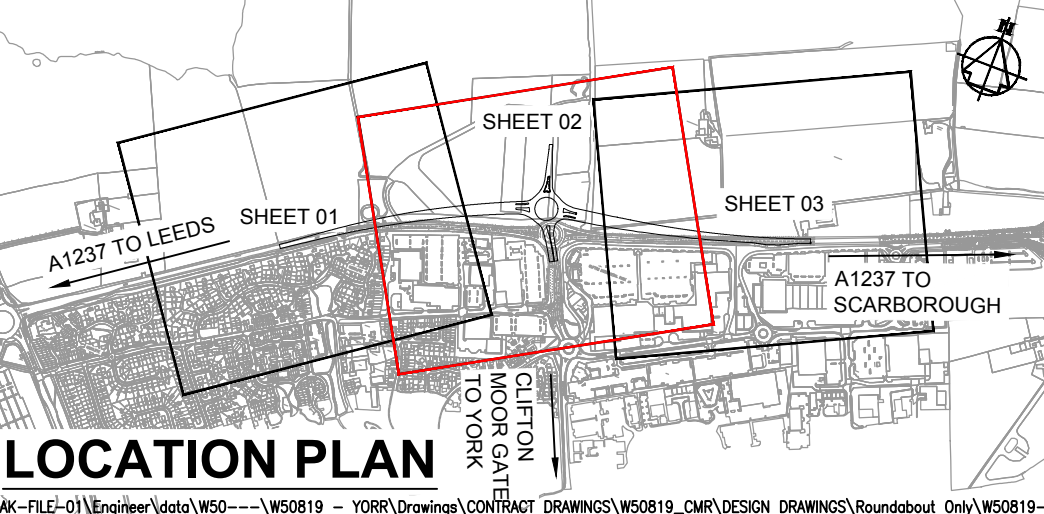


Project
YORK OUTER RING ROAD

Drawing Title
**CLIFTON MOOR ROUNDABOUT
GENERAL ARRANGEMENT
SHEET 2 OF 3**

Name		Date	Scale		1:1000 (at A1)			
Drawn	ZR	08/05/19	File No.	W50819-PF-HGN-CMR-DR-CH-0001 to 0003.dwg				
Designed	ZR	08/05/19						
Checked	AP	28/05/19	Drawing Status	FOR REVISION				
Approved	CH	28/05/19						
Drawing No.	Project	Originator	Volume	Location	Type	Role	Number	Revision
W50819-PF-HGN-CMR-DR-CH-0002								R0

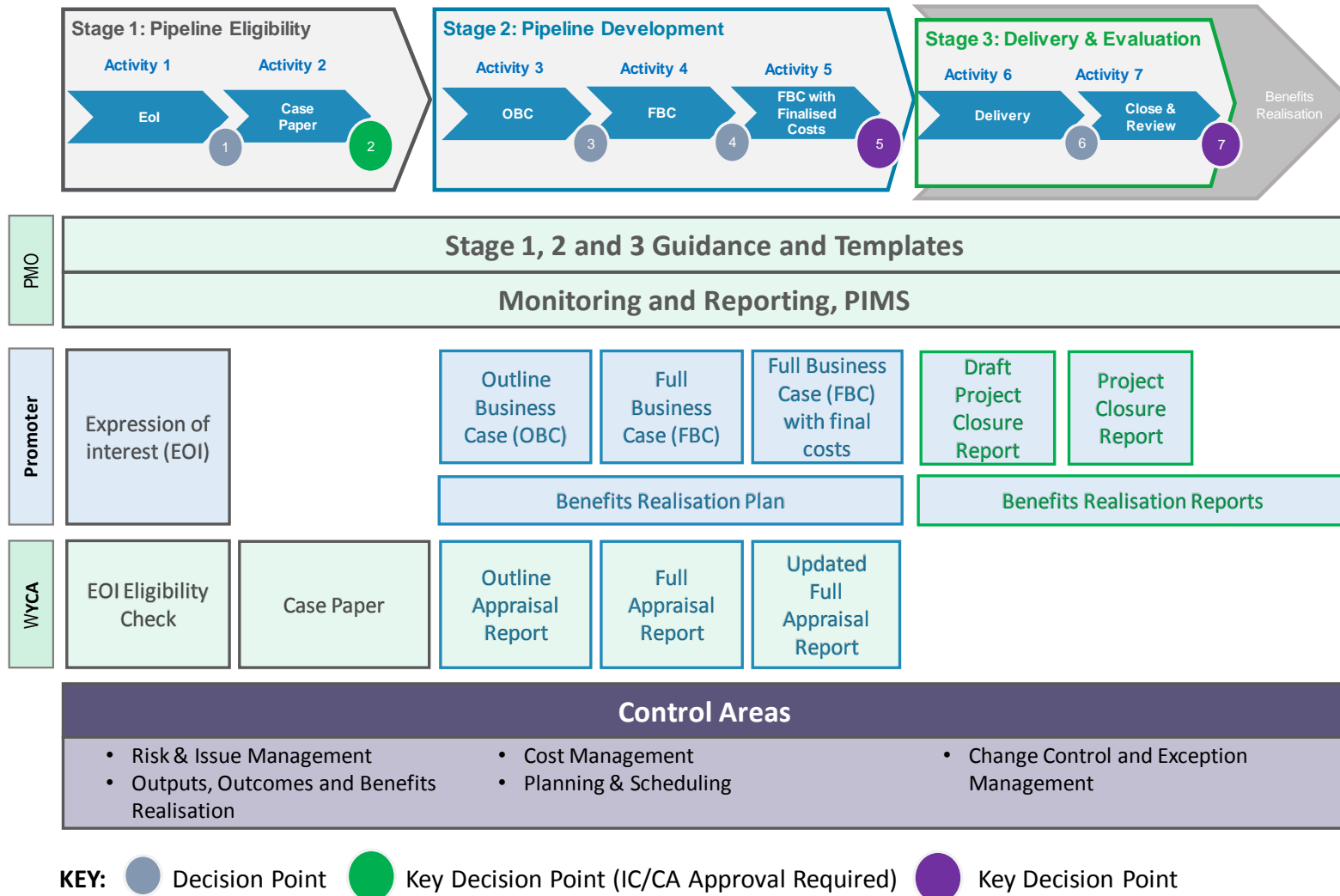
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AND COMMENT ONLY

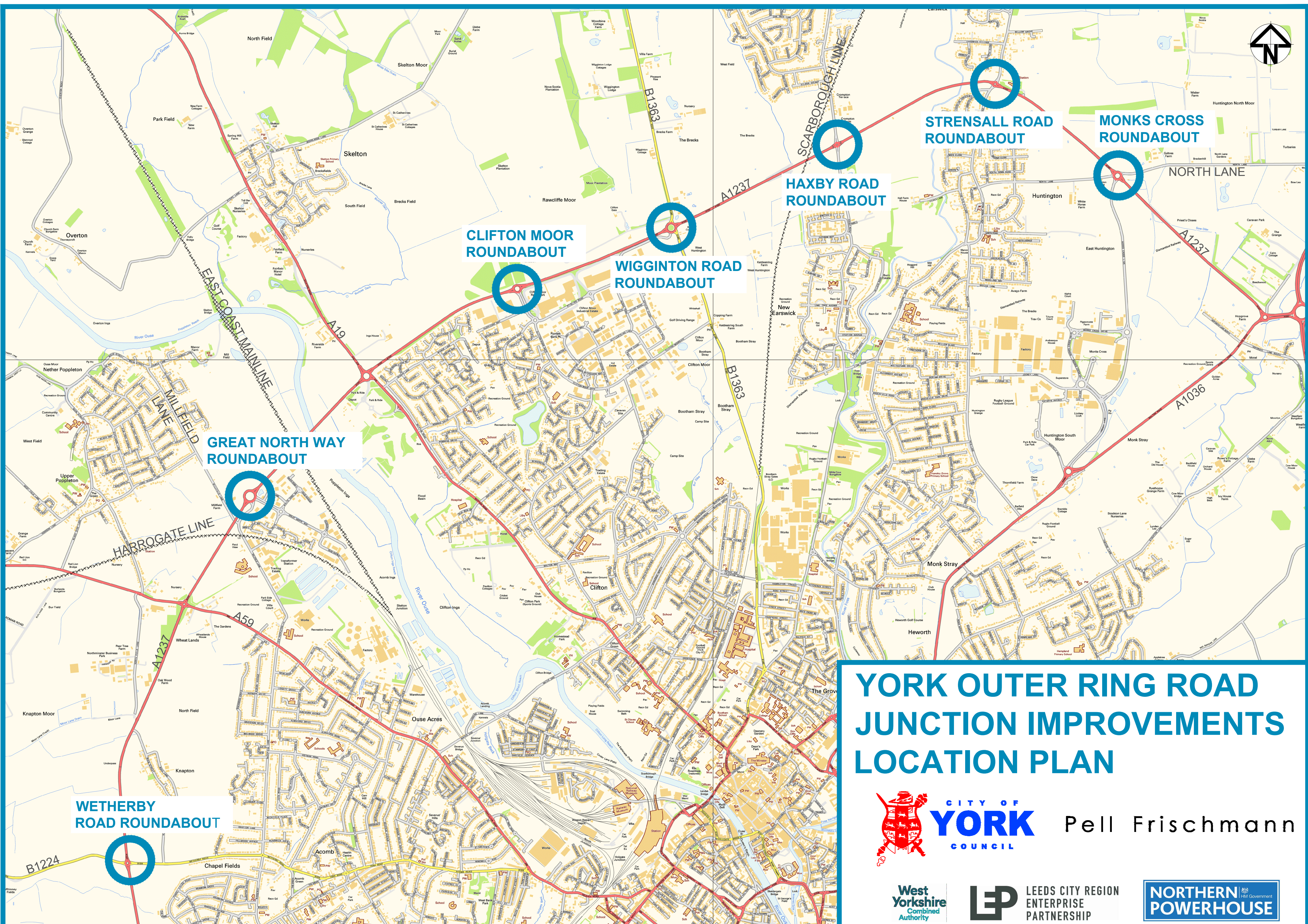
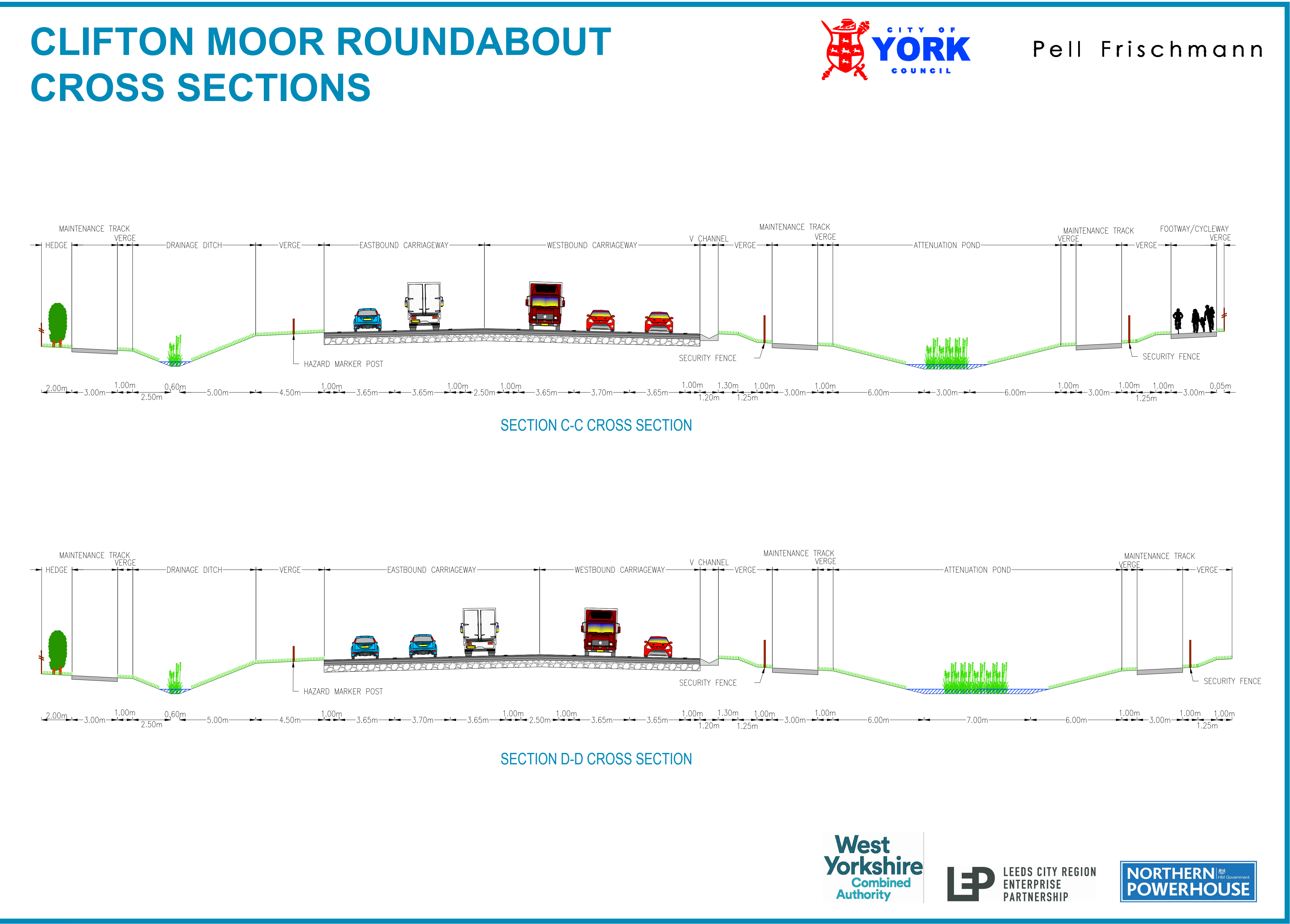
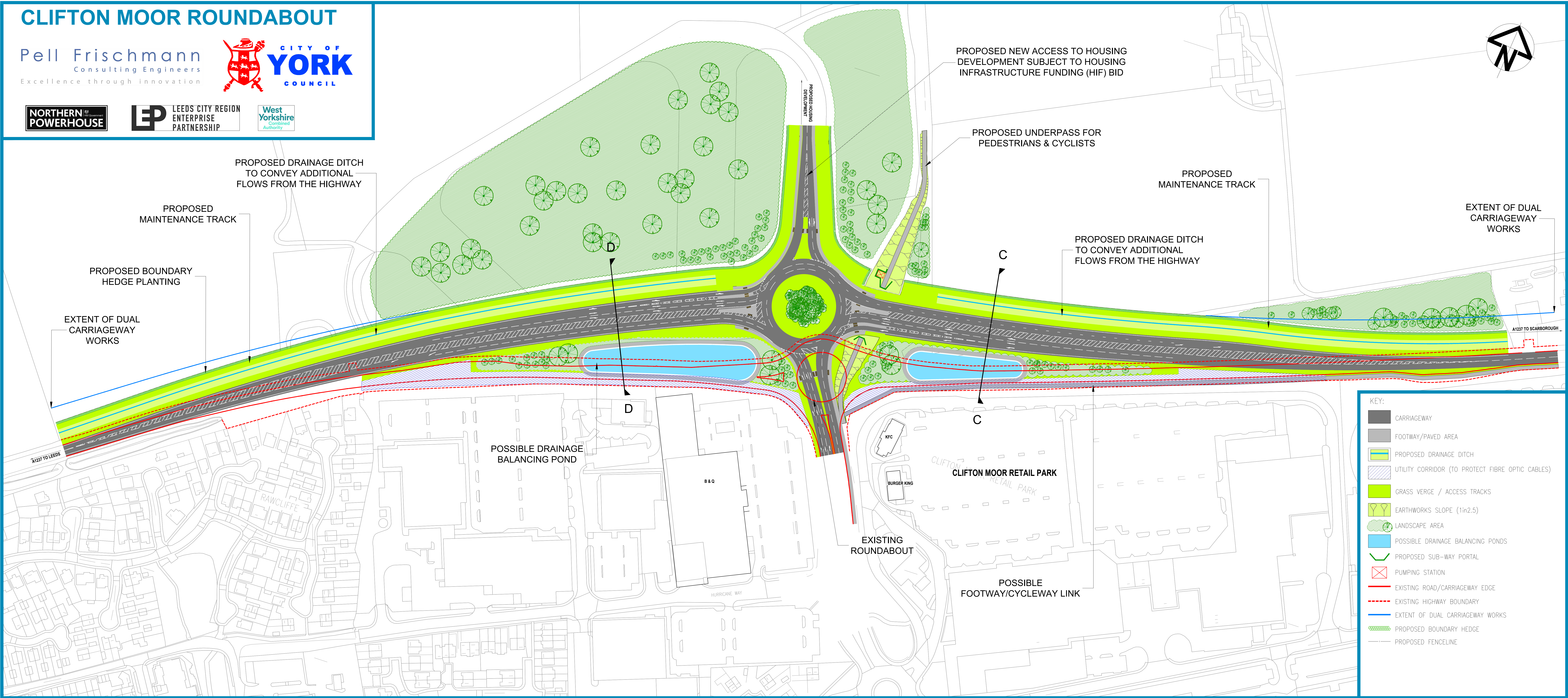
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WYCA ASSURANCE PROCESS



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YORK OUTER RING ROAD JUNCTION Improvements SCHEME



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22 February 2019

Share your outer ring road views to help reduce congestion

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

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

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

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

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

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

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

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

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

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

- Friday 22 February 3-7pm
- Saturday 2 March 10-4pm
- Friday 8 March 3-7pm
- Sunday 17 March 10-4pm
- Friday 22 March 3-7pm

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

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

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

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

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

ENDS

06 March 2019

Still time to share your views on the York Outer Ring Road

City of York Council are reminding residents that there is still time for them to share their views on plans to cut congestion on the York Outer Ring Road.

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

The overall scheme will see seven roundabouts from the recently completed Wetherby Road roundabout to Monks Cross, where work is about to start, upgraded with three lane entries and two lane exits on the A1237 York Outer Ring Road, ready for dualling.

Cllr Peter Dew, Executive Member for Transport and Planning, said: “We’ve already had a good response to the York Outer Ring Road consultation for the Clifton Moor and Wigginton Road roundabouts. I’d urge everyone who uses the road to come along to a drop-in session at Tesco Clifton Moor or to have their say online. This will help us ensure that the upgrades work for everyone.”

Cllr Keith Aspden, Executive Member for Economic Development and Community Engagement, said: “I am pleased that we have had extensive feedback from residents, businesses and commuters so far. This is undoubtedly an important project for the city and every effort will be taken to ensure that the comments received, such as those highlighting the importance of sustainable transport, are factored into the overall project where possible.”

When people were first asked for their view on the scheme in February, Cllr Peter Box Investment Committee Chair for West Yorkshire Combined Authority Transport Committee, which manages the Transport Fund, said: “By improving travel flows and speeding up journey times the £38 million York Outer Ring Road improvements programme will provide a significant boost for projected local housing and employment growth.

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

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

- Friday 8 March 3-7pm
- Sunday 17 March 10-4pm
- Friday 22 March 3-7pm

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

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

Clifton Moor and Wigginton Road roundabouts are the third and fourth of the YORR programme which will see seven roundabouts on the A1237 York Outer Ring Road improved over the next four years. A total budget of £38 million is being funded for these works through the West Yorkshire-plus Transport Fund.

The roundabout upgrades will mean more lanes and space on the approaches and exits. At the Clifton Moor roundabout an access to a potential housing development along with an underpass for pedestrians and cyclists is proposed. In addition, the road layouts are being designed to accommodate the potential future scheme to bring the Outer Ring Road up to dual carriageway standard.

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

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

ENDS

Construction

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

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

Progress to date

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

The future

We are currently designing the improvements to the remaining roundabouts.

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

ANNEX 5

How to find out more

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

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

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

Please let us know your views

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

You can contact us at:

Customer call centre number **01904 551550**

E-mail: yorr@york.gov.uk

On-line www.york.gov.uk/consultations

By Post: York Outer Ring Road (Major Transport Projects Team), City of York Council, West Offices, Station Rise, York YO1 6GA

See Council website for further details

www.york.gov.uk/yorr



/CityofYork



@CityofYork



York Outer Ring Road
yorr@york.gov.uk

**Please let us have your views by
Friday 22 March 2019**



Clifton Moor and Wigginton Road roundabouts

What we're doing to York Outer Ring Road



York Outer Ring Road
yorr@york.gov.uk



ANNEX 5



Project aims

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

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

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

Why upgrade the roundabouts?

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

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



West Yorkshire
Combined
Authority

LEP LEEDS CITY REGION
ENTERPRISE
PARTNERSHIP

NORTHERN POWERHOUSE

CITY OF YORK
COUNCIL

Clifton Moor roundabout



Clifton Moor and Wigginton Road roundabouts

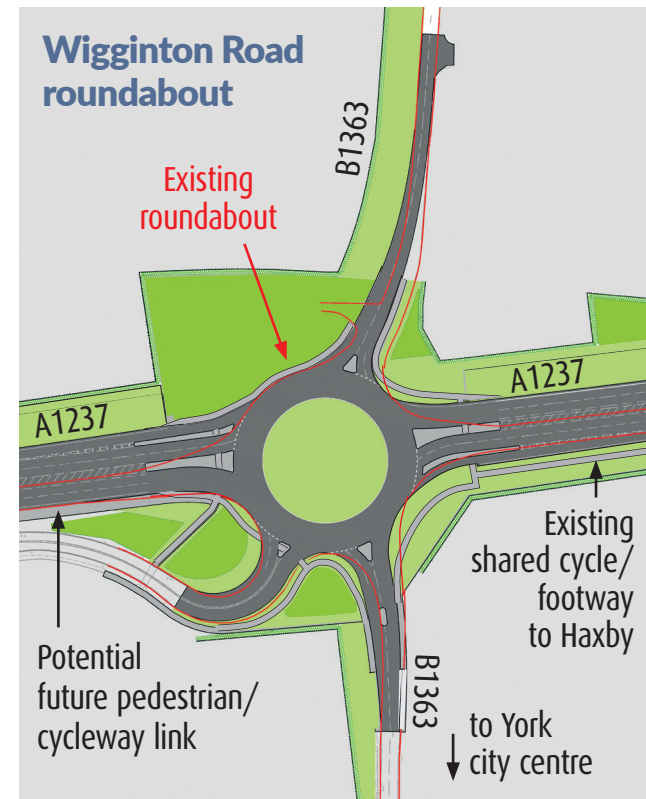
This consultation is asking you about the proposed improvements to the YORR roundabouts at Clifton Moor and Wigginton Road.

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

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

Pedestrian and cycling improvements

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



Pell Frischmann

**York Outer Ring Road
Clifton Moor
Roundabout**

April 2019

Report on Public Engagement

RW50819H001 R01

Submitted by Pell Frischmann

excellence through innovation

**Public Engagement Report
RW50891 H001-R01**

REVISION RECORD Report Ref: RW50819H001 R01					
Rev	Description	Date	Originator	Checked	Approved
-	First Draft	28 April 2019	CH		
R0	Public Engagement Report	03 July 2019	CH	AW	AW
R01	Updates following CYC input	17 July 2019	PS	AW	AW

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Prepared for:



Prepared by:

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APPENDICES

A	SAMPLE PUBLIC ENGAGEMENT PACKAGE
B	PRESS RELEASE
C	LIST OF PUBLIC CONSULATION COMMENTS
D	FREQUENTLY ASKED QUESTIONS

1 INTRODUCTION

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

2 PUBLIC ENGAGEMENT

2.1 Public Engagement Events

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

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

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

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

2.1.4 Clifton Moor Tesco public engagement events were held on

Fri 22 Feb 3-7pm

Sat 2 March 10-4pm

Fri 8 March 3-7pm

Sun 17 March 10-4pm

Fri 22 March 3-7pm

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

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

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

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

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

2.2 Public Engagement Package

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

**Public Engagement Report
RW50891 H001-R01**

3 RESPONSES

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

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3.1 Clifton Moor Tesco Events

- 3.1.1 The Clifton Moor Tesco public engagement events were very well attended and is reflected by the number of comments received. A list of the public engagement events comments which received direct responses is included in Appendix C
- 3.1.3 Officers also took numerous questions on the design of the roundabouts including the following:
- How will the improvements increase capacity?
 - Are the improvements being carried out in clockwise order? How are they being phased?
 - What improvements will there be for pedestrians and cyclists?
 - The 2 lane exits just don't work, people never let you merge in turn as the lanes are intended.
 - Can the money not be better spent on dualling the whole of the A1237 YORR?
 - What landscaping features are being introduced into the scheme?
 - What impact will the construction work have on the existing traffic?
 - Will there be any night time working?

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

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3.2 Returned Questionnaires (electronically via Internet)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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3.4 Email Responses

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

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

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

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

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3.5 Twitter responses

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

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

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3.6 Facebook Responses

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

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

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

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

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4 SUMMARY

4.1 Summary of Comments

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

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

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

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

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

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

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

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

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

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

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

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

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

5.2 Recommendations

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

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APPENDIX A SAMPLE PUBLIC ENGAGEMENT PACKAGE

Construction

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

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

Progress to date

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

The future

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

How to find out more

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

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

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

Please let us know your views

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

You can contact us at:

Customer call centre number 01904 551550

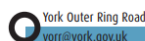
E-mail: yorr@york.gov.uk

On-line: www.york.gov.uk/consultations

By Post: York Outer Ring Road (Major Transport Projects Team), City of York Council, West Offices, Station Rise, York YO1 6GA

See Council website for further details

www.york.gov.uk/yorr



Please let us have your views by
Friday 22 March 2019



York Outer Ring Road
yorr@york.gov.uk

Project aims

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

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

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

Why upgrade the roundabouts?

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

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



Clifton Moor and Wigginton Road roundabouts

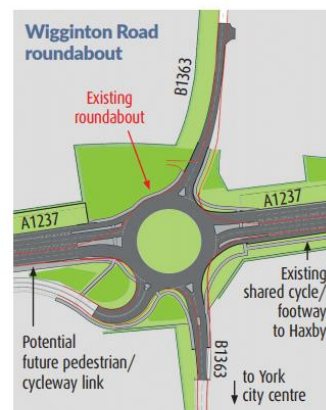
This consultation is asking you about the proposed improvements to the YORR roundabouts at Clifton Moor and Wigginton Road.

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

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

Pedestrian and cycling improvements

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



Clifton Moor and Wigginton roundabout improvements and underpass construction Public Consultation Questionnaire

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

1. Name and address

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

Name.....

Address.....

.....

..... Postcode.....

2. What do you currently use York Outer Ring Road for? (please tick all that apply)

☐ Business ☐ Commuting ☐ Shopping ☐ Leisure

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

☐ Car ☐ Cycle ☐ Walk ☐ HGV

☐ Other

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

☐ Yes ☐ No

5. What should we know?

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

.....

.....

.....

.....

.....



York Outer Ring Road
yorr@york.gov.uk

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Working method

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

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

☐ Yes ☐ No

7. Any other comments or suggestions?

.....

.....

.....

.....

.....

About you

Please help us to understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

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

9. Gender ☐ Male ☐ Female ☐ Prefer not to say

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

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

12. Your interest

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

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

13. Regular email update

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

☐ Yes email address

☐ No

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



APPENDIX B
PRESS RELEASE

Published Friday, 22nd February 2019

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

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

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

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

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

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

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

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

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

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

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

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- Friday 22 March, from 3.00pm to 7.00pm

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

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

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

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

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

APPENDIX C

LIST OF PUBLIC CONSULTATION COMMENTS

Public Consultation – Direct responses

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

APPENDIX D
FREQUENTLY ASKED QUESTIONS
Clifton Moor Tesco Public engagement event

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

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

Surveys of traffic flows at the A59/A1237 roundabout which was upgraded in 2014 have shown that journey times have reduced by up to 4 minutes even with a 30% increase in the number of vehicles passing through the junction

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

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

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

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

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

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

What improvements will there be for pedestrians and cyclists?

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

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

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

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

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

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

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

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

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

What landscaping features are being introduced into the scheme?

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

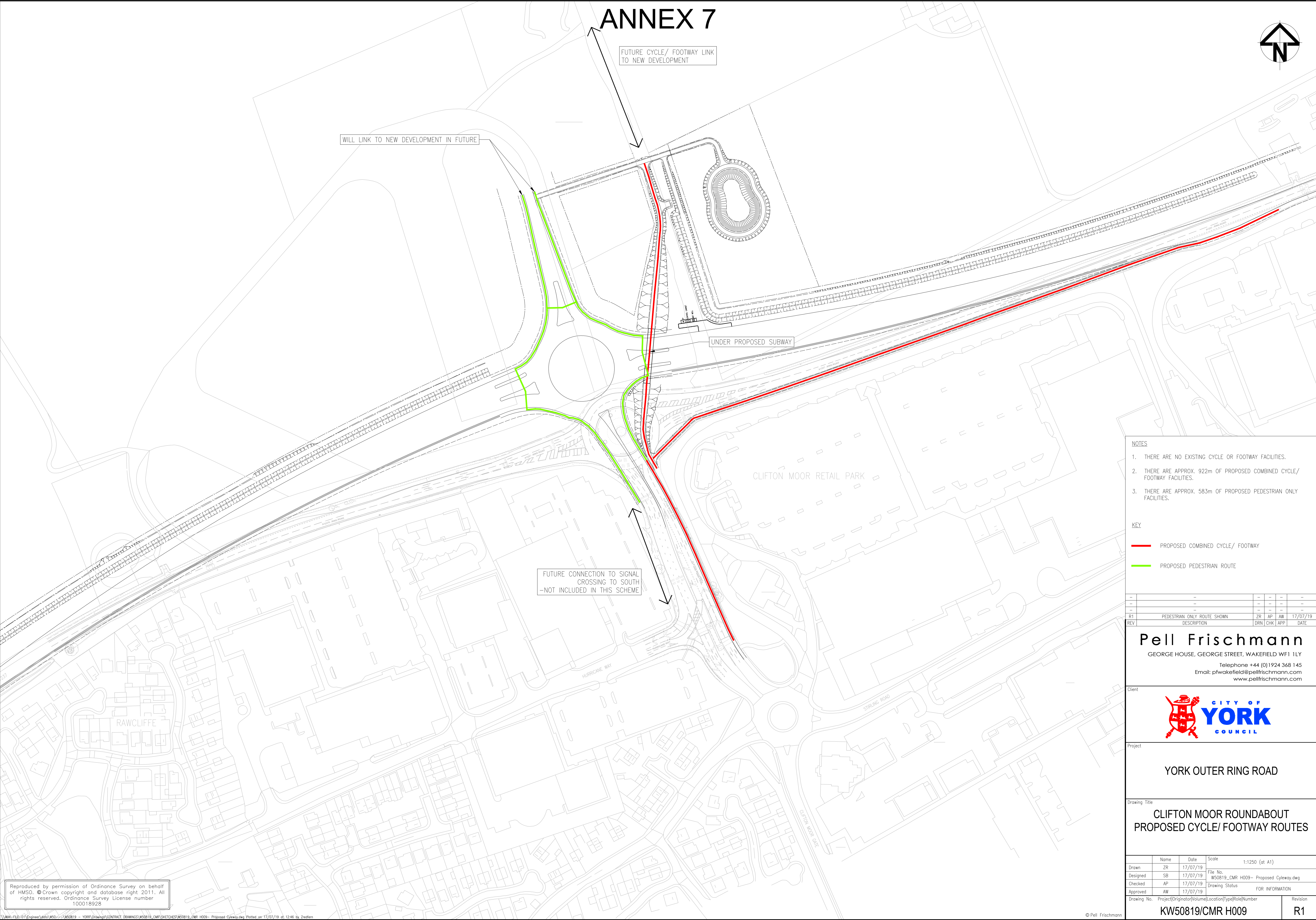
What impact will the construction work have on the existing traffic?

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

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

Will there be any night time working?

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



- NOTES
1. THERE ARE NO EXISTING CYCLE OR FOOTWAY FACILITIES.
 2. THERE ARE APPROX. 922m OF PROPOSED COMBINED CYCLE/ FOOTWAY FACILITIES.
 3. THERE ARE APPROX. 583m OF PROPOSED PEDESTRIAN ONLY FACILITIES.

KEY

—	PROPOSED COMBINED CYCLE/ FOOTWAY
—	PROPOSED PEDESTRIAN ROUTE

REV	DESCRIPTION	ZR	AP	AW	17/07/19
1	PEDESTRIAN ONLY ROUTE SHOWN	DRN	CHK	APP	DATE

Pell Frischmann
GEORGE HOUSE, GEORGE STREET, WAKEFIELD WF1 1LY
Telephone +44 (0)1924 368 145
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com



YORK OUTER RING ROAD

CLIFTON MOOR ROUNDABOUT
PROPOSED CYCLE/ FOOTWAY ROUTES

Drawn	ZR	17/07/19	Scale	1:1250 (at A1)
Designed	SB	17/07/19	File No.	W50819_CMR H009-- Proposed Cycleway.dwg
Checked	AP	17/07/19	Drawing Status	FOR INFORMATION
Approved	AW	17/07/19		
Drawing No.	Project\Originator\Volume\Location\Type\Role\Number	Revision		
	KW50819/CMR H009	R1		

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Project: NYORR 7 Junction Delivery P
YORR Simple Programme - Contracts
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Decision Session – Executive Member for Transport**29 August 2019**

Report of the Assistant Director of Transport, Highways and Environment

Request To Authorise The Making Of A Definitive Map Modification Order For Yorkfield Lane, Copmanthorpe.**Summary**

1. The Executive Member authorised a definitive map modification order (DMMO) application to be taken out of turn at the 14 March 2019 Decision Session. The initial consultation and review of the available evidence has now been completed and it is apparent that there is sufficient evidence to reasonably allege that a public right of way subsists over the application route. Under these circumstances the Council is required to make a DMMO by section 53 of the Wildlife and Countryside Act 1981.

Recommendation

2. The Executive Member is asked to approve Option A:

Option A. Authorise the making of a DMMO to record those sections of Yorkfield Lane shown on the map at annex 2 as restricted byways.

- i. If no objections are received, or any objections that are received are subsequently withdrawn, the Order made in accordance with the above be confirmed; or,
- ii. If objections are received, and are not subsequently withdrawn, the Order is referred to the Secretary of State for determination.

Reason: Each type of evidence supporting the application meets the statutory test of reasonably alleging that a public right of way subsists over the land and, when taken as a whole, meets the statutory test for confirmation.

Background

3. The route in question was identified as a possible PRow in 2000-2001 during the council's research into "lost ways" around the city. However, because the route was not within the area of the former County Borough of York no further action was taken at that time.
4. In August 2005 Copmanthorpe Parish Council made application for an order under section 53 of the Wildlife and Countryside Act 1981. This application sought to record Yorkfield Lane as a BOAT.
5. The application was supported by the local inclosure award where the route was awarded as an occupation road. It gave access to land lying to the east of the village.
6. The application was also supported by fifteen user evidence forms.
7. Initial research shows Yorkfield Lane depicted on all the historic Ordnance Survey (OS) maps the council has access to. Although by the time the OS surveyors arrived in 1851 the lane had already been crossed by the York and North Midland Railway. This line later becoming the east coast main line.
8. The Executive Member authorised this application to be taken out of turn at the 14 March 2019 Decision Session.

Consultation

9. An initial consultation was carried out between 5 April 2019 and 3 May 2019. No objections were received as a consequence of that consultation.
10. The one affected land owner officers can identify for the lane did make contact with the Council and is currently evaluating a range of options with regard to the small piece of land they own.
11. Network Rail submitted an extract of the 1836 deposited railway plan and a further railway plan and reference book from 1900. Both documents relate to the section of the railway directly affected by the DMMO route. They are considered in detail below.

Options

12. Option A. Authorise the making of a DMMO to record those sections of Yorkfield Lane shown on the map at annex 2 as restricted byways.
- i. If no objections are received, or any objections that are received are subsequently withdrawn, the Order made in accordance with the above be confirmed; or,
 - ii. If objections are received, and are not subsequently withdrawn, the Order is referred to the Secretary of State for determination.

Reason: Each type of evidence supporting the application meets the statutory test of reasonably alleging that a public right of way subsists over the land and, when taken as a whole, meets the statutory test for confirmation.

13. Option B. The Executive Member does not authorise the making of a DMMO and the applicant is informed that their application has been rejected.

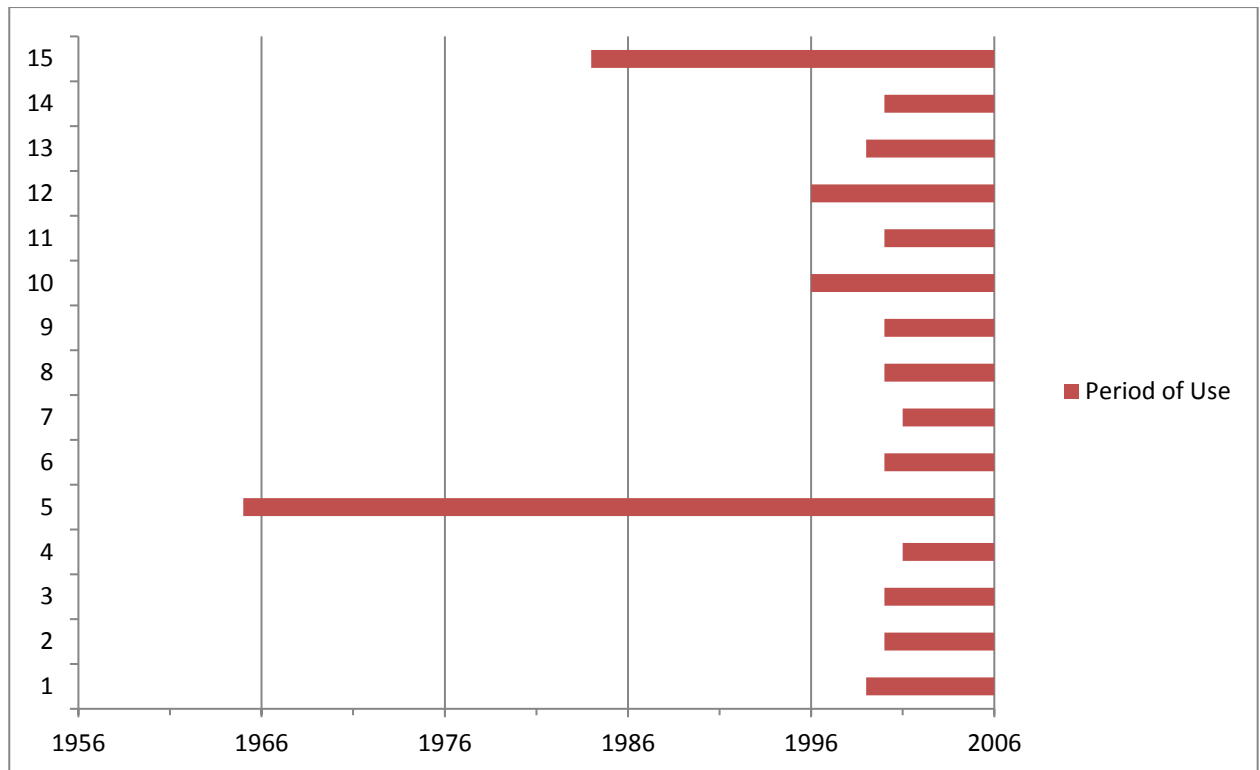
Reason: This is not recommended, because the evidence does reasonably allege the existence of public restricted byways over the land. In addition it gives the opportunity to the applicant to appeal this decision to the secretary of state. If CYC did reject this application any appeal made to the secretary of state is likely to be successful. This would result in CYC being directed to make an order.

Analysis

14. The application is supported by both documentary evidence and user evidence.

User evidence

15. The application is supported by fifteen user evidence forms alleging use between 1965 and 2006 as shown in the chart below:



16. The application has been considered under Section 31 of the Highways Act 1980. Section 31(1) sets out that that any way that is used by the public at large as of right (i.e. without force, stealth or permission) and without interruption for a period of twenty or more years is deemed to have been dedicated as a public right of way (PRoW).
17. This period, known as the relevant period, is calculated back from the date of the first challenge to the public's use of the route. Usually such a challenge would be the blocking of the route to prevent access by, for example, locking a gate. In this case none of the user evidence shows any such challenges being made. Under these circumstances the relevant period is calculated from the date of submission of the application. This means that the relevant period is 1986 to 2006.
18. The information contained within the user evidence indicates the route was used openly (without stealth). There is no suggestion that fences were ever broken down to gain access (without force). Furthermore, there is no evidence that suggests any of the fifteen users giving evidence had ever received permission to use the way from any of the affected land owners (without permission). Therefore the use appears to be "as of right" as demanded by the legislation.

19. Finally, whilst all the users live within the vicinity of the route, they do appear to be representative of the public at large, thereby satisfying that criterion set out by the legislation.
20. In addition to the tests set out above, the use by the public must be of such a character that the land owners are made aware that the public is asserting a right against them. Analysis of the user evidence shows that three people used the way daily and one further person used the route at least once per week. Three people used the route on a monthly basis with the remaining eight using the route less frequently. Four of the users giving evidence also claim using the way on a pedal cycle as well as on foot.
21. This indicates that the use of the way was sufficiently high to reasonably allege that a right of way exists over the route but is not sufficient, in isolation, to show that public rights exist on the balance of probabilities.
22. Furthermore, only two of the fifteen users giving evidence claim to have used the route for twenty or more years. In circumstances where only a small number of individuals have used a way for the whole relevant period, the use made by the public as a whole can be considered. As can be seen from the graph above most of the people giving evidence used the way in the second half of the relevant period.
23. Again this is sufficient to reasonably allege that a right of way exists over the route but is not sufficient, in isolation, to show that public rights exist on the balance of probabilities.
24. Owners of land used by the public can defeat a claim of deemed dedication of a PRow by demonstrating that they had no intention to dedicate the way to the public. They must communicate this lack of an intention to dedicate to the public by some means.
25. The Council has received no evidence that any of the affected land owners took steps to prevent the public acquiring a right of way over the land.

Documentary evidence

26. The Copmanthorpe Inclosure Award of 1843 set out the application route as a private carriage road known as "York Field Occupation Road" with a width of 25 feet.

27. The Award went on to direct that 2 residents of the parish were to be appointed as “surveyors of the private carriage roads and public drains” each year. The 2 surveyors were directed by the Award to use the revenue generated from the sale of the herbage from the verges of the private carriage roads “..in or towards the repairs of the said private carriage roads and public drains and of the bridges...”
28. Inclosure awards use the terms “public” and “private” in specific ways and “private” does not carry the meaning that a modern reader of the award would ascribe to it. It is generally accepted that substituting the word “private” with the word “local” results in a meaning that is closer to that intended by the inclosure commissioners.
29. Furthermore, by examining where the Award places the expense of maintaining any highways set out it, it is often possible to determine whether the route was intended for everyone in the parish or just those land owners who directly benefitted from the creation of the way.
30. The Award indicates that the application route was intended to be maintained by the sale of a parish asset (the herbage from the verges) for the benefit of the parishioners as a whole, rather than being maintained only by those land owners that used the lane as access to their land.
31. Modern designations of highways do not allow for this rather nuanced approach to maintenance; they are maintained at either public or private expense.
32. Whilst the Award does not explicitly place the burden of maintenance on the parishioners as a whole, it does make it clear that the maintenance responsibility does not lie solely with owners of the immediately adjacent land (those who would directly benefit from the application route). This means the maintenance liability cannot have been private.
33. Furthermore, the Award does not specify a particular group of users for whom the occupation road was open.
34. Therefore, as the application route was not maintained at private expense and no specific group of users were identified, there must be at least a reasonable allegation that it was maintained at what today would be interpreted as public expense and that any of the residents of

Copmanthorpe could use the route. This would then constitute a public right of access over the application route.

35. Network Rail have submitted an extract of the maps for what is now the east coast mainline drawn up by the York and North Midland Railway Company in 1836. The map appears to show a route coincident with the application route which suggests that it existed before the inclosure award was made. However, as no book of reference has yet been found for this map it is not possible to know what view the railway had of the application route.
36. In addition to the 1836 records, Network Rail have also provided copies of the railway plans and book of reference for the upgrade of the railway carried out by the North Eastern Railway in 1900. In these records the application route is clearly noted as an occupation road and depicted on the map.
37. Both collections of railway documents demonstrate that the route existed on the ground although they make no mention of any public rights of way. The physical existence of the application route is also confirmed by all the Ordnance Survey (OS) maps consulted by the Council. In isolation both the railway documents and the OS maps are sufficient to allege that a public right of way exists over the application route.
38. Each of the 4 discrete types of evidence (user, inclosure, railway records, and OS maps) is sufficient on its own to allege that a public right of way exists over the route. This means that the statutory test set out by the Wildlife and Countryside Act 1981 has been met.
39. Consequently, CYC is required to make a DMMO seeking to record the route on the definitive map. As the Copmanthorpe Inclosure Award details the application route as an occupation road, the most appropriate status for the public right of way is restricted byway. This is due to the Natural Environment and Rural Communities Act 2006 stopping up all rights for mechanically propelled vehicles in 2005 unless certain exceptions apply. None of the exceptions apply in this case.

Council Plan

40. As set out in the Council Plan 2015-19 “Our purpose is to be a more responsive and flexible council that puts residents first and meets its statutory obligations” by taking this DMMO out of turn the council is

fulfilling one of its statutory obligations and demonstrating that it is putting residents first.

Implications

Financial

- 41. If the DMMO is opposed it will need to be submitted to the secretary of state for determination.
- 42. Determination by the secretary of state may lead to a local public inquiry. The cost of a public inquiry being approximately £5000.
- 43. If the Order is confirmed by the secretary of state the authority will have to accept that the route is maintainable at the public expense. This will not, as such, be a new obligation, more the recognition of an existing, but previously unrecorded liability.

Human Resources (HR)

- 44. There are no human resource implications

Equalities

- 45. There are no equalities implications

Legal

- 46. City of York Council is the Surveying Authority for the purposes of the WCA 1981, and has a statutory duty to ensure that the Definitive Map and Statement for its area are kept up to date.
- 47. If, and when, the Authority discovers evidence to suggest that the definitive map and statement needs updating, it is under a statutory duty to make the necessary changes using legal orders known as DMMOs.
- 48. Before the authority can make a DMMO to add a route to the definitive map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the authority are obliged to make an order in order to allow the evidence to be properly tested through the statutory order process.
- 49. DMMOs, such as the one being considered within this report, do not create any new public rights they simply seek to record those already in existence.

50. Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

Crime and Disorder

51. There are no crime and disorder implications

Information Technology (IT)

52. There are no IT implications

Property

53. There are no property implications

Other – Maintenance Implications

54. The evidence indicates that the public rights over Yorkfield Lane were established prior to the commencement of the Highways Act of 1835, therefore as an ancient highway it is maintainable at public expense and should be recorded as such on the List of Streets Maintainable at Public Expense. There will therefore be an ongoing future maintenance liability to Highway Maintenance Services. The intention would be to maintain it fit to the standard required for the status that is recorded on the definitive map.

Risk Management

55. In compliance with the authority's Risk Management Strategy, option A and option B are subject to the same internal budgetary pressures (financial) because the processing of DMMO applications is a statutory duty of the council.

Councillor Responses

56. To be added when received.

Contact Details

Author:

Russell Varley

Definitive Map Officer
Rights of Way
Tel No. 01904 553691

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director Transport Highways and
Environment

**Report
Approved**



Date 15.08.19

Specialist Implications Officer(s)

Financial
Jayne Close
Accountant
01904 554175

Legal
Sandra Branigan
Senior Solicitor
01904 551040

Wards Affected: Copmanthorpe.

For further information please contact the author of the report

Background Papers:

Highways Act 1980
Wildlife and Countryside Act 1981
Previous report to the Executive Member

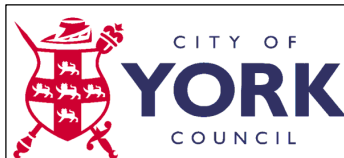
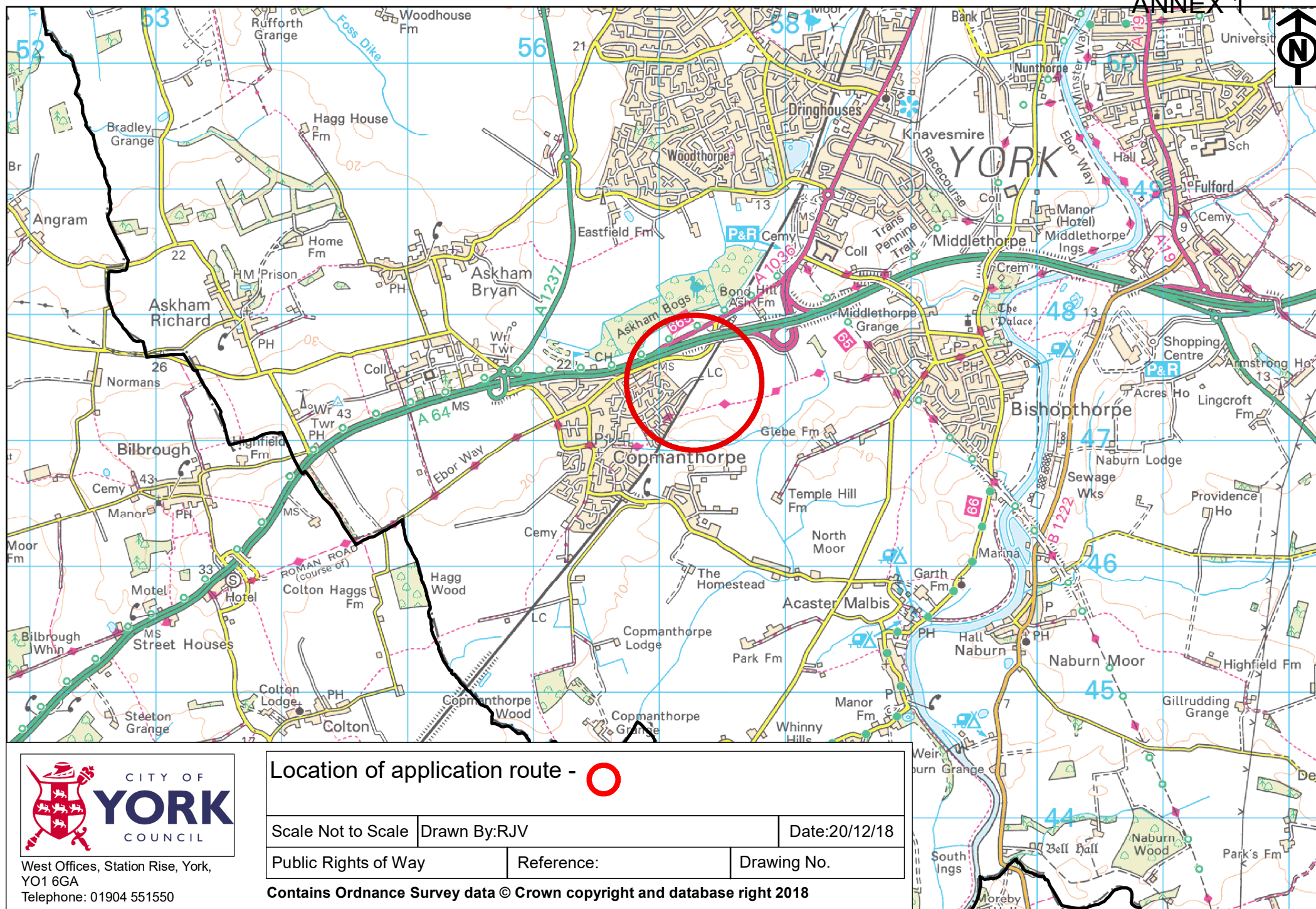
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=10865>

Annexes

Annex 1: Location map
Annex 2: Route map

List of Abbreviations Used in this Report

DMMO – Definitive map modification order
PRoW – Public right of way
OS – Ordnance survey
BOAT – Byway open to all traffic



West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Location of application route -

Scale Not to Scale

Drawn By:RJV

Date:20/12/18

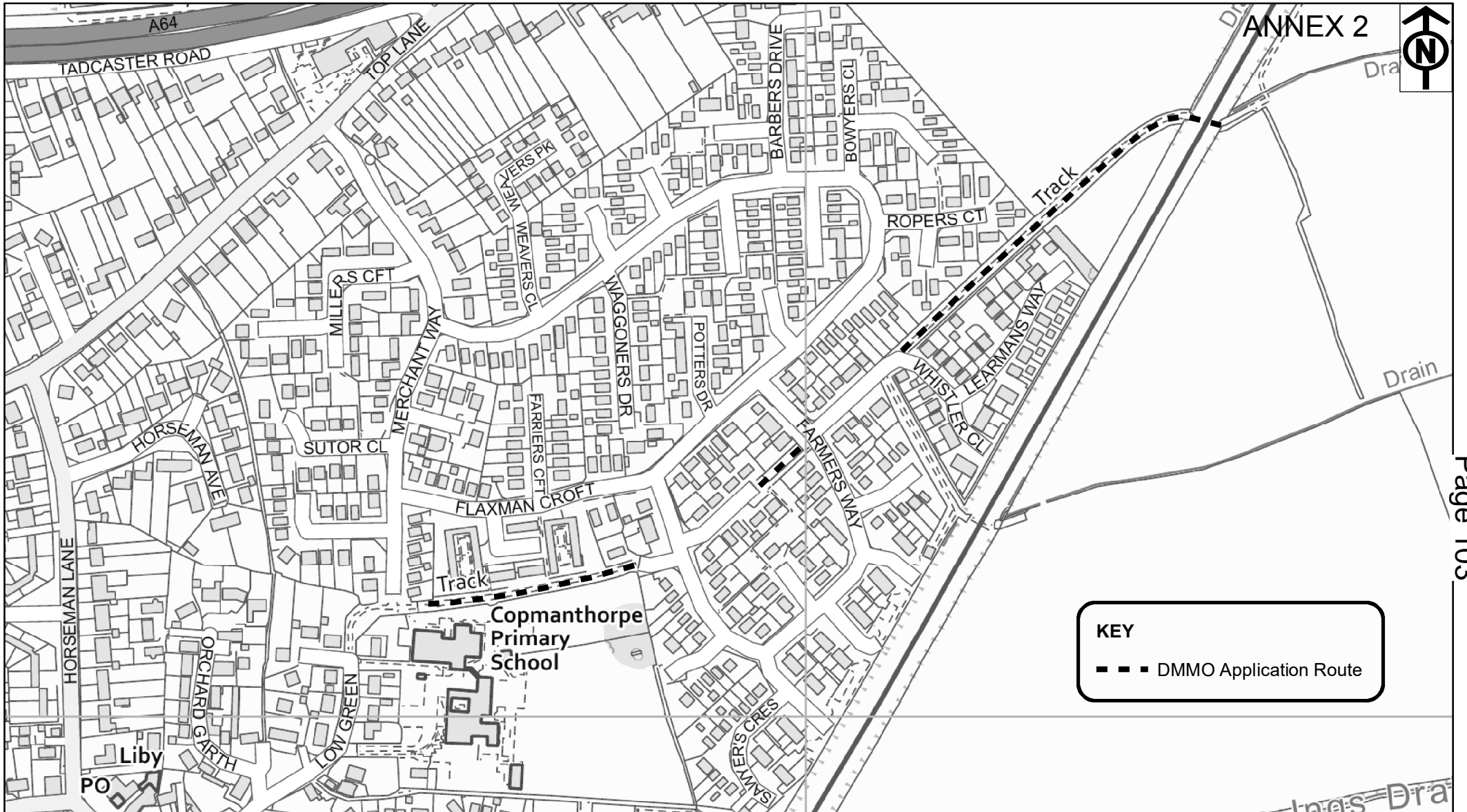
Public Rights of Way

Reference:

Drawing No.

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West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

DMMO application route

Scale Not to Scale

Drawn By:RJV

Date:20/12/18

Public Rights of Way

Reference:

Drawing No.

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Decision Session - Executive Member for Transport**29 August 2019**

Report of the Assistant Director, Transport, Highways and Environment.

Micklegate Bar Experimental Traffic Regulation Order**Summary**

1. To consider the representations made to the Experimental Traffic Regulation Order since it was introduced in December 2018.

Recommendation

2. It is recommended that option 3a be approved:
 - The Experimental Traffic Regulation Order is made permanent and approval to carry out further investigations to enhance Micklegate.

Reason: Because the experiment achieved the aim of reducing the impact of traffic on Micklegate Bar and the representations made against the experiment did not highlight issues of concern regarding how the highway network operated overall. In addition, there is potential for further improvements to be made to the streetscape and appearance of Micklegate Bar and the rest of the street.

Background

3. The Experimental Traffic Regulation Order was introduced for a maximum period of 18 months from its start date in December last year.
4. Because there have been no changes made to the experiment for over 6 months we have the option of considering the representations made and if thought appropriate overturn those objections and make the experiment permanent.

Discussion

5. There have been 122 (to 24th July) representations made since the start of the experiment; these are outlined in Annex A along with officer

comments. Of those 122 representations 31 were objections, 9 were concerns about some element of how the experiment was operating and 82 were in support.

6. The most common themes for objection were:
 - Longer and more congested journeys for local residents.
 - Increase in pollution on the alternative routes.
 - The closure creates congestion on the alternative routes.
7. Whilst it is relevant to note the number of representation made in support of the experiment, the purpose of this report is to formally consider objections made, hence this isn't simply a matter of what is most popular.
8. It was fully appreciated during the development of the experimental proposal that for some there would be an increase in their journey length and time. These dis-benefits have to be considered alongside the reduction in the traffic impact on the Bar, the perceived improvements in the local Micklegate environment due to the reduction in through traffic and the improvements for cyclists at the Micklegate Bar junction.
9. Whilst normally an experiment might have a quantifiable benefit such as increased capacity at a junction in this case the impact is more subjective and can't be readily analysed in numerical terms to give a definitive transport related benefit. Hence in traffic management terms there is no right or wrong conclusion. Instead the benefits have to be weighed up in terms of the "look and feel" of the outcome on the local environment. Clearly views on the outcome will be varied depending on an individual's point of view and undoubtedly there will be some who will have experienced a dis-benefit due to the increased length and duration of their journey. The perceived benefits of the experiment are the reduction in traffic dominance in Micklegate overall but especially at the Bar making a more pleasant environment and cyclists not being held up at the Bar due to vehicles queuing in the narrow cycle lane under the bar.
10. It was previously reported that in a 12 hour period (7am to 7pm) there was a total of around 4300 vehicle trips split roughly 60:40 (inbound:outbound) hence 2580 inbound and 1720 outbound. In a survey carried out in May this year the inbound number averaged over a Monday to Friday period was slightly lower at around 2240 vehicles. Outbound the volume dropped to 460 vehicles per day of which about 98% were pedal cycles. The other 2% of vehicles were either leaving premises on the out of town side of the bar or had carried out an illegal movement. In summary, the overall

reduction in motor vehicles using Micklegate bar is in the order of 1250 over the 7am to 7pm period each day.

11. When the experiment was first considered one of the aims had been to maintain this as a route cyclists could use. During the experiment it has been noticed and commented on by some of those in support of the closure that the cycle only phase of the traffic light sequence has had the effect of removing the conflict/anxiety for cyclists due to being mixed in with motor vehicles along Blossom Street heading out of the city. This has been an unexpected but welcome benefit from the experimental closure.
12. It should also be noted that it has been possible to reduce the amount of green light time at Micklegate Bar or omit that stage of the signals if there are no cyclists waiting. This has allowed a small additional green time to be allocated to the other arms of the junction and will therefore have had some positive mitigating effect on the capacity and vehicle related pollution throughout the day. However, there are too many factors in the environment, makeup and operation of traffic at the junction to provide reliable figures for comparison.
13. Annex B shows the letters of support from The York Civic Trust, the Micklegate Business Initiative, York Environment Forum Transport Group and York Cycle Campaign.
14. Annex C is a lengthy objection that was considered appropriate to reproduce in its entirety. It covers concerns over: the lack of consultation, lack of clarity of the aims of the scheme, lack of adequate consideration of alternatives, lack of consideration of the impact of the scheme on other areas and lack of adequate measurement of outcome of the scheme. Officer comments on this objection are included at the end of Annex C.
15. During the early stages of the experiment there were regular reports of drivers choosing to exit the city by travelling the wrong way through the inbound arch. Additional measures were put in place to more clearly state the restriction on direction of travel at this point. Whilst these measures appear to have reduced the incidence of this happening there are still some drivers who choose to ignore the restriction. Taking enforcement action against driver abusing the restriction is not something the City Council has the authority to carry out; hence this issue has been brought to the attention of the Police for them to consider when allocating their resources for traffic enforcement. Due to the low vehicle speeds at this location the risk of a collision is not considered an issue of concern.
16. There were also intermittent reports of the traffic signals not detecting cyclists at the junction heading out of town. Action was taken to improve

cycle detection but if this issue deteriorates again an alternative method of detection will be considered.

17. There have been a number of suggestions and requests to make further improvements in addition to confirming making the closure permanent. No work has been carried out on what improvements could be considered suitable to improve the streetscape and setting of Micklegate Bar or what further action along Micklegate might be acceptable. It is suggested that if the closure is made permanent then further work be commissioned to bring forward a number of options at a later date for consideration.

Consultation

18. In line with the decision regarding taking forward the Experimental Traffic Regulation Order, letters were delivered to a wider area (see Annex D) than is usual for Traffic Regulation Order consultations, outlining the experimental closure process and giving details of where to send any representations on the experimental scheme. A sign was also put in place at the Bar with a web address for further information on the scheme and how to make a representation.
19. In addition, a further letter was issued in July 2019 to advise that the scheme was due to be reported on with the potential for it to be made permanent so any updated or new representations should be sent in by mid August for consideration.
20. This action exceeds the legal requirements for consultation and no further consultation is required. Before a decision can be made to make the experiment permanent however the objections put forward have to be considered.

Options

21. Option 1 – continue the experiment and bring back a report at a later date. This is not the recommended option because the experiment has already achieved the aim of reducing the impact of traffic on the Bar.
22. Option 2 – amend and continue the experiment. The experiment has achieved the aim of reducing the impact of traffic on the Bar. Whilst a variation could be considered if it was less successful there is insufficient time in the experimental period to revert back to this scheme and run it for another 6 months. If additional measures are thought desirable to explore these could be investigated and a further scheme brought forward for consideration at a later date as either a new experiment or a permanent

Traffic Regulation Order change. Hence this is not the recommended option.

23. Option 3 - make the current Experimental TRO permanent. Whilst this could be recommended there is potential for further enhancements if the closure is confirmed hence this is not the recommended option.
24. Option 3a – as option 3 above make the experimental closure permanent, but also approve the investigation of additional works to enhance the streetscape and appearance of the Bar, plus potential changes for the rest of Micklegate. This investigation would be brought back to a subsequent Executive Member for Transport and Planning meeting. This is the recommended option because the experiment has achieved the aim of reducing the impact of traffic on the Bar and enabled further measures to be considered.
25. Option 4 – end the experiment and return the operation of the highway to how it was before the experiment was put in place. This is not the recommended option because the experiment has achieved the aim of reducing the impact of traffic on the Bar.

Council Plan

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

Implications

27. This report has the following implications:

Financial – None.

Human Resources – None.

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

28. None.

Contact Details

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport

Date:

24/7/2019 ☒

Specialist Implications Officer(s)

None.

Wards Affected: Micklegate

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Précis of Representations Made and Officer Comments

Annex B Representations in support of the Experiment from Organisations

Annex C Objection and Officers Comments

Annex D Plan of the letter drop consultation area.

Précis of Representations Made and Officer Comments

Rep. No.	Representation - Objections	Officer Comments
1	Concerned about the potential for an increase in traffic using Priory Street and Fetter Lane.	This is not expected to be an issue and potentially there will be a decrease in drivers using this route.
2	Customers need to be able to bring vehicles to their business premises	There is no restriction on access into the and there are alternative routes to exit.
3, 4	Objects to the longer route (and extra pollution) to exit the city via Queen Street for local residents and workers.	Yes there is a longer route.
5	York can't cope with another road closure. This will create congestion, queues and disruption.	This does not appear to have happened.
6	Another poorly thought out road closure to make York even more difficult to get in and out of.	Noted.
7	Why is York council intent on bringing York to a gridlock standstill? Closing outbound is not too bad but inbound will cause chaos on a morning. Open up all so called rat runs to make York run smoother and less congested.	There are no plans at present to close the inbound route.
8	The closure adds a considerable amount of time to the journey to work and adds to congestion. Would prefer to see a barrier similar to the one at Victoria Bar so residents are not inconvenienced.	Yes there is a longer route. There are no plans at present to consider an automated barrier system.
9	Can find little to commend the scheme.	Noted.
10	Is a resident of Priory Street and this closure is adding to the congestion on	There will likely be some additional traffic on

	Bishopthorpe Road. The green light time that only allows 3 or 4 cars out at a time is the main cause of congestion.	Bishopthorpe Road. The short green time previously in place was to reduce congestion on the main road network and to discourage the use of Micklegate by through traffic.
13	Stop messing about and open Micklegate 2 ways again now.	Noted.
15	The closure does not make sense. Statistics do not take account of what happens over a whole year to give a real perspective. Appreciates the need to improve traffic flow but this is just plain bonkers.	Noted.
19	More vehicles are turning round in the middle of the road. Perhaps a hazard for cyclists. Any scope for a mini roundabout at Bar Lane in the longer term?	A mini roundabout is unlikely to be an option that could be considered.
20	Long detour along Rougier Street, past the station or Fetter Lane, Skeldergate on to Bishopthorpe Road. Both routes are increasingly queued up resulting in increased pollution and longer journeys. Why was Micklegate not closed at Rougier Street allowing residents to still use the Bar.	Yes there is a longer route. Closing the road at the George Hudson Street junction rather than at the Bar would result in traffic diverting along Fetter Lane and Priory Street resulting in little reduction in traffic queuing at the Bar.
23	Has experienced cars travelling faster in both directions along Micklegate and believe speed reducing measures should be introduced. In addition vehicles are making a thudding noise due to the uneven road surface which is creating cracks in the road and in their property.	There has been no other report of this happening but the reduction in traffic could potentially result in a slight increase in vehicle speeds but this wouldn't cause a vibration problem that would create structural problems.
30	Does not understand the scheme, it is not the one way they were asked about. Having two way where exiting	There have been requests for a one way previously however this scheme is aimed mainly at

	at one end is impossible. Why can we not have a one way including cyclists?	reducing the impact of traffic on the Bar.
32	The longer route for residents to get to Blossom Street is 18 times longer than the direct route and there are 5 sets of traffic lights instead of one to go through and the density of traffic along Station Road and Queen Street has more than doubled. Hence the false logic in reducing air pollution. Whilst Micklegate is undoubtedly enjoying much less traffic the diverted traffic is adding to the earlier chaos at the station.	Yes there is a longer route.
34	The 10 to 15 minute increase in journey replaces one of 1 minute. This adds to congestion and pollution.	Yes there is a longer route.
37	Objection in full in Annex C	Officer comments in Annex C
38	<p>Resident of Priory Street. The closure extends journey times for every day journeys and is extremely inconvenient.</p> <p>Considers a more suitable solution would be to close the road at the George Hudson Street junction which would allow local residents to continue to use the Bar to exit the city.</p>	<p>This is understood but there isn't a practical alternative.</p> <p>There are other routes to Micklegate that would be used to avoid a closure at George Hudson Street.</p>
41	The scheme does not work for local residents. The alternative route for the area via the Skeldergate / Bishopgate junction is very dangerous and will inevitably lead to a crash. Would like a moveable bollard, as used elsewhere in the city, that could be lowered for residents and at night.	There are mixed views on this from local residents in that some like it and others don't. Whilst the Skeldergate junction can be busy at times it is not in itself a dangerous junction and the pelican crossing helps enable traffic to exit Skeldergate.
42	The commute home to Holgate now takes an extra 20 to 30 minutes. The	It is acknowledged that some journey times will now be longer

	closure adds to pollution in other areas of the city. All that was required was a change to the traffic light signalling.	for those in motor vehicles. Amending the signal timings would not have achieved any benefits to Micklegate Bar.
43	The experimental closure results in drivers having to join the rest of the inner city traffic adding to the congestion.	It is acknowledged that some journey times will now be longer for those in motor vehicles.
48	Would like Micklegate Bar open for use by taxis and motorcycles to reduce congestion on in Rougier Street. Other than this supports the scheme.	Although allowing motorcycles through the Bar could be considered there is no practical option that would permit taxis, but not other vehicles through the Bar.
88	The closure has caused more congestion on Rougier Street. Consider opening the Bar at peak periods.	There isn't a practical option that could be considered for opening during the peak hours only.
107	<p>There is less passing business.</p> <p>Makes the street difficult to navigate.</p> <p>More traffic and near accidents on Trinity Lane due to this being used as a cut through.</p> <p>Traffic build up on Toft Green, Rougier Street and standing traffic past the station.</p> <p>Drivers making a 3 point turn near the Bar.</p> <p>The short green time at the George Hudson Street junction.</p> <p>The Bar should be available to cars, motorcycles and cycles in both directions.</p>	<p>There is less through traffic.</p> <p>Noted.</p> <p>It's not clear why a driver might choose to use this as a cut through.</p> <p>Noted but traffic queues on Toft Green at the Micklegate Bar end used to be a regular occurrence.</p> <p>Noted.</p> <p>Increased green time at these lights would have to come from the other directions which are much busier.</p> <p>There is no practical way of prohibiting vans.</p>
108	The business has not done as well	Noted.

	since the closure was put in place.	
112	<p>Resident of Bishophill. Has felt trapped in a lot of the time especially when there were other road closures in the area. It has had a detrimental impact on traffic especially the area leading to the Bishopthorpe Road shops area.</p> <p>It always used to be slow getting out but that is preferable to driving 3 times the distance.</p>	<p>Noted.</p> <p>Noted</p>
113	<p>Since the closure their journey is longer increasing their carbon footprint. Also it has done nothing for the traffic in York, it is just a huge inconvenience to the city centre residents.</p>	Noted
120	<p>Concerned about tourists with luggage seen wheeled against the flow allowed for inbound traffic.</p> <p>Funeral vehicles require consideration due to the distress and precise timing needed.</p>	<p>It is unclear why a pedestrian would walk in the road at this point.</p> <p>This has not been reported as a problem.</p>
121	<p>Has a longer journey now to leave the area. Would like consideration to extending the area allowed to use the Victoria Bar exit.</p>	<p>Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures.</p>

Rep. No.	Representation - Concerns	Officer Comments
12, 16, 17, 18, 22	Report of drivers exiting the city through the inbound arch.	Preventing drivers choosing to break the law is difficult to achieve. Enforcement can only be carried out by the Police.
21	Question on where they can park to make deliveries.	This has been resolved.
27, 31, 33	The traffic signal detection for cyclists is not working.	This has been resolved.

Rep. No.	Representation - Support	Officer Comments
11, 14, 33, 45, 58, 63, 66, 68, 71, 78, 81, 97, 99, 103, 105, 109, 110, 114, 119	Supports the scheme	Noted.
24	Walks and appreciates the reduction in pollution and ease of crossing the road. At weekends it is more pleasant for pedestrians. It is also better for cyclists at the Bar.	Noted.
25	It has definitely reduced the traffic flow and deliveries have coped. Would like to see the carriageway narrowed for wider footways and possibly some tree planting.	Noted. There may be potential in the future to consider other improvements.
26	The new traffic management arrangements are amazing. No longer have to compete with cars heading down Blossom Street, particularly if heading for Holgate Road.	Noted.
28	The Civic Trust. See letter in Annex B	Noted
29	Supports the scheme because of the reduced air and noise pollution and the reduced congestion at the Bar. Concerned about some drivers using the inbound arch to leave the city.	Noted.
31	It makes for a much more comfortable exit from town in terms of space and cleaner air.	Noted.

35	A massive improvement to the environment on the street and has improved the air quality and safety. There is a minor inconvenience for both business and personal life but it is definitely worth it. Would like some improved signs that aren't so negative and off putting.	Noted.
36	Micklegate Business Initiative See Annex B	Noted
39	Supports the experiment because: Reduces pollution in the area Safer for cyclists Better traffic flow at the signals Protects the historic city walls	Noted
40	Supports the experiment, the clear run to Holgate Road or down Nunnery Lane without other vehicles is a big improvement. Also suggests the double yellow lines on the south side of Bar lane are extended further into the street to reduce conflict/congestion.	Noted This can be considered during the Annual Review of waiting restrictions process.
44	York Environment Forum. See letter in Annex B	Noted
46	Supports making the experiment permanent and would like it to be closed in both directions.	Noted
47	Supports the closure. It makes pulling away from the lights on a bike so much easier with less conflict. Cycling up Micklegate is easier due to reduced traffic and the street is quieter and less polluted. Would like some planting considered.	Noted
49	Supports the experiment and	Noted

	considers it is time to close the Bar entirely. The closure has transformed a bad pinch point for cyclists and is now far safer and more pleasant. It is a vast improvement in the quality of the public realm.	
50	Supports the experiment for the benefits of increasing and enabling more walking and cycling, a safer street with cleaner air, for reducing traffic use in general and fight climate change, and for the benefit of a pleasant community street life.	Noted
51	Supports the experiment which has encouraged them to cycle this route with their children instead of using a car. This has helped reduce traffic congestion and air pollution and they have been more encouraged to visit businesses on Micklegate. Considers the benefits will be further enhanced after the redesign of Queens St. and the Station frontage. Further enhancements would be to provide a dedicated right turn out of the Bar signal phase and to close the Bar inbound.	Noted Noted but there are no plans at present to amend the signals further.
52, 89	The closure has greatly improved safety for walking and cycling on Micklegate.	Noted
53	Strong support for the experiment. The cycle journey through the Bar is stress free and pleasant.	Noted
54	Micklegate is more attractive to travel through and to linger in at the bars, cafes and restaurants. Cycling up Micklegate is improved with the reduction in traffic and anticipates there will have been an improvement in air quality. Would	Noted

	also support closing the inbound route.	
55, 57, 79	Supports the closure because it provides a safer and more pleasant environment.	Noted
56	Supports the closure because previously there was no room for bikes through the bar and it was difficult crossing the junction with cars at the same time.	Noted
59	York Cycle Campaign See Annex B	Noted
60	An enormous improvement to the cycling route from the city centre. Previously the Bar would be blocked by cars but now the route is a pleasure. In addition there's reduced traffic noise and pollution.	Noted
61	Supports the closure because it helps protect the Bar from damage. Considers the Queen Street route quicker now with the removal of cars from the Bar.	Noted
62	The route through the Bar is much easier, more pleasant, safer and less intimidating. Considers the closure has made Micklegate a much nicer place.	Noted
64	The experiment has made a tremendous difference because cyclists can now easily get to the traffic lights and then there is no competing for road space with cars when the lights goes green..	Noted
65	Micklegate Bar is nicer and safer and there has been a real improvement to Micklegate.	Noted

67	The experiment has been a success in improving the atmosphere on Micklegate and it appears to have reduced traffic in Micklegate without a detrimental impact on the high street. It is also a positive contribution to the Blossom Street junction.	Noted
69	Micklegate Bar is an irreplaceable building and its protection should be a council priority. It has made travelling along Micklegate more pleasant and the atmosphere is more relaxing.	Noted
70	Finds it much safer when cycling up the cobbled section of Micklegate and it is a more pleasant retail environment. Would like the whole section to have a two way car restriction.	Noted This is not a practical option at present
72	It has made the street environment more pleasant. Visiting shops is easier. Would support closing the Bar in both directions.	Noted Noted
73	The street is calmer and I have noticed many more cycles. It is much nicer and has promoted a healthy lifestyle.	Noted
74	The initiative has transformed the busy road and we need to consider the needs of residents and traders not just motorists. The issues of congestion and pollution need to be tackled head on.	Noted
75	The scheme has been a big success. Would like more measures to reduce traffic in the city centre.	Noted

	Would like the city to be divided into quarters with a 20mph speed limit on all city roads. This would make it quicker to cycle or walk and reduce the environmental impact of traffic. The areas around schools should be traffic free to stop parents from driving and encourage children to cycle or walk.	
76	Has appreciated the reduction in traffic while walking in the street. The closure has calmed the area, made it less noisy and more pleasant.	Noted
77	Cycling promotes improved wellbeing, mood and fitness. Micklegate has been enhanced by the closure and the trial should be extended to other points of access to York city centre.	Noted
80	Fewer motor vehicles in the street make it more enjoyable to shop and sit outside. Finds it less dangerous and scary as a cyclist due to the reduction in cars. Now actively chooses to visit Micklegate.	Noted
82	The city needs to look forward and make changes to tackle climate change. Tourism is our main selling point we need to prioritise a pleasant welcoming experience.	Noted
83	Has made traffic on Micklegate better for residents.	Noted
84	Would like all traffic except for bikes banned from Micklegate.	This is not a practical option at present
85	This helps keep the centre of York an attractive place for pedestrians. Furthermore it helps make the city centre safe and attractive for cyclists.	Noted

86	Less conflict through the Bar for cyclists and pedestrians if cyclists used the pavement because the Bar was blocked by cars. It's also safer for cyclists heading out of the city and the environment on Micklegate has benefitted by the closure..	Noted
87	Air quality is better and it is safer for cyclists. A nicer street scene environment for traders on Micklegate. Would like more commuter routes into the city centre to be considered.	Noted
90	Queen St used to be and still is unpleasant to use. Micklegate used to be full of cars and it was always a bit of a race setting off from the lights. Now it is much better. Would support closing the inbound arch.	Noted
91	Micklegate feels cleaner, less congested and more welcoming. It also helps promote active transport.	Noted
92	It has had a positive effect on reducing the number of vehicles, congestion, pollution and noise. It makes it safer to walk and cycle and it allows the independent traders to thrive.	Noted
93	Supports the closure and would like closures at the other bars as well.	Noted
94	The closure will reduce damage to the Bar, reduce traffic congestion, improve pedestrian and cycle flow at the junction, improve the environment along Micklegate and help move towards a carbon neutral and reduced car use in the city.	Noted
95	Regular user of the Bar. It is a huge	Noted

	improvement to the feeling of safety and air quality. Spends more time in Micklegate as a result. Should be used as a template for similar initiatives across the city.	
96	Shouldn't have to breathe in constant air pollution from burning fossil fuel. Improved safety for children and increases tourism in Micklegate. If it makes journeys longer they should set off earlier.	Noted
98	More pleasant and safe to cycle now. Greater number of cyclists using this road, an improved air quality and preservation of the cobbled road. Also benefits traders.	Noted
100	Nicer to walk along, fewer fumes and quieter without the queue of traffic. Easier and less dangerous to cycle up. Micklegate is developing a food and bar culture and would like wider pavements to increase seating. No real reason for 2 way traffic on this historic road.	Noted
101	Supports but would like the rising bollard at Victoria Bar mended to mitigate the extra distance for residents.	Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures.
102	Supports but would like improved signage at the bottom of Micklegate and a yellow box at the George Hudson Street junction.	This can be investigated if the closure is made permanent.
104	It has made the street a more lively and generally nicer place to be. Longer term it would be good to reclaim some of the road for pedestrians.	Noted
106	It has reduced congestion and pollution on Micklegate and helps	Noted

	protect the Bar from damage.	
111	Micklegate is transformed into a more pleasant place to be. There's increased safety and comfort for cyclists having sole use of the outbound junction and enables safe passage across the junction and along Blossom Street.	Noted
115	It is not as noisy at the Blossom Street junction and is also safer for people. The air quality has improved.	Noted
116	Cycling up the cobbles used to be difficult with cars there. The cars queuing through the bar prevented riders using the cycle lane. Has observed motorcycles and cars using the inbound arch the wrong way.	Noted This has been brought to the attention of the Police
117	Generally supports the scheme but would like consideration for residents to be allowed to exit at Victoria Bar, opening up Lower Priory Street to through traffic, improving the Skeldergate junction to allow left and right turn lanes, installing traffic lights at the Skeldergate junction.	Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures. If the closure is made permanent the potential for a two lane exit can be investigated however a full signalised junction is not though likely.
118	Owens a business and has noticed an improvement in the quality of life for those who live or work in the street. Has a slight concern about if there is sufficient parking for the development in the area.	Noted
122	Reduced traffic and traffic noise so the whole street is safer. It feels easier to use the shops and cafes. There is more pedestrian traffic so the street is a richer social space.	Noted

	<p>There are no jams of traffic waiting to exit the city. Their delay for having to use alternative routes out of the area is trivial.</p> <p>Would like additional work carried out to tackle speeding traffic in Micklegate and as it comes through the Bar.</p>	<p>There are no plans at present to introduce speed reducing measures in Micklegate</p>
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Representations in support of the Experiment from Organisations

York Civic Trust Letter

13th February 2019

For the attention of: the Traffic Management, Economy and Place Directorate

York Civic Trust strongly welcomes the impacts of the Micklegate Bar Experimental Traffic Regulation Order (ETRO).

The stated aim of the ETRO is to "improve the environment in Micklegate by removing a proportion of the through traffic whilst maintaining access for those who need it". We consider that the scheme fully meets this aim, and offers the opportunity for more extensive environmental improvements in the street, which offers one of the finest urban streetscapes in the country.

The immediate environmental and safety benefits of the ETRO in Micklegate, which have been evident since its inception, are:

- a significant reduction in traffic flow on the street as a whole
- the complete removal of the queues of traffic approaching the Bar, which often extended at peak times to 20 or more vehicles
- the resulting avoidance of conflicts between traffic on Bar Lane attempting to force gaps in the queue on Micklegate and pedestrians and inbound traffic
- the removal of vehicular movement through the Bar, thus reducing the risk of vibration damage
- the lack of any significant visual clutter by the simple expedient of using a single bollard in the middle of the Bar to effect the closure.

There are also benefits in the wider area, since removal of traffic entering the congested Queen St/ Blossom St/ Nunnery Lane junction, and provision of a shorter stage for cyclists only when demanded, have freed up time in the junction for other movements. We anticipate that this will have reduced the transfer of traffic to less suitable routes such as Scarcroft Rd.

We are also satisfied that the ETRO has been successful in maintaining access for those who need it. We accept that vehicles on Micklegate, Priory St and Toft Green destined for Blossom St will have had to take a longer diversionary route, but the additional travel time involved will typically have been small, since the signals previously only permitted three or four vehicles to enter the junction, and delays in doing so prior to the ETRO frequently exceeded 10 minutes. Meanwhile cyclists, for whom the diversion would have taken much longer, have been provided for, and now have a much safer and protected path into the junction.

There are still occasional occurrences of vehicles turning back having not realised that the Bar was closed, but this could be remedied by reinstating the sign in advance of the junction with George Hudson St.

York Civic Trust is greatly encouraged by this farsighted scheme, and intends, when it is made permanent, to investigate ways of further enhancing public realm in the street and making it a more appealing destination for visitors and residents.

We strongly urge the Council to make the scheme permanent.

Micklegate Business Initiative E-mail

I'm a committee member for the MBI and acting deputy chair.

For the last couple of years we bring it up in most meetings and it is almost universally popular with the members.

We discussed the plans back in 2016, where we voted unanimously as a group that we preferred the option of one way into town, there was little support for full closure and agreed that something had to be done. This meeting had around 25 businesses in attendance as well as Cllr Hayes.

Since the project was implemented, we talk regularly and even those who were hesitant at first have concluded that it is better now, the main concern was from Minster hire (who were not at the meeting, but in general conversations expressed concern) they have found it far easier for their customers to access their yard without the traffic jams.

The only negative that I have heard from anyone, and I have spoken about this to many people, was on the signage.

We did discuss it at our last meeting in January and although this was a pretty small turnout of about 15 people, everyone was in favour.

We have not previously sent in a formal response, but if suitable, you can consider this an official endorsement of the trial from the MBI.

Kind Regards



Micklegate Bar Experimental Southbound Traffic Restriction

York Environment Forum Transport Group considered this at two recent meetings and agreed to strongly support the Experimental Traffic Regulation Order (ETRO), and to making it permanent. This was subsequently endorsed by the full Environment Forum.

We consider that the scheme fully meets its aim to "improve the environment in Micklegate by removing a proportion of the through traffic whilst maintaining access for those who need it". Micklegate is noticeably less trafficked, particularly southbound in the evening rush hour, and consequently much pleasanter. The removal of vehicular movement through the Bar is an improvement for this historic feature in its own right, and reduces the risk of vibration and accidental impact damage to it.

The restriction has also significantly improved the experience for Southbound cyclists – eliminating the problem of trying to get through the Bar in competition with often stationary vehicles, which led to a significant problem with cyclists using the east side pedestrian arch and footway instead. It also means that southbound cyclists now effectively have a cycle only phase through the Blossom Street junction, removing conflict with left turning vehicles into Nunnery Lane and usually allowing those heading down Blossom Street a conflict free journey down Blossom Street to past the Odeon / Real Cinema crossing to where the current southbound cycle lane starts. This removes a lot of danger of close overtaking that characterises that section of Blossom Street for cyclists from Micklegate, and is hopefully encouraging greater take up of cycling, as this location was previously a major disincentive for less confident cyclists using their bikes. The positive personal health benefits and contribution to making York more sustainable in transport terms increasing cycling involves are therefore a key benefit of this scheme. We also note that some other early problems with cyclist detection at the junction seem to have been satisfactorily resolved – it's important this is maintained.

Finally, the restriction has also reduced the degree of conflict between traffic on Bar Lane attempting to force gaps in the queue on Micklegate and pedestrians and inbound traffic, although a member has noted some tendency for vehicles to turn out of Micklegate into Bar Lane at speed, at risk to Bar bound cyclists coming down Bar Lane, especially in the evening. This problem is also worsened by parking near the junction on the Bar wall side. We consider this could be addressed by

extending the double yellow lines on the Bar Wall side a couple of vehicle lengths from the junction and improving the lighting at the end of Bar Lane.

Making the experimental restriction permanent would provide the opportunity for more extensive environmental improvements in Micklegate, which is one of the finest urban streetscapes in the country. The relative lack of any significant visual clutter at the Bar by the simple expedient of using a single bollard in the middle of the Bar and the less satisfactory no entry signs on the inbound arch to effect the closure seems to be working fine after some initial abuse of the latter by southbound vehicles. This issue could be further improved by better advance signing and redesign / refurbishment of the currently rather ugly junction island south of George Hudson St. to make clear that there's no through route through the Bar.

There are also benefits in the wider area, since removal of traffic entering the congested Queen St/ Blossom St/ Nunnery Lane junction, and provision of a shorter stage for cyclists only when demanded, have freed up time in the junction for other movements, offsetting the longer route for servicing / access traffic. We also wonder whether the Micklegate Bar closure would present a significant further opportunity for a radical and strategic improvement to cycling provision in Blossom Street, through a combination of amalgamating the current three Blossom Street approach lanes to Micklegate Bar junction to two and using the released road width to create a proper outbound cycle lane and improving the width of the inbound cycle lane. Combined with removal of the Odeon / Rank pedestrian crossing island and conversion of that crossing into a single phase full road width crossing would allow a full length outbound cycle lane in Blossom Street, which would meet the Council's transport hierarchy and ambition to increase cycling levels by encouraging less confident cyclists.

For all these reasons we strongly urge the Council to make the scheme permanent, and to pursue the consequent opportunities it presents.

York Cycle Campaign

The Campaign has just been made aware of a deadline today for comments on making the current trial traffic restrictions of Micklegate Bar permanent. On behalf of our members we wish to speak in favour of maintaining the current arrangement of cycle access only when travelling westbound out of the city centre.

In conversation with members since the start of the trial in December, we have heard many positive comments about the restrictions, which are of a huge benefit to cyclists using Micklegate as a route to/from the city centre. A common theme is the perceived decrease on traffic numbers using Micklegate, particularly westbound. Our members have informed us that this makes using Micklegate as a route out of the city centre much more attractive, as there is less worry about dangerous interactions with motor vehicles. This is particularly welcomed along the cobbled uphill section, which often requires cyclists to adopt a position away from the kerb and adopt an irregular line to avoid the most severe cobbles.

The trial has also meant that the green light onto Blossom Street has effectively become a cycle only phase, with riders able to make good distance along Blossom Street before traffic coming from other directions passes. This comes up most often with cyclists travelling with younger children in their own cycles, as it removes the previous danger of what could be a chaotic junction.

Since the change, we have had concerns raised about the restriction being disobeyed and outbound motorists being observed bypassing through the inbound arch. We understand that the police have previously taken action against this, however the frequency with which this has been observed would suggest further efforts such as the use of cameras should be taken to combat these actions and protect oncoming road users.

Going forward we believe that the scheme should, as a minimum, be retained and we would also welcome any extension. When the proposed improvements to York Station and Queen Street have been discussed at our meetings the link between that masterplan and Micklegate is often raised, despite our understanding that it does not include Micklegate within its boundaries. It is, however, obvious to our members that there is a natural benefit to linking the two schemes. regardless.

Another desire often raised is for a similar restriction inbound, which would protect cyclists coming into the city centre from Blossom Street. Just this week in our social media group, a member reported a near miss, which could have been a severe incident, after being overtaken through the lights by a taxi which had to then brake sharply to make it through the arch. Unfortunately this is not an irregular report. It's also been considered by some members that such a closure would free up room on Blossom Street for a segregated cycle lane and widened footpaths as the straight ahead lane would no longer be required for traffic.

Finally, we'd like to raise the question as to whether the deadline of today for comments still stands? We have not heard of or seen any publicity concerning this date, and were only made aware of this closing date recently through a third party. Could you confirm that any comments received after today's date during the remainder of the 18 month trial will still be considered?

Below are a sample of the kind of comments we've received (names have been removed for GDPR purposes).

December 17, 2018

"Well I've just cycled up Micklegate. What a joy! I hadn't realised how much I usually avoid it!

Cycling up the wet cobbles holds no fear when you are not being pushed towards the gutter by cars. It was quiet and civilised. And then straight through the Bar and into the now unnecessary bike box."

April 16, 2019

Today I exited Micklegate Bar for the first time since closure to outbound motor vehicles. An amazingly pleasant experience and time to safely establish lane use before the next outbound traffic wave. Still to contend with Blossom St. outbound bus departures, when I generally give way to their drivers. Vastly improved and much safer than previously.

January 14, 2019

Car-restricted Micklegate appear to be thriving, not struggling. Purely anecdotally, I spent several hours in the Micklegate Social recently and only noticed one customer being dropped off by car - everyone else arrived by bike or on foot. Obviously some of these pedestrians could have been walking from parked cars, but it seems unlikely given that there is no shortage of competitors/alternatives to the Micklegate Social.

May 27, 2018 (pre-trial)

Micklegate Bar is a terrible spot for cyclists in any part of the intersection

On behalf of York Cycle Campaign

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Objection and Officers Comments

22nd February 2019

Dear Sirs

Re: Micklegate Experimental Traffic Regulation Order

I am writing to object to the continuation of the Experimental Traffic Regulation Order which has closed Micklegate to outgoing traffic at Micklegate Bar. Indeed I believe that the Order should be lifted immediately. The primary reason for my objection is a lack of consultation prior to the Order being made which is contrary to the requirements in the motion passed by the council in July 2018. However there are a number of other reasons for believing the scheme is flawed and I have set out all these reasons below.

Prior to making this submission I have had email contact with both Councillor Jonny Crawshaw and Mr Alistair Briggs. I am grateful for their responses and I make reference to information they have provided in this submission. Councillor Crawshaw has also kindly provided me with copies of the motion presented to the council in July 2018, the minutes of that council meeting and the report produced for the council decision session in September 2018 and I will also make reference to those documents in this submission.

1. Lack of consultation with those affected

The first time I became aware of this scheme was when I received the letter addressed to Micklegate Area Residents and Businesses from Alistair Briggs, Traffic Team Leader, dated w/c 26th November 2018. This letter informed me that the closure would begin w/c 10th December 2018. I had no prior knowledge of the scheme at all. I am aware of other local residents and businesses who also had no prior knowledge of the scheme. Personally, I do not believe that implementing such a scheme with significant impacts on local residents without direct consultation with those most likely to be affected is appropriate.

The report of 13th September 2018 states that "the usual method of implementing a Traffic Regulation Order (TRO) is to advertise proposals for a period of three weeks to allow people opportunity to express their views on the proposals" (paragraph 23). The council's report of 13th September states (paragraph 2) that the recommendation for the TRO is "to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations". It appears odd to me that generally people are allowed to comment in advance of a decision being made and indeed that this is the usual method but in this case it was determined to be best to put the scheme in place before allowing people to comment.

Mr Briggs has told me (email to me 28th January 2019) that the reason for making an experimental order in this case was so that "those who are most directly affected by the change are able to make more detailed objection to the scheme because they are able to experience directly the effects rather than make an objection based on what they fear might be the outcome" and in some cases I can see the advantage to this approach. However, in this case I believe that this approach was unnecessary.

Micklegate Bar was closed to outbound traffic in late 2017 for an extended period whilst repairs took place (I believe the closure was for around three months). This means that those who are most directly affected by the closure of the Bar to outbound traffic already know the effects of such a closure. Far from any responses to the required consultation being based on a fear of the potential outcome, any responses would have been informed responses, based on evidence and experience of an extended closure of the Bar to outbound traffic. In this case an experimental order is completely unnecessary as the experiment has effectively already taken place.

In my view the lack of any prior consultation before invoking the experimental order is even more relevant given that the council, before passing the proposed motion in July, explicitly inserted a requirement that options only be brought forward regarding closing the Bar to outbound traffic **"following a consultation exercise taking into account the views of residents and traders"** (my emphasis added).

What has actually happened is that the Bar has been closed before any consultation exercise has taken place - or in even the most generous view then the Bar has been closed during the consultation exercise. I would not accept as an appropriate consultation a letter drop two weeks before closure which states that the closure is happening. Effectively, the order as implemented completely ignores the amendment to the motion put in place by the meeting of councillors. The views of the elected members appear to have essentially been ignored by imposing an order before consultation with residents.

In summary I believe that it is both wrong and unnecessary to impose the experimental order without having any prior consultation with those who would be most affected. The elected members required such a consultation and none has been carried out in advance of the order being made. In my view this means the order is undemocratic and should be lifted immediately and a full consultation be carried out before any further recommendations are made.

2. Lack of clarity in the aims of the scheme

The letter I received w/c 26th November 2018 states that the aim is to "improve the environment in Micklegate by removing a proportion of through traffic". To me, this appears to be a very imprecise aim and incapable of proper measurement.

The statement of reasons for the Traffic Regulation Order published on the council's website also mentions an aim of "minimise pedestrian / vehicle conflict". I assume this is backed up by statistics showing a high number of accidents between pedestrians and vehicles on Micklegate and did ask Councillor Crawshaw for such statistics but none have been forthcoming.

The report of the Assistant Director, Transport, Highways and Environment to the Executive Member for Transport meeting (September 2018) states that at the Full Council meeting of 19th July 2018 the objective identified was to "reduce the impact of vehicular traffic on the historic bar" (paragraph 5). This is also the rationale identified by Councillor Crawshaw in his speech proposing the motion in July 2018. This is not mentioned in the statement of reasons - somewhat surprisingly if that was the initial objective first discussed.

The motion passed by the council is aimed to protect the gateway, with no reference at all to improving the environment in Micklegate or minimising pedestrian / vehicle conflict. It appears that the order as implemented does not reflect the motion passed by the council.

It appears that there are several aims identified but none of them have been specifically articulated as being the primary reasons for the closure. Such a lack of clarity regarding the aims of the scheme suggests it has not been well thought out and it will be difficult to determine in any objective way whether or not the scheme has been a success.

3. Lack of adequate consideration of alternatives

I note that several options were put forward in the report of September 2018 (paragraphs 26-29). The decision stated is to adopt option 3 as "this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene" (paragraph 3 of the report). I do not believe that the evidence presented in the report and other material supports that conclusion. In particular:

- The reasoning given in the report (as above) makes absolutely no reference to the intended aims of the scheme (improved environment, minimise pedestrian / vehicle conflict, reduced impact of vehicular traffic on the Bar). It appears odd to adopt an option without explaining why it is best in relation to the scheme's intended aims.
- No information is given in the report as to why the other options were deemed less suitable in meeting the intended aims of the scheme.
- I personally disagree with the conclusion that the option has least impact on the community. For me it means additional time spent in the car, in traffic, producing more vehicle emissions as I have to take a longer route to my destination (see below).
- The council's report of 13th September 2018 states that in a twelve hour period there are 3,200 motor vehicle trips through the Bar of which 40% are outbound (paragraph 9). On that basis, the proposal affects 1,280 people (at a minimum assuming one person per vehicle) every twelve hours. Figures in the report (paragraph 10) show on average 69 vehicles per hour inbound to Micklegate from George Hudson Street junction (64 am, 75 pm). Therefore, option 1 (closing Micklegate inbound at the George Hudson Street junction) would only affect, on average 828 vehicles in a twelve hour period, i.e. 35% fewer vehicles / people than the chosen option.

The council's conclusion that option 3 has least impact is therefore simply untrue with reference to the council's own figures.

If the primary aim of the scheme is, as originally stated, to reduce the impact of vehicular traffic on the historic Bar then I believe other options could have been considered which would have had the desired outcome but not the same negative impact on local residents, in particular allowing two way traffic through the other arch of the Bar as implanted on Walmgate.

I have been informed by Councillor Crawshaw that this would require additional traffic control on Bar Lane and would require extended sequence time for traffic lights outside Micklegate Bar which would have significant knock on impacts.

However, I do not believe that additional traffic control would be required. Such a scheme could be implemented by simply not allowing a right turn from Bar Lane onto Micklegate. In my experience very few vehicles attempt to turn right at that junction anyway as it takes a long time to exit.

In terms of an extended sequence for other traffic lights at the junction and subsequent increase congestion and air pollution, the analysis is unfortunately incomplete as it ignores the impact on vehicles at those other junctions which is now already happening as a result of completely closing the Bar to outbound traffic. The vehicles which previously exited through the Bar (1,280 vehicles every 12 hours according to the council's own figures) are now having to use those other junctions, causing delays, further congestion and increased air pollution already. A valid comparison can only be undertaken if those issues are also taken into consideration.

Therefore the impact of this alternative scheme on other traffic would be minimal, it would allow vehicles to exit through the junction from Micklegate (hence a significantly lower disruption for residents than the complete closure of the Bar) and also meet the aim of outbound vehicles not using the historic arch.

I have been informed by Mr Briggs that there are no plans to vary the experiment from its current arrangement (email to me 30th January 2019). I believe this option should have been considered by the council and should be part of any future decision about whether the order should be made permanent or not.

4. Lack of adequate consideration of the impact of the scheme on other areas

There is very little discussion in the report of September 2018 of the likely impact of the scheme. The traffic which used to exit through the Bar will not simply cease to exist - it will use other routes (as stated in the council's letter of w/c 26th November 2018).

In the council's report (paragraphs 17-18) there is a cursory comment that "changes to traffic flow on the wider highway network are likely to occur due to the restrictions to motor vehicles at Micklegate Bar" and that "the impacts of the outbound closure of Micklegate Bar would see low levels of traffic redistributed onto alternative routes on the main highway network. Many of the redistributed trips will still use the Micklegate Bar junction but instead of coming from Micklegate will reroute using the Inner Ring Road.". It is hard to see how 1,280 vehicles every twelve hours is a "low level of traffic redistributed onto alternative routes".

The report also mentions the work planned on Queen Street as part of the redevelopment of York Station forecourt (paragraph 19) but gives no indication of the potential impact of the chosen scheme on that work.

I have asked both Councillor Crawshaw and Mr Briggs what research was done into the potential impacts of the scheme, in particular on the Queen Street / Blossom Street junction, taking into account the evidence of the extensive closure of the Bar for repairs in 2018.

Councillor Crawshaw stated (email to me 11th January) that the impact of the temporary closure was found to be minimal. I did ask Councillor Crawshaw for a copy of the report containing those conclusions but unfortunately did not receive a response to that request. The response I received from Mr Briggs stated simply that "there is no further information on the likely impact available" (email to me 30th January).

My own experience from both the temporary closure in 2017 and the scheme to date this year is that the impact was and is far from minimal. I estimate that each journey which would have been through the Bar and now has to divert via Fetter Lane, Skeldergate, George Hudson Street, Rougier Street, Station Road and Queen Street to the junction with Blossom Street takes on average an additional ten minutes. I fully accept that in itself that is not significant. I am far from a heavy car user and perhaps make such a journey twice a week. I use public transport wherever possible and practical.

However, across the course of a year that extra ten minutes per journey means an additional 1,040 minutes (10 x 2 x 52) or over **17 hours** sat in traffic with a consequential increase in congestion and air pollution along the route. Taking into account the number of vehicles which previously would have exited through Micklegate Bar (i.e. 1,280 vehicles every twelve hours according to the council's figures from the September 2018 report), it can be seen that the impact on other areas, far from being minimal as suggested by Councillor Crawshaw, is extremely significant. Yet the council

appear to have done no research on this prior to implementing the scheme and appear to have no way of measuring the actual impact as below.

I do not believe it is good practice to implement such a major scheme without any real idea as to the potential impact on other areas and this attests again to the flawed design and implementation of the scheme.

5. Lack of adequate measurement of outcomes of the scheme

As mentioned above, the primary reasons for the closure of Micklegate to outbound traffic are unclear. However, whatever the reasons, the TRO is stated to be an Experimental Order to determine the benefits of restricting motor vehicles in Micklegate (paragraph 2 of the report of September 2018). To enable such potential benefits to be considered there has to be some way of measuring the impact of the scheme. Any experiment requires such outcomes to be capable of being measured and being set out in advance. There is no reference whatsoever in the report, the order or any of the supporting documentation as to how the success or otherwise of the scheme will be measured.

I have asked both Councillor Crawshaw and Mr Briggs for information regarding the precise intended outcomes and how these will be objectively measured during the course of the experiment so as to enable an objective assessment as to whether the experiment has or has not been successful. Councillor Crawshaw has stated (email to me 11th January) that he is unable to provide any such information. Mr Briggs states (email to me 30th January) that "the outcome of the experiment is likely to be influenced by factors that can't be expressed in numerical terms or targets".

It is perhaps unsurprising that no-one appears able to clarify how the success or otherwise of the scheme given that the intended aims are themselves so unclear. However I find it extremely concerning that there appears no plan in place. Any public or private body would usually carry out a full risk assessment of a major project, considering all possible alternatives and impacts and how success would be measured. It does not appear that this has been done in this case. I believe that the scheme is flawed from the outset without any objective means of measuring whether the scheme has or has not been successful.

Overall I believe the scheme is flawed in design and aim, there is no plan for any objective determination as to whether the scheme has or has not been successful, and the implementation of the scheme is entirely inconsistent with the requirements of the motion passed by the council and therefore the experimental order should be lifted immediately.

I would be grateful if you could please acknowledge receipt of this submission and let me know what the next steps are in the process for determining whether or not the experimental order will be extended, lifted or made permanent. I look forward to hearing from you.

Yours faithfully

Officers Comments

Lack of consultation

There has not been a lack of consultation. Rather than carry out a 3 week consultation on a proposal the option of using an Experimental Traffic Regulation Order was considered the most appropriate route in this case. This means the consultation is carried out over a much longer period – up to 18 months. Also, there is a minimum period of 6 months consultation before an experimental scheme can be considered for making permanent following the consideration of any representations made.

Lack of clarity of the aims of the scheme

The main aim of the scheme is to reduce the impact traffic has on Micklegate Bar. However the outbound closure to traffic at the Bar also results in what

could be termed as an improvement to the environment in Micklegate due to the reduction in traffic in the street and this reduction also has other implications such as a reduction in potential conflicts between pedestrians and vehicles. The information provided was intended to demonstrate a range of benefits the scheme could achieve. Because this is a Traffic Management scheme the traffic elements rather than the environmental were highlighted in the statement of reasons.

Lack of adequate consideration of alternatives

The aim of reducing the impact traffic has on the Bar would not be achieved by implementing a scheme that allowed the current inbound archway to be used in both directions. Also such a system would require the implementation of traffic signals on the inside of the Bar which could reasonably be considered to have a detrimental effect of the Bar's setting which is the opposite of the intended aim. In addition, the much extended distance between the stop line and the junction this system would result in would impact on the green time available to each arm of the junction, increasing the queue lengths on all approaches. Hence this option was not considered viable.

Whilst clearly there was expected to be some increase in traffic through surrounding junctions and an impact on local residents, the option approved for the start of the experiment was considered to have the least impact on residents as it impacted on one route rather than several.

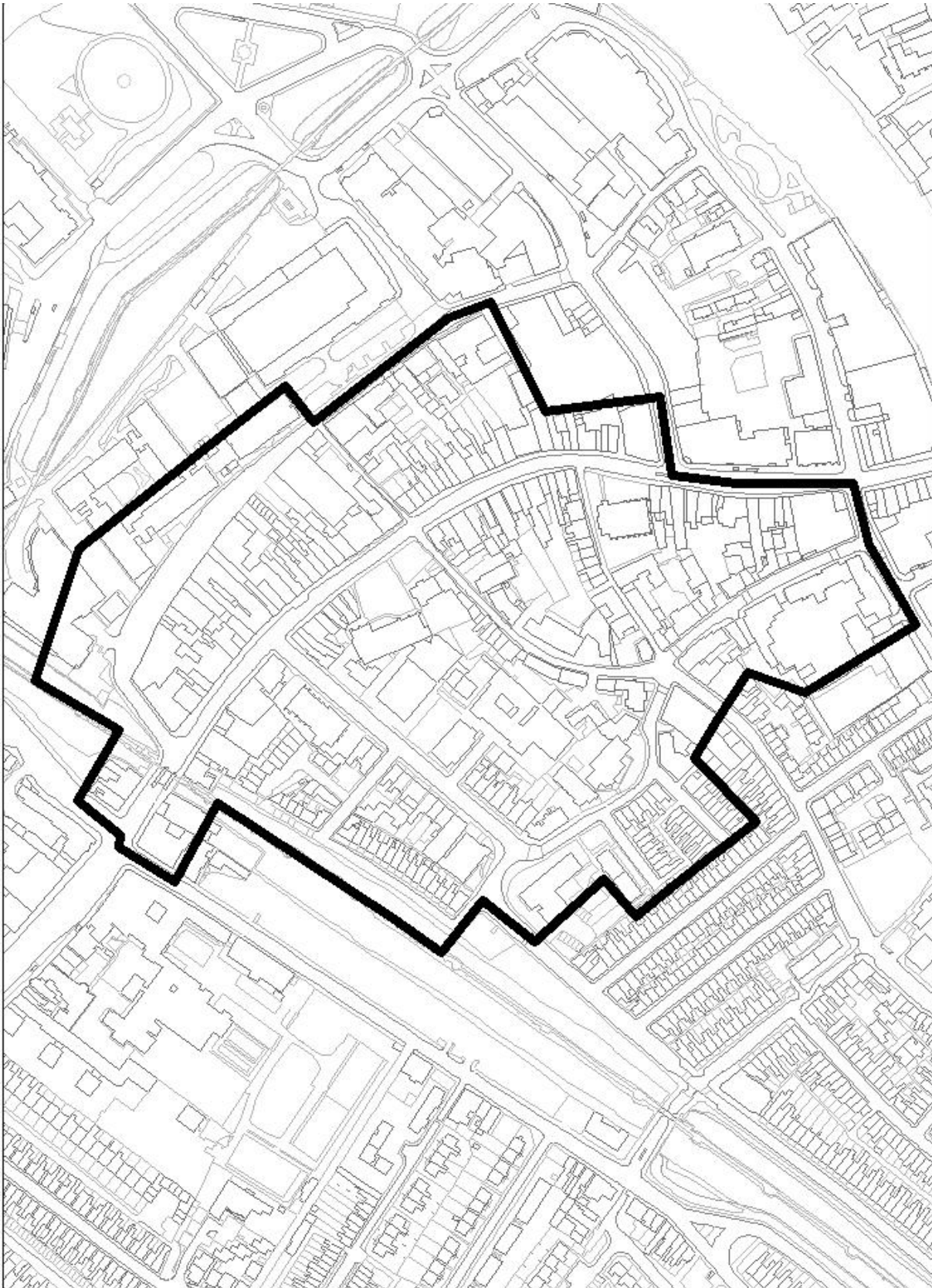
Lack of consideration of the impact of the scheme on other areas

The impact on individual drivers due to a longer journey and the impact on the operation of a junction due to an increase in vehicles are very different and can't be compared.

Lack of adequate measurement of outcome of the scheme

How you measure the environmental impact traffic has on the Bar compared to the removal of a proportion of that traffic is not a practical proposition to determine using numerical values. The success or failure of the outbound closure of Micklegate Bar is in the main a subjective conclusion that different people will determine based on their individual circumstances.

Plan of the Consultation Letter Drop Area



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Decision Session – Executive Member for Transport**29 August 2019**

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

Signal Replacement – The Mount / Scarcroft Road & The Mount / Dalton Terrace**Summary**

1. The traffic signalling equipment at this junction is life expired and has become difficult and costly to maintain, it needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, junction alterations have been proposed that offer an improvement.
4. A decision is required to approve the proposed junction alterations.

Recommendations

5. The Executive Member is asked to approve Option 1.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.

Background

6. A report was brought to the Executive Member for Transport and Planning on 12th November 2015 to seek approval to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) programme.

7. This programme entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
8. To date, 23 sets of signals have been refurbished and a further 7 are programmed in for the 19/20 financial year.

Consultation

9. The scope of the works included within this proposal are relatively minor and in normal circumstances would not require an executive decision for approval, or an external consultation.
10. However, due to the sensitivity of the location a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
11. A summary of the consultation feedback can be found in Annex A.

Options

12. The following options are available:
13. Option 1 – Approve the proposed junction layout shown in drawing Annex B and Annex C.
14. Option 2 – Do not approve the presented option.

Analysis

Option 1

Description of changes

15. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
16. Minor realignment of pedestrian crossings and tactile paving to bring these facilities in line with modern standards.

17. Removal of the splitter islands on the north arm of The Mount / Dalton Terrace Junction.
18. Installation of a new toucan crossing over the junction of The Mount and Albermarle Road and kerb line amendments to accommodate the new crossing. The layout of the existing cycle route exit onto The Mount south of Albermarle Road will be reviewed during the detailed design stage.
19. Rationalising of street furniture on the eastern footway of The Mount. This includes relocation of benches, controller cabinets and street lighting poles, and the relaying of the cycle track between Scarcroft Road and Dalton Terrace.
20. Alterations to the mouth of Mill Mount Ct junction.
21. Relocation of the traffic signal controller at the Scarcroft Road Junction.
22. Replace the Advanced Start Line from the southbound The Mount / Scarcroft Road Junction, with an early cycle release signal and a segregated off road pedestrian/cycle route.
23. The estimated cost of the work to The Mount / Dalton Terrace Junction, detailed in Annex B, is £167,000.
24. The estimated cost of the work to The Mount / Scarcroft Junction, detailed in Annex C, is £200,000.

Reasoning

25. Replacement of the traffic signal technology is the fundamental purpose of this project, as per Section 2.
26. The addition of a toucan crossing over Albermarle Road constitutes an 'easy win', in that it provides a desirable pedestrian facility, in an area heavily used by students from the local schools, without any significant detriment to the functioning of the junction.
27. The signal pole and splitter Island on the North arm of the The Mount / Dalton Terrace prove difficult to maintain and provide substandard pedestrian facilities. Pedestrians use the island, believing it offers a safe place to cross, but it offers little protection and is too narrow.

28. The early cycle release signal allows cyclists to clear the junction in advance of left turning vehicles and to progress into the new 1.5m cycle lane which leads them into the segregated cycle route.
29. The surface of the off road cycle route is in poor condition and needs relaying. Some street furniture can be relocated to the back of the footway, opening up the space for pedestrians and removing potential hazards along the edge of the cycle route.
30. Tactile paving at the junction of Mill Mount Court will provide a warning to the visually impaired that they are crossing a road.

Impact on vehicular traffic

31. This option has a negligible impact upon the capacity of the junctions and the journey times of vehicles travelling through them.
32. The early release signal for cyclists and changes to the segregated cycle route and nearby street furniture are a minor improvement for cyclists.

Impact on pedestrians

33. The additional crossing over the Albermarle Road provides an additional crossing point that would improve pedestrian facilities.

Safety Considerations

34. The new traffic signalling technology that will be introduced will improve pedestrian safety.
35. Widening of the island on the south arm of the The Mount / Dalton Terrace to 1.5m
36. Relocation of street furniture to the back of the footway, away from the edge of the cycle lane, improves cyclist safety along this route.
37. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Other options already discounted

38. Minor variations of the presented options have been considered that include different signal staging, equipment layouts and kerb alignments. The options presented are the most efficient variants and will be further optimised during detailed design.
39. An option to alter the kerb line at the Scarcroft Road junction and to realign the pedestrian crossing to the desire line was considered.

The option was discounted as swept path analysis highlighted an issue where large vehicles may overrun the footpath.

40. A variation of the option described in paragraph 35 was considered which additionally changed the staging, removing the left turn filter when the right turn out of Scarcroft Road was running.

The option was discounted as swept path analysis highlighted an issue where large vehicles may overrun the footpath.

41. Installation of pedestrian crossings across all arms of the Scarcroft Road junction was considered.

This options was discounted due to the low number of pedestrians counted on these informal desire lines, the loss of parking spaces, and the difficulty in replacing the nearby steps.

42. It was proposed to remove all signals from the junction and revert back to a standard T-junction.

This option was discounted due to the lack of visibility for traffic turning right out of the junction, the loss of pedestrian facilities and difficulties for buses turning right.

Council Plan

43. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

Implications

44. Financial

The TSAR programme is funded from the council's capital resources, and was approved in the 19/20 Capital Budget report to 14 February 2019 Executive. Sufficient funds are available to construct any of the presented options.

45. Human Resources

There are no HR implications

46. One Planet Council / Equalities

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

47. Legal

There are no legal implications.

48. Crime and Disorder

There are no Crime and Disorder implications.

49. Information Technology

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

50. Property

There are no property implications

51. Other

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

52. There are no known significant risks associated with any option presented in this report.

53. Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

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Chief Officer Responsible for the report:

Neil Ferris

Corporate Director of Economy and Place

Report

Approved



Date 15/8/19

Wards Affected: Micklegate Ward

For further information please contact the author of the report

Background Papers:

Executive Member Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=9030>

Annexes

ANNEX A – Consultation Summary

ANNEX B -YK2225-P-01

ANNEX C -YK2225-P-02

List of Abbreviations Used in this Report

TSAR – Traffic Signal Asset Renewal

ASL – Advanced Stop Line

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TSAR –Stakeholder Consultation Summary:

YK2225 – The Mount / Scarcroft Road & The Mount / Dalton Terrace

Stakeholder consultation was undertaken on the option put forward. In total 4 external responses were provided, one of these by a councillor.

A summary of the responses is provided below:

Cllr Crawshaw (Micklegate)

- In general the response to the consultation was positive with the Cllr wanting to improve pedestrian and cycle facilities in this area.
- Cllr Crawshaw was keen for the design team to investigate level segregated cycle and pedestrian facilities. He saw this as an opportunity to showcase what a shared cycle / pedestrian cycle space could look like.
- The design team explained the difficulties given third party utilities in the area and the cost of diverting these being significant. It was agreed that a high quality riding surface was needed and that the ability for pedestrians and cyclists to understand their respective areas was important in terms of safety. The design team will review options for doing this via level segregation, coloured surfacing, different surfacing or other means.
- Cllr Crawshaw requested that the cycle route could be made with as much priority as possible. The design team will review the cycle crossings of Mill Mount and Mill Mount Court to see if safe priority can be provided to cyclists.
- Cllr Crawshaw requested that a cyclist access be created to the shared use area to the SW (outbound) from Albemarle Road. This would be via dropped kerbs in the ASL. The design team will include this in the detailed design.
- Cllr Crawshaw requested that further cyclist space could be provided in the bus lane in to town. Unfortunately this is not possible without removing other traffic lanes or providing a width of lane that the design team would see as a danger.
- Cllr Crawshaw raised the issue of the right turn early start from Tadcaster Road into Albemarle Road. The design team confirm this was removed in March 2017 and is not operational currently.
- Cllr Crawshaw raised the issue of blocking back of right turners out of Scarcroft Road into the Mount. The design team explained how recent changes at the Holgate Road / Blossom Street junction had significantly reduced this occurring. When the other junctions in this area are refurbished it is likely that further improvements to this can be put in place.
- Introducing a segregated cycleway adjacent to the flagged pavement on The Mount between St Aubyn's Place and Dalton Terrace (town-bound). Whilst this is outside of the scope of the TSAR upgrade, the design team will investigate the possibility of future-proofing the crossing at Dalton Terrace to accommodate this as a future project.

The following points were raised in the consultation responses:

- Responses were generally supportive of the improvements to the junctions, outbound cycle route and pedestrian facilities at these sites.
- Consultees suggested:
 - Addressing the poor surface quality of the off-road cycling route. *(This is being addressed by the design team in the detailed design).*

- Improving priority for cyclists using the off-road cycling route. *(The design team are looking at how greater priority can be worked into the proposal, through clear demarcation of the cycle and pedestrian routes, and through providing priority over the accesses to Mill Mount and Mill Mount Court).*
- Introducing a pedestrian crossing of the northern arm of The Mount/Scarcroft Road Junction. *(This was considered in feasibility, but rejected due to the high cost and very low pedestrian demand).*
- Take steps to reduce through traffic on this route. *(This is an ongoing issue which the design team are aware of. The updated signal infrastructure will allow traffic to be managed more efficiently).*
- Removal of the off road cycle route in order to widen the carriageway and create an on-road cycle route. *(This option was rejected due to the high costs associated with carriageway widening and the moving of stats)*
- An early green right hand filter for cyclists only at The Mount turning into Dalton Terrace. *(This was rejected by the design team, as it is not practical in terms of signal control).*
- That the two junctions operate on the same signal cycle, so that drivers receiving a green at Scarcroft Road also receive a green at Dalton Terrace. *(This is one of the benefits of the proposed design – updated signal infrastructure will enable more efficient traffic management and the coordination of signals).*
- Consultees raised concerns:
 - That the Toucan crossing over Albermarle Road would cause delays to cyclists using the off-road route. *(The toucan crossing is a key part of the proposal and will be retained in the design).*
 - That removal of the islands on the northern arm of The Mount/Dalton Terrace would make crossing more difficult for less able pedestrians. *(The puffin crossing proposed uses above ground detection of pedestrians on the crossing and extendable clearance times to provide adequate time for slow moving pedestrians to cross safely).*

Officer responses to the proposal highlighted:

- Improvements to the off slip for cyclists at the Scarcroft Junction. *(The design team will address this in detailed design).*
- Improvements to priority for cyclists along the off-road cycle route. *(The design team will address this in detailed design).*
- Support for the Albermarle Road toucan crossing as it is currently a difficult junction to cross on foot or cycle as there are so many directions to check for traffic.
- Avoid the use of ribbed tramline paving in the cycle track on or near bends. *(The design team are aware of this issue and will avoid doing so).*
- Addition of cycle symbols at the start and end of all sections of the cycle track. *(Design team will include this in detailed design).*



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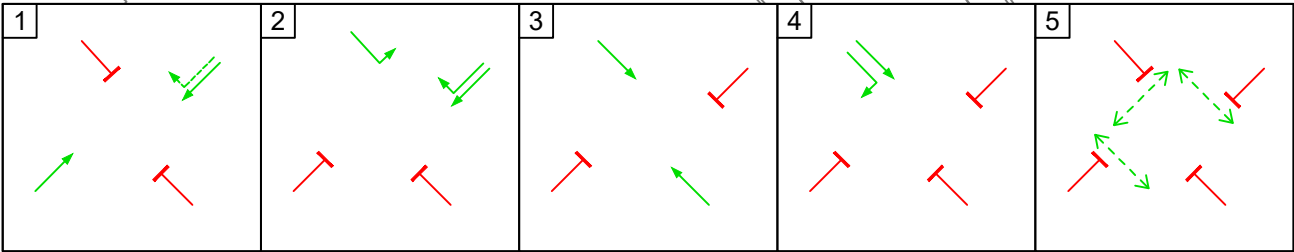
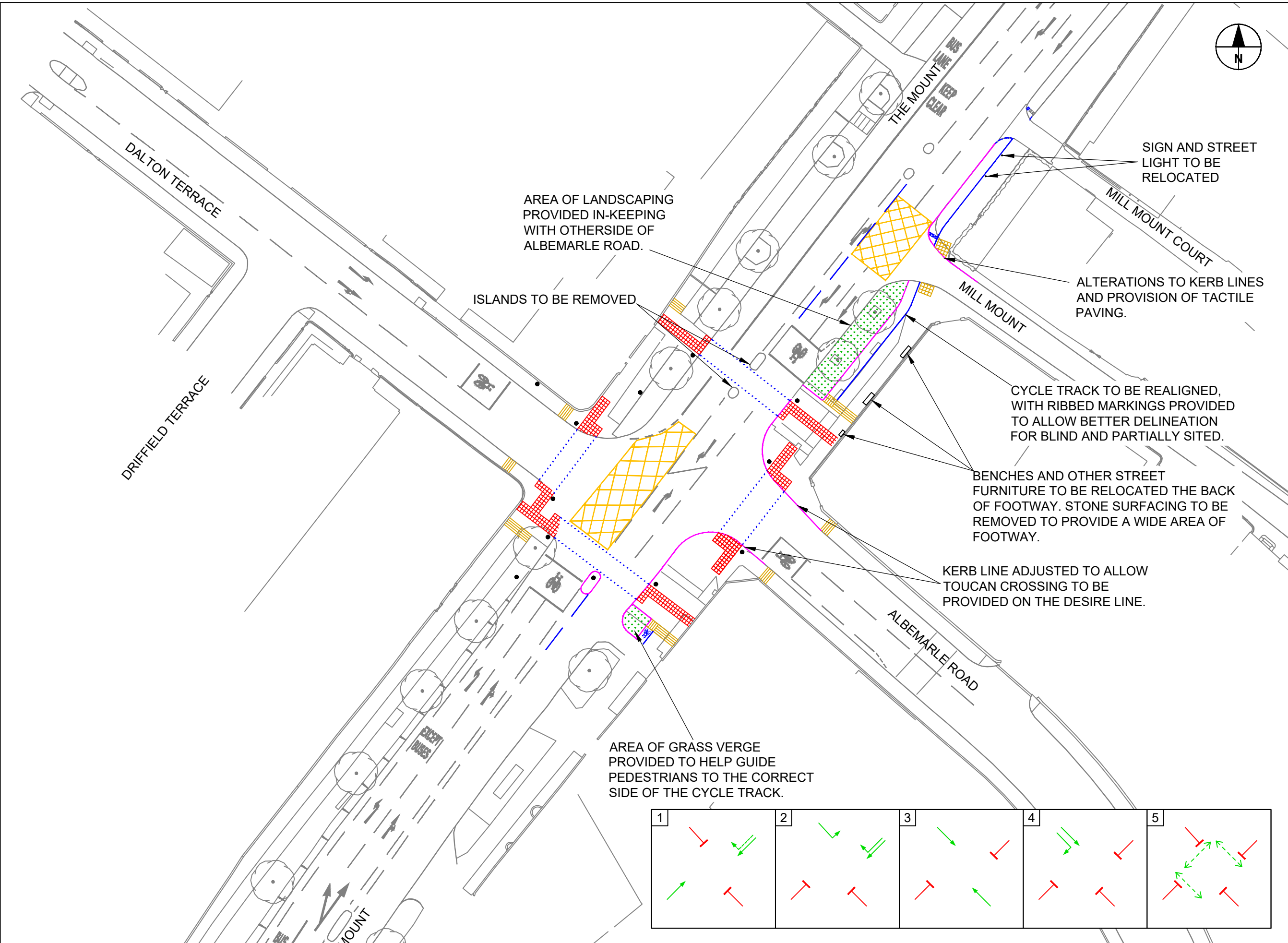
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PROPOSED LAYOUT SKETCH

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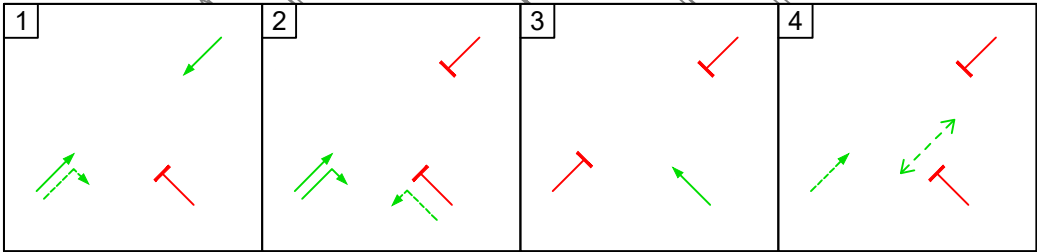
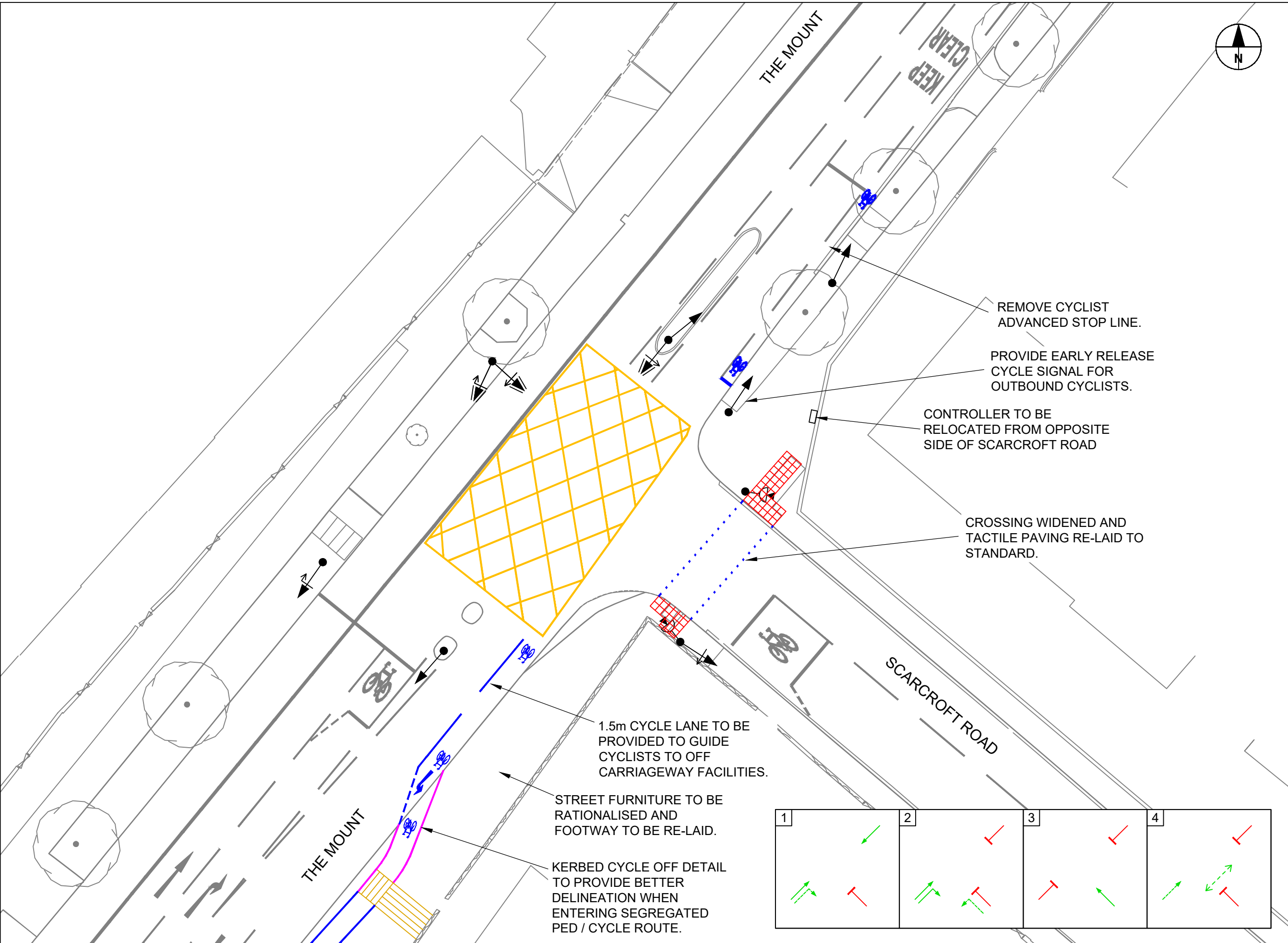
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