

Meeting	Rural West York Ward Committee
Date	16 February 2012
Present	Councillors Gillies, Healey And Steward
Apologies	None
Venue	Poppleton Community Centre

1. Exhibition, 6.30pm

Residents had the opportunity to talk to Cllr Healey; Cllr Gillies; Cllr Steward; Stuart Stamper, Halcrow Design Consultants; Tony Clarke, Transport Programme Manager; Richard Wood, Assistant Director for Strategic Planning and Transport; Barry Otley, Treemendous; Julie Hood, Neighbourhood Management Officer in an informal setting.

2. 7.00pm Welcome

Cllr Gillies welcomed everyone to the meeting and introduced the Officers.

He explained that planning permission and funding has been obtained for the work to go ahead, this meeting is for consultation on the highway works and to make sure residents had opportunities to ask any questions they may have.

3. Park & Ride

Tony Clarke, City Strategy Capital Programme Manager, presented information on the Park and Ride proposals.

This is a £22m project with a proposal for two new park & ride sites at Poppleton Bar and Askham Bar, an upgrade of the A59/A1237 roundabout and Bus Priorities along the A59. The consultation period will run through February with construction to start early 2013.

The proposal is for a bus lane from Plantation Drive to Cranbrook Avenue, an upgrade to the junction at Water End

and bus lanes from Holgate Park to Acomb Road and a bus stop for the park & ride at Holgate Park. This will reduce journey times for buses.

A leaflet has been distributed in Poppleton containing information about the upgraded roundabout, traffic signals at Station Road. When the work is completed it is anticipated that the queue levels will reduce.

The diameter of the roundabout will be doubled, so will be similar to the size and layout of the A19 roundabout. There will be two lanes on the circulation, a subway for pedestrians and cyclists and speed reduction measures will be put in place on the A59.

The timeline for works include highway layout consultation in February 2012 with the design complete in spring 2012. The tender process will follow in summer 2012 with the construction of the bus priority lane in autumn 2012 and the main site construction in 2013 and the opening in spring 2014.

The highways works consultation is underway, comments should be submitted before March 3rd. The designs will then be revised based on the comments received and the final design will be presented at the April Decision Session for approval.

There are two websites for more information
www.york.gov.uk/askhambar
www.york.gov.uk/poppletonbar

or email accessyork@york.gov.uk

The following questions were raised:

Q. Traffic from Harrogate has to turn right to exit; as the scheme is costing £22m would it be cost effective to include a slip road under the A59 to eliminate the need to turn right?

A. People will be coming from different directions and unfortunately this would not be achievable - within the funding we have secured. It is a good suggestion which we can look at but is unlikely to be affordable.

- Q. How much is the subway costing, there are not many cyclists and pedestrians so it might not be used much?
- A. 150 people (cyclists and pedestrians) travel across it daily. Part of the wider transport strategy is to encourage more sustainable transport, encouraging people to leave their cars at home. There are many residents living close by who may choose to walk to the park and ride, we need to ensure their safety. The subway will cost between £500,000 and £750,000.
- Q. Cars back up now and there is the potential for this to become worse, are there any plans to address this?
- A. It is anticipated that queue lengths in the area will be reduced when the scheme is complete reducing the incentive for traffic to use roads in Poppleton. However, there may be disruption during the construction of the scheme and we are open to suggestions as to how this could be eased.
- Q. Will traffic leave the roundabout at a higher speed than they do now?
- A. The capacity of the roundabout will be increased by increasing the diameter and number of approach lanes so traffic will leave more efficiently and effectively not necessarily at a higher speed. We are trying to ensure people can travel through the roundabout more effectively without increasing their speed.
- Q. It will be very dangerous to exit Cinder Lane, what has been put in place to address this?
- A. The A59 will be moved southwards slightly to increase the visibility when exiting Cinder Lane. This issue has been raised previously so we are planning to purchase a small area of land which will increase visibility further. We will be including changes to the road surfacing and lane markings and are investigating the possibility of putting a 30 mile per hour limit in place.
- Q. What have the Health & Safety Executive and the Police said about the plans?

- A. The Police have undertaken a safety audit and have made their comments. With some design changes they are happy with the design.
As we are currently in the middle of the consultation period we will take all the comments received and review the plans before they are taken to the Decision Session in April.
- Q. Speed cameras would help with identifying those who speed and so help keep speeds low. Can some be put in place? Cinder Lane, Hodgson Lane and possibly Black Dike Lane would benefit from the cameras.
- A. Speed cameras are the responsibility of the Police, we can ask the Police to consider putting some cameras in these areas but the decision rests with the Police
- Q. Speed bumps and or ramps might be a suitable alternative?
- A. The main A59 would not be an appropriate road to install this kind of system however, other traffic calming measures will be considered.
- Q. Your leaflet states that if traffic in Poppleton increases during the construction phase or as a result of the scheme additional traffic measures will be introduced. What are these measures?
- A. Traffic calming speed cushions and or chicanes, one way roads and closing some roads are the measures we would be investigating.
- Q. What would be the timeframe if there were traffic issues and these needed to be put into place?
- A. We will take on board the comments raised and present options for the Cabinet Member to consider. These will include additional work to investigate traffic calming measures in Poppleton.

Q. The major road around the Poppletons is close to the river, what could be done on this road to ease any traffic issues?

A. We would not be able to make this one way. When we have raised potential solutions previously a consensus has not been reached.

Q. The plans are to move the roundabout nearer the garage. What plans are the plans for cars to turn right into and out of the garage?

A. No restrictions are planned but we will keep it under review as the detailed design progresses.

Q. The measures that will be considered if traffic in the village is increased, would it be sensible to plan for increased traffic rather than wait for it to happen?

A. The construction vehicles will have to adhere to the conditions written into the contract, this will make sure that the construction traffic does not travel through Poppleton. We will propose additional review of contingency traffic measures to the Cabinet Member.

Q. It was expected that some contingency plans would have been put into place regarding the congestion as it has been raised previously. It is inevitable that there will be congestion on Station Road and the junction and around the post office as these are high traffic areas now and the situation will worsen.

A. It is difficult to see what a consensus solution would be , we will continue to look at it and will monitor it through the scheme.

Q. The scheme is going ahead but for a year the village will be congested, what will be done?

A. The construction programme will contain constraints to minimise disruption. Additional traffic calming measures will be considered for routes through the village.

- Q. Several drives enter and exit onto the road, what has been done to ensure the safety of these people?
- A. This will be looked at before work starts. Safe access and egress will be provided throughout the construction period with agreement with property owners.
- Q. The works will cause a rat run through the village. Could the Police support the scheme and have a speed gun?
- A. This is a constructive suggestion which we can ask the Police to consider.
- Q. A council manual with reference to the Highways Agency states the required sight lines, already these regulations have been breached. Are the Council prepared to take the responsibility of breaching these regulations?
- A. The design recommendations for visibility at junctions has changed since the original layout was proposed. the design complies with the current guidelines.
- Q. Cars will need to turn right from the A59 to the park & ride, should not cars go round the roundabout instead of turning right?
- A. The flow of traffic through the roundabout is high anyway and we are trying to keep it low. Additional U turn traffic would reduce flow in the area.
- Q. The package of measures which are put into place through the construction phase, could they be left in place after construction?
- A. It may be possible and is something we could look at.
- Q. Would the traffic lights be on a cycle or linked to the control room at City of York Council.
- A. The lights will be responsive to different times of the day, peak times etc. Queue loops will be placed to enable the traffic lights to be responsive to traffic levels.

- Q. Cars will jump the amber/red lights which will prevent the flow of traffic out of the village. Is there any way of installing a camera to identify the irresponsible drivers or give villagers priority?
- A. The larger roundabout will be able to cater for a greater amount of traffic so the traffic from Station Road will be able to exit more easily.
- Q. Some roundabout are not very effective and need to be redesigned several times. What are you doing to make sure this roundabout will not need to be redesigned?
- A. Before the construction work begins the comments received through his consultation period will be fed into the process. They will be included in the report to Cabinet. This report will be shared with the Ward Councillors and will be available on the City of York Council website. The roundabout has the highest capacity we can reasonably install considering the constrained location.
- Q. Has the software which has been used to determine the traffic flow been used to determine the effect of having a slip road under the A59?
- A. It has not been considered owing to the like cost and lack of affordability. We will review the proposal.
- Q. How does the A59 roundabout compare to the A19 roundabout?
- A. The A19 roundabout has a diameter of 75m and with five arms and approx. 50,000 vehicles passing through per day. The proposed A59 roundabout has four approaches, a diameter of 68m with approx 40,000 vehicles per day.
- Q. Will buses go round the roundabout?
- A. The park & ride buses and the Ripon bus will travel round the roundabout.

- Q. Will the phasing of the lights on Station Road mean that if a car is travelling straight across or turning right there may be traffic standing.
- A. The traffic lights will be configured on site to enable traffic to flow.
- Q. Residents can not see any benefits of the A19 roundabout. The A1237 seems to have all the benefit, the A59 does not benefit, at the present time at least.
- A. The largest change will be on the A1237 but there will also be significant improvement to the A59 flow and queuing.
- Q. Why are there more street light on the ring road?
- A. These are to illuminate the full length of the changes particularly the merge lengths on the A1237 for Safety reasons.
- Q. Large Heavy goods Vehicles travel on the A59 will they need to turn of or will they be travelling through the roundabout?
- A. The junction will be designed for the traffic which travels on it.

Safety is more important than pleasing everyone.

, Chair

[The meeting started at Time Not Specified and finished at Time Not Specified].