

York Outer Ring Road - Consultation feedback

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

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

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

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

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

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

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

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

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

39

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

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

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

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

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

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

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

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

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

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

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

62

Fantastic news, the changes cannot start soon enough!

General comments:

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

63

Dear CoYC,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

146	What will happen with the roundabout at Wetherby Road / Beckfield Lane whilst the scheme is under construction?
147	How long will the construction work take?
148	When will dualling of the Ring Road happen?
149	<p>While I broadly support the improvements to the Wetherby road roundabout as a resident of Knapton I think there are some other issues that should be considered at the same time.</p> <p>Access over the A1237 for cycles and pedestrians with the increasing traffic volumes is hazardous. The island on the A1237 north of the Wetherby roundabout has been hit several times in the last year and is currently in a very poor state of repair. Many residents now drive round to the start of the bridleway via the ringroad rather than braving the crossing.</p> <p>Consideration should be given to using the existing underpass on the A1237 (previously used for cattle but now no longer used) by Knapton allotments for pedestrian and cycle access to the cycle track to Rufforth. This would improve pedestrian safety and potentially reduce the number of collisions with the current traffic island in the middle of the A1237. At the same time the cycle track to Rufforth from Knapton needs to be metalled over its entire length. Currently it isnt suitable for all bikes/children over some stretches.</p> <p>Care should be given when designing the roundabout to avoid driving lines such as those at the A59/A1237 roundabout. Adverse camber and poor design make this a difficult roundabout for many drivers to negotiate.</p> <p>Consideration should also be given to reducing the speed of traffic round the A1237. Today its a mix of 40 and 60 mph. I believe making the whole section between the Wetherby and A59 roundabouts a 40 mph section would make the crossing on the A1237 and access to and from Knapton from the A1237 considerably safer. I suspect it would also improve traffic flows at the roundabouts avoiding the speeding to queue phenomenon I see on a</p>

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

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

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

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

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

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

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

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