**From:** Derek Jones
**Sent:** 29 September 2021 12:02
**To:** Paul Doughty <paul.doughty3112@gmail.com>
**Subject:** York Outer Ring Road

Hi Paul,

Some points you might like to raise at the Executive Meeting.

* Earswick is unique in that it is the only location where the proposed new section of the road is being moved closer to dwellings resulting in negative affect on air quality and increase in noise pollution. Measures outlined in the report will not entirely mitigate against these problems.
* Several requests made by the Parish Council to relocate the new section of road to the south of the existing road have been rebuffed due to presence of a major water main on the south side that the PC were told would cost £4million to divert. However this is the same water main that exists between Monks Cross and Little Hopgrove where the report now proposes to move the new road from the north to the south by constructing an "urban" dual carriageway instead of a "rural" dual carriageway for "environmental and habitat" reasons. Why therefore can the same not be done for the Earswick section?
* Proposed dual pedestrian/cyclist crossing (Para.43 in the Report) too close to the roundabout. Possibility of multiple accidents in the future. Needs relocating 100metres to the north on Strensall Road.
* No traffic modelling has been carried out the affect on traffic coming from the north of the Ring Road, Strensall and Earswick, wanting to join or cross the dual carriageway. The proposals will inevitably result in longer travelling times for such traffic, longer queues of standing traffic, resulting in increasing carbon emissions in a built up area.
* The Major Project Team were asked by the PC if traffic lights could be installed on the Earswick roundabout for use at peak times i.e a lot of buses come from Huntington School across the Ring Road, but were told installation of traffic lights would slow down journey times and have the opposite affect of the aims of the project. But now under this new proposal traffic lights are to be installed at the Wigginton and Monks Cross roundabouts to facilitate pedestrians crossing the dual carriageway.

General Points about the Project:

* Initially the Project, costing £71.5 Million, was aimed at reducing congestion and journey times but following public consultation the emphasis seems to have changed to "Encouraging Active Travel" through the construction of pedestrian traffic lights, identified in the report as wanted by just 61 respondents, an improved  crossing for horses and extension of the cycle paths.
* Nowhere does the report mention any actual savings in journey times and one solitary mention in para 50 of a "small decrease in carbon emission".
* No details are provided regarding the results from the Noise or Air Quality studies.
* As it stands it is highly unlikely that this scheme would achieve the benefits for which the Government and City Council approved the original funding.

I know you only have a limited time so take your pick on which points you would like to concentrate.

Hope it helps.

Derek