From: Farnham, Melanie <Melanie.Farnham@york.gov.uk>
To: Parish Council Earswick <earswickclerk@aol.com>
CC: Cllr. T. Fisher <cllr.tfisher@york.gov.uk>; Cllr. P. Doughty <cllr.pdoughty@york.gov.uk>; tonythekingfisher@btinternet.com <tonythekingfisher@btinternet.com>; Frost, Gary <Gary.Frost@york.gov.uk>; Clarke, Tony(Transport Planning) <Tony.Clarke@york.gov.uk>
Sent: Thu, 30 Sep 2021 12:54
Subject: RE: Earswick PC meeting - Further correspondence

Dear Joanne

There has been some recent correspondence about the location of the proposed controlled crossing at the junction of A1237 and Strensall Road.   Please note that whilst we are design freezing the concepts, detailed design will continue and we are aware of concerns from ward councillors and the parish council about the exact location of the Strensall Road Crossing.  There are two viable locations and the recommendations in the report to CYC Executive will allow modification to be made following further consultation.  Likewise as we work through the detailed design for planning we will seek to address those issues

I would be grateful if you would distribute this e-mail, as per previous correspondence, to all attendees of the recent Parish Council meeting.

Kind regards

Melanie

Melanie Farnham | Senior Project Manager - Major Transport Projects

**City of York Council** | Directorate of Economy and Place

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**From:** Farnham, Melanie
**Sent:** 23 September 2021 14:11
**To:** Parish Council Earswick <earswickclerk@aol.com>
**Cc:** Cllr. T. Fisher <cllr.tfisher@york.gov.uk>; Cllr. P. Doughty <cllr.pdoughty@york.gov.uk>; tonythekingfisher@btinternet.com; Frost, Gary <Gary.Frost@york.gov.uk>; Clarke, Tony(Transport Planning) <Tony.Clarke@york.gov.uk>
**Subject:** Earswick PC meeting - Monday 20.09.21 - Response to issues raised

Dear Joanne

Further to the meeting of the Parish Council on Monday evening (20th September 2021) which Gary Frost (CYC Major Projects Manager) attended, a number of issues were raised and we would like to respond to these.  I would be grateful if you would share this e-mail with all attendees.

1.   The question was posed about why the cycle/footway could not be placed on the southern side of the A1237.  The new carriageway is to be constructed to the north in order to comply with design standards which affect curvature and to reduce the overall land take compared to taking it on the south which would require a wider swathe to accommodate visibility requirements.  Therefore it is appropriate that the ped/cycleway is constructed as part of that construction phase on the northern side.  To provide a new ped/cycleway on the south side would require an additional bridge over the River Foss with the loss of significant planting, the establishment of another construction site and it is likely that this would be unaffordable.

2.   We note your concerns about the location of the proposed pedestrian crossing on Strensall Road close to the roundabout.  We would reiterate that such a location is compliant with design standards.  Councillor Dowsett enquired if there are any examples.  One recent example has been installed at Gillett Road in Bournemouth, see below and also see link:

[https://www.google.com/maps/place/Gillett+Rd,+Poole/@50.7419557,-1.8921189,98m/data=!3m1!1e3!4m5!3m4!1s0x4873a1858b0ad34f:0x3326ed693301618e!8m2!3d50.740767!4d-1.8958211](https://www.google.com/maps/place/Gillett%2BRd%2C%2BPoole/%4050.7419557%2C-1.8921189%2C98m/data%3D%213m1%211e3%214m5%213m4%211s0x4873a1858b0ad34f%3A0x3326ed693301618e%218m2%213d50.740767%214d-1.8958211)

As stated at the meeting the location is informed by the ‘desire line’ as a consequence of responses to the consultation which asked for better links to the A1237/Monks Cross Drive roundabout.  However the matter is still open for debate and whilst we disagree with your Councillor Bell who cited the inconvenience of using the crossing and subway, the alternative location further north can still be considered.  It should be borne in mind that to provide the more northerly crossing would necessitate the provision of a 3m bi-directional ped/cycleway (to connect with the subway) by widening the existing footway and therefore narrowing Strensall Road by approximately 1.2m.

Finally, we confirm that the nearby SINC sites referred to, Earswick Meadow/Strensall Road Pasture have been assessed in our Environmental Impact Assessment.

I trust that this information is helpful.  Should you have any further queries please do not hesitate to contact the Major Transport Projects Team.

Kind regards

Melanie

Melanie Farnham | Senior Project Manager - Major Transport Projects

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