



Councillor Keith Aspden
Leader, City of York Council
West Offices
Station Rise
York YO1 6GA

For the attention of Joanne Fisher
Earswick Parish Council
c/o 24 Lock House Lane
Earswick
York
YO32 9FT

Date: 25.11.2021
Email: cllr.kaspden@york.gov.uk

Dear Joanne

Proposed A1237 York Outer Ring Road Phase 1 Dualling – Earswick Parish Council Questions to Executive.

Thank you for your letter of 3rd November regarding the above. I note the concerns you have raised about the A1237 York Outer Ring Road scheme proposals. I have discussed this with Council Officers and will respond to the questions.

The alignment of the existing A1237 road in the Earswick and Huntington area comprises relatively tight curvature, which is constrained by residential development both to the north and south, and additionally the presence of a strategic water main to the south. Threading the dual carriageway through this area will therefore always be a challenge and a balance of competing needs. However, I understand that the general requirements to comply with design standards, reduce overall land take and provide mitigation for noise and air quality are being applied and these will be transparent in the forthcoming Environmental Statement.

With regard to the bulleted points in paragraph three of your letter, the measures mentioned in the Executive Report in September 2021 were at a preliminary level and more design details will be available in due course. I understand that the project team are following the requirements set out in the Environmental Regulations and all of the suggestions you have made are being considered.

I am aware that several meetings have taken place between the Parish Council and the project team and I am informed that whilst all the parish councillors' requests cannot be met, the team have worked hard on reducing the overall impact. The primary example of this is the

reduction of land take on Diamond Jubilee Wood. I understand that initially the proposals included taking over 3,600m² of permanent land take but through discussion with yourselves and design development this has been reduced to a strip of land comprising less than 2,100m². Note that there will be some temporary land required which will be around 1300m², which will be reinstated and returned.

In paragraph four of your letter you have suggested that Earswick residents are not being treated in an equitable manner and have asked for consideration for the new road to be moved south in a manner similar to the section between Monks Cross junction and Little Hopgrove. This issue is mainly answered in my comments above about the constraints on the alignment and the presence of the strategic water main. I am advised that it is incorrect to assume that the same situation pertains to the Strensall Road junction. The character of the narrow urban section between North Lane and Hopgrove is that of a straight link between junctions. At Strensall Road, the character is of a tight curve on a junction requiring land for forward visibility, flared entries to the junction and accommodating a central reserve and refuge islands for surface level crossings. The footprint to accommodate the junction and its approaches is therefore much wider than the straight link. In addition, the lower depth of the subway and approach ramps would mean a more significant clash with the water main.

The project team have asked me to indicate that they have always been available to discuss and consider requests and questions from the Parish Council.

Paragraph five refers to the proposed pedestrian crossing facilities on Strensall Road which will enable southbound cyclists and pedestrians to safely gain access to the underpass and onwards towards Huntington and York. This was raised at the Executive meeting in September and the project team were asked to reconsider this location. Through delegated authority, the project board have subsequently considered the matter and a more northerly location for the crossing has been selected. You will be informed separately about this formally, however please note that in order to accommodate this facility I am advised that a bi-directional pedestrian / cycleway will be constructed along the west side of Strensall Road to link the crossing to the underpass.

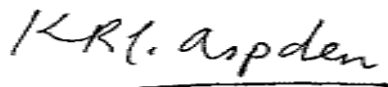
With regard to your points in paragraph six, there are no junctions being controlled by traffic lights between A19 Shipton Road junction and the Monks Cross roundabout. There is a subtle, but very significant, difference between a junction being controlled by traffic lights and pedestrian and cycle facilities being controlled by traffic lights.

It is proposed that the junctions at Wigginton Road and Monks Cross Drive do have traffic signal controlled pedestrian, cycle and equestrian facilities on the A1237 but they do not have a separate underpass facility as the Strensall Road junction does. These facilities only run on demand, i.e. when someone presses a button to call a crossing stage. In busy periods such crossings do not significantly impact on the capacity of the junction as they create safe gaps to cross through queuing traffic on any approach, having a limited impact on the number of vehicles entering and leaving the roundabout. In quieter times they can have a small impact on delay of vehicles in exchange for the safety and convenience of the pedestrian and cycle users. The provision of temporary (by time of day) traffic signal control of the whole of the junction would be an expensive addition to the cost of such a junction.

The traffic modelling results show that the proposed junction design improves the situation for Strensall Road (North) of the roundabout and the details will be provided in the Transport Assessment which is currently being finalised and will be available when the planning application is submitted.

I hope that this is a helpful reply and as above, the project team have asked me to indicate that they have always been available to discuss and consider requests and questions.

Yours sincerely

A handwritten signature in black ink that reads "K.R. Aspden". The signature is written in a cursive style and is underlined with a single horizontal line.

Cllr Keith Aspden
Leader of the Council