


YORR Phase 1 Dualling Scheme - Commitments Register

Updated: 23-12-2021

	Earswick	Status
1	CYC to carry out a survey on the 3 original trees which were identified for relocation in 2020 to ascertain whether they are still able to be relocated (and at the same time, confirm if any others in Diamond Wood and the flower meadow can be relocated).	Inspection to be undertaken in early 2023 and to be included in accommodation works for the scheme. Alternatively, if the Parish Council have a transplant site available, this could be looked at in this planting season or autumn/winter 2022/23.
2	CYC to confirm with Earswick Parish Council the location of other land owned by the Parish Council and which may be offered for additional planting.	Project team understanding is that EPC do not want to plant on the flood meadows.
3	James Stephenson highlighted that the plans the PC had seen did not confirm that access for Earswick Parish Council to the flower meadow and the IDB (and eventually bridge maintenance) would be allowed. CYC to clarify.	Access arrangements will be as they are now. Access will be maintained from Strensall Road albeit the gate will be relocated. 
4	CYC to show options and extent of orbital cycleway.	These were presented to the Parish Council at a meeting in September 2021 and were approved by CYC Executive on 30 th September 2021.
5	CYC to state the constraints that influence the decision to dual on the north side of the Ring Road and detail the reasoning behind the proposed arrangement.	This has been covered in recent correspondence: 1. Letter from CYC Leader to EPC dated 25-11-2021. 2. Letter from CYC project team to EPC DATED 29-11-2021.
6	CYC to clarify whether any funding is available elsewhere (eg LTP) for cycle routes to connect into the wider YORR scheme.	The opportunity to bid for funding is constantly being monitored within CYC. This would be picked up by the Sustainable Transport Team.
7	EPC disapproved of the proposed location of the zebra leading from the proposed subway, on the north side of the A1237, across the entry to Strensall Road, and requested that a proposed location to the north of the roundabout was investigated further.	1. The northern location for the crossing was circulated as part of the public engagement process in autumn 2020. 2. A number and range of respondents asked for the location to be moved south nearer the junction. On balance the project team supported this view from a future proofing perspective. 3. At CYC Executive on 30-09-2021 a number of representations were made against the southerly location.

		4. Using delegated authority, the crossing has been moved back to the original northerly location.
8	CYC to confirm mitigation measures for existing native ecological species	Will be included in the Environmental Statement (ES).
9	CYC to confirm the distance of the new road layout (with possible cycle route as a worst case scenario) to the nearest property boundary, as opposed to the existing carriageway.	Done, see screengrab below.
10	CYC to carry out noise assessments and make them available to the Parish Council.	Will be included in the ES.
11	CYC to investigate whether acoustic fencing is required on the new bridge to dampen road noise. Existing noise readings to be taken and possible future noise readings to be modelled.	Will be included in the ES.
12	CYC to clarify the extent of queuing on radial routes. PF to look to convert existing binary matrix data into a visual interpretation of possible radial queuing on Strensall Road.	Will be included in the Traffic Assessment. The visual interpretation not done due to high cost.
13	CYC to propose suitable noise mitigation measures (eg mix of noise and environmental barriers) adjacent to property boundaries as a result of the existing bunds being pushed closer to people's properties. EPC requested that a temporary noise bund be erected adjacent to boundary fences, whilst retaining and allowing maintenance access to an existing ancient hedgerow. EPC enquired as to the working hours of contractors on site, CYC to confirm. CYC to confirm that low noise tarmac is to be used.	Will be included in the ES. Details of temporary noise barrier to be clarified and kept on agenda for future meetings. Construction working hours not yet confirmed. Thin surface course system (TSCS) will be used throughout the scheme (except on bridge decks) which has noise reduction qualities, aka low noise tarmac.
14	CYC confirmed that air quality is a major area of investigation. EPC requested that the scheme is made as green as possible with as much land as possible being landscaped to help improve air quality and reduce carbon dioxide emissions	The landscape strategy for the scheme includes provision for carbon reduction and bio diversity net gain. Additionally, CYC have made funding available for the provision of an additional 30 acres of meadows/woodland planting to enhance the landscape strategy. EPC is invited to propose any areas which might be coming up for sale which would be suitable.
15	CYC confirmed that independent building surveys for 4 houses on Strensall Road (113 to 117) could be carried out at CYC's expense (quotation obtained by James Stepehnson is £1200 plus VAT) prior to commencement of any works.	This work has not been undertaken as yet. However, funding is available now and the project team can oversee this. EPC to confirm that this can proceed?

Notes:

1. Screenshot for no. 9 above. Please see screenshot below for comparative distances from roundabout to properties:

Terraced Houses
Existing = 60.63m
Proposed 42.23m

112 Strensall Road
Existing 41.95m
Proposed 28.85m

