

Public Consultation Summary

Badger Hill People Streets

A preliminary internal consultation was distributed to officers working across multiple CYC services and local ward councillors representing the Hull Road ward, from the 24th May to the 29th October 2023. Stakeholders were contacted via email and provided with details of the proposed changes along with annotated preliminary design drawings.

A public survey was opened from the 6th October to the 1st December 2023. Stakeholders were invited to complete an online survey to gather their views on existing conditions and proposed changes. Residents were contacted via post, and the general public were invited to contribute through the CYC webpage and social media posts. From the 5th January to the 5th February 2024 formal bodies representing a range of transport, place and equalities focused organisations were invited to contribute via email, being provided with designs.

The questions asked, and the responses given, are summarised in this document. Please note that some questions and answers have been deleted to preserve anonymity.

Summary of Email Consultation Replies

CYC Landscape Architect

"I am in support of the inclusion of trees (in all options) within the verges which improve the amenity of the street, and most importantly for your project, slow the traffic down – perceived restriction due to vertical elements; and also prevents car parking on verges.

I recommend (pending locations of underground utilities – some of which can be accommodated around tree planting) that new tree planting within the grass verges is included in this project for the benefits already described, as well as other environmental and wellbeing benefits. This would also be in keeping with the 'Green streets' ambitions."

CYC Public Realm Operations Manager

"In short, my part in this is Public Realm – I will be responsible for maintaining the grass verges around the area of interest. The more street furniture that is placed along the road side creates increased obstacles for the ride-on mower drivers to manoeuvre around - the knock on is that we are slowed down in terms of our cutting rounds meaning longer periods of time between cuts and longer grass around the city. Whilst in isolation the affect is not large, many of these make a big time difference when cumulatively added together.

A request would be to minimise street obstacles, or enforce a no-mow policy within the community. Perhaps the planting of wild flower mixes on the most 'congested' parts of the verge to reduce annual cutting to once would assist with the cutting rounds as well as have

CYC Highways Engineering Design Manager

"I am sure you are aware but much of the issues with regards parking is, historically, due to University students spilling into the residential streets around Badger Hill. I'm not sure if this is in check now or if they are still a contributory factor.

There already exists a 20zone on Sussex Road / Crossways which should be refreshed – the signs, roundel markings and red patches as well as the school keep clear markings. The raised table acts as a traffic calming feature in the absence of cushions etc.

There are also already a number of wooden bollards present in the verges. Are these to be replaced?

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CYC Arboricultural Manager

"Finding space below ground [for planting trees] is difficult and if the verges are no go zones, then road edge build outs can be made to slow traffic and include planting squares for trees as an option. Planning work in line with our Arboricultural policy 2017 will mean a BS5837 tree protection plan to map root protection areas around existing trees."

CYC Transport Policy Manager

"Reading through the design report there is one major factual inaccuracy on Page 18 in the second paragraph, the off-road path on the southern side of Field Lane is not a shared use path currently although many people use it as one. It is in fact a 2-way cycleway which can be clearly seen from the signs at either end of it (see attached). We have been asked by the University, the Parish Council and local ward members to convert it to shared use but without widening it (which will require space to be taken from the carriageway or the hedge to be moved) there isn't sufficient width available and no funding currently.

[In the design] the junction near the school entrance still looks like more or less the same road junction only with improved crossing points and a load of pencil-type bollards, it doesn't really do much to discourage non-essential vehicles from using the roads through the scheme so seems to miss the point of what a school street is supposed to be unless I've missed the point and discouraging traffic was not part of the scope of the study.

- The 2D speed cushions and associated signs just north of Sussex Close look to be immediately in front of the driveway of No. 10 Sussex Road, the sign pole at least will need to be moved. As vehicles will be turning into and out of the driveway immediately on top of the 2D speed cushions they will probably wear away much quicker because of the twisting movement of the tyres. It would be better if they could be located so they are away from a driveway.
- The 2D speed cushions west of Bishops Way are better positioned but the triangular road marking warning of school children will be directly in front of a driveway so will get worn away quickly.
- Low birds-mouth fencing – forcing all parents and children onto a few, relatively narrow, crossings will potentially create a big bottleneck at school start and finish times. Is the aim of school streets not to try to remove as much non-essential traffic from the area as possible? I would assume that quite a bit of the traffic which uses Crossways and Sussex Road in the peak hours isn't necessarily school-related but will contain quite a few vehicles which are using the Badger Hill estate as a cut-through from Hull Road to Field Lane. If this through-traffic could be removed then parents and pupils would be able to cross in any direction as seems to be the case now judging by the photos.
- Bollards – these are going to make it very difficult to mow the verges so you'll need to consult the public realm team. Is verge parking a big problem at this school? In most of the Google Streetview images the cars are parked fully on the carriageway. There are a lot of bollards proposed and it is hard to visualise what this would look like from just seeing a plan view, could a 3D-visualisation be
- New trees either side of Bishops Way – if you are going to plant additional trees please make sure they are of a type which isn't going to cause problems with intervisibility for drivers emerging from Bishops Way onto Crossway and that they don't subsequently cause root damage to the footways. The one to the west of Bishops Way will be directly in front of someone's front windows so they may object if it cuts down the daylight they get. The tree proposed to the east of Bishops Way is probably less of an issue as the property already has a quite a high hedge at the front.

CYC Head of Carbon Reduction

"Potential Impact of leaf litter for cyclists."

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CYC Transport Planner

"The main point I can see is the restrictive nature of the pedestrian measures rather than the vehicular ones (there are already quite a few bollards at the junction already, some 17#?), has it met the objective set out in 1.4, that is...to enhance the priority towards pedestrian and cyclists, away from motor vehicle...and ... to discourage parent parking on the verge?

I'm concerned that it appears, by the installation of the birdsmouth fencing to have reduced the quality of the environment for pedestrians by constraining and herding them (particularly away from the diagonal desire line noted in the report, I'm surprised that despite mentioning it several times the numbers weren't included in the junction crossing survey, but this was considered a significant number to justify the birdsmouth fencing), and increased the dominance for motor vehicles by the re-lining of the dominant junction markings (though the relatively large extent of existing double yellows are not indicated and of note, this is where physical alterations could have been made as it would not be impacted on the resi park scheme), the large number of existing timber bollards have done little to prevent parking close to the school so additional ones will presumably also have little impact, as the report also points out that the vehicles currently park on the road not the verge (shown in the ex photos in the report also).

Having been on site during the Sustrans scheme implementation its success was down to physically limiting vehicles access to the road outside the school (discouraging through traffic), none of the proposed options showed this; to be fair none of the options enhanced the priority to pedestrians as they all had almost identical constraining of the access routes."

York Civic Trust

"Within the limitations of the scheme as proposed, York Civic Trust would be happy to support it, subject to there not being serious safety or visual quality concerns raised by the community.

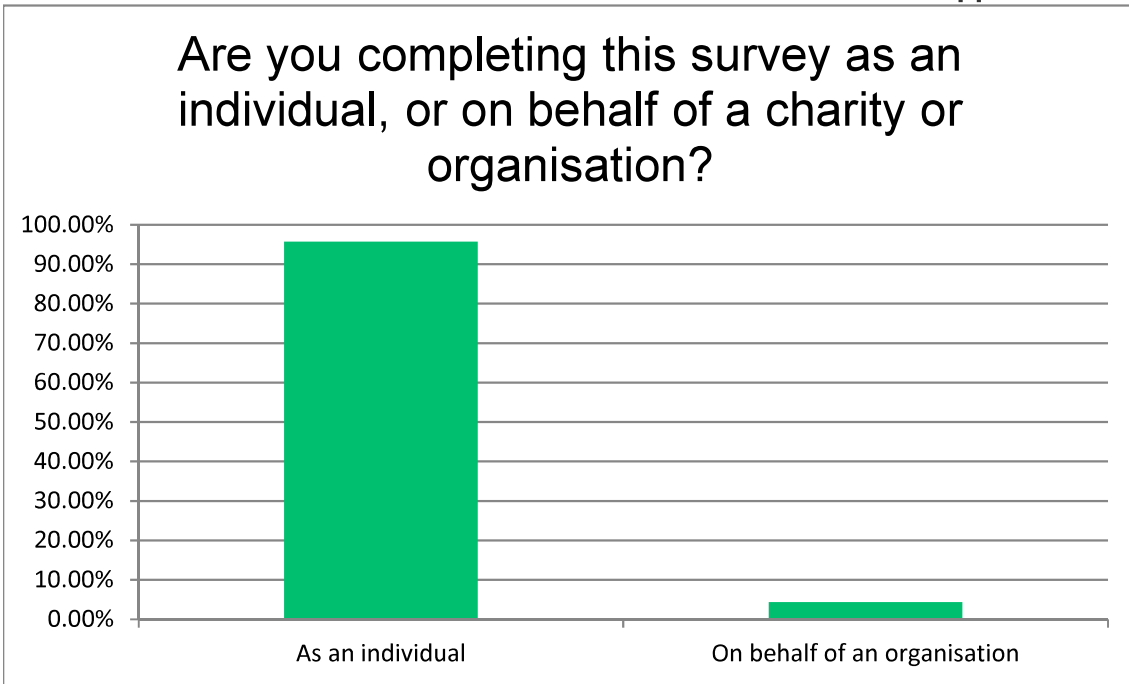
However, we would like to see the City of York Council taking a more robust approach to at least one experimental scheme, by adopting full School Street principles of banning traffic movements during the hours of the start and end of the school day. This is already alluded to in Policy Idea 3.5 of the Local Transport Strategy.

Badger Hill seems an ideal location for such an experiment, given the ease with which a ban could be imposed at the junction of Crossway and Sussex Rd."

Badger Hill People Streets

Are you completing this survey as an individual, or on behalf of a charity or organisation?

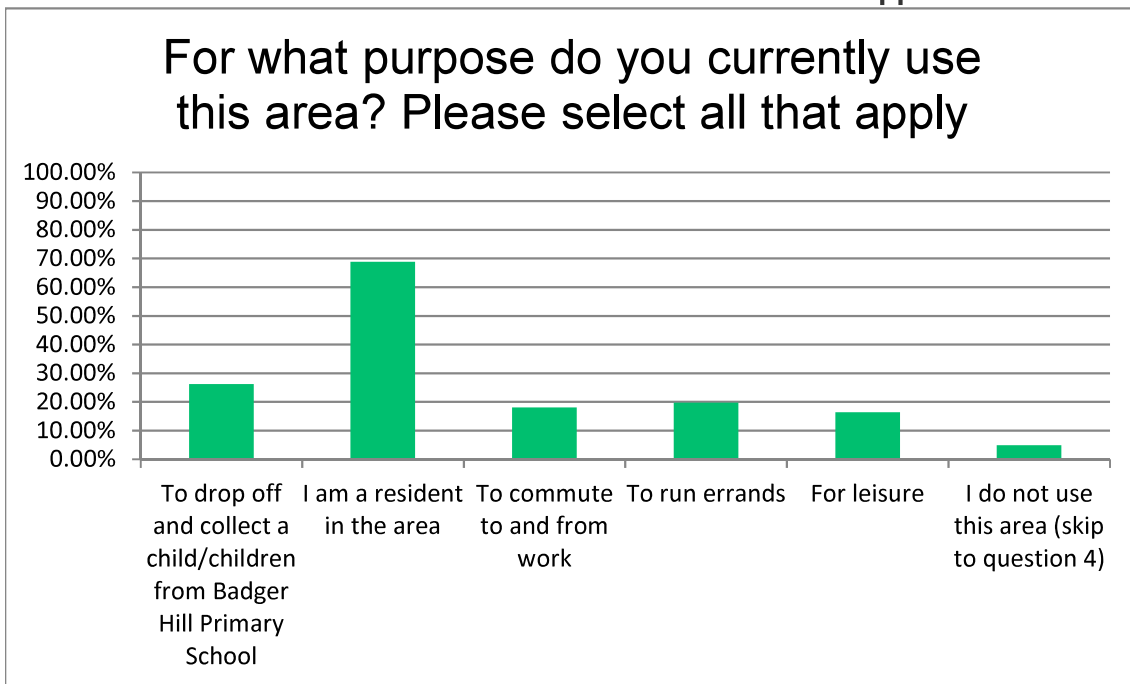
Answer Choices	Responses	
As an individual	95.71%	67
On behalf of an organisation	4.29%	3
	Answered	70
	Skipped	1



Badger Hill People Streets

For what purpose do you currently use this area? Please select all that apply

Answer Choices	Responses	
To drop off and collect a child/children from Badger Hill Primary School	26.23%	16
I am a resident in the area	68.85%	42
To commute to and from work	18.03%	11
To run errands	19.67%	12
For leisure	16.39%	10
I do not use this area (skip to question 4)	4.92%	3
Other (please specify)		1
	Answered	61
	Skipped	10



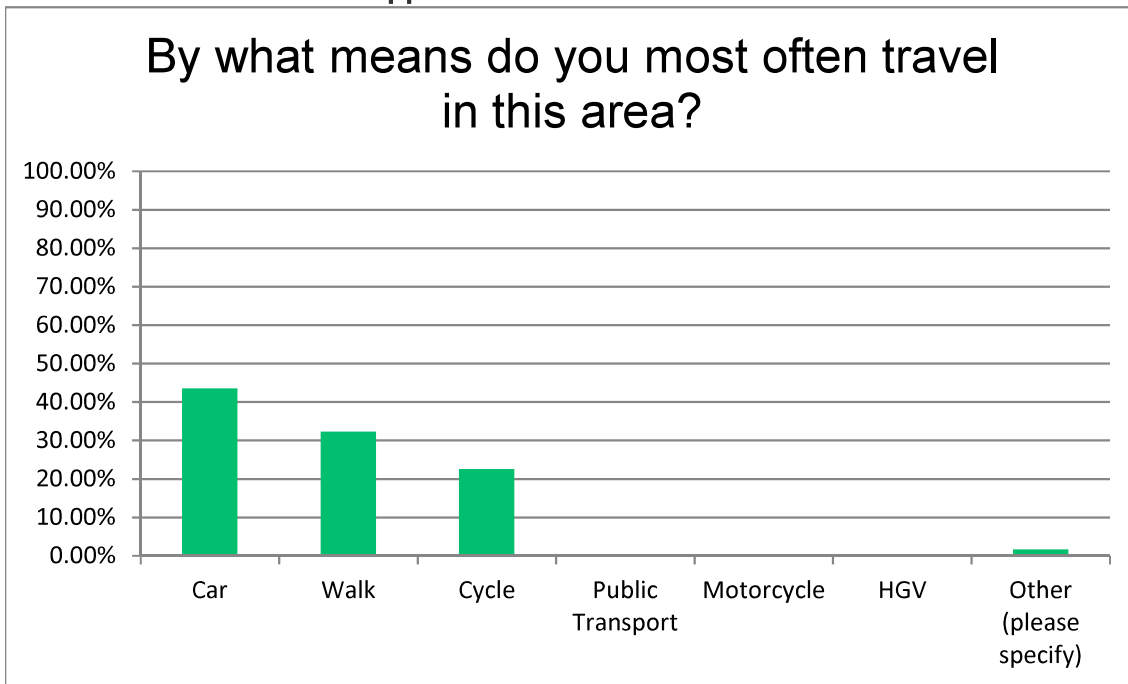
Other (please specify)

York Cycle Campaign

Badger Hill People Streets

By what means do you most often travel in this area?

Answer Choices	Responses	
Car	43.55%	27
Walk	32.26%	20
Cycle	22.58%	14
Public Transport	0.00%	0
Motorcycle	0.00%	0
HGV	0.00%	0
Other (please specify)	1.61%	1
	Answered	62
	Skipped	9



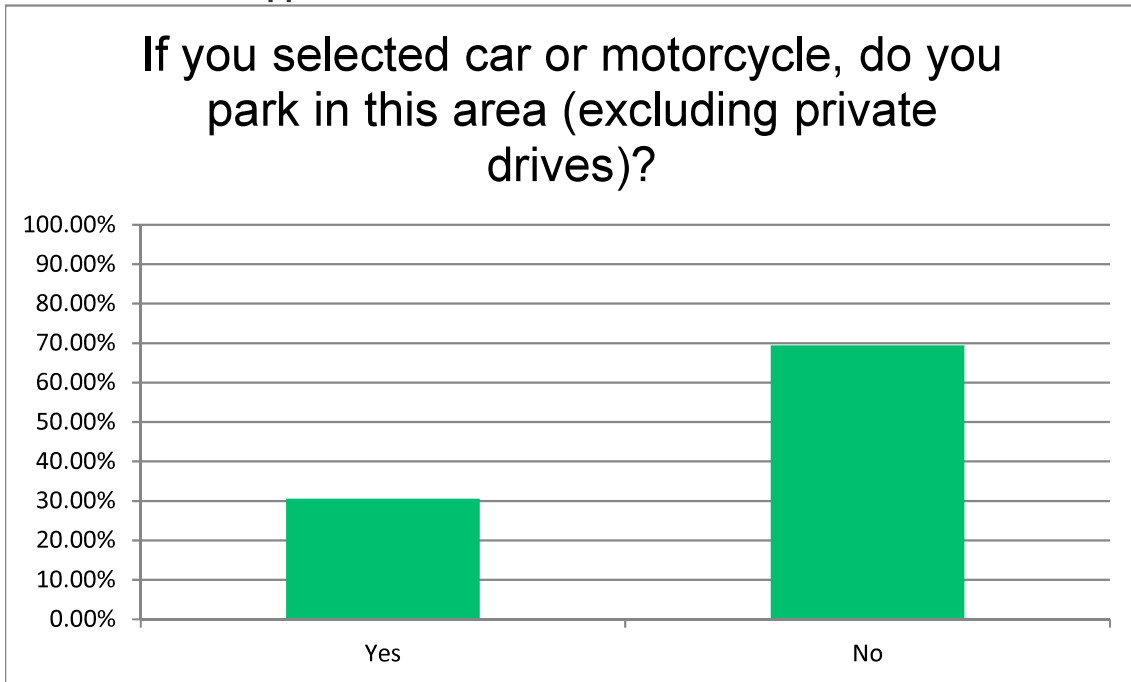
Other (please specify)

Wheelchair

Badger Hill People Streets

If you selected car or motorcycle, do you park in this area (excluding private drives)?

Answer Choices	Responses	
Yes	30.56%	11
No	69.44%	25
Answered		36
Skipped		35



Badger Hill People Streets

If you haven't selected walking/cycling; what prevents you from walking/cycling at present? Please select all that apply

Answer Choices	Responses	
Length of journey	76.00%	19
Perception of safety	20.00%	5
Lack of environmental appeal	4.00%	1
Physical limitations (e.g. disability, pregnancy)	28.00%	7
Other (please specify)		5
	Answered	25
	Skipped	46



Other (please specify)

I live here

Leaving home for work

Due to the nature of my job, I am unable to carry the equipment I need with a bike.

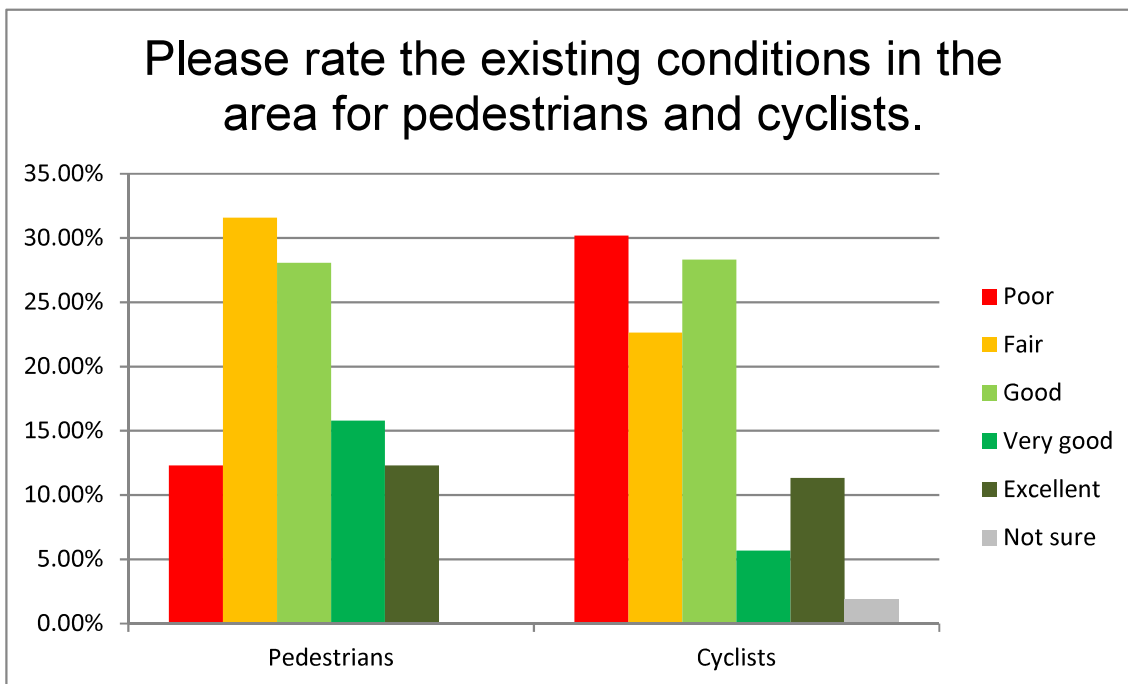
Drop of at school then go straight to work don't have time to walk home to get the car then get to work as I would be late

Badger Hill People Streets

The aim of this scheme is to improve conditions for walking, wheeling and cycling in the vicinity of Badger Hill Primary School,

	Poor		Fair		Good		Very good		Excellent		Not sure		Total
Pedestrians	12.28%	7	31.58%	18	28.07%	16	15.79%	9	12.28%	7	0.00%	0	57
Cyclists	30.19%	16	22.64%	12	28.30%	15	5.66%	3	11.32%	6	1.89%	1	53

Answered 57
Skipped 14

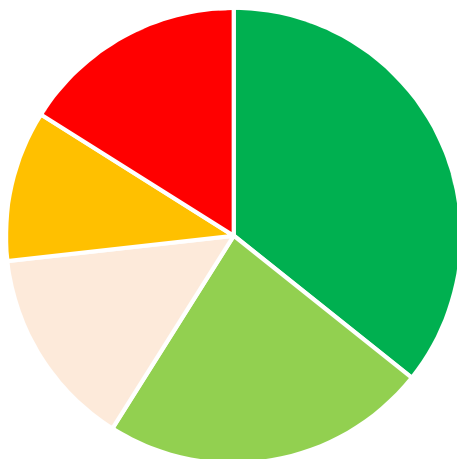


Badger Hill People Streets

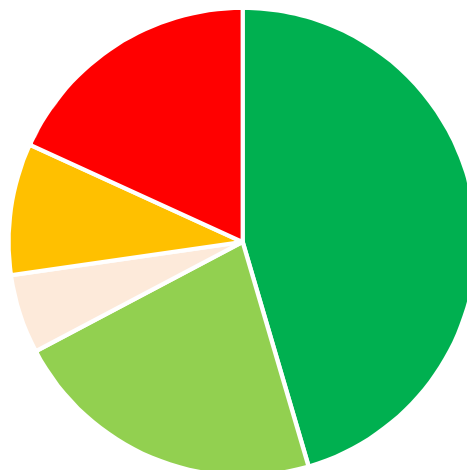
Below is a list of proposed design features for this scheme. We would like to know what the impact of each feature would be on your decision to walk or cycle. To what extent do you agree or disagree that each feature will encourage you to walk or cycle more often?

	Strongly Agree	Agree	Neither	Disagree	Strongly disagree	Total
Fencing around school entrance junction, to encourage crossing at existing uncontrolled crossing locations and prevent kerbside parking	35.71% 20	23.21% 13	14.29% 8	10.71% 6	16.07% 9	56
Additional bollards to prevent parking along the verges/footways	45.45% 25	21.82% 12	5.45% 3	9.09% 5	18.18% 10	55
Additional signage, e.g. 'School Slow Down'	36.36% 20	21.82% 12	10.91% 6	16.36% 9	14.55% 8	55
Additional road markings for cyclists and vehicles	35.71% 20	19.64% 11	16.07% 9	14.29% 8	14.29% 8	56
Planting of trees on verges for aesthetic appeal	29.09% 16	27.27% 15	14.55% 8	10.91% 6	18.18% 10	55
					Answered	56
					Skipped	15

Fencing around school entrance junction, to encourage crossing at existing uncontrolled crossing locations and prevent kerbside parking

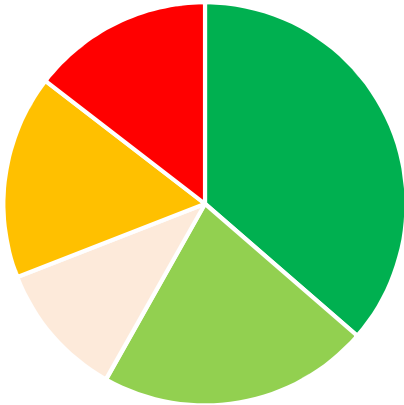


Additional bollards to prevent parking along the verges/footways

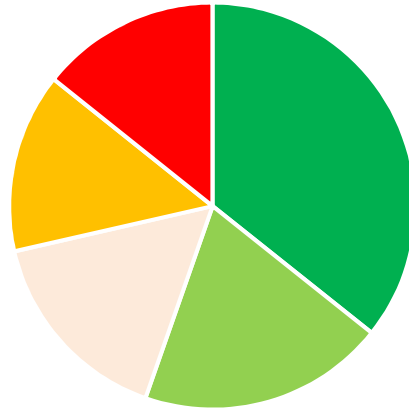


Strongly Agree
Agree
Neither
Disagree
Strongly Disagree

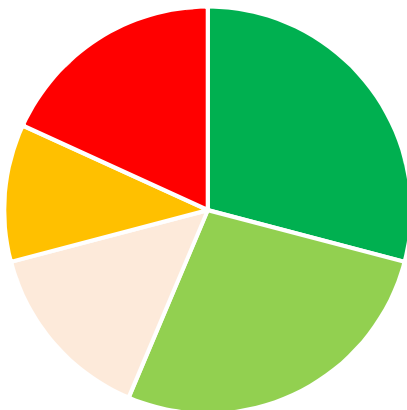
Additional signage, e.g.
'School Slow Down'



Additional road markings
for cyclists and vehicles



Planting of trees on verges for
aesthetic appeal

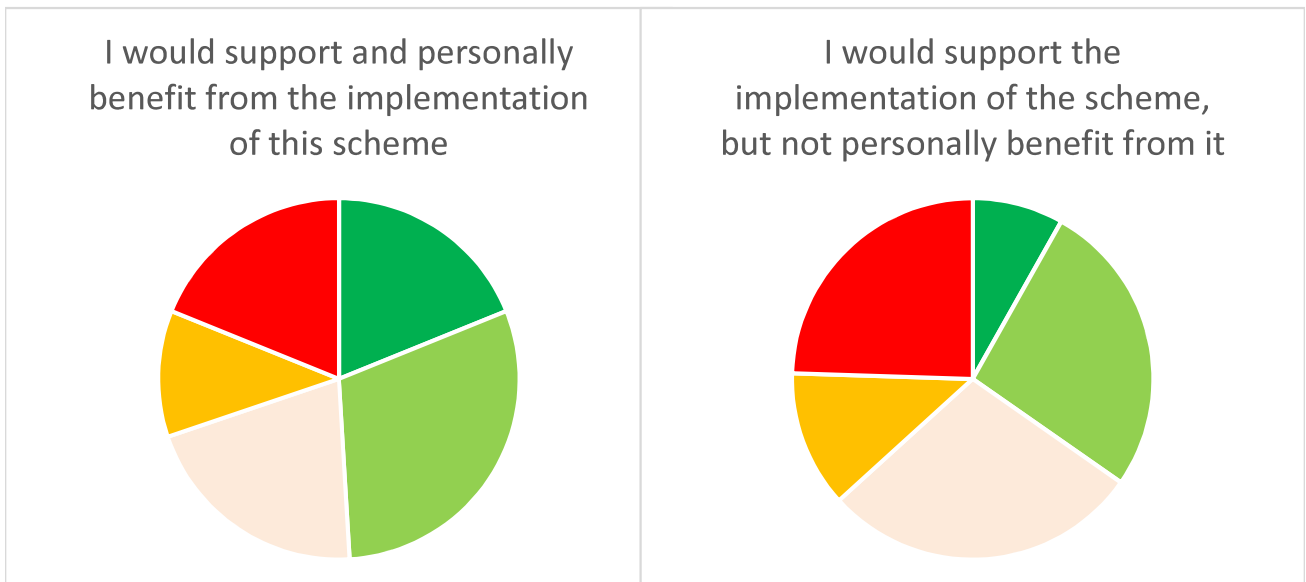


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Below is a list of proposed design features for this scheme. We would like to know what the impact of each feature would be on your decision to walk or cycle. To what extent do you agree or disagree that each feature will encourage you to walk or cycle more often?

	Strongly agree	Agree	Neither/nor	Disagree	Strongly disagree	Total
I would support and personally benefit from the implementation of this scheme	18.87% 10	30.19% 16	20.75% 11	11.32% 6	18.87% 10	53
I would support the implementation of the scheme, but not personally benefit from it	8.16% 4	26.53% 13	28.57% 14	12.24% 6	24.49% 12	49
I would not support or be personally affected by the installation of this scheme	6.82% 3	9.09% 4	29.55% 13	25.00% 11	29.55% 13	44
I would be personally negatively affected by the installation of this scheme	8.70% 4	8.70% 4	21.74% 10	13.04% 6	47.83% 22	46

Answered 56
Skipped 15

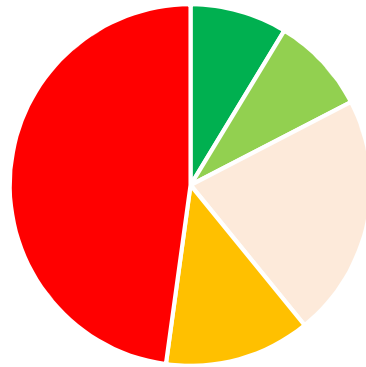


Strongly Agree ■
 Agree ■
 Neither ■
 Disagree ■
 Strongly Disagree ■

I would not support or be personally affected by the installation of this scheme



I would be personally negatively affected by the installation of this scheme



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Is there anything else you would like to tell us?

Responses
<p>The SCHOOL is the problem between 8 and 9 the road was full of cars dropping off children by 9.15 the road was empty There is a problem during school drop off and collection times. Additional refuse collection can overlap with this time Parents / guardians dropping off and collecting children park as close to the school as they can outside of these times there are no problems. The proposed changes would make it harder for the council to cut the verges. People dropping off children ignore existing restrictions and chat in the middle of the path causing me more issues</p>
<p>This is a very weak scheme and is unlikely to achieve the stated aim of improving cycling in the area. Greater intervention in terms of road calming is needed.</p>
<p>1. In order to deter verge parking/turning from school vehicles, it would seem sensible to extend bollards from the primary school entrance along Crossways (from 80-72) to connect with the existing bollards at the corner of Bishopsway.</p> <p>2. Please include trees on the verges on Crossways to improve the street and further protect the verges and footpath from inappropriate vehicle movements.</p>
<p>This scheme lacks ambition - a 'people street' outside a school should have emergency access only at school times. This is an ideal location for a York trial of a 'school street' that is closed to traffic at school run times, with an obvious diversion route on adjacent streets for any through traffic. Has this idea been actively canvassed with the school and parent governor bodies? If not why not?</p>
<p>The above graphic is very misleading, shows no street names and appears to show one way traffic on all roads leading to the junction. I personally dont think I would benefit, I cycle almost every day in this area. I always feel that the road markings should be altered to show the main traffic route as Crossways/Sussex Road with the school entrance and the short dead ended bit of Crossways as secondary priority. Perhaps another full width 'hump' approaching the junction from Crossways would caution vehicles turning into the school, Sussex Road and the Crossways short bit</p>
<p>This is fairly weak in terms of improvements and will only have a very limited impact. Could something more radical be done?</p>
<p>I think that many of the suggestions you are making are very good - I do not disagree with them at all. It will not change me walking/cycling to drop my child off however because of the physical inability for me to do this from where we live. What I would ask is please do not make it harder for people who HAVE to drive to get their children to school. We are unable to drop our children earlier than 8am due to the time that breakfast club opens, I already try to avoid 'peak times' to avoid the traffic and lessen the load in this area.</p>
<p>Safety issues around this area are created by parents driving their children to school! It causes chaos on Crossways, Sussex Road and Brentwood Crescent between 8.30am and 9am then again between 3pm and 3.30pm! No amount of safety measures will resolve these issues. Council staff need to be in the area to monitor the parking issues. The resident parking permits have resolved problems at other times of the day but have achieved nothing at school drop of and pick up times.</p>

the bollards would make traffic park futher into residential area. this area is really bad to drive to work and home at the moment as parents of children at BOTH schools parks anywhere and everywhere, across drives and both sides of the road making it difficult to drive to and from our home as we cannot get through for parents.

Wrong questions asked.

If this goes ahead, will the work to implement these new features block the road or cut off the route temporarily while the work is being done?

Trees along the verges of the whole area would massively improve its aesthetic appeal, please do this!

The excessive amount of vehicles required to deliver and pick up children from the schools on Badger Hill suggest to me that the schools are not in the most suitable locations

Have a lollipop crossing. Currently Lord Deramores Primary has one and Badger Hill misses out! The footpath between Windmill Lane and Sussex Road (along field lane) is inadequate. The pathway has recently been widened but is now covered in mud from the land slip of the raised land around it. Once the hedge grows in Spring it will become very narrow again. A proper footpath would improve access for families living on the Millers Chase estate as well as the Sails Drive estate (which is catchment for Badger Hill). Families from these areas walk to school but it's very muddy and unsuitable for wheelchairs or buggies due to how narrow the path becomes. The other option families have is to walk along Hull road then into the Badger Hill estate. However the shared pathway for cycles between Windmill Lane and The Blsck Bull pub make the footpath unsuitable for young children, it is far too narrow to be a shared space. Bikes often travel at speed and it is not wide enough to pass with room. This footpath is very busy and not safe for either pedestrian or cyclist. A clear segregated cycle lane along Hull Rd would make the pavement safer and more families would walk to school and safer for cyclist. There is also no lighting along the footpath on Hull Rd in front of Archbishops school, again this does not encourage cycling or walking in winter months (this path also becomes water logged and is a hazard in the dark). Although consideration around Badger Hill School is important, wider thought needs to be given to safer walking routes across the school catchment.

I'd prefer to trees, planters and seating used to prevent verge parking rather than pillar bollards and fencing but that wasn't an option to select (instead aesthetic was introduced). I don't feel the above proposal in isolation will improve the situation. These are piece meal, add ons. More radical approach needs to be introduced - to redesign the space, such as a one way system with greater space and priority given to walk / wheel / cycle. Combined with a designated park and stride area for those families who for whatever reason feel car is best / only option for the school drop off.

People need to stop parking in badger hill and in cul-de-sacs off of crossways just to drop their kids off. It is dangerous for cyclists at 9am and 3pm in this area.

I think that any scheme introduced to solve a problem for 20minutes a day shouldn't negatively affect the residents for the remainder of the time. The resident parking introduction was a huge failure and impacted residents negatively in my opinion. For example, bollards that prevent unsafe parking is a great idea however bollards that prevent reasonable visitors parking to residents outside of school drop-off time should be avoided.

During school drop off times, I've witness cars mounting the grass to allow room for oncoming traffic due to the terrible parking situation, Would the proposed changes make it even worse/unsafe for drivers? Would this encourage drivers to cycle/walk (Does their lifecycle give them that option?) or would proposed changes just lead to car accidents and gridlock?

Measures to discourage parking near the school should not just move the problem further up the road. That could negatively affect more residents than ever. There would be little to no benefit in this case.

Something must be done to stop the amount of irresponsible parking by school parents. Parking on pavements and verges impact upon pedestrians and especially, wheel chair users. School parents should not be parking both sides of the Crossways and Sussex Road. The amount of traffic at school time in the area is staggering. Parents seem to want to park as close to Badger Hill School as humanly possible. Therefore, trying to drive back through the area to go back home to Bishops Way becomes a major task.

Stop people parking on my drive when dropping kids off and blocking my drive

If you put fencing around the grass what will happen when it comes to cutting the grass

Complete waste of money. It is the parents who park anywhere, speed, disregard all traffic signs inc double yellow lines. However, this only happens for about 1 hour a day and in term time. Therefore the overall percentage is very, very low.

A park and stride system for school users would be good so that fewer parents are dropping off and parking inconsiderately/ illegally on double yellow lines. Police/ traffic warden presence at drop off and pick uptimes occasionally. mature trees planted along both sides of Sussex Road and Crossways would greatly enhance the area and reduce the ability of cars being able to park on verges and churn up the grass.

This area is perfectly safe for pedestrians and cyclists , someone needs to take a walk/ drive around the area at any time of day other than school drop off and pick up times.The very people that you are aiming to protect are the cause of the problem. I cannot get out of my drive at these times, I think the changes that you intend to implement will only add to the chaos.A large proportion of the vehicles live within walking distance of the school, causing the chaos for the residents in this area. We don't want fencing and bollards for a problem that is not of our making and all for an hour twice a day

The only problem in this area is when the school run is on. The other factor is that Brentwood Crescent, etc, will have more cars parked/abandoned as parents drop their children off

The roadway outside the school entrance should be a raised table and/or coloured red. The give way doesnt make sense if map is orientated as I think it is. Crossing points should be closer to pedestrian desire lines.

I live opposite the school and often cannot get in or out of my driveway during school drop off / pick up times. Parents park across the crossing and all over the road so it is so dangerous to cross the road to the school. I've brought this up with the school and the council many times so I am over the moon that changes are being made. Please see them through before a child gets run over! It's an accident waiting to happen. I couldn't support this more!

Badger Hill People Streets

If you feel you may be disadvantaged by any of the design options presented, please detail why below.

Responses
decreased access to property - harder to have visitors The current parking restrictions already make it harder to get workers on-site to carry out work. I am lucky to have a drive but this means I will park my car on the road The problem only exists during school drop off and pick up times the proposals are not a good use of tax payers money I cannot see the proposals changing the behaviour of the parents causing the problem
From the perspective of walking and cycling this proposal is a missed opportunity to remove school run vehicles completely from the area at the start and finish of the school day, if not completely with point closure. So cyclists and pedestrians are 'disadvantaged' by the lack of ambition to make a real difference in the area.
I do not feel I will be disadvantaged, however, I would like to know whether the road will be blocked off while the work is being done and how that will happen, as I am a resident.
I think you should extend the formal crossings around the wider area as a pedestrian was recently hit by a car at an informal crossing near the Deramore Drive bus stop
No disadvantages for me.
The roads need sorting out then people might cycle to school more. Get rid of the potholes