

# City of York Council

## TSAR: Bootham Gillygate Consultation 2021



April - 2021

The TSAR: Bootham Gillygate Consultation ran from the **1<sup>st</sup> of March 2021** to the **31<sup>st</sup> of March 2021**. The survey was open for all to give feedback on two preliminary design options available for the replacement of aged assets at this junction. Respondents were asked to offer support for either option, or neither, with the ability to comment on the proposed designs.

In total, **1,262** responses were collected from the online survey, with **880** full responses received. Comments for the available options have been categorised based on common themes that have been made obvious throughout the comment. A selection of these have been included in the relevant sections of this annexe, to showcase the feedback gathered.

### Exclusions:

A process was implemented to remove responses that were incomplete, these were removed if they met the categories listed below;

- *Had confirmed that they had read the privacy policy but had not complete questions 2 through 8.*
- *Had not indicated in Question 8 a preferred option from A,B or neither.*
- *Had not answered Question 6 through 8, but had filled in questions 1 through 5.*

The total number of excluded responses is **382**, due to the categories above being met.

### To note:

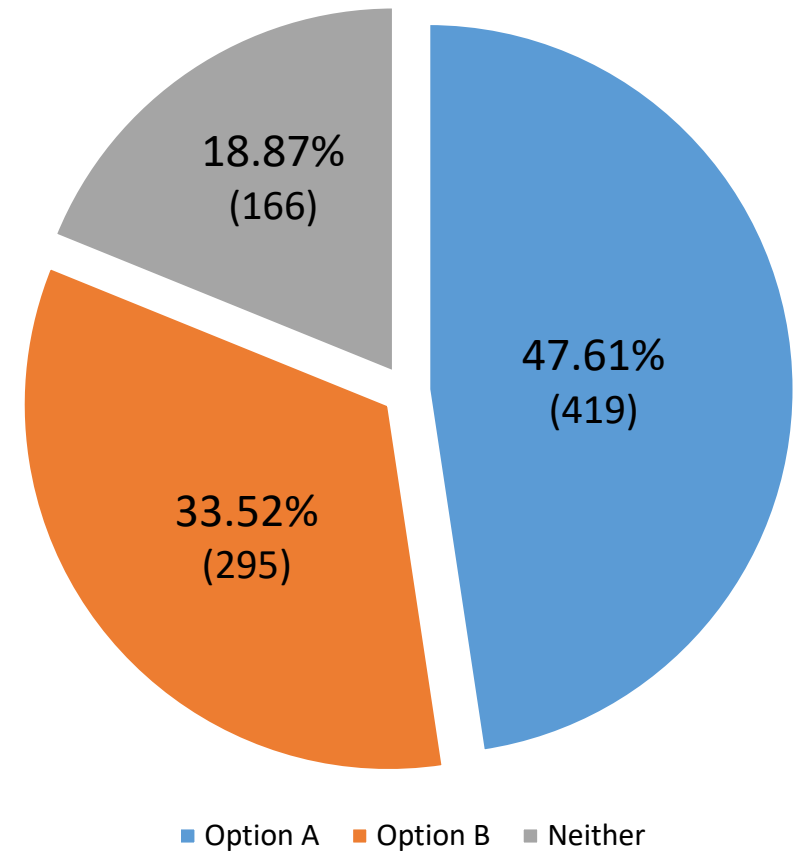
An investigation was held due to multiple occurrences of duplicate IP addresses being present in the responses. **Business Intelligence** and the **communications team** were consulted and the decision to keep the responses was made. The total number of responses concerned was **216**.

The overall outcome of the consultation, has concluded that **Option A** is the respondent preferred option. The graph to the right shows the proportional share of each result with an indication of respondents for all options.

Results are as follows:

- Support for Option A: **47.61%**
- Support for Option B: **33.52%**
- Support for Neither: **18.67%**

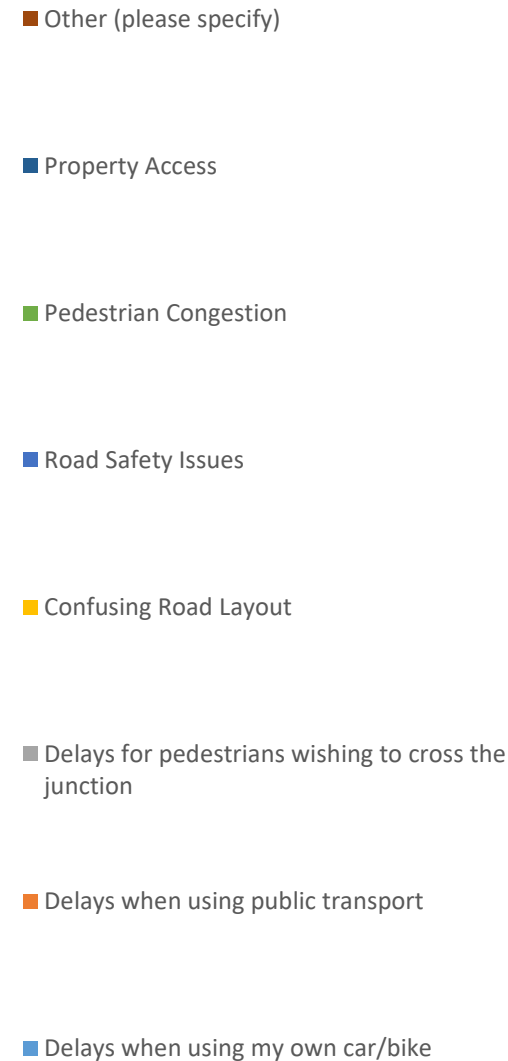
Question 8: Option A, B, or Neither



# What issues do respondents have at this junction currently?

Question 4 asked respondents to indicate issues they have with the junction currently. Responses were selected from a multiple choice list and an 'other' option was also provided for respondents to indicate issues that they felt were not included in the list. These 'Other' responses have been grouped as follows:

- **Cyclist / Pedestrian Safety:** *Covering comments related to safety for cyclists / pedestrians including related specific issues – 22 Comments*
- **Air Quality:** *Covering comments relating to pollution and air quality – 20 Comments*
- **City Aesthetic:** *Covering comments relating to path design, heritage, city sites – 10 Comments*
- **Traffic Management:** *Covering comments related to signals, layout, junction design, and Congestion – 49 Comments*
- **Emergency Vehicle Access (E.V.A):** *Excluded from traffic management as a specific issue for Emergency Vehicular access – 3 Comments*



# What issues do respondents have at this junction currently?

A selection of comments from the 'other' responses to this question.

Cyclist / Pedestrian Safety:	Air Quality:	City Aesthetic:	Traffic Management:	Emergency Vehicle Access (E.V.A):
The central reservation can get crowded with people and it can be difficult to get near the box to feel the spinning. This can also be a problem on the footpaths on both sides of the road.	Pollution. Air quality is terrible!	A beautiful part of the city that is completely overrun with traffic making the area unattractive and not nice to be in	Cars inadvertently shooting the lights	Ques blocking emergency vehicles from getting to the hospital
Difficult for cyclists to get to the front of the que	Severe air pollution due to standing traffic	Ugliness of path - number of boxes and untidy. Difficult to use as pedestrian.	The phasing of the lights mean that traffic approaching the junction on Bootham is delayed from access to St Leonards Place by traffic waiting to turn into Gillygate.	PROBLEMS FOR AMBULANCES BEING STUCK BEHIND TRAFFIC IN GILLYGATE
Difficult for cyclists turning right when coming out of Bootham	Build up of air pollution as car engines idle while waiting in long queues for the lights. Cars parked near the junction on Bootham and Gillygate in both directions at all times during the day.	Far too much street furniture which massively detracts from the historic monuments	Coming from Bootham to the junction, if no-one is turning right there are needless delays and tailbacks down bootham.n	Delays for emergency vehicles
Parking in Cycle lane opposite Bootham row.	Very poor air quality due to congestion - why isn't this mentioned in the consultation?	Mainly it is very unsightly for what could be a beautiful location	Left hand lane traffic heading up Northampton constantly jammed because of traffic unable to turn right onto Gillygate due to volume of traffic.	
I am a Voluntary Guide and it is a dangerous junction to cross with our visitors	Air pollution due to queueing	Ugliness of the street furniture	Left turn signal from Botham to gillygate	
The pedestrian crossings leave people waiting for too long, meaning people often step in the road when on a red man. The car traffic is consistently horrendous, but that's fair enough if you want to drive through the city centre. Cyclists coming from Lendal Bridge way often have to wait ages to get onto Clifton Rd or Gillygate if they just miss the green light. This is annoying and makes some cyclists inclined to jump a red light.	Traffic fumes given off by queueing traffic	A very poor entrance to a beautiful city	Road congestion, bootham way at most times of the day	
Pedestrians crossing on red lights / cyclist ignoring lights	Level of pollution	It's unattractive in its present state, but it could be a jewel.	cars often come from St Leonards right hand lane when they shouldn't and I am cycling from Bootham	
Safety for cyclists and pedestrians	Air Quality. Just too poor and needs addressing as a priority	Lack of 'wow' factor when entering cultural quarter. Narrow pavements mean people hurry past	Drivers getting into wrong lane. Can be easily resolved by signage, e.g. A19 left lane, York Hospital right lane.	
Insufficient space for pedestrians at crossing points	Air quality improvement	Heritage conservation	Drivers unfamiliar with junction often jump light travelling from St Leonard's Place to Gillygate when the filter for the Bootham left turn changes to green	
Cyclists using the pavements to avoid the lights	Poor air quality	Difficult to stand in front of Bootham Bar to appreciate it	Vehicles and cycles jumping the lights when exiting Gillygate.	

## Respondent Comment Categorisation for pages 5 to 13

Respondents were able to comment freely on both preliminary design options as part of this consultation process. Comments covered a range of topics, therefore responses have been categorised to give an indication of the most common of themes.

# Respondent Comment Categorisation for pages 5 to 13

## Categories used on Pages 6 &10:

### Positive:

- **Congestion & Air Quality (Both Road / Pedestrian):** *Comments encompassing support for the option relating to Congestion and Air Quality improvements.*
- **General Support:** *Comments that had generalised support for the proposed option.*
- **Pedestrian / Cyclist Support (Access, Safety):** *e.g. benefits for Pedestrians and Cyclists.*
- **Infrastructure Layout / Signal Phasing:** *e.g. Support for junction layout and vehicle movement.*

### Support for Option with questions:

- **Query / Comment - Pedestrian & Cycling:** *Support for proposed option with comments on elements regarding Pedestrian / Cyclist safety & Access.*
- **Query / Comment - Infrastructure Layout / Signal Phasing:** *Support for proposed option with comments on elements regarding junction layout and vehicle movement.*

## Categories used on Pages 7 &11:

- **Impact – Congestion / Delays:** *e.g. issue with alternative option due to impact on congestion / delays.*
- **General Rejection:** *These comments encompass those that have a dislike towards the proposed option with limited explanation.*
- **Impact - Air Quality:** *e.g. issue with alternative option due to impact on Air Quality / Pollution.*
- **Impact - Cyclist / Pedestrian:** *e.g. issue with alternative option due to impact on Cyclists / Pedestrians.*
- **Impact – Infrastructure Layout / Signal Phasing:** *e.g. issue with alternative option due to impact on Infrastructure Layout / Signal Phasing.*

# Respondents Supporting Option A - Comments made on Option A

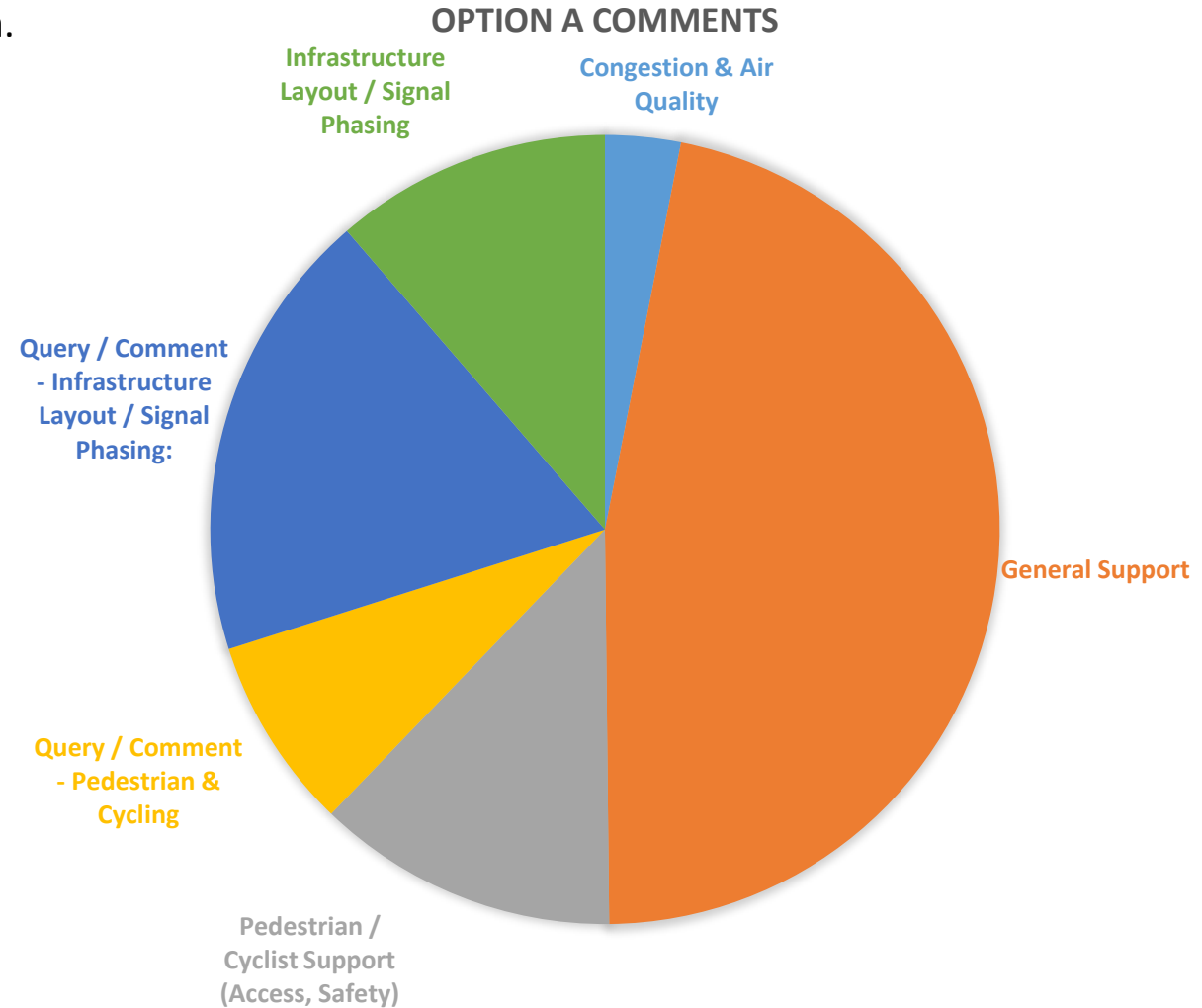
Questions 6 – 8 asked respondents to comment on their feelings towards Option A / B and to indicate their preferred option in the final question.

## Positive:

- Congestion & Air Quality (Both Road / Pedestrian): 9
- General Support: 136
- Infrastructure Layout / Signal Phasing: 33
- Pedestrian / Cyclist Support (Access, Safety): 36

## Support for Option with questions:

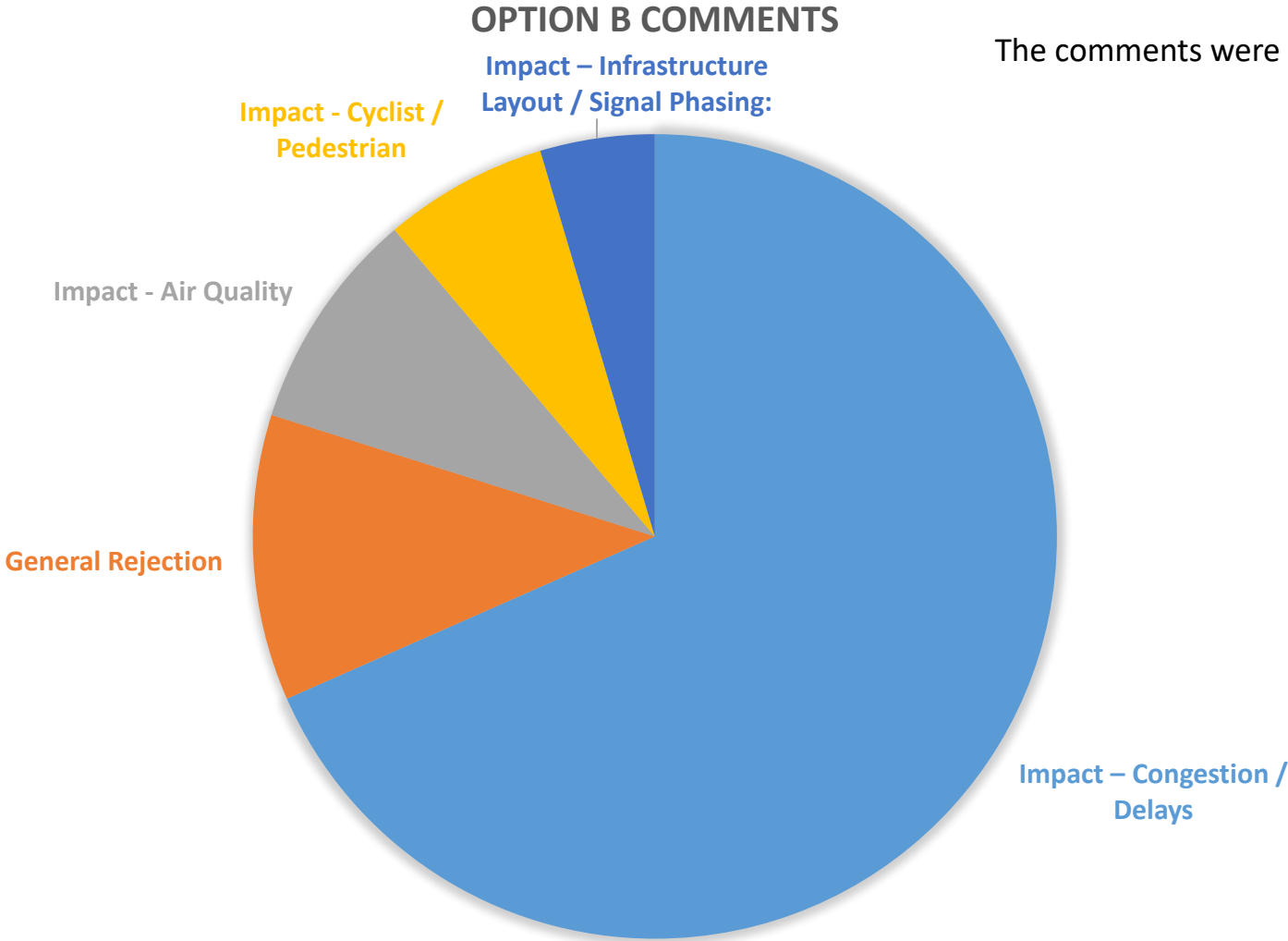
- Query / Comment - Pedestrian & Cycling: 23
- Query / Comment - Infrastructure Layout / Signal Phasing: 54
- No comment left: 128



# Respondents Supporting Option A - Comments made on Option B

Questions 6 – 8 asked respondents to comment on their feelings towards Option A / B and to indicate their preferred option in the final question.

The comments were grouped as follows to understand why those supporting Option A didn't support Option B:



**Impact – Congestion / Delays: 238**

**General Rejection: 40**

**Impact - Air Quality: 31**

**Impact - Cyclist / Pedestrian: 23**

**Impact – Infrastructure Layout / Signal Phasing: 16**

**No Comment left: 71**

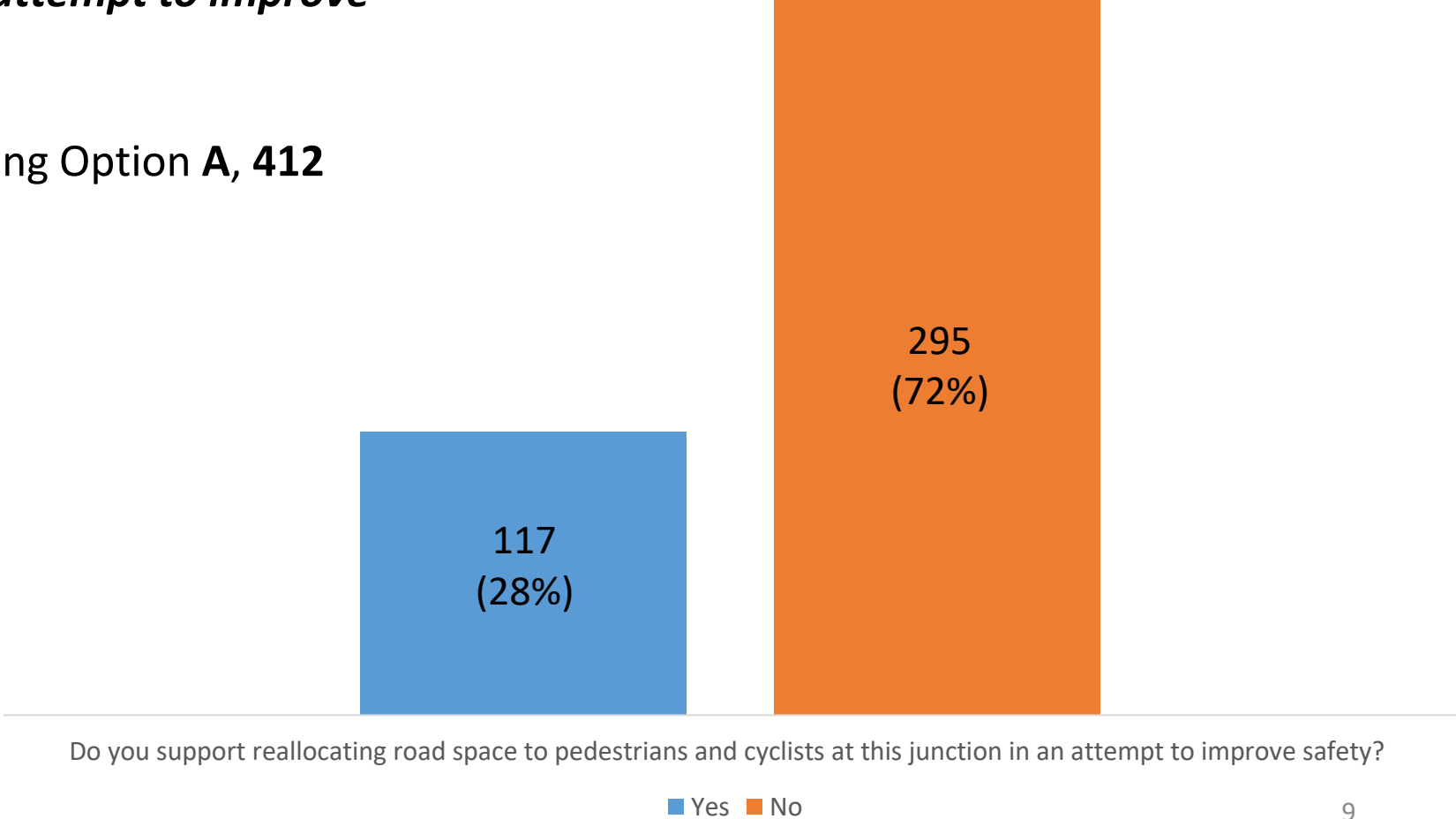


# Supporters of Option A - Road Space Reallocation Response

Question 5 asked respondents the following question;

***‘Do you support reallocating road space to pedestrians and cyclists at this junction in an attempt to improve safety?’***

Out of the **419** responses supporting Option A, **412** responded to this question.



# Option A supporter example responses

Below is a selection of comments from the comments left in support of option A within the aforementioned categories:

Congestion / Air Quality	General Support	Pedestrian / Cyclist Support	Q / C – Pedestrian & Cycling	Q/C – Infrastructure Layout / Signal Phasing	Infrastructure Layout / Signal Phasing
Whilst I can see why Option B is being proposed, the amount of delays at this junction already produces significant pollution. This option is the best compromise	Sure this would help the junction	Seems a sensible approach. Pre-pandemic the crossing were not wide enough for pedestrians at peak time.	Would it be possible to also widen the pavement on the corner of Gillygate? Option A looks good.	a problem here is that the filter light for turning left is often mistaken by the car in the right lane who heads off. Can something be done about that?	Signal Management far better than Option B!
<p>1. There is currently confusion for cyclists turning into St Leonard's from Lendal end as the cycle lanes and bus lanes merge suddenly. In the past cyclists kept left but now these are designated bus lanes and it is confusing and feels less safe if staying in left lane to turn left onto Bootham by the art gallery. 2. Losing the early left turn on the lights from Bootham into Gillygate is fine but it is a dangerous corner for cyclists and potentially more so if cyclists are not aware if cars are turning left or carrying on. 3. Buses and vans coming from town swing far over while turning the corner from the art gallery onto Bootham and there have been some near misses as the cycle junction box (and car junction) need to be further back to allow for the swing out needed by the city wall sticking out. 4. The timings of the lights are dreadful and have been for years. As mentioned when lights are out there are no massive queues on Bootham.</p>	Looks good and safe	Widened pedestrian crossings a good idea	Not perfect but this is my preferred option. Is there any way of widening the footpaths either side of the gillygate part of the junction as these are the worst for pedestrian traffic	The distance from the traffic lights to the Keep Clear on St Leonards is less than a bendy bus so congestion and blocks access to Exhibition Sq. Keep Clear box never repainted worked better as a box junction	Much better than option B as central reserve for pedestrians retained in St Leonards and traffic movement levels remain similar to current

# Respondents Supporting Option B - Comments made on Option B

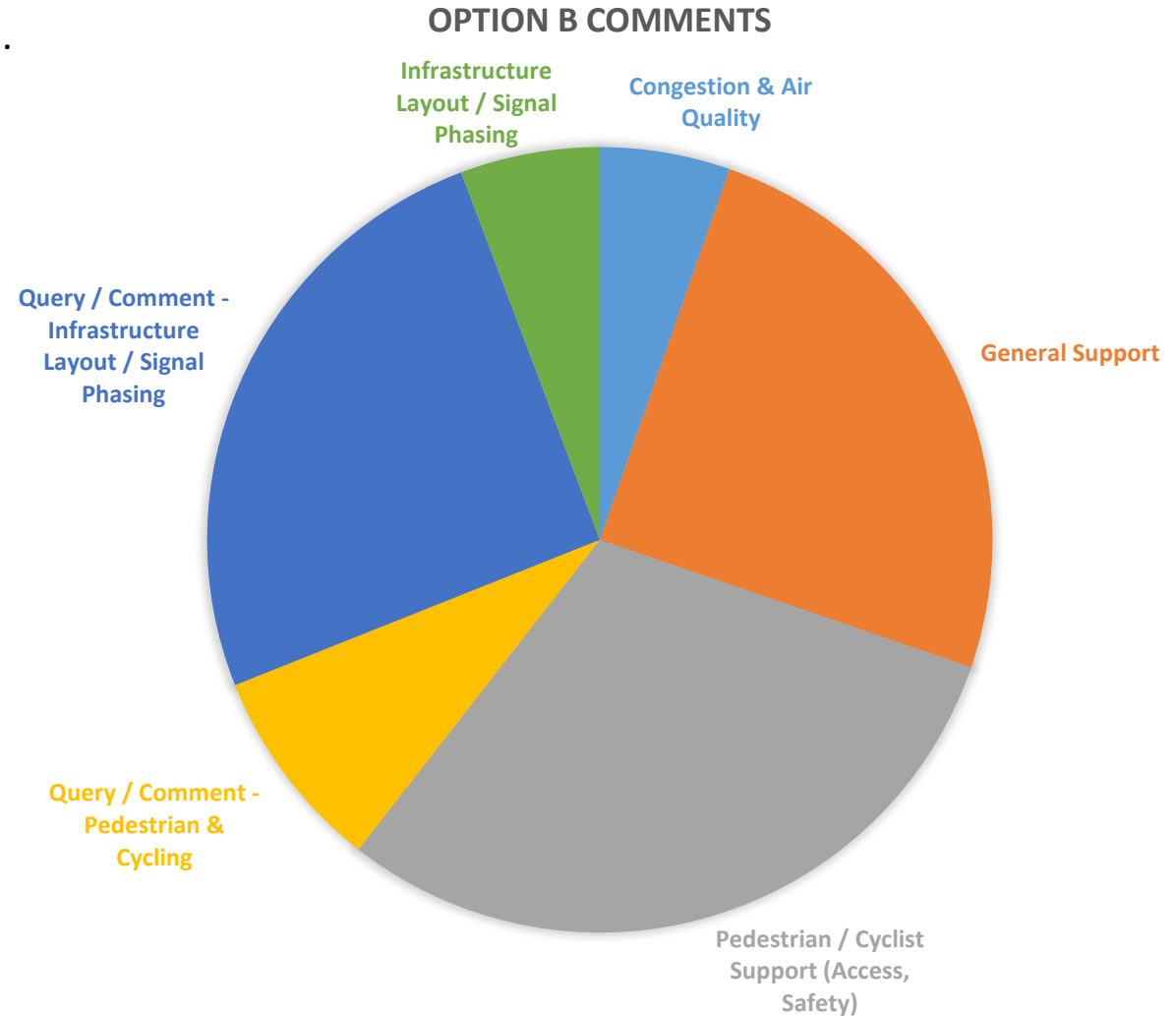
Questions 6 – 8 asked respondents to comment on their feelings towards Option A / B and to indicate their preferred option in the final question.

## Positive:

- Congestion & Air Quality (Both Road / Pedestrian): 14
- General Support: 65
- Infrastructure Layout / Signal Phasing: 15
- Pedestrian / Cyclist Support (Access, Safety): 79

## Support for Option with questions:

- Query / Comment - Pedestrian & Cycling: 22
- Query / Comment - Infrastructure Layout / Signal Phasing: 66
- No comment left: 34

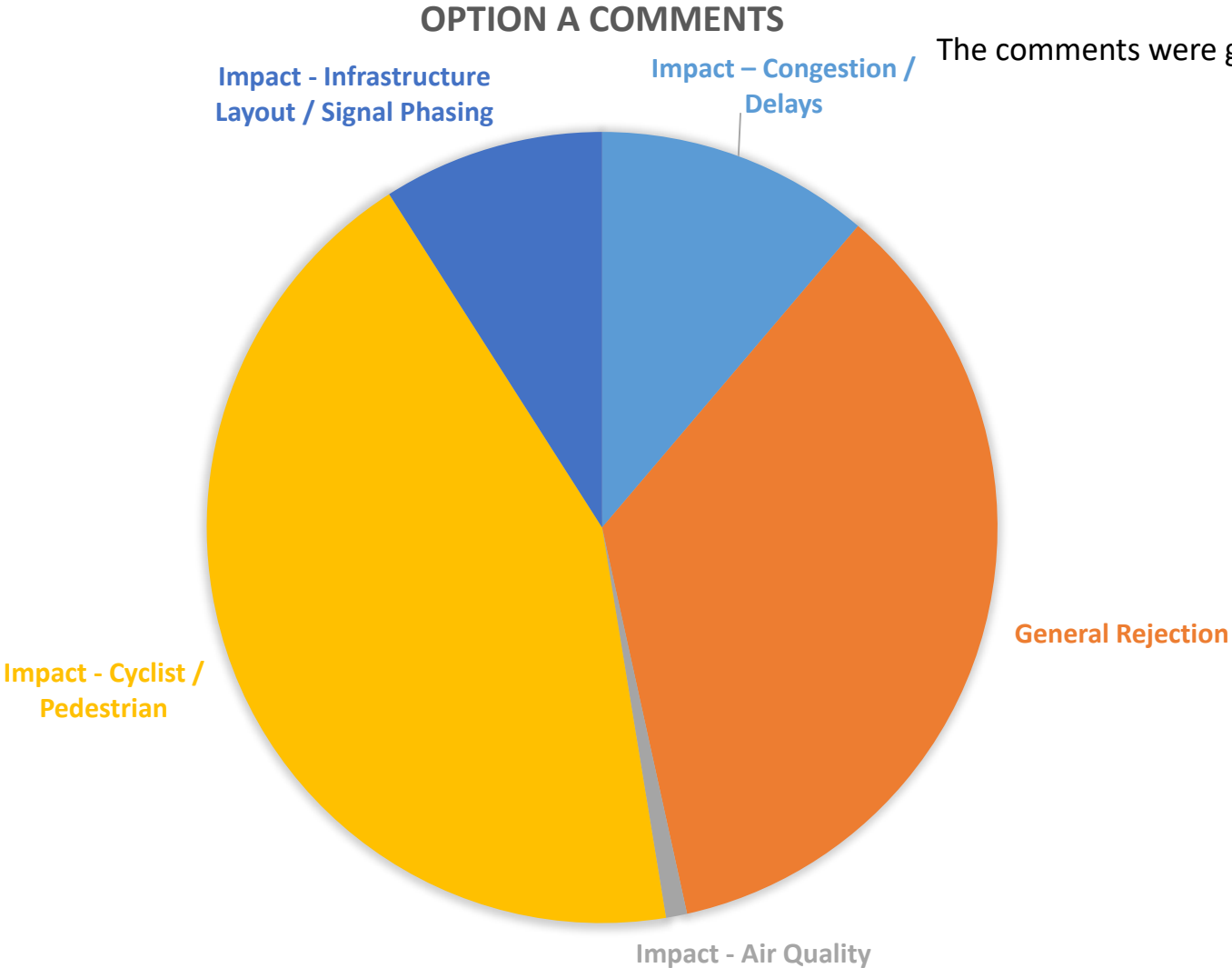


# Respondents Supporting Option B - Comments made on Option A

Questions 6 – 8 asked respondents to comment on their feelings towards Option A / B and to indicate their preferred option in the final question..

The comments were grouped as follows to understand why those supporting Option B didn't support Option A:

- Impact – Congestion / Delays: 26**
- General Rejection: 83**
- Impact - Air Quality: 2**
- Impact - Cyclist / Pedestrian: 101**
- Impact – Infrastructure Layout / Signal Phasing: 21**
- No Comment left: 62**

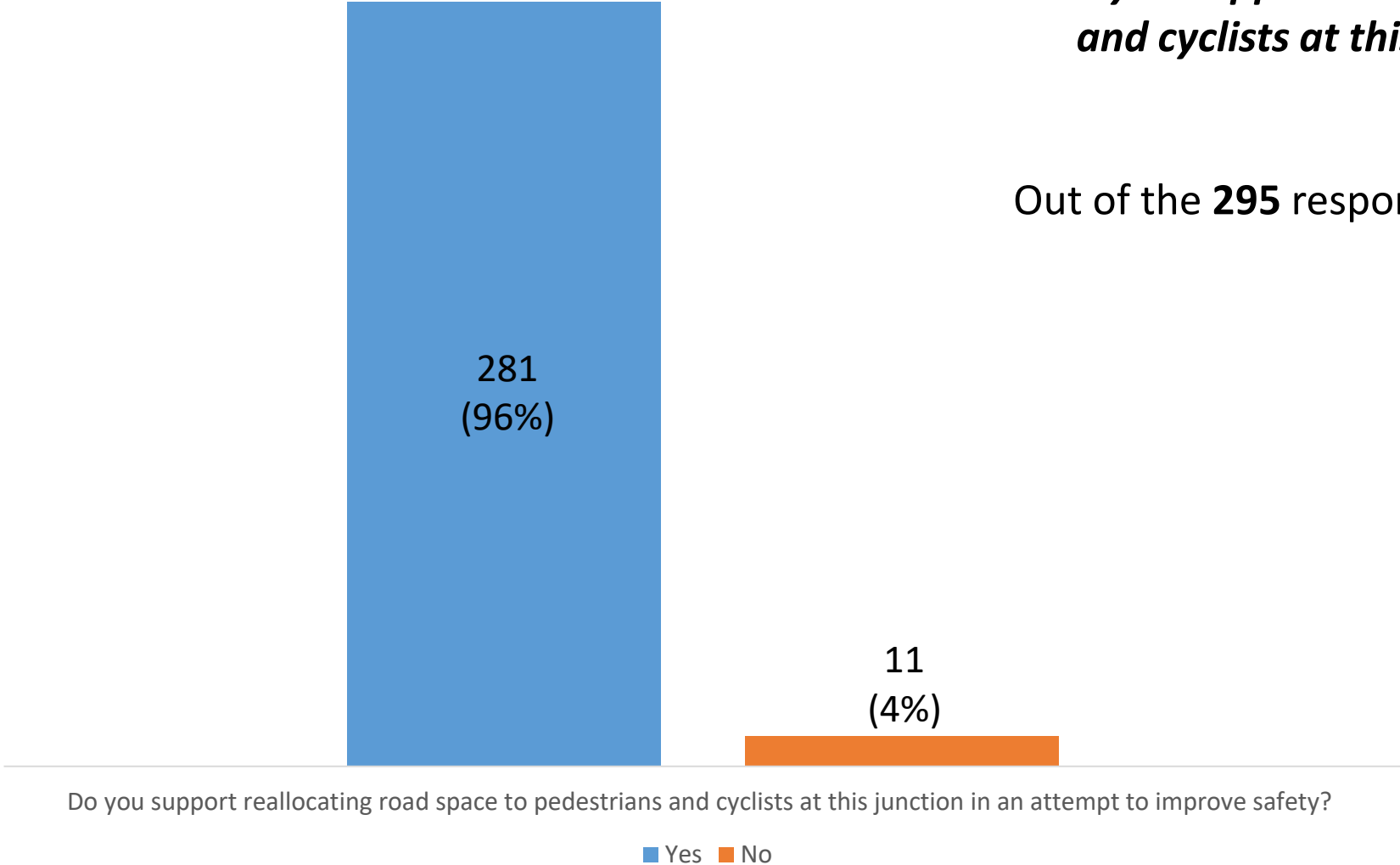


# Supporters of Option B - Road Space Reallocation Response

Question 5 asked respondents the following question;

***‘Do you support reallocating road space to pedestrians and cyclists at this junction in an attempt to improve safety?’***

Out of the **295** responses for Option **B**, **292** responded to this question.



# Option B supporter example responses

Below is a selection of comments from the comments left in support of option B within the aforementioned categories:

Congestion / Air Quality	General Support	Pedestrian / Cyclist Support	Q / C – Pedestrian & Cycling	Q/C - Infrastructure Layout / Signal Phasing	Infrastructure Layout / Signal Phasing
<p>It much better reflects how the vast majority of people (not cars) use this junction. I think it would very much improve safety. It would also be a better starting point for encouraging greener forms of transport and less cars in the city. We cannot go on tinkering around the edges as the planet burns and our beautiful city strains under the weight of all the cars.</p>	<p>Great</p>	<p>New crossing beneficial for people walking to/from High Petergate. More options of where to cross might help spread foot traffic/ease pedestrian congestion. Removal of left hand lane might make is clearer/safer for cyclists.</p>	<p>Preferred to option A. There's nothing to stop buses pulling out into cyclists from outside the gallery (w which they do). Widened pedestrian paths and single crossing is much more preferable.</p>	<p>Despite the increase to traffic, this is a better solution for pedestrians, as long as traffic turning left onto Bootham from St Leonards place do not jump the lights... Can I also suggest that you do not use the low level pedestrian crossing lights that are present elsewhere - such as at the other end of Gillygate. I find that crossing hard to use, the green man cycle is very short, the sound that plays while green man is active is often delayed, only coming on several seconds after the green man is active, and the low level position of the green man makes it hard to see - I prefer something at head high.</p>	<p>Much preferred. Increased delays to vehicles may mean that some drivers re-assign to other routes.</p>
<p>This solves all the problems , admittedly at the cost of greater traffic waiting times. But what this actually means is that, in the long run, as we discourage cars from the town centre, less cars will use the route. Come on, be brave. How are we going to meet emission targets, and improvements in life quality, safety and city image unless we make bold steps instead of creeping from one unsatisfactory solution to another</p>	<p>Better solution</p>	<p>Much safer for cyclists approaching Gillygate for the South/train station side of town</p>	<p>I think this option would be great when I'm a pedestrian. As a cyclist I have mixed feelings. When approaching from St Leonards it's already tricky to navigate with buses pulling in and out of the lane on your left. Reducing it to one lane may make drivers less patient and the traffic flow more stop/start. I'm also wondering what happens if as a cyclist I get stuck between the existing and new pedestrian crossing although am assuming this risk may be negated by the traffic light system</p>	<p>A better option than A as it takes account of the congested footway on the corner Gillygate/High Petergate. Traffic light signalling should include a simultaneous pedestrian phase on all legs of the junction to allow diagonal crossing. The effect of a reduction in capacity of the road network can be mitigated by selective traffic restrictions. For example a ban on HGV using Gillygate. An example of current through HGV use is petrol tankers serving Morrisons. These should be rerouted around the outer ring road and in along Hull Road</p>	<p>Better than A, traffic should be restricted not walking</p>

## Comment Categorisation for respondents supporting Neither Design Option

- **Air Quality Impact :**

*E.g. Issues with Air Quality Impact / Pollution relating to the proposed Option.*

- **General Rejection :**

*Comments that largely dislike the proposed option without explanation.*

- **General Support :**

*Comments that largely support the proposed option with limited negativity.*

- **Non definitive :**

*Comment that can't be defined due to lack of substance.*

- **Pedestrian / Cycling related issues :**

*E.g. Issues with Pedestrian / Cycling topics relating to the proposed Option.*

- **Infrastructure Layout / Signal Phasing :***E.g. Issues with Infrastructure Layout / Signal Phasing relating to the proposed Option.*

# Respondents Supporting Neither Option - Comments made on Option A

Air Quality Impact - 6

General Rejection - 41

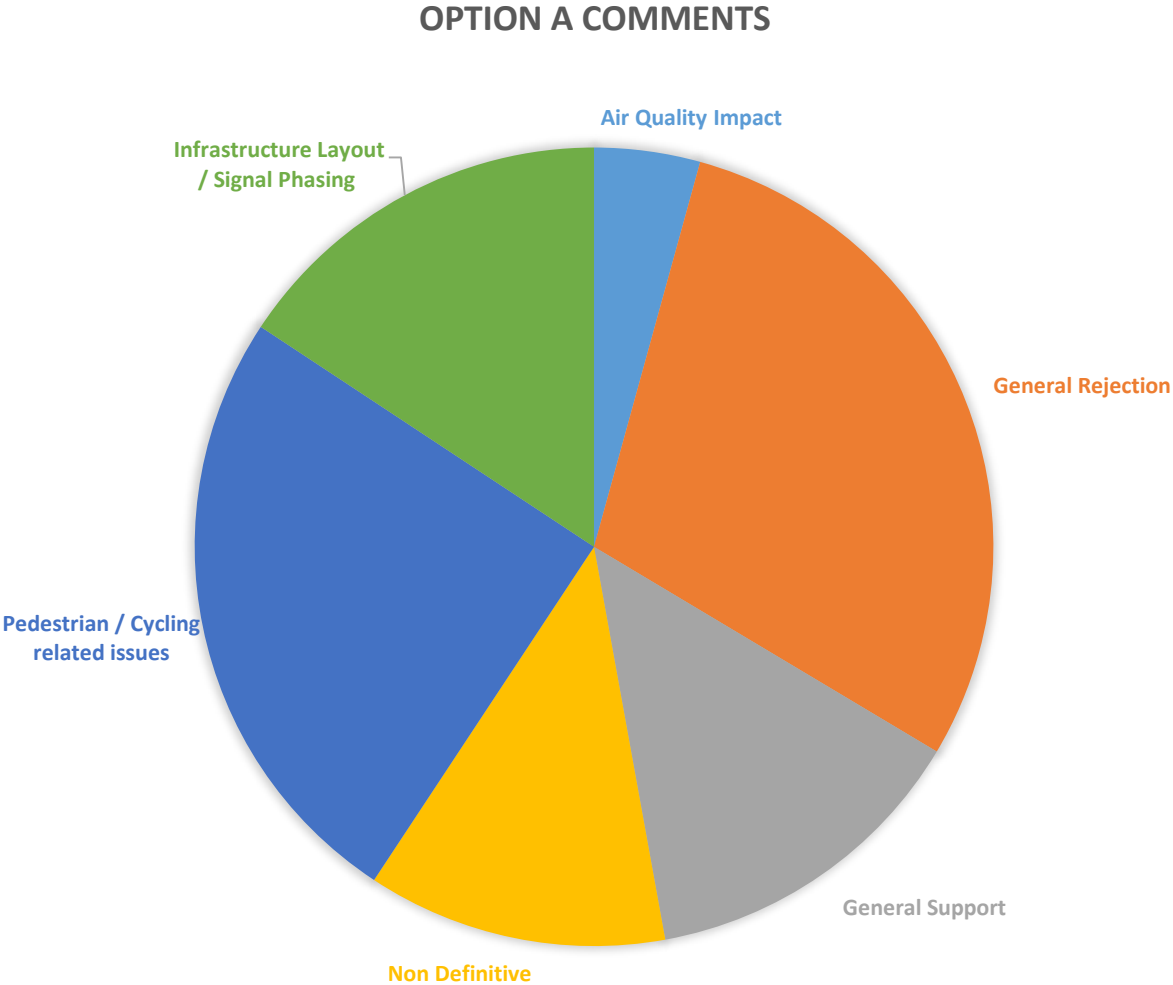
General Support - 19

Non Definitive - 17

Pedestrian / Cycling related issues - 35

Infrastructure Layout / Signal Phasing - 22

No comment left - 26



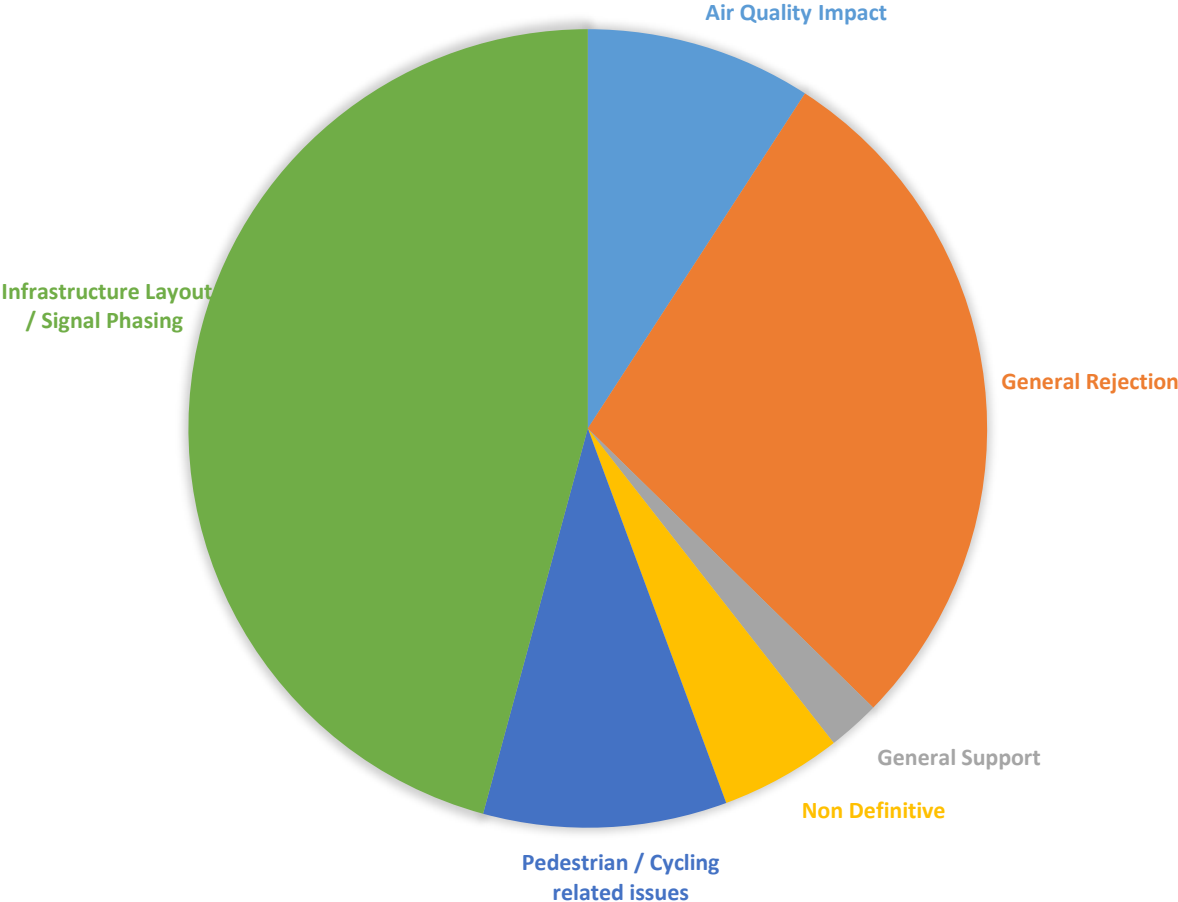


# Neither Option supporter example responses on Option A

Air Quality Impact	General Rejection	General Support	Non Definitive	Pedestrian / Cycling Issues	Infrastructure Layout / Signal Phasing
<p>I'd prefer to see the inner ring road section limited to public transport only and largely pedestrianised. CYC needs to take bolder action to deal with this heavily polluted and unpleasant area of York to walk along</p>	<p>Will make no difference the design is inadequate for the volume of traffic</p>	<p>As now so happy with the limited change whilst also providing more space for pedestrians.</p>	<p>Do not see any improvement</p>	<p>It doesn't appear to address the depth of the pedestrian crossing between Gillygate and Bootham. In particular the Bootham Bar side of Gillygate. It is not possible to safely stand at the pedestrian crossing there and people to also pass behind on the pavement. People waiting to cross the junction are frequently pushed into traffic as the pavement is a bottle neck at this corner</p>	<p>This looks to me like papering over the cracks. It is not apparent to me that it addresses the fact that the lights are confusing and traffic movement inefficient.</p>
<p>In terms of upgrading the infrastructure both options do this so something does need doing. Air quality has to be the priority so research is needed to show least increase in pollution. I think we need to go further and think about reducing traffic full stop on Gillygate, the pollution is hazardous to health, and whilst Option A provides an upgrade in the lights, nothing changes for residents.</p>	<p>It seems like it would cost money, but barely change the usability or safety of the junction.</p>	<p>Option seems fine. Although to be honest the current junction situation works okay and it doesn't seem dangerous when I have been a pedestrian crossing any of those junctions.</p>	<p>NOT RADICAL ENOUGH. CLOSURE OF LENDAL BRIDGE SOME YEARS AGO WAS EXCELLENT.</p>	<p>Looks ok, but the real issues are the width of the pavements on Gillygate and Bootham, not enough room to wait to cross and for Pedestrians wanting to walk by.</p>	<p>If lights sequences are as before it can take 2 light changes and a long wait to cross 2 junctions as the wait time for traffic from St Leonards place isn't very long</p>

# Respondents Supporting Neither Option - Comments made on Option B

OPTION B COMMENTS



**Air Quality Impact - 13**

**General Rejection - 40**

**General Support - 3**

**Non Definitive - 7**

**Pedestrian / Cycling related issues - 14**

**Infrastructure Layout / Signal Phasing - 65**

**No comment left - 24**

# Neither Option supporter example responses on Option B

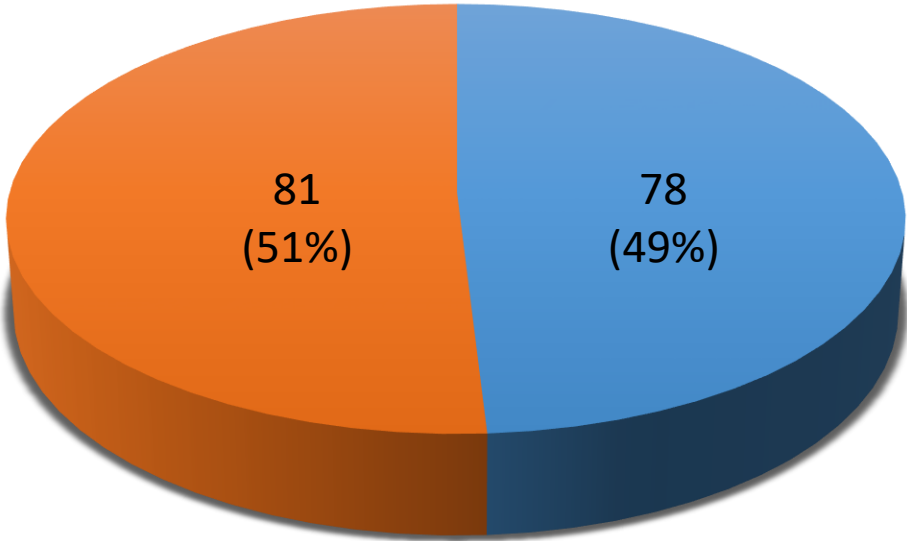
Air Quality Impact	General Rejection	General Support	Non Definitive	Pedestrian / Cycling Issues	Infrastructure Layout / Signal Phasing
The 30% reduction in traffic capacity will hugely diminish air quality in Bootham	Just awful	Single crossing would be an improvement but not sure the extra crossing is needed. Feels like a more radical solution would help with congestion e.g. one way system.	Won't make a difference	Still doesn't fundamentally address the lack of pavement space at Gillygate.	What a disaster this will be, close half the road, hold up traffic even more and cause more pollution, brilliant! Only in York
Please- no more traffic fumes needed in this area	Not much change, still favours motorized transport	The new pedestrian crossing, and the switch to a straight over crossing at St Leonards place would be welcome, but still doesn't address other problems at the junction. Need to be more creative!	MY COMMENTS TO OPTION A APPLY EQUALLY TO OPTION B.	This doesn't improve the area which is a danger to pedestrians eg Gillygate. Worse for vehicles with no real benefit to pedestrians Cerys worse for cyclists	Removing the left turn lane from St Leonard's would not be wise. This is already a congested junction and removing the left turn lane would make the congestion much worse, affecting not just this junction but also the junction of St Leonards and Museum Street. Is there a way to add the new crossing from east Gillygate to west St Leonard's onto Option A? This would be ideal.

# Supporters of Option B - Road Space Reallocation Response

Question 5 asked respondents the following question;

***‘Do you support reallocating road space to pedestrians and cyclists at this junction in an attempt to improve safety?’***

Out of the **166** responses for the **‘Neither’** Option, **159** responded to this question.



■ Yes ■ No