

City of York Council

Jubilee Terrace to Scarborough Bridge riverside path
Consultation report

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City of York Council

Prepared for:

City of York Council

Prepared by:

AECOM - Stakeholder Engagement, Consultation and Communications

Table of Contents

Introduction	5
Email responses.....	6
York Cycle Campaign.....	6
Friends of Leeman Park.....	6
Individual response.....	7
Feedback form responses.....	9
Demographics	9
Respondent gender	9
Respondent disability.....	9
Use of the path	10
What the path is used for	12
Support for improvements	15
Types of improvement.....	17
Path widening.....	28
Creating a new route to segregate cyclists and pedestrians.....	30
Other considerations.....	34

Figures

Figure 1: Gender identity of respondents	9
Figure 2: Whether respondents have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more	10
Figure 3: How respondents usually travel on the riverside path.....	10
Figure 4: How regularly respondents walk on the riverside path.....	11
Figure 5: How regularly respondents cycle on the riverside path.....	11
Figure 6: How respondents use the riverside path, divided by gender	12
Figure 7: How respondents with a disability use the riverside path	12
Figure 8: What respondents use the riverside path for.....	13
Figure 9: Additional reasons respondents use the riverside path.....	13
Figure 10: What respondents use the riverside path for, separated by gender.....	14
Figure 11: What respondents who reported having a disability use the riverside path for	14
Figure 12: Level of support from respondents for improvements to the riverside path	15
Figure 13: Level of support from respondents for improvements to the riverside path, split by gender	16
Figure 14: Level of support for improvements to the riverside path from respondents who reported having a disability	16
Figure 15: Aspects of the riverside path respondents would like to see improve	17
Figure 16: Proportion of respondents selecting different levels of priority for different types of improvement to the path.....	22
Figure 17: Weighted averages for levels of priority for different types of improvement to the path	23
Figure 18: Top three priority areas for improvements to the riverside path	24
Figure 19: Top three priority areas for improvements to the riverside path, split by gender	25
Figure 20: Top three priority areas for improvements to the riverside path for respondents who reported having a disability	27

Tables

Table 1 Summary of key themes of comments received via email	7
Table 2: Summary of comments relating to other potential areas for improvement.....	18
Table 3: Summary of comments on widening the existing route	28
Table 4: Summary of comments on creating a new route.....	31

Table 5: Summary of comments relating to other considerations.....	34
Table 6: Summary of additional comments.....	39

Introduction

The following document provides a summary of the responses to the City of York Council public consultation on potential improvements to the riverside path between Jubilee Terrace and Scarborough Bridge.

The consultation began on Friday 2 December 2022 and concluded at 11:59pm on Sunday 8 January 2023. Members of the public and stakeholders were asked to submit their comments online at www.york.gov.uk/RiversidePath, or via email or post. There were also two public drop-in events, where attendees could fill out and submit hard copy response forms. These took place at St. Barnabas Church (Jubilee Terrace, Leeman Rd, York, YO26 4YZ) on the dates and times shown below.

- Saturday 10 December, 10:30am to 3:30pm.
- Tuesday 13 December, 12:30pm to 7pm.

A total of 444 consultation responses were received. This is made up of 441 responses via the online or hard copy response form, and three emails. Five hard copy response forms were received after the close of the consultation. They are not included in the analysis in this report, but have been read and considered by the project team.

This document contains a breakdown of these responses, including quantitative and qualitative data identifying common themes. It also includes a brief summary of the type of respondent, including their stated use of the path, frequency of use, as well as other demographic data.

Email responses

Three email responses were received during the consultation period. A summary of each email is given below, and then summarised in Table 1.

York Cycle Campaign

York Cycle Campaign (YCC) expressed support for the proposals to improve the path, noting particularly that the case for improvements was strong regardless of the York Central development but strengthened as a result of it, particular as a result of the stopping up of Leeman Road. Issues flagged with the existing path included:

- safety at night;
- impassibility during river flooding;
- poor delineation between cycle space and pedestrian space;
- inadequate width;
- lighting arrangements (and their obstruction by trees);
- poor maintenance, particularly in winter;
- inaccurate flood signage; and
- the pinch point at Scarborough Bridge.

It was noted that, in general, these factors discouraged cyclists from using this path, and any potential future efforts to improve this route should consider the impact on active travel routes.

YCC noted a preference for the creation of segregated paths, allowing various users to comfortably use the riverside path. It noted that its preferred approach was the creation of a new segregated path for pedestrians, and a two-way cyclist path on the route of the existing path.

It also noted guidance in Local Transport Note (LTN) 1/20, in particular in relation to segregated routes, transitions points and signage, which the proposals should be cognisant of. It noted consideration should be given to options at Scarborough Bridge, including opening up and utilising the bricked up arch.

Friends of Leeman Park

A response was received from Friends of Leeman Park. The group set out their interests, the importance of the riverside path for residents, engagement so far, and concerns with proposals. As with YCC, the group expressed support for the proposals to improve the path, noting particularly that the case for improvements was strong regardless of the York Central development but strengthened as a result of it.

The group raised several points, including:

- that the closure of Leeman Road will adversely affect path users who will be discouraged/ limited in their options for access to and from the city centre;
- a preference for a fully segregated pedestrian and cycle path, with clear markings to avoid clashes;
- the need for clear, up-to-date and potentially electronic signage to warn of path flooding, early on the path;
- the need to raise the existing path to make it passable during flood events;
- the need for improved lighting, at mid-level, to ensure tree canopies do not encroach;
- the need for improved seating and resting areas;
- the need for more bins along the route; and

- the need for improved landscaping and greenery along the route.

It noted a preference for all the proposed improvements to be delivered, and were necessary to achieve a safe and dependable route. With regards to approach to segregation between pedestrians and cyclists, a preference was expressed for two fully separate paths.

The group also noted the need to avoid simultaneous closures of both the riverside route and Leeman Road and that, if the riverside route inevitably has to close for construction, it must be done before the stopping-up of Leeman Road comes in to effect.

Individual response

An email response was received from a local resident, who also identified themselves as a wheelchair user. The individual emphasised a preference for segregation of the paths between cyclists and pedestrians, and noted that a particular area of concern was the path under Scarborough Bridge.

The individual also noted that they would like to see improved seating, lighting, signage, and maintenance, noting these aspects significantly hindered the accessibility and safety of the path.

Another issue that was raised by the individual was the ramp to Aldborough Way, noting that the turn at the top is too steep and unsuitable for those in wheelchairs (especially in icy and wet conditions), and that the lack of a landing at the bottom of the ramp often means water pools in this area, limiting accessibility. This response also noted that signage and wayfinding on Aldborough Way could be improved.

Table 1 Summary of key themes of comments received via email

Theme/ improvements	Detail of comments in emails
Segregation of paths between pedestrians and cyclists	<p>This was a commonly occurring theme across all three emails.</p> <p>All three responses shared explicit preference for a segregated route between cyclists and pedestrians.</p> <p>Responses received shared various reasons for this improvement, including safety and risk of accidents, and encouraging active travel by improving path infrastructure.</p>
Maintenance	<p>This was also a commonly occurring theme across all three emails.</p> <p>All respondents noted that the riverside path requires better maintenance, with overgrown greenery, fallen leaves, damage to the surface of the path, unevenness, damage from flooding, and general wear and tear. Comments also noted the need for gritting during cold weather.</p> <p>A number of respondents also commented on the issue of litter, and the need for more litter bins to be installed along the route.</p> <p>Some also noted that the existing road markings and signage was in poor condition or needed improving.</p>
Closure of Leeman Road	<p>Two of the responses received via email made reference to the closure of Leeman Road, and how this would adversely affect path users.</p> <p>These responses emphasised the importance of any improvements to the riverside path to residents in the area, and how they rely on this route for leisure and livelihood.</p>

Theme/ improvements	Detail of comments in emails
Underpass under Scarborough Bridge	<p>Two of the responses noted that the underpass under Scarborough Bridge hindered users of the riverside path. It was noted that, during busy times, pedestrians and cyclists often queued on either side of the bridge to pass safely.</p> <p>One respondent suggested that the possibility of opening up and using the brick-filled arch should be considered, to provide more space for users of the path.</p>
Improved landscaping/greenery	<p>Two of the responses noted a preference to improve/ retain existing trees and greenery, and encourage the enhancement of the path by introducing more landscaping features along the route.</p>
Ramp to Aldborough Way	<p>Two of the responses noted that improvements were needed to the ramp to Aldborough Way, and often limited accessibility for many users. Respondents noted this was particularly the case during cold and wet weather.</p>
Improved seating along the route	<p>Two of the responses noted that they would like to see improved seating and resting places along the route.</p>
Improved lighting	<p>All of the responses noted a desire for improved lighting along the route, to enhance safety and usability at all hours. It was noted that the current lighting arrangements were inadequate, and often limited by vegetation, so any new installations should take these factors into consideration.</p>

Feedback form responses

441 feedback form responses were received during the consultation period. A summary of the data from these is included in the remainder of this report. The email responses summarised in the previous section do not form part of this summary.

It starts by looking at two key demographics, and then analyses the responses received to each of the 11 questions about usage of the riverside path, support for the potential improvements, and any further suggestions that could shape the future of the path.

Demographics

The response form contained a section that asked a number of demographic questions about respondents. This demographic data is excluded from this report, except for that relating to gender and disability. This is included below and as part of the quantitative data in following sections, to give further context and insight into some answers.

Respondent gender

Figure 1 shows the gender breakdown of respondents to the consultation, with 129 respondents (50.4%) identifying as male, 125 (48.8%) respondents identifying as female and 2 (0.8%) respondents identifying as non-binary/gender variant. All other respondents selected the 'prefer not to say' option, or skipped the question.

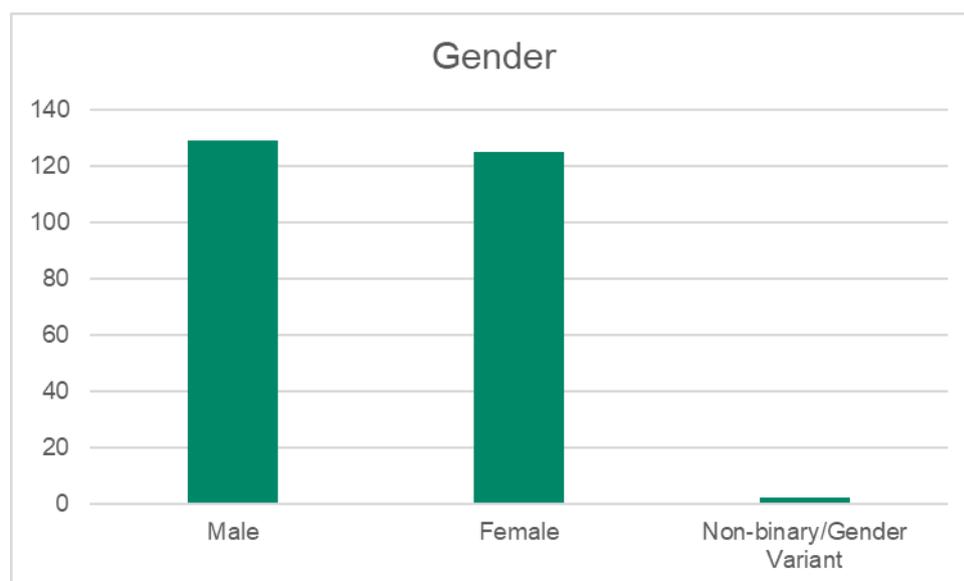


Figure 1: Gender identity of respondents

Respondent disability

Figure 2 details how many respondents stated that they had a physical or mental health condition or illness that has lasted or is expected to last 12 months or more. Of the 251 respondents who answered this question, 52 (20.7%) respondents noted that they had some form of disability, with 199 (79.3%) noting they did not. All other respondents selected the 'non-binary/gender variant' or 'prefer not to say' option, or skipped the questions.

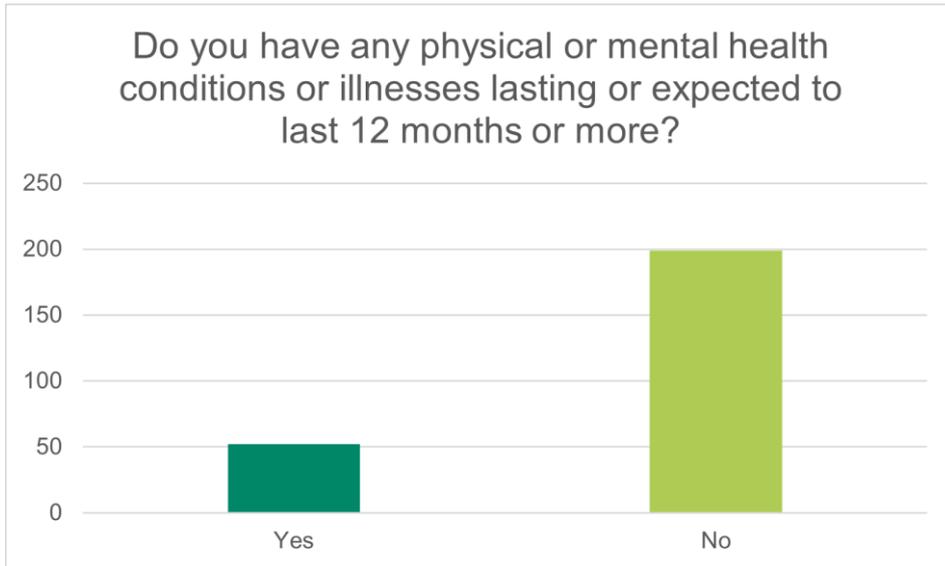


Figure 2: Whether respondents have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more

Use of the path

Respondents were asked about their current use of the path – what mode they use (walk, cycle, or other) and how often they use each mode they selected (regularly – at least once a week; occasionally – a couple of times a month; rarely – a few times a year; not at all). Respondents were able to select more than one option, and also able to submit free text answers, detailing alternative ways they use the riverside path.

Of the 441 respondents to the consultation, 383 answered this question, with 58 skipping it. As shown in **Figures 3, 4 and 5**, the majority of respondents noted that their main method of travelling on the riverside path between Jubilee Terrace and Scarborough Bridge regularly involved walking, with cycling also being popular.

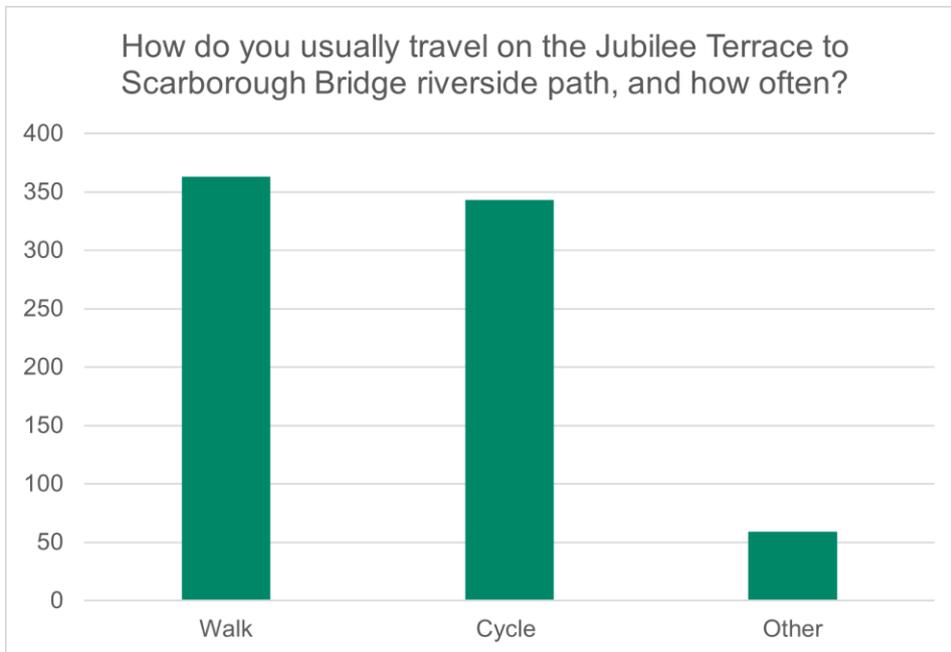


Figure 3: How respondents usually travel on the riverside path

Of the 383 respondents who answered the question about what mode they use on the path, 363 provided detail about how often, if at all, they walked on the riverside path. **Figures 5 and 6** illustrate how regularly these respondents walk or cycle along the riverside path.

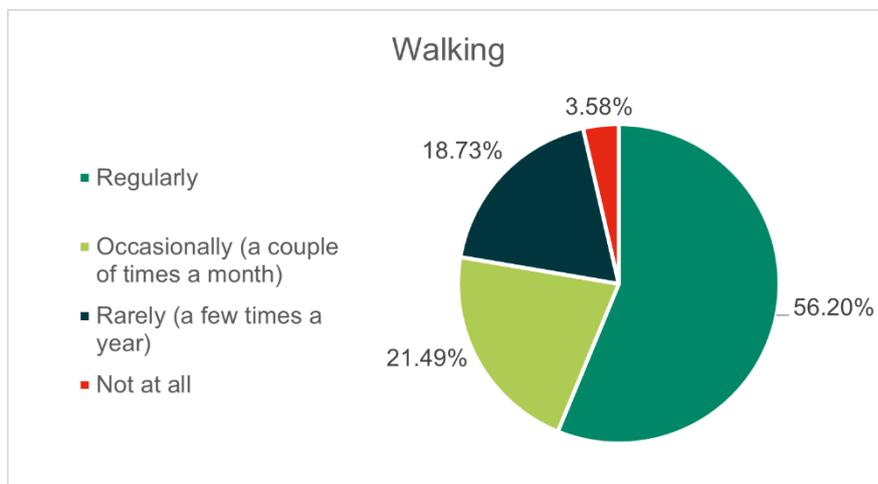


Figure 4: How regularly respondents walk on the riverside path

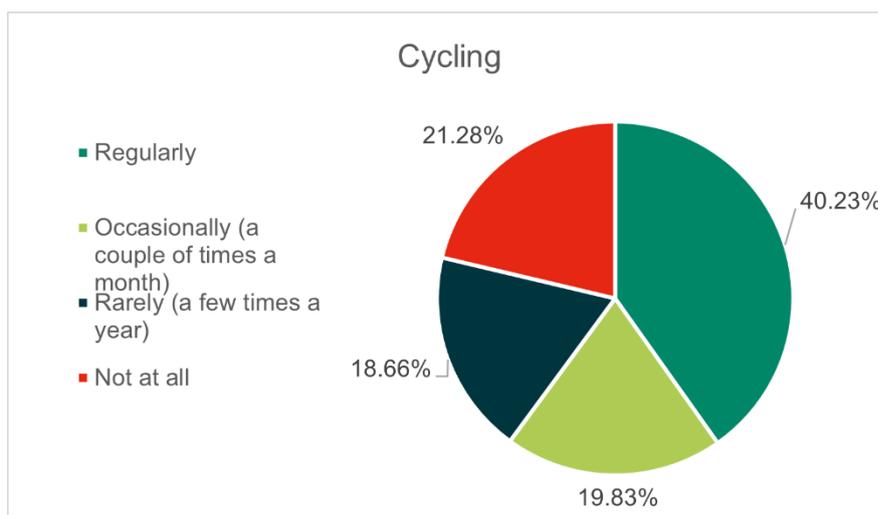


Figure 5: How regularly respondents cycle on the riverside path

Of the 59 respondents that selected 'other' or provided more information through free text, the following usage types and comments were specified.

- Running (17 respondents).
- Provision of additional information about type of walking (e.g. regularity, destination, purpose) (15 respondents).
- Using a scooter (6 respondents).
- Provision of additional information about type of walking (e.g. regularity, destination, purpose) (5 respondents).
- Pushing a wheelchair/ in their wheelchair (4 respondents).
- Reiterating that they use the path regularly (3 respondents).
- Roller-skating (2 respondents).

- Noting that the way/ how often they use the path depends on its maintenance or weather conditions (2 respondents).

With regards to gender identity, of the 256 respondents who provided their gender, 255 answered this question, with one respondent skipping the question. As shown in **Figure 6**, of the respondents who answered this question, an almost equal proportion of male, female and non-binary/gender variant respondents walk on the riverside path, with more male respondents opting to cycle as opposed to female and non-binary/gender variant respondents.

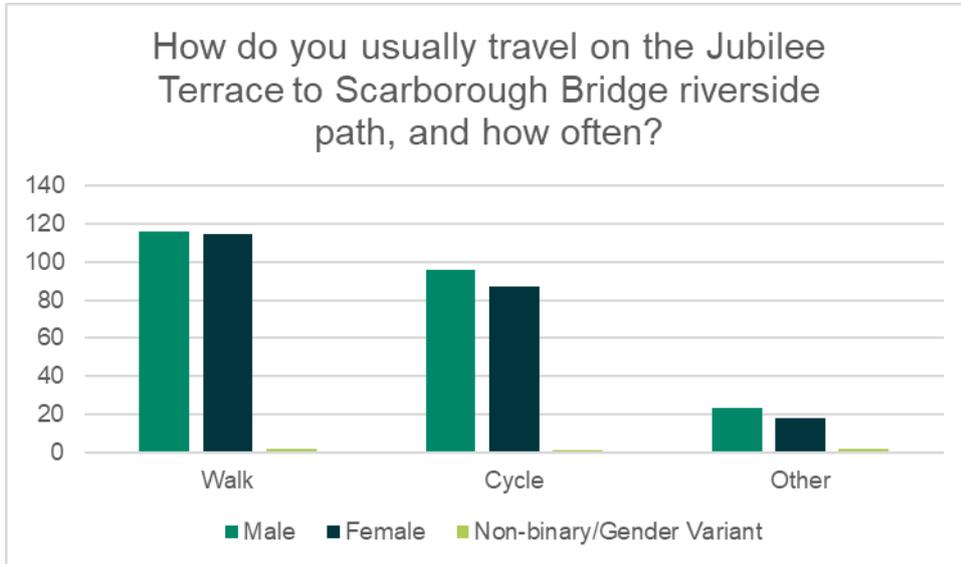


Figure 6: How respondents use the riverside path, divided by gender

Of the 251 respondents who shared details of whether they had a disability, 250 answered this question. As shown in **Figure 7**, of the 52 respondents who declared a disability, 48 noted they walk on the path, with 47 using the path as a cycling facility, and 41 providing comments under 'other'.

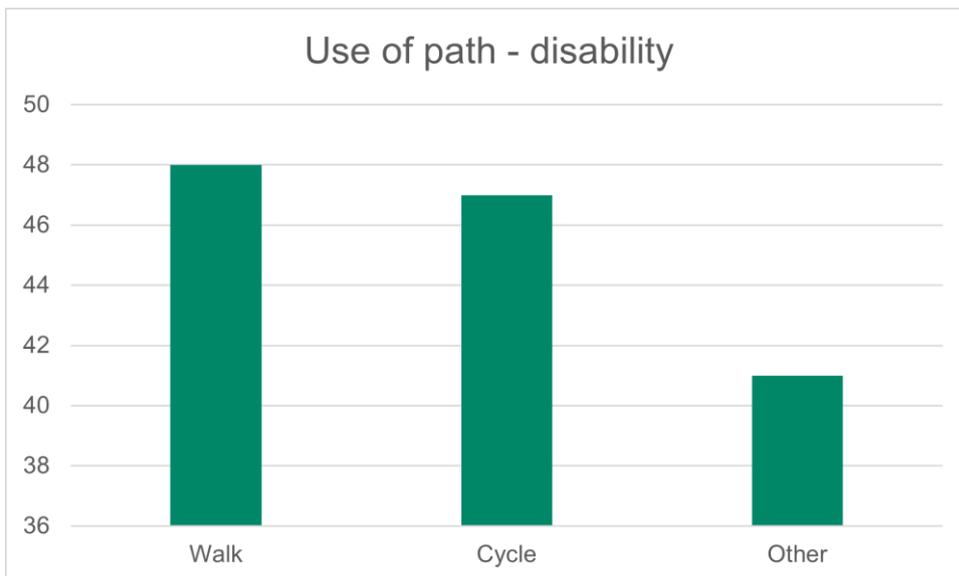


Figure 7: How respondents with a disability use the riverside path

What the path is used for

Respondents were also asked why they used the riverside path. This question featured a number of multiple choice options, as well as an 'other' free-text option. Respondents were able to select more than one option.

Of 441 respondents who filled out a response form, 383 responded to this question, with 58 opting to skip it. As shown in **Figure 8**, the most common use for the path is for leisure purposes (283 respondents, 73.9% of total respondents to this question), followed by getting to work (182 respondents, 47.5% of total respondents to this question), visiting friends or family (145 respondents, 37.9% of total respondents to this question) and getting to school (14 respondents, 3.7% of total respondents to this question).

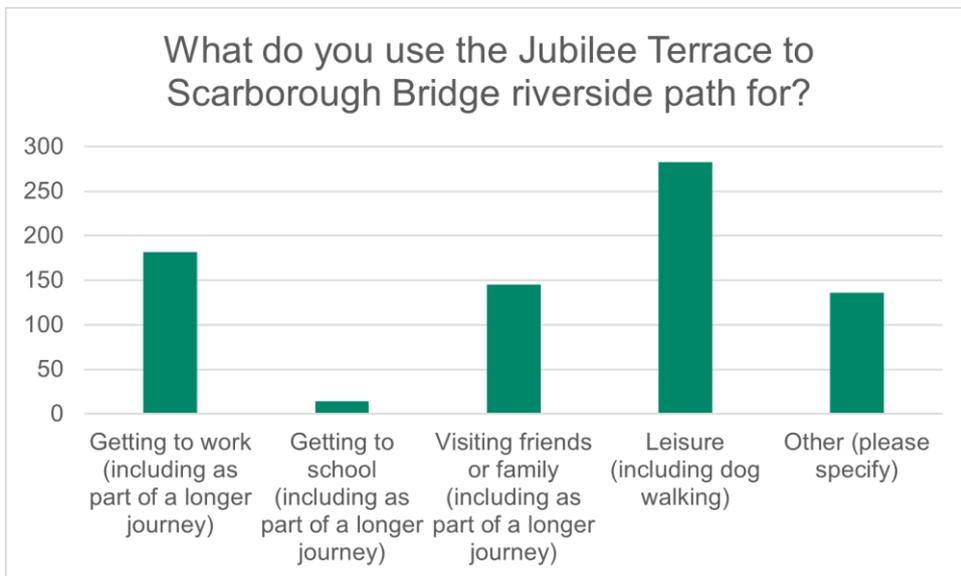


Figure 8: What respondents use the riverside path for

As shown in **Figure 9** below, of the 136 'other' free-text comments received, 68 (50% of total respondents to this question) noted they used the path for shopping/ other leisure activities, 61 (44.9% of total respondents to this question) provided more detail on existing options, 20 (14.7% of total respondents to this question) used the path to access other means of transport, 15 (11% of total respondents to this question) to attend medical or other appointments, and six (4.4% of total respondents to this question) to visit a place of worship. Please note, three answers were omitted, as they were either not legible, or did not apply to the question.

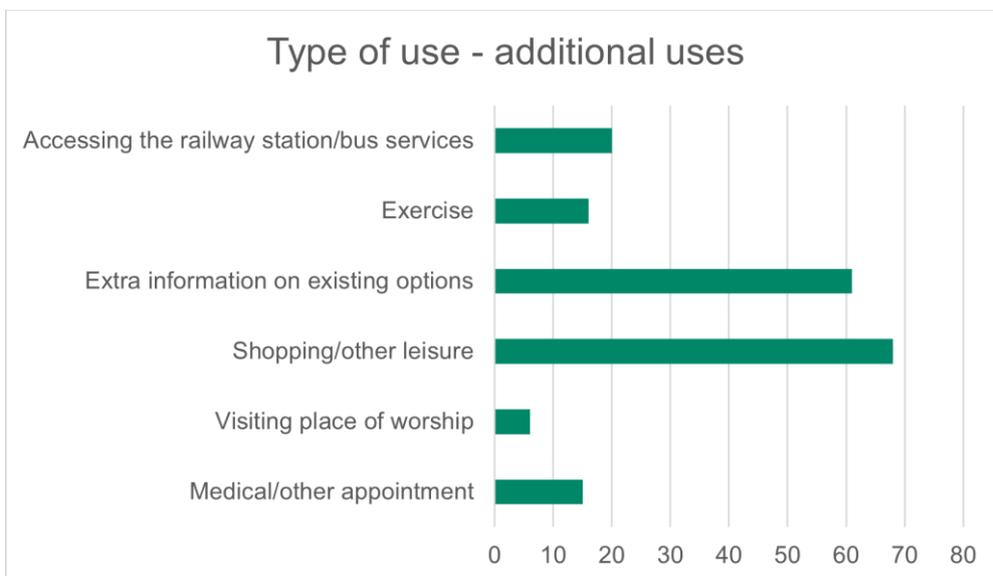


Figure 9: Additional reasons respondents use the riverside path

When looking at the responses to this question by gender, of the 256 respondents who provided their gender, all answered this question, with the breakdown shown in **Figure 10**. This shows some variation in how uses for the path vary by gender. For example, 100 female respondents (80% of total female respondents) and two (100%) non-binary/gender variant respondents noted they use it for leisure, as opposed to 92 male respondents (71% of

total male respondents). When looking at visiting family or friends, 50 (40%) female respondents and two (100%) non-binary/gender variant respondents noted that they use the path for this purpose, as opposed to 46 (35.7%) male respondents. This also shows that more male respondents (63, 48.8%) use the path to get to work, as opposed to 58 (46.4%) of female respondents and one (50%) non-binary/gender variant respondent.

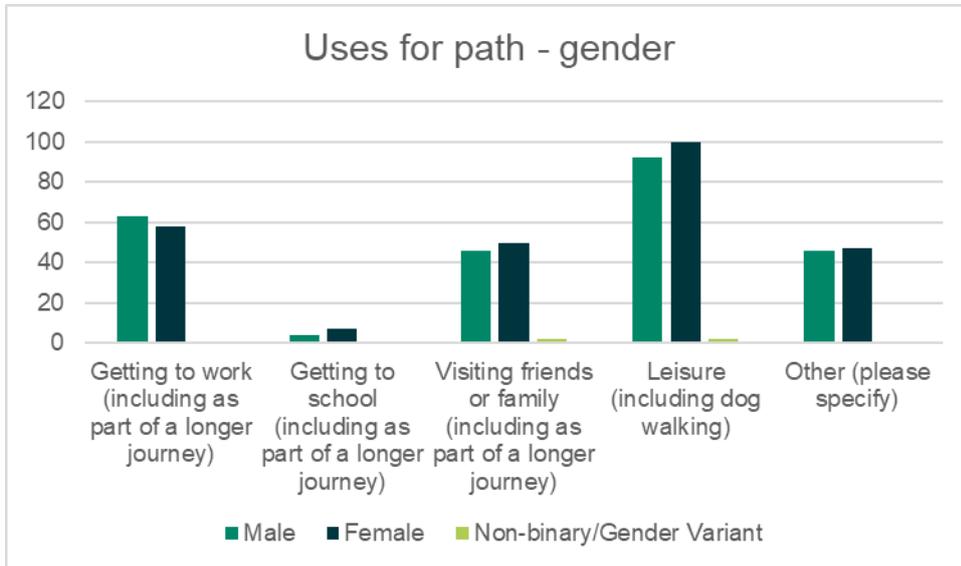


Figure 10: What respondents use the riverside path for, separated by gender

When looking at the responses to question by disability, of the 251 respondents who provided information on whether they had a disability or not, all respondents answered this question. **Figure 11** shows the breakdown of answers provided by the 52 respondents who noted they had some form of disability, lasting or expected to last 12 months or more. Of those respondents, the most common use for the path is leisure (44 respondents, 84.6% of the 52 respondents with declared disability), followed by 26 respondents (50%) using the path to get to work, 23 (44.2%) visiting friends and family and four respondents (7.7%) getting to school.



Figure 11: What respondents who reported having a disability use the riverside path for

Support for improvements

Respondents were also asked about their level of support for proposals to improve the Jubilee Terrace to Scarborough Bridge riverside path. This question included five multiple choice options: strongly support, support, neutral/ no strong view, oppose, and strongly oppose.

As shown in **Figure 13**, 380 respondents answered this question, with 61 skipping it. Overall, 315 respondents (83%) selected 'strongly support', with 50 (13%) selecting 'support', 11 (3%) selecting 'neutral/ no strong view', one (0.26%) selecting 'oppose' and three (0.79%) selecting 'strongly oppose'.

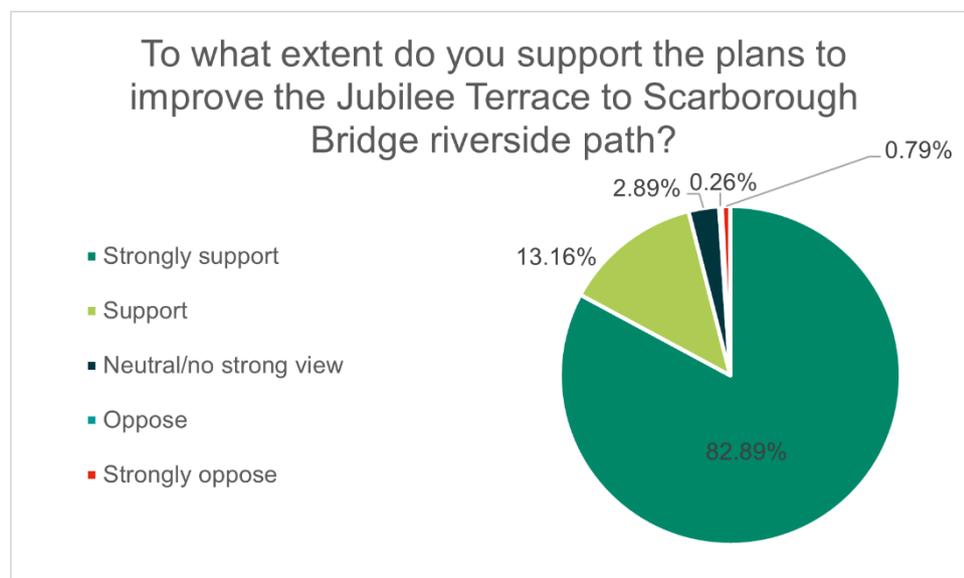


Figure 12: Level of support from respondents for improvements to the riverside path

Of the 256 respondents who provided their gender, all respondents answered this question. As shown in **Figure 13**, male, female and non-binary/gender variant respondents overwhelmingly supported proposals to improve the riverside path, with 127 of 129 male respondents (98.5%) either strongly supporting, or supporting improvements, and 120 of 125 female respondents (96%) strongly supporting or supporting improvements. Of the two non-binary/gender variant respondents, 100% selected 'strongly support' in response to this question.

Two male respondents (1.5%) selected neutral/no strong view, with three female respondents (2.4%) selecting the same option. Two female respondents (1.6%) opposed or strongly opposed the proposals to improve the path.

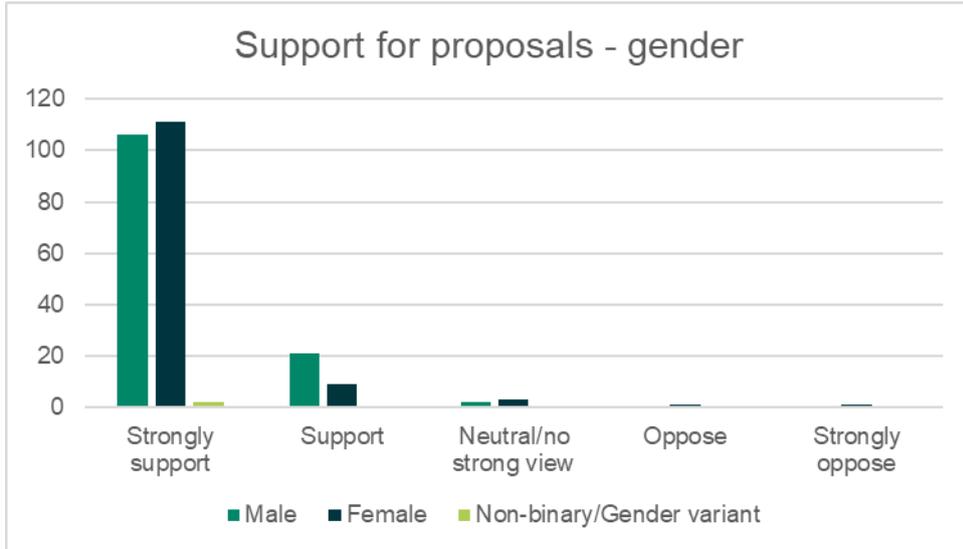


Figure 13: Level of support from respondents for improvements to the riverside path, split by gender

As shown in **Figure 14**, of the 251 respondents who provided information on whether they had a disability or not, all respondents answered this question. Of the 52 respondents who noted they have a disability, 51 (98%) stated they either strongly supported or supported proposals to improve the riverside path, with one respondent (2%) stating they are strongly opposed.

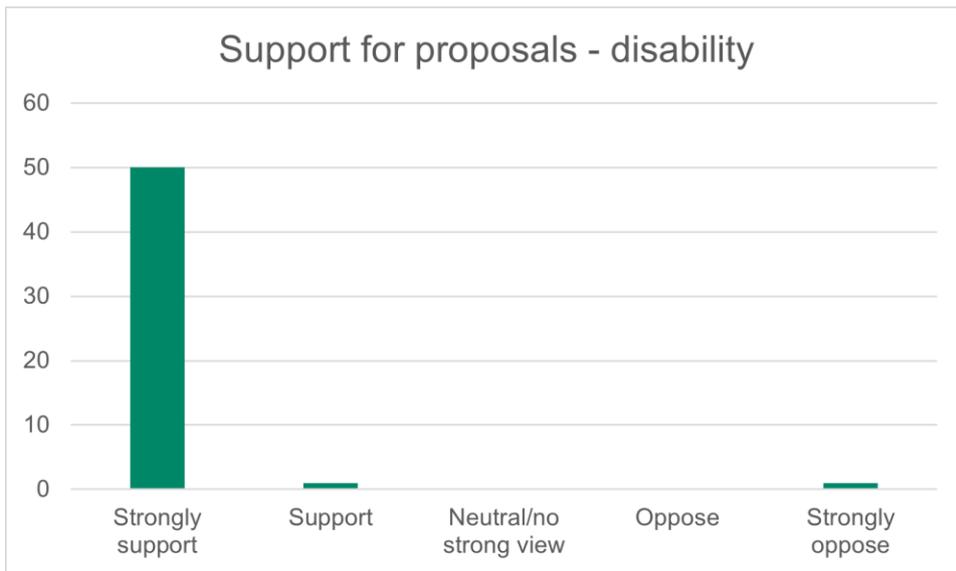


Figure 14: Level of support for improvements to the riverside path from respondents who reported having a disability

Types of improvement

The following section of the report analyses a number of questions in the survey, which explored in more detail the various improvements that could be made to the Jubilee Terrace to Scarborough Bridge riverside path. These questions assessed views on priorities and potential improvements. Many of these questions allowed for respondents to provide free-text answers, all of which have been included and analysed in the tables and charts below.

The first of these questions asked respondents about what they thought needed improving on the riverside path. This question included multiple choice options, as well as a free-text option to provide any other thoughts. This question allowed for respondents to select more than one option.

In total, 385 respondents answered this question, with 56 opting to skip it. As shown in **Figure 15**, the area for improvement selected by the highest number of respondents was space for different types of users, with 322 (83.6%) of respondents selecting it. This was closely followed with 316 (82.1%) respondents selecting lighting, 301 (78.2%) selecting usability during flooding, 276 (71.7%) selecting the condition of the path, 264 (68.6%) selecting safety and security, 144 (37.4%) selecting the path along Jubilee Terrace/ Cinder Lane and 134 (34.8%) selecting accessibility improvements.

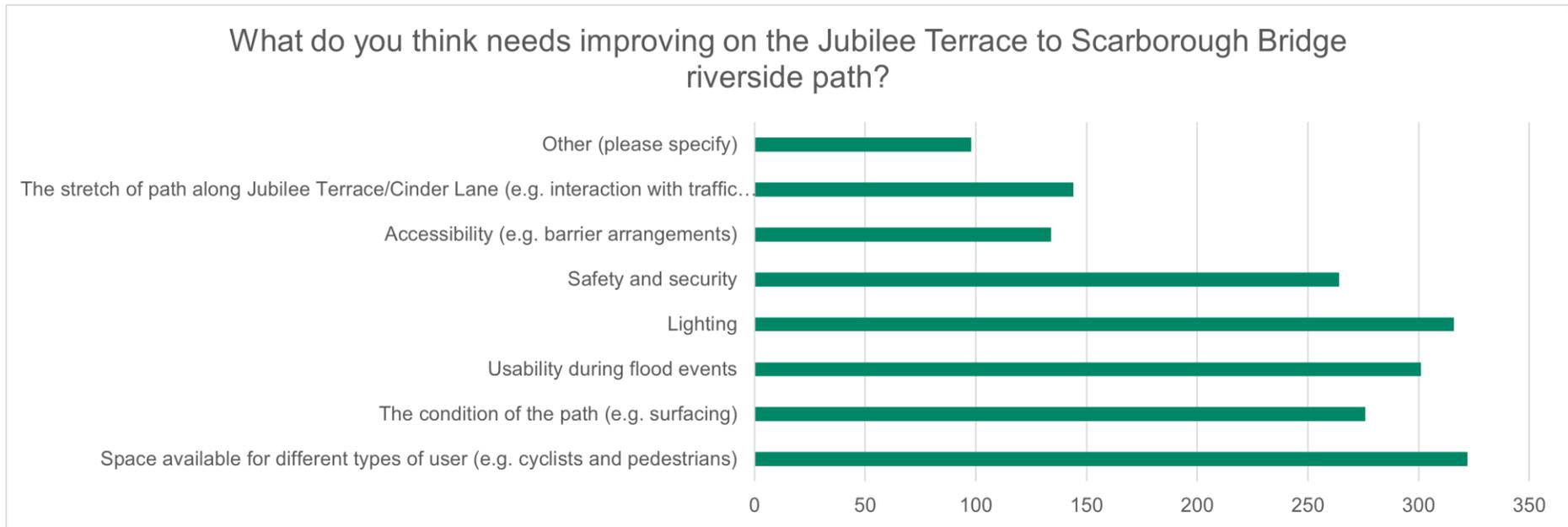


Figure 15: Aspects of the riverside path respondents would like to see improve

Table 2 sets out the improvements and key themes identified by the 98 respondents who selected 'Other' or gave more information through free text. Please note, some responses covered more than one theme.

Table 2: Summary of comments relating to other potential areas for improvement

Theme/ improvements	Number of responses making comments on this	Detail of comments in responses
Maintenance	28	<p>This was the most commonly occurring theme amongst free-text comments in this question.</p> <p>Many respondents noted that the riverside path requires better maintenance, with overgrown greenery, fallen leaves, damage to the surface of path, uneven paths, damage from flooding, and general wear and tear. Many also commented on the need for maintenance during winter, especially during snow and ice.</p> <p>A number of respondents also commented on the issue of litter, and the need for more litter bins to be installed along the route.</p> <p>A small number of respondents noted that the condition of the wall and fence along the railway line was also poor and required maintenance.</p> <p>Some also noted that the existing road markings and signage was in poor condition or needed improving.</p>
Underpass under Scarborough Bridge	15	<p>The views within this category varied, with most respondents noting that the layout and width of the underpass under Scarborough Bridge required improvement. It was noted that the width of the underpass meant that there is a constriction point, and that different path users often had to give way to each other, which is dangerous.</p> <p>Many respondents commented on the safety of the underpass more generally, with poor lighting especially impacting on cyclists who move from the darkness into daylight suddenly, which was seen as dangerous for themselves and other path users.</p>

<p>Benches/ resting places</p>	<p>14</p>	<p>These responses noted the need for more resting places or benches along the route of the path.</p> <p>This was seen as an enhancement, with some respondents noting additional seating would make the path more attractive and accessible for, e.g., elderly users, disabled users, etc. Some respondents also requested that seating featured a shelter, to allow path users to use it in all weather conditions.</p>
<p>Designated lane for different path users</p>	<p>10</p>	<p>This theme appeared multiple times, despite it being one of the multiple choice options for this question. Many respondents commented further on this within their free-text responses, noting there was a safety concern with potential for conflict between different types of path users, due to its limited width.</p> <p>One respondent noted that lanes for pedestrians and cyclists should be completely segregated and divided by a barrier or trees, to avoid any convergence whatsoever.</p> <p>A few respondents stated the need for designated lanes would also help stop children and dogs from moving into the path of cyclists.</p>
<p>Improve safety along the route</p>	<p>9</p>	<p>Many comments in this theme shared an overarching desire for safety along the route to be improved, detailed in a number of ways.</p> <p>Some noted problems with anti-social and dangerous behaviour along the route and encouraged some form of CCTV/ policing to discourage it.</p> <p>A number of respondents also noted that the path was used by vulnerable users, such as women and children, and therefore should be made as safe as possible.</p>
<p>Signage</p>	<p>8</p>	<p>These comments noted the need for improvement to signage along the route generally.</p> <p>This included signage for cyclists, with some suggesting that 'cyclists dismount' signs be replaced with signs noting to 'respect other users' or 'give way to other users'.</p> <p>A number of comments also related to the need for signage to show different routes for pedestrians and cyclists.</p> <p>Another respondent noted the need for signs to notify path users to keep their dogs on leads, as this poses a potential hazard for cyclists who use the route.</p>

		Other comments included the need for signage to show distances to other localities, accessible from the path.
Lighting	7	<p>Comments noted that improvements to lighting are integral to the safety of path users, especially those who are lone-walkers, vulnerable or use the path at night.</p> <p>Other respondents noted that overgrowing greenery and branches block existing lighting, and maintenance would be a key part of improving lighting along the route.</p>
Width of path	6	<p>Comments noted that the width of the path needs to increase to allow space for different path users, with potential for separation between modes.</p> <p>Another respondent noted that the metal barrier on the city side of Scarborough Bridge is unnecessary, as it cuts up the flow of cyclists and pedestrians and does not fulfil its function of preventing mopeds from accessing the path.</p>
Green spaces	5	Many respondents shared a desire for improvements to the greenery and planting along the riverside path. This included specific areas, (e.g. any 'dead space' in the vicinity of Jubilee Terrace), as well as some general improvements to the overall appearance of the path.
Parking	4	<p>Comments noted the risks associated with anti-social parking around Jubilee Terrace, which endangers path users, especially children.</p> <p>Some respondents requested a formalised parking arrangement, with enforcement to ensure illegal parking does not continue.</p>
Calming measures	4	<p>A number of respondents left comments relating to the need for calming measures along the route.</p> <p>Suggestions included the installation of barriers, road markings or signage to encourage cyclists to slow down when using the path and avoid pedestrians from coming into the way of them.</p>
Link to other modes of transport/ areas	3	Comments within this theme varied slightly, both requesting clear signposting to other localities and requesting that the riverside path link to other local routes (e.g. cycling routes), to encourage more active travel.
Safety - danger of being close to the river	3	Comments within this theme raised the need to install a barrier between the river and the path, to increase safety for path users. One respondent noted that dogs and children were especially vulnerable to this risk.

Drainage/ flooding of path	3	Comments within this theme noted the need to improve drainage on the path to mitigate the effects of flooding. There was also a request to improve the level of the path to prevent flooding from occurring.
Flood signage	3	Comments within this theme noted the need for improved flood signage, including updating it regularly to reflect the true state of the path.
Access to/ from Leeman Road	3	Some respondents commented on the lack of access to Leeman Road, and how this would impact/ reduce their use of the path. Some objected to the road's closure and noted walking distances to some areas would increase significantly. One respondent suggested adding tunnel access from Leeman Road to the riverside path.
No further suggestions/comments	3	Three respondents stated they had no further suggestions or comments.
Visual improvements/ artwork	2	Two respondents noted that aesthetic improvements to the path, by adding graffiti or some form of wall art, would be a welcome addition to the route.
Bus shelter	1	One respondent left a comment stating they would like a covered bus shelter on the route.
There are no safety/ security issues	1	One respondent left a comment stating that they did not consider there to be any safety issues on the route.
Aldborough Way	1	One respondent raised an issue with the tangent of the path linking to Aldborough Way. It was noted that the path was too steep, posing a danger for wheelchair users as well as path users when it is icy. The respondent also noted the need to improve signage in the area, to direct to other areas (e.g. Leeman Road).
Against improvements	1	One respondent provided a free-text comment noting they were against any proposals to improve the path, due to the implications on travel and road/ path closures.
N/A – not legible	1	One respondent left a comment which did not apply to this question.

The second of these questions asked respondents to select their priority for different sorts of improvements that could be made to the riverside path, with the results shown in **Figure 16**. Raising the path at low points to reduce the impact of river flooding was the option selected as 'highest priority' by the highest proportion of respondents (41.7%), followed by providing more space for pedestrians and cyclists on the existing route (39.9%) and lighting (31.2%). Lighting (48.4%), improved surfacing (45.1%), retention of existing trees (43.3%) and security (41%) were the three most selected options for 'high priority'. In terms of those improvements selected as 'not a priority', the top three were restricting parking and traffic movements on Jubilee Terrace (27.3%), seating/ resting places (24.7%) and creating a separate route for cyclists (15.5%).

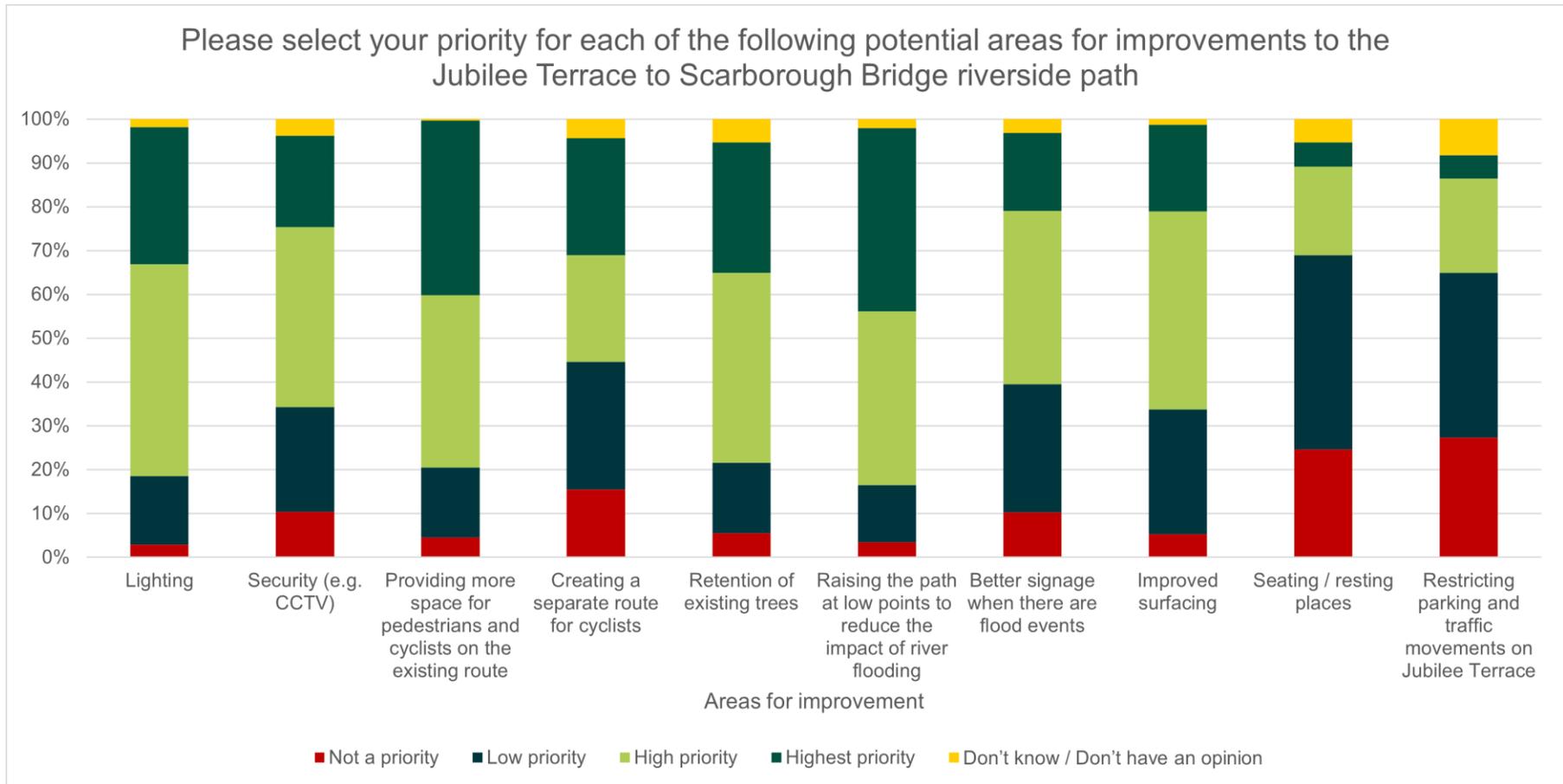


Figure 16: Proportion of respondents selecting different levels of priority for different types of improvement to the path

A weighted average was also assigned to each option, shown in **Figure 17** below. This assigns raising the path at low points to reduce the impact of river flooding the highest score, followed by providing more space for pedestrians and cyclists on the existing route, and then lighting and retention of existing trees (the latter two having the same score).

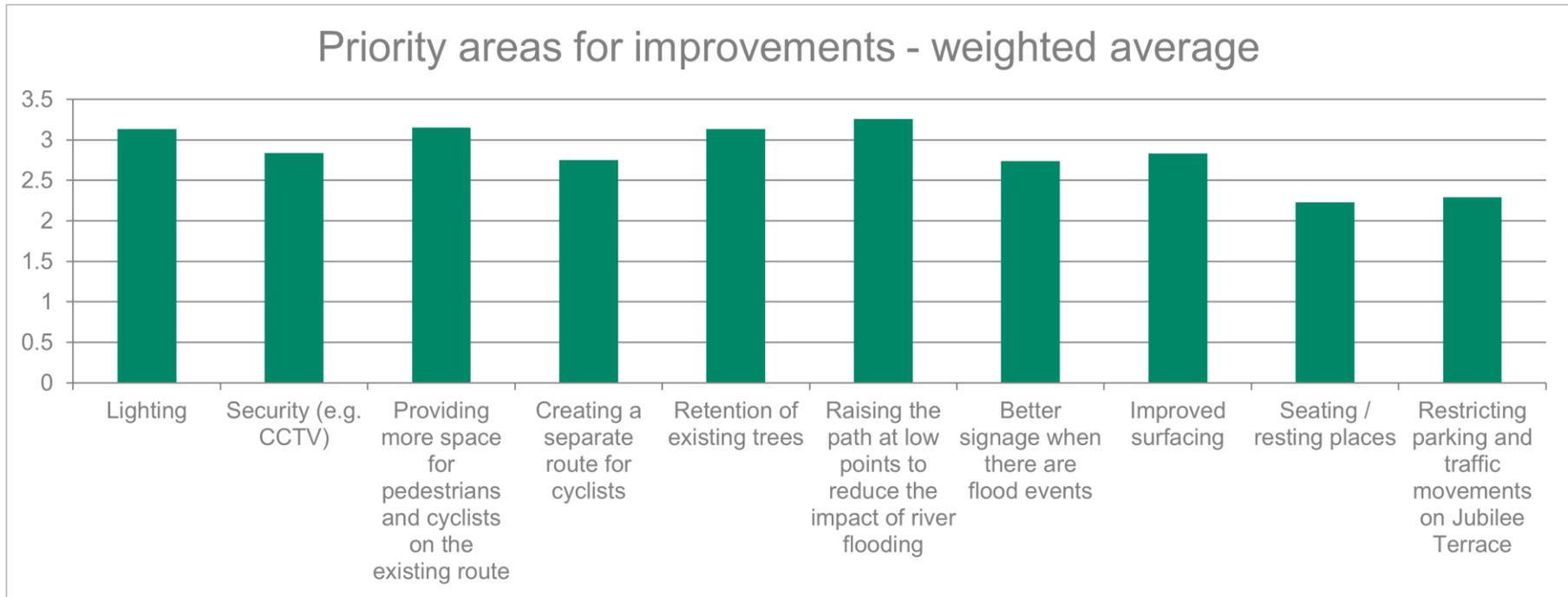


Figure 17: Weighted averages for levels of priority for different types of improvement to the path

The next question asked respondents to select their top three priority areas for improvements to the Jubilee Terrace to Scarborough riverside path. This was a multiple choice question, and respondents were able to select up to three options. Of the 441 people who filled out a response form, 387 answered this question, with 54 opting to skip it.

Figure 18 shows the breakdown of responses to this question. The three main areas of priority for respondents were improved lighting (59.2%), raising the path at low points to reduce the impact of river flooding (57.4%) and providing more space for different path users (46.5%). Other popular options included creating a separate route for cyclists (31.8%), security (30%), retention of existing trees (29.2%) and improved surfacing (23.8%). The options which were not selected as a priority for the majority of respondents included better signage for flooding events (8.3%), seating/ resting places (6.2%) and restricting parking and traffic movements on Jubilee Terrace (4.7%).

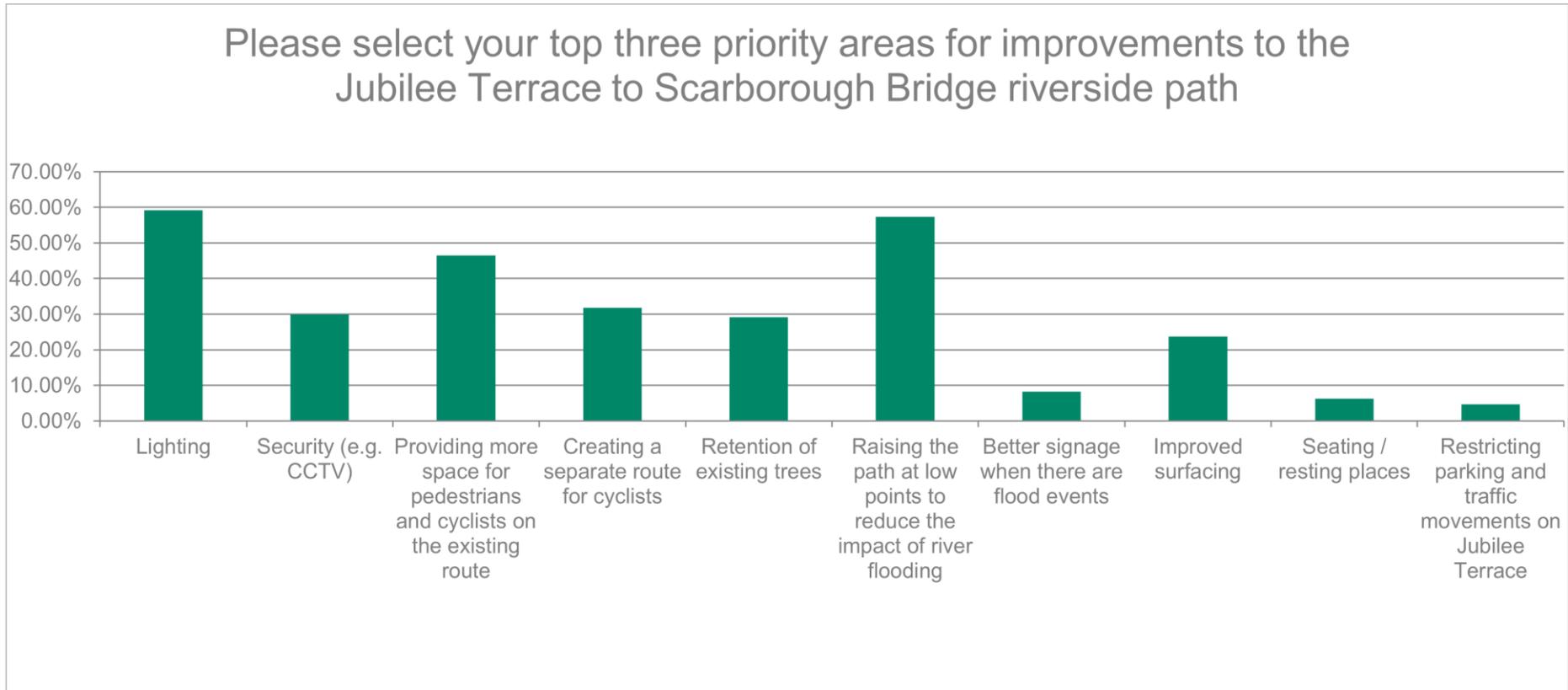


Figure 18: Top three priority areas for improvements to the riverside path

When looking at responses to this question by gender, of the 254 respondents who provided their gender, all respondents answered this question.

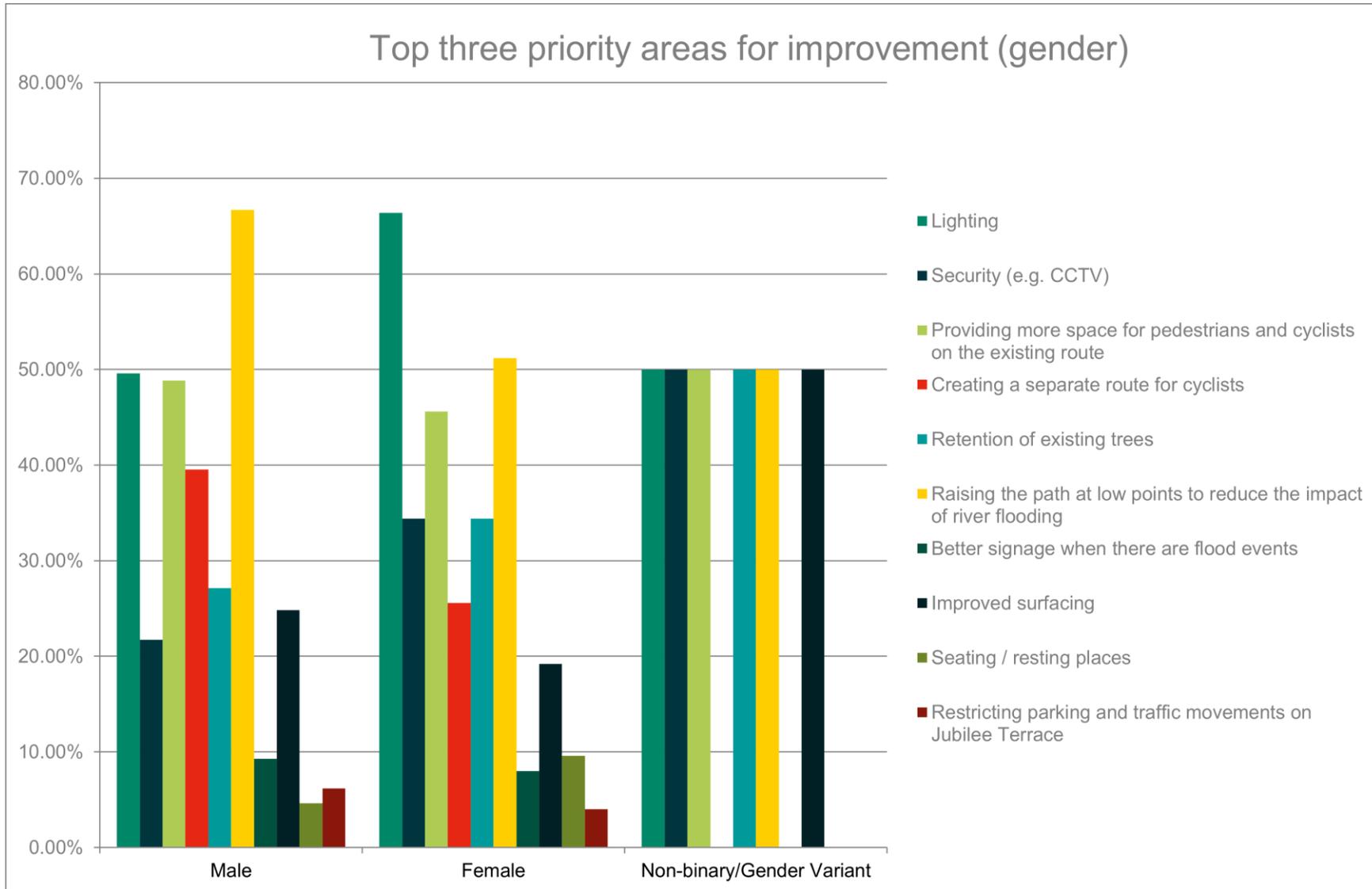


Figure 19: Top three priority areas for improvements to the riverside path, split by gender

As shown in **Figure 19**, of the priorities selected by the 256 respondents who provided their gender, there are some priorities that are clearly preferred/ prioritised by female respondents.

- When looking at respondents who selected lighting, of 125 female respondents, 83 (66.4%) selected this as one of their three priority areas for improvement, as opposed to 64 (49.6%) of 129 male respondents.
- When assessing those who selected security, 43 (34.4%) female respondents selected this as one of their three priority areas for improvement, as opposed to 28 (21.7%) of male respondents.
- In terms of retention of trees, 43 (34.4%) female respondents selected this as one of their three priority areas for improvement, as opposed to 35 (27.1%) of male respondents.
- When assessing the gender distribution of respondents who selected seating/ resting places as one of their three priority areas for improvement, this was selected by 12 (9.6%) of female respondents as opposed to 6 (4.7%) of male respondents.

The following options were prioritised on average by male respondents, as their top three preferred areas of improvement.

- When assessing the gender distribution of respondents who selected more space for pedestrians/ cyclists on the riverside path, this was selected by 63 (48.8%) of male respondents, as opposed to 57 (45.6%) of female respondents.
- Of those respondents who selected the option to have a separate cyclist route, 51 (39.5%) male respondents selected this option, as opposed to 32 (25.6%) of female respondents.
- Of those respondents who selected the option to raise the path at low points to reduce the impact of river flooding, 86 (66.7%) male respondents selected this option, as opposed to 64 (51.2%) of female respondents.
- Of those respondents who selected the option to improve signage relating to flooding of the path, 12 (9.3%) male respondents selected this option, as opposed to 10 (8%) female respondents.
- Of those respondents who selected improved surfacing, 32 (24.8%) male respondents selected this option, as opposed to 24 (19.2%) female respondents.
- Of those respondents who selected the option to restrict parking and traffic movements on Jubilee Terrace, this was selected as a priority by eight (6.2%) male respondents, as opposed to five (4%) female respondents.

When assessing the responses received by non-binary/gender variant respondents, there is little correlation between prioritised areas of improvement, with each respondent selecting different options.

When looking at the breakdown in responses to this question based on disability, all respondents who provided details on whether they had a disability answered this question.

Figure 20 shows a breakdown of the responses received from the 52 respondents who noted they have some form of disability, lasting or expected to last 12 months or more. The top three priorities selected include 35 respondents (67.3%) preferring to raise the path at low points to reduce the impact of river flooding, 30 respondents (57.7%) selecting lighting and 20 respondents (38.5%) preferring the provision of more space for pedestrians and cyclists on the existing route. Other priorities selected by these respondents include 16 respondents (30.8%) selecting retention of existing trees, 14 respondents (26.9%) selecting create a separate route for cyclists, 13 respondents (25%) selecting improve surfacing, 12 respondents (23.1%) selecting security, 10 respondents (19.2%) selecting better signage regarding flooding, five respondents (9.6%) selecting improved seating/rest places and one respondent (1.9%) selecting restricting parking and traffic movements along Jubilee Terrace.

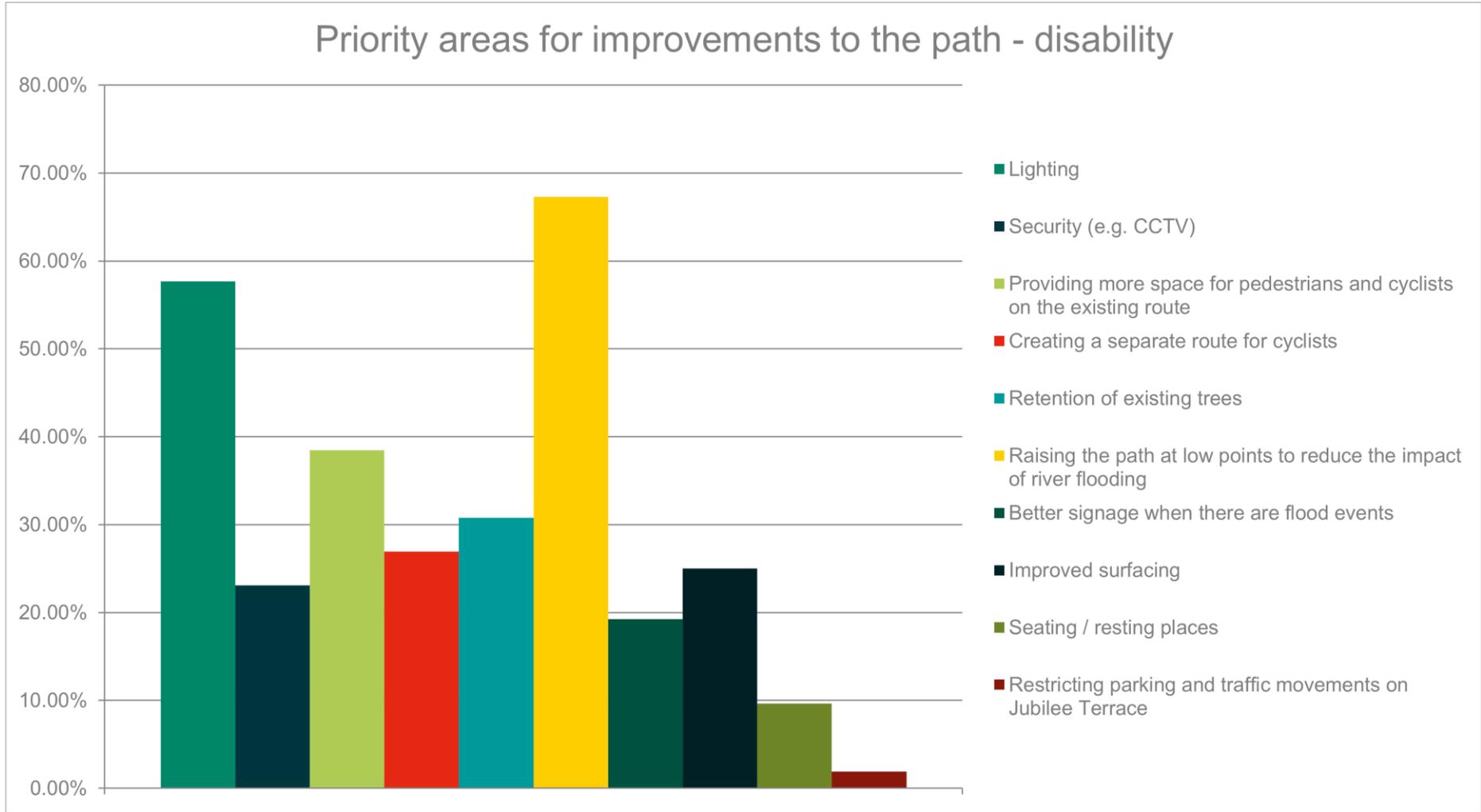


Figure 20: Top three priority areas for improvements to the riverside path for respondents who reported having a disability

Path widening

Respondents were also asked specifically about their views on the potential widening of the Jubilee Terrace to Scarborough Bridge riverside path. This question was a free-text question, and received 309 responses in total, with 132 skipping the question. **Table 3** summarises the key themes that featured in respondents' answers. Three comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

Table 3: Summary of comments on widening the existing route

Theme	Number of responses making comments in this theme	Detail of comments in responses
General positive	214	These comments expressed general positive feedback for this option.
Prefer other or alternative option	34	<p>Respondents in this category noted their preference for having two separate paths for both safety and convenience.</p> <p>The closure of Leeman Road was highlighted as a reason for increased future use of the path and therefore a driver for two separate segregated paths.</p> <p>One respondent suggested widening the existing route for pedestrians and creating a new path for cyclists by the river.</p>
Need to protect trees/ green space	27	<p>Comments in this category focused on the need to protect existing trees and green space within this option by building around nature rather than removing trees.</p> <p>Some respondents requested that three (or more) new trees be planted for every tree lost, as close as possible to the site. Another stated that, while replanting is good, mature trees have more biodiversity value.</p> <p>The need to avoid impacts on well-established trees alongside the path was also highlighted.</p> <p>One respondent requested that any digging around tree root balls should be done through hand digging and that the surface should be made permeable to reduce the risk of rot.</p>
Conflict between cyclists and pedestrians	26	<p>Comments in this category agreed that, although this option reduces conflict between pedestrians and cyclists, it doesn't solve the problem as pedestrians may still have to step into the cycle lane to get past each other. The fact that this is a busy dog walking route, and the increased use of e-bikes and scooters, were highlighted as potential reasons pedestrians may have to step into the cycle lane.</p> <p>In order to avoid conflict between users, respondents asked that there is demarcation between cyclists and pedestrians, potentially through the addition of barriers to separate the</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		cycle lane and the walking lane. Enforcement of the rules was also suggested.
Maintenance	21	<p>Respondents commented that the widening option would be easier to maintain than a segregated route, and that grass should be regularly edged to the kerb, which would reduce scheme and maintenance costs, as well as increase width of the existing path.</p> <p>Comments in this section also focused on the need for improved path maintenance in general, stating that surfacing is currently poor, and the lines need repainting, along with a general need for signage, clearing, gritting, and tackling weed overgrowth.</p> <p>One respondent highlighted how currently it can be challenging to stay in the pedestrian lane when passing other pedestrians as some areas of the lane are too narrow or affected by puddles and piles of leaves.</p>
Preference for this option	17	<p>Comments in this category stated an explicit preference for the option to widen the path, stating that it would minimise conflict between cyclists and pedestrians and improve safety. It was highlighted that it would also be easier to monitor CCTV along a single path.</p> <p>Some comments also noted that success of this option would depend on effective signage being put in place, clearly showing the separation of lanes.</p>
General negative	14	General negative comments included that the existing path is fine, and that funds would be better reallocated to other more important projects.
Flooding	13	Comments in this category emphasised how mitigating flooding was a priority area, and more important than widening the path.
Lighting and security	12	Comments in this category emphasised that lighting and security are priority areas, especially after dark, and are more important than widening the path.
Width of path	10	<p>Respondents queried if widening the path to 4m would be enough of an increase, as the current 3m path feels tight. Some requested that both pedestrian and cycle routes are doubled in width and referenced LTN120 standards.</p> <p>The need to accommodate two cyclists travelling in opposite directions, as well as a separate section for pedestrians wide enough for pushchairs, wheelchairs, and cargo bikes, was also noted.</p> <p>One respondent objected to cyclists needing more space than pedestrians.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
Accessibility	8	Comments in this category emphasised the need to consider the visually impaired; wheelchair users; and other disabled users. In particular, the path should be of sufficient width to accommodate them.
Increased usage	6	Comments noted that the closure of Leeman Road and the additional houses being built will cause increased traffic on the path.
Scarborough Bridge	6	<p>Comments in this category emphasised the need for the pinch point at Scarborough Bridge tunnel be addressed as a priority.</p> <p>Suggestions included widening the bridge or putting other measures in place, such as enforcing cyclists to dismount their bicycles before entering.</p> <p>The need to improve flooding at Scarborough Bridge was also referenced.</p>
Riverside access	3	Pedestrians highlighted that they would prefer access to the riverside and that bikes should stay to the side away from the river.
Additional measures to consider	3	<p>Three additional measures were suggested by respondents, including:</p> <ul style="list-style-type: none"> - adding protection rails on the edge of the river to protect children and dogs from falling down the edge; - raising the lowest sections near Scarborough Bridge up to at least the level of the west esplanade, to mitigate the impacts of flooding, or to raise the path round into the part of Cinder Lane that goes past the post office; and - refraining from adding a raised painted line to indicate separation between lanes, as it is hazardous to cyclists and can cause loss of control.
Improved signage/ measures to separate users	2	Two respondents further highlighted the need for improved signage and demarcation between paths if they are widened to ensure the cycle lane is separate from pedestrians.
Concerns around construction	1	The comment noted concerns about disruption caused by construction.

Creating a new route to segregate cyclists and pedestrians

Respondents were also asked specifically about their views on the potential creation of a new route on the river side of the trees, which would mean pedestrians and cyclists would be completely separated. This question was a free-text question, and received 332 responses in total, with 109 skipping the question. **Table 4** summarises the key themes that featured in respondents' answers. 12 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

Table 4: Summary of comments on creating a new route

Theme	Number of responses making comments in this theme	Detail of comments in responses
General positive	132	These comments expressed general positive feedback for this option, noting the benefits of having two separate paths.
Preference for this option	75	Comments in this category stated an explicit preference for the option to have a separate path, stating that segregation would generally be better in terms of avoiding conflicts, and the poor visual impact of a single wide path. They also noted it would be better for the environment and a safer option for users, as it avoids dangerous conflict.
Flooding	34	<p>Comments in this category expressed concern that the path by the river will be more prone to flooding and that adding a new path could impact natural flood defences.</p> <p>General comments were also made with regards to ensuring measures are put in place to avoid flooding on both paths, with flood resilience being noted as more important when Leeman Road closes (due to the lack of alternative routes).</p> <p>It was also highlighted that there needs to be better advance notice in place for when the path is shut due to flooding.</p>
Prefer other or alternative option	33	Comments in this category noted their preference for widening the existing route or having two shared use paths (noted as better for security/ safety).
Conflict between cyclists and pedestrians	31	<p>Views in this category were slightly mixed, with some comments suggesting that separate paths are a good idea as they will reinforce separation between modes and others concerned that people would use the wrong path and the existing conflict between users will be the same, if not worse.</p> <p>Respondents also noted that some areas along the path will still be shared, which could exacerbate issues.</p> <p>Clear and effective signage was highlighted as a tool to help minimise conflict, as well as effective enforcement.</p> <p>Respondents also noted that the paths need to be designed to minimise dogs crossing the cycle lane.</p>
Need to protect trees/ green space	30	Comments in this category expressed concern over this option having the potential to damage the ecology of the riverbank and compromise green space of high community value. This was

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>contrasted to widening the route, which was perceived as retaining more green space and causing minimal environmental issues.</p> <p>One respondent requested that the spring bulbs planted around the trees are not damaged and another suggested that the area in between the trees could be planted with pollinators.</p> <p>One respondent noted that they would strongly object to any proposal that would lead to tree removal, with another stating that trees help with flooding and should not be removed.</p> <p>One respondent noted that they enjoy having an unpaved area to jog on.</p>
Lighting and security	27	<p>Comments noted that a bigger focus was needed on improved lighting and security along both paths.</p> <p>Some respondents showed concerns over having two sperate paths, as the pedestrian path may feel more isolated, and it may also make it more dangerous for people walking back at night as there would be less traffic along a singular route.</p> <p>Concerns were also expressed around CCTV being used along both sides, and whether trees down the middle would create large blind spots.</p>
General negative	27	<p>Respondents in this category expressed their opinion that money could be better spent on other projects and that this work is not needed. They also noted that people will use the wrong path regardless.</p> <p>One respondent showed concern that this option will diminish the charm of the riverside.</p>
Layout	22	<p>Various suggestions on path layout were made by respondents, including:</p> <ul style="list-style-type: none"> - that the route closest to river should be used by pedestrians, with the addition of benches; - a preference for the existing path to become the cycle route; - that the new path should be kept away from trees as being close to trees in a storm is dangerous; - that the new path should be kept away from the river bank to avoid erosion; - that barriers between routes should be considered;

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<ul style="list-style-type: none"> - to avoid potential 'hiding places' along the route; and - upgrading the existing muddy track to be one of the routes. <p>A concern was also raised that access to the ramp joining the path to Aldborough Way would only be accessible from the cycle path, not the proposed new pedestrian path.</p>
Signage	15	Comments noted the need to install clear signage to differentiate both paths.
Scarborough Bridge	13	The pinch point at Scarborough Bridge was highlighted by respondents as a priority that needs to be addressed.
Length	12	Comments in this theme stated that both paths need to be of equal length, and not longer than the existing path, to make sure people use them.
Maintenance	11	<p>Comments in this category expressed concern over having two paths to manage, service, and maintain, which would require more maintenance and be more expensive.</p> <p>The general need for maintenance was also noted, with requests to see paths regularly maintained, including gritting in winter months, tree/ bush pruning and ensuring the area is kept clear of fallen leaves and branches.</p> <p>Concerns were also expressed that both paths will be used by all users, depending on congestion, and that this will damage the grass in between them.</p>
Width	7	<p>Comments drew attention to the pinch points at either end of the route.</p> <p>Comments were also made with regards to the pedestrian path being too narrow and the need for the cycle path to be wide enough to allow two bikes with trailers to pass safely.</p> <p>Objections were also made to the existing chicanes/ barriers on the route.</p>
Accessibility	6	<p>Comments in this category included that all decisions need to bear in mind the needs of both disabled pedestrians and disabled cyclists.</p> <p>The pedestrian route needs to consider the width of two double buggies passing side-by-side and placing benches as rest points.</p>
Concerns about walking close to river edge	3	Comments in this category noted concerns about walking close to the river edge, with

Theme	Number of responses making comments in this theme	Detail of comments in responses
		suggestions for barriers between the path and the river, to avoid people falling in.
Additional measures to consider	1	This comment suggested ensuring that residents only parking is put in place on Jubilee, potentially creating a drop off zone for the school off Balfour Street.

Other considerations

The last two questions on the response form asked respondents whether they had any other considerations or comments they would like to make about potential improvements to the Jubilee Terrace to Scarborough Bridge riverside path. These questions both consisted of a free-text box.

Table 5 summarises the key themes in the feedback given when respondents were asked to detail any other aspects that they would like to be considered when developing the proposals. Of the 441 respondents who completed a response form, 188 answered this question, with 253 opting to skip it. 19 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

Table 5: Summary of comments relating to other considerations

Theme	Number of responses making comments in this theme	Detail of comments in responses
Maintenance	46	<p>A number of comments addressed the condition of the path following a flood event, and how this has worsened over time, with the clear up of verges and muddy areas remaining unsatisfactory. Some respondents also noted the need for provision and maintenance of alternative routes.</p> <p>Some respondents noted issues with overgrown greenery posing a safety and maintenance risk, with fallen leaves making the accessibility of the path limited.</p> <p>Other comments relate to the amount of litter found along the path, and the need for more bins.</p> <p>Another theme within this topic included the need for improved surfacing, as well as marking of the path and other facilities.</p>
Improvements to underpass at Scarborough Bridge	27	<p>This theme also covered a variety of comments, with most stating the need for an improvement to lighting, visibility, width, and access for different types of path user in the underpass.</p> <p>A number of respondents also highlighted the confusing signage, requesting that improvements be made to allow right of way for particular path users.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
Flood preparedness/ signage	18	<p>Some comments noted that social media or the council's website should be used to notify path users of when the path is flooded and closed.</p> <p>Other comments noted that signage relating to flooding should be updated regularly along the route, as this is often left up after a flood event.</p> <p>A number of respondents also commented on the need for the riverside path to be elevated at lower points, to avoid impact of river flooding. One respondent also suggested the construction of a flood defence wall.</p>
Improve safety	17	<p>Comments raised the need to improve safety along the route. This included provision of CCTV/ policing measures to protect vulnerable path users. This includes lone walkers, women, and people who use the path during dark hours, which was a particular concern during the winter months.</p> <p>Numerous respondents highlighted the underpass under Scarborough Bridge as a particular area of concern.</p>
Designated lanes	14	<p>Comments noted the need for designated lanes to separate various path users.</p> <p>One respondent noted that cat-eyes should be installed to keep these lanes separated and avoid accidents.</p>
Accessibility	10	<p>Comments within this theme emphasised the need to consider the requirements of disabled/ elderly path users. This includes dropped kerbs, disabled parking arrangements along the route, and enough space on the path for wheelchairs and pushchairs. Some respondents highlighted the need for this path to be accessible for visiting places of worship.</p> <p>One response requested that an equality impact assessment take place, with another noting the need for proposals to be LTN120 compliant.</p>
Planting/ greenery	10	<p>The majority of comments requested an improvement to the greenery and planting that exists along the riverside path, including installation of planters, flowerbeds, and trees. A number of respondents also noted that enhancing the greenery in the area would be environmentally beneficial.</p> <p>Another respondent noted additional planting would assist in the reduction of the risk of surface water flooding.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>Two respondents also noted that it was crucial to retain the existing riverside trees as part of these proposals.</p>
Link to Leeman Road	9	<p>A number of respondents shared concerns over proposals to close links to Leeman Road, and the effect this would have on those who use the path frequently.</p> <p>Most comments in this theme requested information about how access to the path would be provided instead of Leeman Road, with a common concern about the length of the diversion that would prevent users from using the path as they do currently.</p> <p>One respondent noted that they would like construction to align in such a way that they still have access to Leeman Road, before this access is closed.</p>
Lighting	9	<p>Comments within this theme included the need to improve lighting along the route, particularly in the underpass under Scarborough Bridge. Numerous respondents noted that the need for lighting was linked to safety, and during the autumn and winter seasons, the lack of lighting made the path unusable.</p> <p>Some respondents highlighted the need for regular maintenance and inspection of the route for lighting, noting the lighting needs to be powerful to reach the full width of the path. Another respondent noted they would like lighting to be installed on the other side of the river.</p> <p>One respondent asked for consideration of the impact of lighting on wildlife, such as bats.</p>
Unhappy with chicane barriers	9	<p>These comments shared concerns about the chicane barriers along the route, and how they should be removed altogether or replaced with bollards, as they did not fulfil their purpose and caused problems for cyclists and wheelchair users.</p>
Behaviour of path users	8	<p>Comments noted the need to mitigate and manage the behaviour of different path users towards each other.</p> <p>Three respondents noted that the use of scooters along this route put many vulnerable path users at risk. Two respondents also shared a concern about dog-walkers and the risk they pose to other users.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		Other comments addressed the gathering of young people around Scarborough Bridge and the antisocial behaviour associated with this.
Create/ maintain links to other modes of transport	8	<p>Comments mentioned the need for the path to either create or maintain links to other modes of transport or other localities.</p> <p>Some responses highlighted the need to link the path to other areas/ paths, such as Route 65, Water End, Millennium Green, and York Central link road.</p> <p>Other comments highlighted how the path is crucial for respondents to access their workplace or school (potentially as part of a longer journey).</p>
Overall aesthetic of path	7	Comments noted the need to improve the overall aesthetic of the riverside path. This included suggestions for a range of interventions, from painting the walls, graffiti, planting trees and other general comments about improving the general aesthetic of the path.
Parking facilities	6	<p>Many comments noted that Jubilee Terrace has become dangerous due to anti-social parking and traffic movements. Respondents also requested formalised parking facilities and one respondent requested cars to be fined. Some respondents also noted the school is responsible for a lot of the traffic movements along Jubilee Terrace, therefore an agreement should be reached with them.</p> <p>One respondent objected to the restriction of parking facilities along Jubilee Terrace.</p>
Engage with residents	5	A number of respondents shared concerns that the proposals have not considered the views of local residents.
General signage	5	A number of respondents provided comments to request improved signage along the riverside path. This includes signage to promote that the surrounding area is a residential area, and users should be considerate of this fact. Others requested signage included a sign at Aldborough Street, and general improvements to signage along the route.
Width of path	5	Five comments requested improvements be made to the width of the riverside path. These comments largely echoed sentiments provided by respondents regarding the need for designated lanes for different types of path users.

Theme	Number of responses making comments in this theme	Detail of comments in responses
		One respondent noted that any provision for seating should not affect the width of the path.
Ensure improvements are made when funding is available/ are high quality improvements	4	<p>A handful of comments noted the need to ensure any improvements were made as soon as funding became available, as well as ensuring they are of a high quality.</p> <p>Three respondents noted the potential for a new path needs to be of high quality, which would allow it to be used at all times, and during all weather conditions.</p>
Calming measures	3	Three comments noted the need for calming measures. These comments specifically targeted the use of the path by cyclists, with respondents noting they needed to slow down when passing constriction points or in the vicinity of other path users. One comment noted children were particularly vulnerable to speeding cyclists.
Opposed to proposals	3	<p>Three respondents shared their opposition to these proposals, noting they were not a good use of money at this time.</p> <p>Another respondent noted they were unhappy with the disruption that was being caused by construction around them.</p>
Seating facilities	3	Comments shared suggestions for increased seating or leisure facilities along the path. This included a request for benches, picnic benches and a playground.
Construction	2	<p>Two respondents provided comments about the impact of construction, should these proposals be approved.</p> <p>One respondent noted they would like works to be timed to avoid the closure of the path and the closure of Leeman Road occurring at the same time.</p> <p>Another respondent noted they would like to retain access to the path during construction.</p>
Layout	2	<p>Two respondents provided comments about the existing layout of the riverside path.</p> <p>One respondent noted that the path should be moved away from the railway bridge, to avoid this constriction point altogether.</p> <p>Another respondent suggested altering of the layout to place the pedestrian path by the river, and cyclists on the inner side.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
Barrier along river edge	2	Two respondents shared views about the need for a safety barrier along the edge of the riverside path, to increase safety for users.
Ramp to Aldborough Way	1	<p>One respondent noted that the ramp to Aldborough Way was flawed in its design, with accessibility and drainage issues.</p> <p>The respondent suggested that the gradient of the ramp was too steep for mobility scooters and wheelchair users. The respondent also noted that there are often surface water flooding issues at the foot of this ramp, which makes it inaccessible for all path users.</p>

Table 6 summarises the key themes in the feedback given when respondents were asked to detail any other comments they had. Of the 441 respondents who completed a response form, 154 answered this question, with 287 opting to skip it. 26 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

Table 6: Summary of additional comments

Theme	Number of responses making comments in this theme	Detail of comments in responses
General positive	51	<p>These comments expressed general positive feedback for this option, noting happiness that something is being done to make the route safer and more enjoyable.</p> <p>Urgency for work to commence and interventions to be implemented was expressed, along with the need to do as much as possible to improve it, which will in turn promote active travel.</p>
Lighting and security	26	<p>These comments noted that lighting and security were the highest priority, in particular that it is currently unsafe to use the path when it is dark, especially for women, lone walkers, and vulnerable people.</p> <p>It was also suggested that CCTV and lighting should cover the whole path.</p> <p>One respondent noted the need to remove all trees to improve lighting and visibility, with another respondent commenting they didn't want CCTV as there is 'too much control already'.</p>
Additional/ alternative measures	20	<p>Respondents made suggestions for various improvements to roads, including:</p> <ul style="list-style-type: none"> - resurfacing the on-street route westwards, potentially also providing a more direct westwards route rather than diversion via Bromley Street;

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<ul style="list-style-type: none"> - improvements to the junction at Salisbury Terrace/ Jubilee Terrace; - a better route from the city centre to Clifton Bridge; and - cycle superhighway should follow west bank of River Ouse from Water End right down to Bishopthorpe and join with cycle route at Naburn Railway Bridge (York Sailing Club). <p>Other things noted to consider includes:</p> <ul style="list-style-type: none"> - using the grassed area at the vicarage next to St Barnabas church for parking for church and vicarage visitors; - creating a separate footpath that is extended for the full length of the route; - the path to be 3m wider throughout, with a grade separated route through York Central; - all the cycle routes in York to be connected up; - money should be spent on fixing road maintenance issues across the city instead; - inclusion of seating options within plans; - consideration on how to manage use of more dangerous/ faster vehicles, like e-bikes, scooters, and mopeds; - after Scarborough Bridge, near the post office, swap the lanes so pedestrians are next to the river; - divide Jubilee Terrace outside the church into pedestrian and cyclist lanes and install 'warning children playing' signs; - better separation of cyclists and pedestrians on the section of pathway between Scarborough and Lendal bridges; and make improvements to path on other side of the river too.
<p>Closure of Leeman Road</p>	<p>18</p>	<p>Comments noted that the closure of Leeman Road will increase reliance on the route, meaning it would be beneficial for it to be open 24/7.</p> <p>It was also requested that work to improve the path is completed before Leeman Road is closed, and that Leeman Road public access should be kept open, as other routes are too</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>long and/ or not safe for pedestrians and cyclists.</p> <p>Comments also noted that better cycling and walking provision is needed on Leeman Road.</p>
Maintenance	12	<p>Respondents requested that maintenance costs be factored into plans and that care should be given to existing maintenance issues before making more significant changes.</p> <p>The need for regular/ better maintenance was highlighted, specifically markings on cycle path, de-icing, the Network Rail wall, cutting back trees, litter, and fencing. It was noted that good maintenance will make the path more accessible.</p>
Flooding	9	<p>Comments emphasised that flood prevention should be a priority and that better flood signage is needed. This includes signage needing to be placed suitably in advance so people can divert before they get to the path and keeping it up to date. One respondent noted that it should be included from Rawcliffe P&R all the way underneath Lendal Bridge.</p> <p>Comments also noted that the path needs to be useable 24/7 all year-round, even during flooding, due to the lack of suitable alternative routes (in terms of time, distance, and safety).</p> <p>One respondent stated that flooding doesn't matter.</p>
Parking on Jubilee Terrace	8	<p>Comments noted opposition to removing or restricting parking/ movements on Jubilee Terrace. It was noted as essential parking for local venues (such as the church) and residents, as well as being one of the few remaining places for free parking within walking distance to the city centre.</p> <p>Comments also noted that parking was not an issue until the school was built; building the school there was the council's choice and therefore it is unfair to inconvenience others as a result.</p> <p>One respondent commented that there are no current issues with parking on Jubilee Terrace.</p>
Scarborough Bridge	7	<p>Comments noted that the bridge underpass is a pinch point and dangerous, with various suggestions on how to improve this. These included widening the archway, installing a gate to make cyclists dismount, installing a mirror so people can see who is coming, and installing 'cyclists dismount' signs.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		The need for 24 hours access to the station from the bridge was also highlighted.
Consultation	6	<p>Comments noted that the consultation was useful and welcomed, though some noted it was a slow process and/ or that they hoped their voices would be heard, with concerns that more thought is being given to tourists than to residents.</p> <p>It was also highlighted that more use should be made of multiple choice options during consultation.</p>
Accessibility	6	<p>One comment requested that an equality impact assessment is undertaken. Other comments also noted the need to consider:</p> <ul style="list-style-type: none"> - parking at Jubilee Terrace being essential for disabled users, and for some venues (e.g. the church) there is no other suitable facility nearby; - the need to allow 24-hour access for wheelchair users to the station from Scarborough Bridge; - that current barriers are not accessible, and widths and designs of new/ amended paths should consider this (including wheelchair and cargo bike requirements); and - that the surface needs to be level and well maintained so the path can be used by wheelchair users.
General negative	6	<p>Comments in this section stated that the project is not essential and is a nice to have, with funds better spent elsewhere.</p> <p>Respondents also noted concerns about deliverability and long timescales, and feelings that the scheme is trying to cover too many bases and should instead focus on doing one thing well.</p>
Need to protect trees/ green space	4	<p>Respondents showed concern that proposals will severely impact the natural environment, compounding the climate crisis.</p> <p>The need to retain as many trees as possible was reinforced with a request for wildlife areas and wildflower planting.</p>
Desire for full suite of improvements to be delivered at once	2	Comments noted that all improvements are needed, and any additional costs can be justified.

