

Public Consultation Summary

Skeldergate Cycle Improvements

A preliminary internal consultation was distributed to officers working across multiple CYC services and local ward councillors representing the Micklegate Ward, from the 15th to the 30th September 2022. Stakeholders were contacted via email and provided with details of the proposed changes along with annotated preliminary design drawings.

A public survey was opened from the 7th October to the 4th November 2022. Stakeholders were invited to complete an online survey to gather their views on the existing state of Skeldergate and proposed changes. Residents were contacted via post, formal bodies were contacted via email, and social media posts invited the general public to contribute. The questions asked, and the responses given, are summarised in this document. Please note that some questions and answers have been deleted to preserve anonymity.

Summary of Consultation Replies

CYC Public Transport Planner

"I'm concerned that, particularly with the narrow carriageway width, if they're not made sufficiently visible it may lead to buses clipping them during the hours of darkness."

York Civic Trust

"It is certainly the case that the current layout in Skeldergate is unsafe for cyclists, and I am pleased to see that the Council is taking action to ameliorate the situation. The preferred solution would be to modify these build-outs to reflect the design used elsewhere, such as on Huntington Road, where cyclists have a cut through the build-out. It is unclear to me why the Council did not install these from the outset. My principal concern with your proposed design is that it continues to divert cyclists into the path of following and approaching vehicles. Indeed, the provision of a separate vehicle lane alongside might well encourage approaching vehicles to share the gap with cyclists, whereas currently they typically wait until an oncoming cyclist has passed. [...] I would strongly urge you instead to pursue the option of installing cut-throughs. These might be more expensive initially, but the benefits in terms of greater safety and hence a greater willingness of people to cycle, should more than justify the additional cost."

York Cycle Campaign

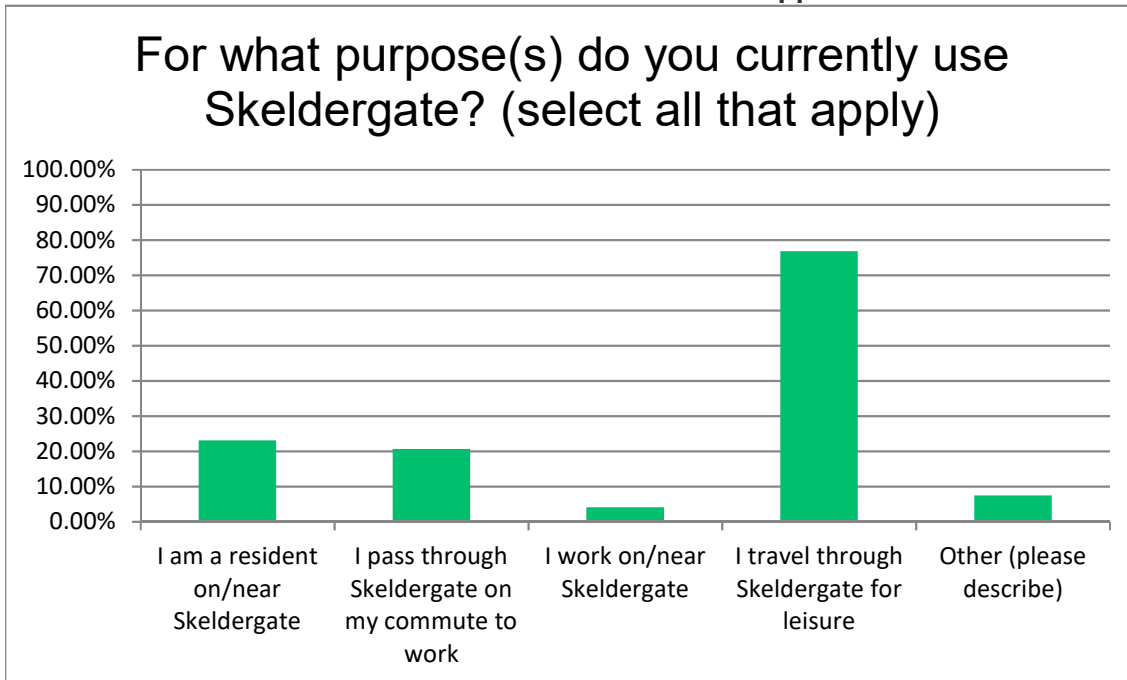
"[...] we are broadly in favour of the proposed alterations, but have the following reservations:

- Maintenance of the new cycle lane will be important, to prevent it accumulating debris, and to ensure that it also receives winter treatment when the weather is cold. Does the design make provision for road sweepers and gritters to be able to service the cycle lane? Is it included in the winter treatment route for the cycle-path gritter?
- We wonder if there is anything that can be incorporated into the design to help protect cyclists travelling in the counter-direction to the build-outs? No overtaking cyclists signage for example? Any point where the road narrows increases the chances of cyclists being close-passed, so any measures that could be incorporated to reduce that risk would be much appreciated.
- Finally we wondered why one of the build-outs includes markings for the cycle lane from the give way point, whilst the other one doesn't? And one of the build-outs includes 3 lozenges to segregate, whilst the other includes just two. We'd like to see a consistent and LTN1/20 compliant design for both build-outs, and for the road layout to be intuitive for both cyclists and drivers."

Skeldergate Survey

For what purpose(s) do you currently use Skeldergate? (select all that apply)

Answer Choices	Responses	
I am a resident on/near Skeldergate	23.14%	28
I pass through Skeldergate on my commute to work	20.66%	25
I work on/near Skeldergate	4.13%	5
I travel through Skeldergate for leisure	76.86%	93
Other (please describe)	7.44%	9
	Answered	121
	Skipped	20



Other (please describe)

To reach the college, to get to the vaccination centre at Askham Bar, to get to Tesco on Taddy Rd...

I travel through for leisure and sometimes for work.

To get to bishopthorpe road shops

It's my main route into town for food shopping and I use it all the time.

I travel through skeldergate for essential journeys. What is this ludicrous idea that we move around for only work or leisure? what's a blood test? Leisure?

Bike along Skeldergate to go shopping.

Also to shop

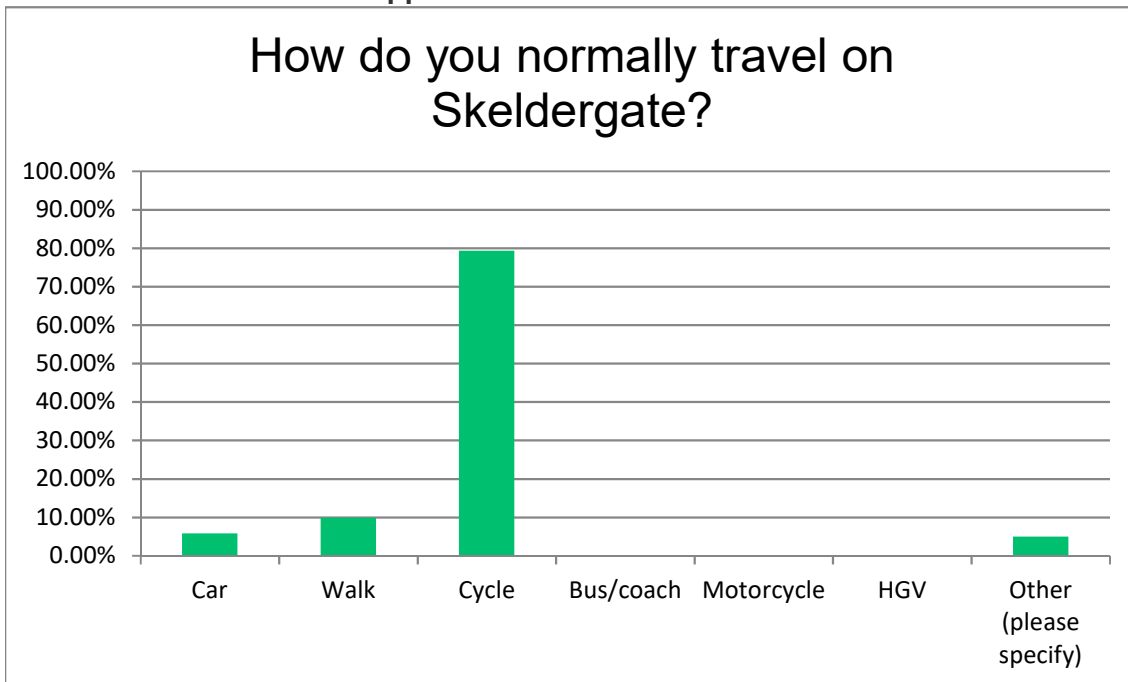
I travel along Skeldergate on essential journeys

It is an essential cycle route for me to travel across the city, for all purposes: work, essential errands and leisure

Skeldergate Survey

How do you normally travel on Skeldergate?

Answer Choices	Responses	
Car	5.79%	7
Walk	9.92%	12
Cycle	79.34%	96
Bus/coach	0.00%	0
Motorcycle	0.00%	0
HGV	0.00%	0
Other (please specify)	4.96%	6
Answered		121
Skipped		20



Other (please specify)

Handcycle

Mobility scooter

Cycle and walk mainly, but car sometimes

Walk and by car

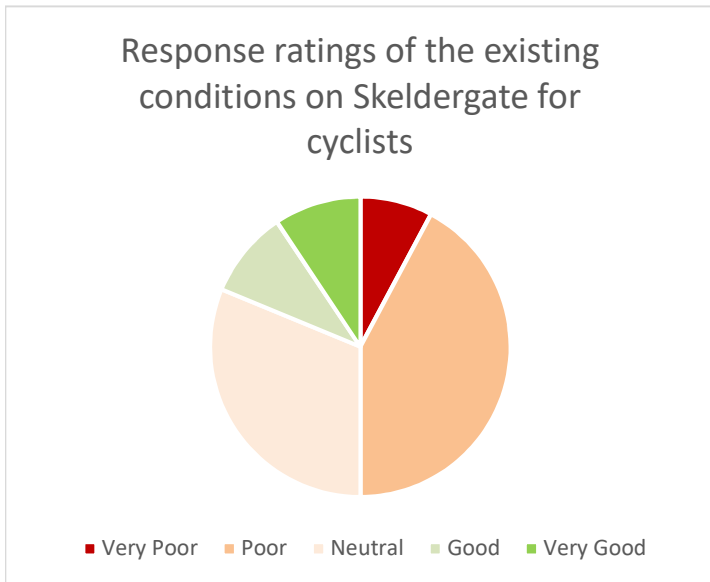
I cycle and walk - sometimes I get the number 4 bus

Disability scooter

Skeldergate Survey

The aim of this scheme is to improve safety and amenity for cyclists using Skeldergate. Please rate the existing conditions on Skeldergate for cyclists.

Very poor	Poor	Neutral	Good	Very good	Total	Weighted Average
8.33% 10	45.00% 54	33.33% 40	10.00% 12	3.33% 4	120	2.55
Answered						120
Skipped						21



Skeldergate Survey

Please select your response to each statement below.

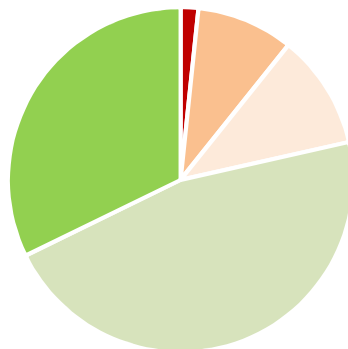
There is conflict between vehicles and cyclists at the Skeldergate bypasses										Weighted Average	
Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total						
1.65%	2	9.09%	11	10.74%	13	46.28%	56	32.23%	39	121	3.98

Cyclists are safe on Skeldergate										Weighted Average	
Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total						
12.40%	15	47.93%	58	28.10%	34	8.26%	10	3.31%	4	121	2.42

If conditions were improved, I would cycle instead of driving										Weighted Average	
Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Total						
9.57%	11	0.87%	1	36.52%	42	26.09%	30	26.96%	31	115	3.6

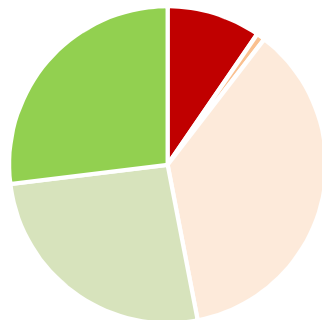
There is conflict between vehicles and cyclists at the Skeldergate bypasses

Answered 121
Skipped 20



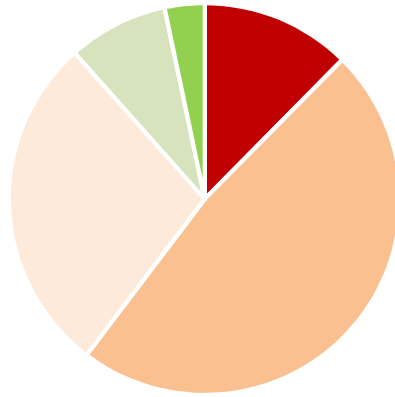
■ Strongly disagree ■ Disagree ■ Neutral ■ Agree ■ Strongly Agree

If conditions were improved, I would cycle instead of driving



■ Strongly Disagree ■ Disagree ■ Neutral ■ Agree ■ Strongly Agree

Cyclists are safe on Skeldergate

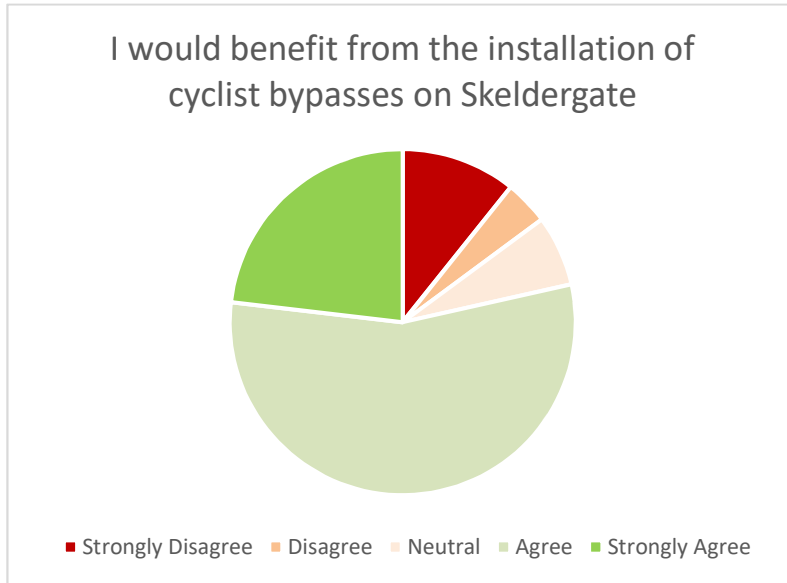


■ Strongly Disagree ■ Disagree ■ Neutral ■ Agree ■ Strongly Agree

Skeldergate Survey

With this design in mind, please select your response to the statement below. I would benefit from the installation of cyclist bypasses on Skeldergate

Strongly disagree	Disagree	Neutral	Agree	Strongly Agree	Total	Weighted Average
10.74%	4.13%	6.61%	55.37%	23.14%	121	3.76
13	5	8	67	28		
Answered						121
Skipped						20



Skeldergate Survey

Is there anything else you would like to tell us?

Answered: 58

Skipped: 83

Responses

How does this actually improve the position for cyclists? Doesn't it just make it even narrower?

Why not just have a cycle lane straight through the build-out?

This does not solve the problem, paint is not infrastructure. The issue is with there not being room for a vehicle and a bike to pass through, this paint will merely encourage drivers to squeeze through with a cyclist coming as there's a bike lane.

All cycle paths should be completely separate to the flow of traffic, not just at pinch points

This is only a small change. Traffic design in York City Centre requires radical and brave change to reduce traffic, influence changes in behaviour, improve safety for vulnerable road users and improve air quality. While this change will improve flow for bicycles (provided motorists don't block the gutter on the road), it will increase vehicle waiting times and therefore increase the time engines idle and produce pollution. Tinkering around the edges is not enough.

York needs cycling infrastructure and better public transport to handle this horrible car traffic!

There are so many people that would cycle but can't because it's not safe!

Question 6 has strongly disagree at each end? I would have chosen strongly agree but it wasn't available. This is a good idea. Separating cyclists and motor vehicles is the way forward if we can't eliminate motor vehicles from an environment.

The grey lozenges will need bollards on them otherwise motor vehicles may drive over them.

Stop wasting money on cyclists, improve the roads for everyone

This will really improve cycling (and safety for cyclists) on Skeldergate and should definitely be implemented.

agree!

Skeldergate is so dangerous for cyclists at the moment especially with large buses travelling along there. Cars don't give way to you as a cyclist even though you have right of way and try to squeeze through even if you're passing through at the time.

The proposed by passes don't reduce the conflict - if anything they increase it. At present I give way to vehicles approaching - with the new arrangement I would be in a close contraflow with them. Is there room for a bus and a cycle in the arrangement above? It would be better if it was a cut through so that cycle and motor vehicle are segregated

I walk along Skeldergate regularly. Buses should not be allowed as they are far too big.

Skeldergate is only suitable for access vehicles and pedestrians.

Not sure anything needs doing at all. Low volume of vehicles. Maybe just remove the obstructions altogether.

The more designated routes and cycle ways for cyclists in the city the better.

I would like to see a traffic filter on Skeldergate between Fetter Lane and Micklegate, this would significantly improve the journey I do most here, walking down Micklegate

I personally feel dedicated bike channels through the build outs are more effective, but appreciate this is an improvement on the status quo.

I cycle with my baby, I wouldn't trust vehicles to understand that cyclists are able to bypass the traffic calming and I wouldn't feel safe cycling through a narrowed gap with oncoming vehicles unless there was a physical barrier.

Missing in York is an indoor bike park. Like a Car Park with tickets issued by machine racks to lock bikes to and CCTV. Then more residents would be tempted to use their bike knowing they are safe while they shop. Walmgate or Fossgate ideally positioned. There must be some properties that could be run as a business!!!! 😊

in Q6, the right-hand option is wrongly labelled strongly disagree - I'm assuming it will be counted as strongly agree, but in case it isn't I've selected Agree. That does, however, downplay my strength of feeling.

considering this improvement, it makes such a difference where this is in place in other parts of the city.

The cycle priority traffic light signal has improved the junction on Skeldergate.

please ensure the cycle bypasses are 1.5m wide at all points to allow passage of specially adapted bikes/trikes for people with disabilities

Helps in one direction, but worsens in the other - not the right solution.

buildout cut-through ie to prevent drivers cutting in on us and forcing us to stop/slow and/or feel threatened.

Ensure that the width of the bypasses mean they can be swept, gritted and are sufficiently wide for the widest of non motorised users to use eg Trixie the Cycling without Age sociable cycle:

<https://yorkbikebelles.community/events/cyclingwithoutage/>

Would make the cycle bypass wider

The speed cushions are dangerous for cycling and should be removed. The route south to Terry Avenue (under the bridge) should be closed to traffic and opened only to active travel.

So long as there is space between the stationary car and the pavement for the cyclist to get through then yes it would work, however without a cycle lane that runs all along the road then it can often be difficult to get past a vehicle.

6 should be strongly agree, which I do.

Please ensure that the cycle bypass is adequately swept and gritted. I would like to strongly agree on question 6 but it's not an available option.

You have put strongly disagree twice in question 6! It is not possible to "strongly agree" otherwise I would have done.

Is there some sort of not to scale shortening in that diagram? It just looks like cyclists will get stuck behind cars waiting for oncoming traffic rather than being able to pass through

allow me to pass through first when the build-out was his side of the road. I think some drivers believe there is enough room for cyclist plus vehicle (which doesn't feel safe to me) and others just think they have right of way at all times. Most drivers, having said that - including the bus drivers - are careful and sensitive.

The answer to no. 6 reads "strongly disagree" but I mean it to state "Strongly Agree," which is implied by the format of the Likert scale.

cycle.

Please don't make the turns for cycling too tight around the single bollard/orca that is not on the tarmac hump.

This is not a priority: there are far worse areas that need attention which are frankly dangerous for cyclists. Skeldergate is rarely busy and though these works would improve the situation I'd rather the money was spent in places where cyclists are at serious risk

The lights Skeldergate to Micklegate are too quick for cyclists often when you are crossing even with cycle lights traffic from Ouse Bridge way are already moving!

It'd be better if there was a bigger distance between cars and bike lanes at each bypass - ideally the cycle path would be in a straight line

What firm do these take? Should be substantial enough to provide physical protection to the bypass,, permanent and visible (also at night). Is there a reason this protection is not continuous? Probably better if it were.

Also needs to be very clear to oncoming traffic that there is no entry to the bypass from its exit end.

Ensure the width is LTN1/20 compliant so my mobility trike will fit through safely

Visibility poor for cyclists exiting Terry Avenue to the left and right onto Skeldergate.

I'm assuming that last option "strongly disagree" is a typo and you actually mean "strongly agree".

Thanks!

Improved cyclist safety would encourage more cycling in York city centre.

acknowledged in the results of this survey.

There must be 'do not overtake cyclists' signs for people on the opposing side of the carriageway.

There must be sufficient protection for cyclists before and after the buildout, with filter lanes being long and wide enough to protect cyclists from waiting hgvs and buses.

There is a risk that vehicles pulling back into the lane will come alongside cyclists. Users must be protected from this movement.

This would be a welcome addition to the road layout there that would protect people cycling along a popular route.

Please check your survey - scale for Q6 has 2 strongly disagrees ... I strongly agree

At the Bishopthorpe Rd end of Skeldergate traffic has a choice of turning right or left. Traffic turning right has great difficulty but many tend to stop in the centre precluding traffic turning left and causing big build ups at peak times. Suggest a 1metre line is painted in the middle of the road to indicate to traffic turning right to keep to the right hand side

witnessed any conflict but often it is the courier cyclists who are impatient. A better use of the money would be to improve speed signage and possible installation of a speed camera as some motorists travel too fast.

Safer areas for cyclists seem sensible in any situation, including this one

The diagram doesn't indicate how cyclists and vehicles will be separated and whether cyclists will be physically protected from oncoming vehicles. I would have thought better protection would have been afforded by installing dropped kerbs on the build-outs, to allow cyclists to cycle over the build-out. Pedestrian traffic on the build-outs is low and the risk of conflict minimal.

Impossible to interpret the design - which end is North Street end for e.g. / Is it intended that the one cycle lane has two way cycle traffic?

Currently the traffic calming reduces the speed of all road users. Cyclists already travel at an alarming speed. Your proposal would counter the current traffic calming effect on cyclists.

Danger to vulnerable/elderly pedestrians from e.g. City Mills, who use the current traffic calming islands to safely cross Skeldergate at the narrowest points where all traffic currently slows down.

The new proposal increases the risk of an accident black spot for vehicles exiting the development of Emperors Wharf (right in the middle of your proposed bypass). Many cyclist do not have lights. Could put cyclists lives at risk.

I strongly disagree to the relevance of your personal information section. It only supports pre-conceived beliefs of the specified groups.

The closed question survey will not enable you to support the local community or necessarily come to the correct decision.

This proposal appears to be only in the interest of the pro-cyclist lobby. Another tick box?

Skeldergate is not a busy road. Also, segregated cycle lanes are more appropriate than painted lines. The evidence and guidance is out there. Talk to the York Cycle Campaign and others. Skeldergate is unsafe for cyclists now with 300 buses a day. This is a total waste of money and will not improve the safety of cyclists most of which are families with young children. Messrs D'Agorne, Ferris etc. are well aware of the problems on this road and have failed to do anything for the last 14 years. The last survey done by YCC showed the size of the problem and the displeasure of the people in this residential area.

Excellent plan - I've often wondered why they were constructed without a cycle by-pass in the first place. As with all such cycle by-passes though it's important to keep them swept regularly as they are otherwise prone to collect a build up of road debris, broken glass, slippery autumn leaves etc
ITS A SUPERB IDEA

Cyclists should not be allowed to use the public highway.

Any bypass should be wide enough for trikes/cargo bikes. I generally do not have an issue with Skeldergate as traffic moves quite slowly. The bigger issue is the poor surfacing on Skeldergate.