

Public Consultation Summary St Georges Field Crossing

A preliminary internal consultation was distributed to officers working across multiple CYC services and local ward councillors representing the Guildhall and Fishergate wards, from the 30th September to the 7th October 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 14th October to the 14th November 2022. Stakeholders were invited to complete an online survey to gather their views on the existing state of Tower Street 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 Design, Conservation and Sustainable Development Manager

"Thank you. Looks good. We support the aims of the project & encourage the use of high quality materials. I'm hoping it doesn't involve more barriers. It looks like it utilises the drop kerb location of a set of double gates leading to the rear of the museum. I suggest checking with the museum who uses these gates and for what purpose to check impacts."

CYC City Walls Manager

"[...]it appears that the precise location of the proposed crossing is also a site of archaeological significance. This link: [MYO2426 - Dam of the Kings Fishpool - York Historic Environment Record](#) provides further details about the site of archaeological interest, and the map below shows the area in question. In short, it is the site of the Dam of the Kings Fishpool constructed by William the Conqueror in 1067....so pretty important. With regards to this, I would suggest you ensure that comments from CYC Archaeologist, Claire MacRae are obtained prior to agreeing the final designs. In York, there is a pretty unique extant legal requirement dating back to the 1960s (pre town planning/ highway acts) for archaeological investigation to be undertaken ahead of, or during works, and given the site is clearly of archaeological importance this is a constraint you ought to consider before progressing further. I note from the email trail that Claire MacRae has already been consulted so you may already have addressed this, but I just wanted highlight it in case it has been overlooked. Excavating William the Conqueror's fish pool without the appropriate consents/investigations is something I think we would all want to avoid."

CYC City Archaeologist

"The fishpool deposits are at depth and won't be impacted upon by your proposals. The northern footpath area was only created in the mid-late 19th century once the land had been reclaimed from the river. The southern footpath and carriageway is likely sitting on top of an early street and river crossing (depth uncertain).

It would be useful to have an archaeological watching brief on:

- any works anticipated to be greater than 1m in depth
- any works on the on the southern footpath deeper than the bedding sands/construction of the modern road/pavement"

Public Consultation Summary

St Georges Field Crossing

Walk York

"Members have consistently asked for additional controlled crossings to be provided across the inner ring road – which can be a real barrier to people on foot.

Your proposal is therefore supported. Especially as you propose a single-phase crossing (although a central reservation does provide reassurance to slower pedestrians who fear that they may be 'caught short'). As you will be aware, WalkYork and other groups strongly prefer the use of farside pedestrian lights. They are far more readily visible and feel safer to use."

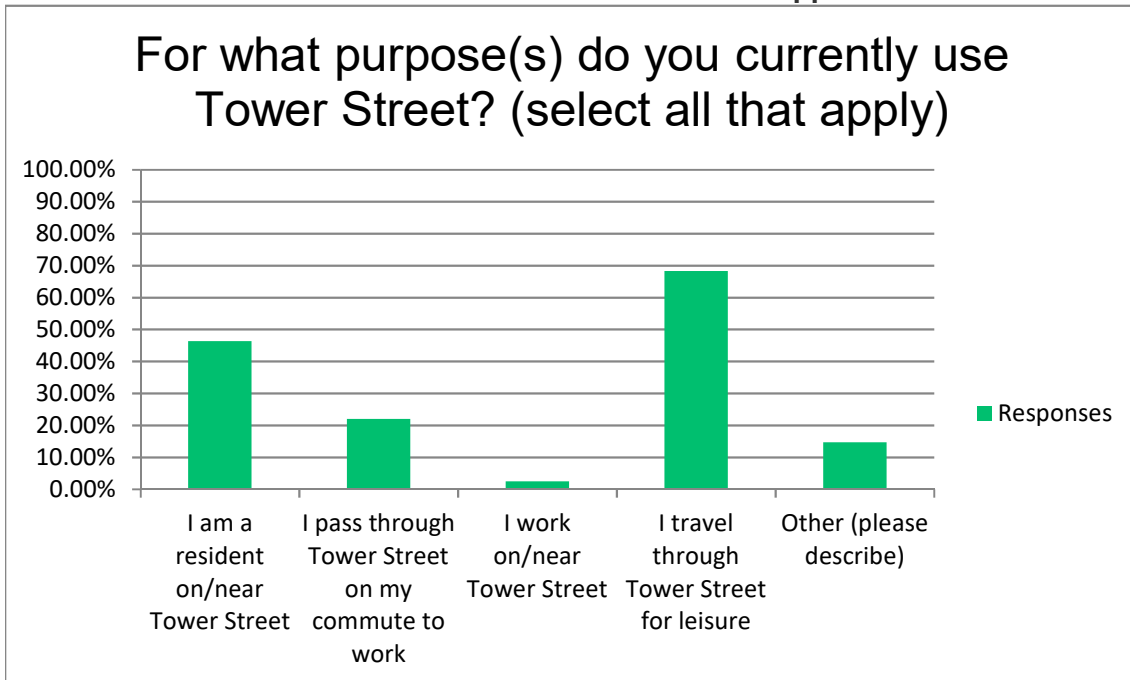
York Civic Trust

"This section of Tower St and, more generally, the junction of Tower St with Skeldergate Bridge, impose the greatest severance of any point on the Inner Ring Road. Pedestrians wishing to cross at this point in safety are faced with a diversion of some 10 minutes to the end of Fishergate and back, which is wholly unacceptable given the Council's hierarchy, which places pedestrians first. We are therefore strongly in favour of this scheme, and also welcome its potential benefits for cyclists."

St George's Field Crossing

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

| Answer Choices | Responses | |
|---|-----------------|-----------|
| I am a resident on/near Tower Street | 46.34% | 19 |
| I pass through Tower Street on my commute to work | 21.95% | 9 |
| I work on/near Tower Street | 2.44% | 1 |
| I travel through Tower Street for leisure | 68.29% | 28 |
| Other (please describe) | 14.63% | 6 |
| | Answered | 41 |
| | Skipped | 6 |



Other (please describe)

It is my only route to central York

Sigh. Essential travel for reasons that are neither work or leisure, e.g. joining protests shopping

I represent York Civic Trust

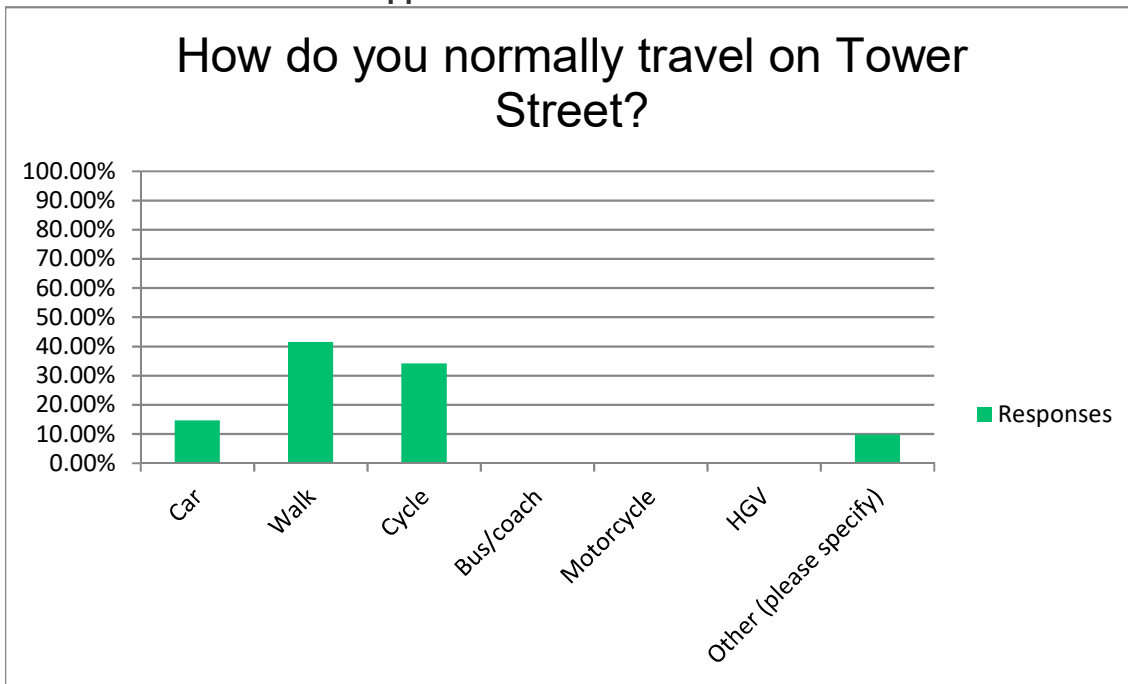
representing the Castle Museum

I do a number of different journeys over Castle Mills bridge

St George's Field Crossing

How do you normally travel on Tower Street?

| Answer Choices | Responses | |
|------------------------|-----------------|-----------|
| Car | 14.63% | 6 |
| Walk | 41.46% | 17 |
| Cycle | 34.15% | 14 |
| Bus/coach | 0.00% | 0 |
| Motorcycle | 0.00% | 0 |
| HGV | 0.00% | 0 |
| Other (please specify) | 9.76% | 4 |
| | Answered | 41 |
| | Skipped | 6 |



Other (please specify)

Car sometimes. Walk sometimes
 our visitors are likely to use most of the above
 Walk and cycle
 Walk and bus

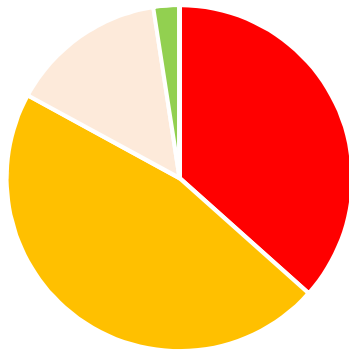
St George's Field Crossing

The aim of this scheme is to improve safety, amenity and accessibility of the city centre for cyclists and pedestrians. Please rate the existing conditions on Tower Street for pedestrians and cyclists:

| | Very poor | Poor | Neutral | Good | Very good | Total | Weighted Average |
|-------------|-----------|-----------|----------|---------|-----------|-------|------------------|
| Pedestrians | 36.59% 15 | 46.34% 19 | 14.63% 6 | 2.44% 1 | 0.00% 0 | 41 | 1.83 |
| Cyclists | 53.66% 22 | 34.15% 14 | 7.32% 3 | 2.44% 1 | 2.44% 1 | 41 | 1.66 |

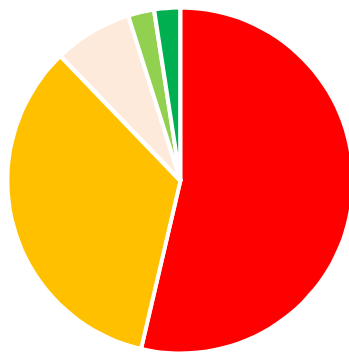
Answered 41
Skipped 6

Please rate existing conditions for **pedestrians** on Tower Street



■ Very Poor ■ Poor ■ Neutral ■ Good ■ Very Good

Please rate existing conditions for **cyclists** on Skeldergate



■ Very Poor ■ Poor ■ Neutral ■ Good ■ Very Good

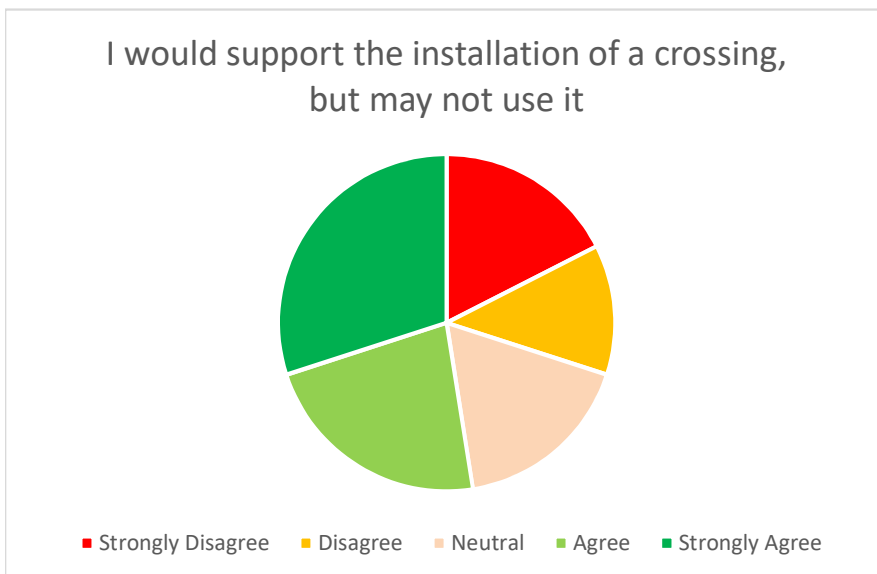
St George's Field Crossing

The installation of a crossing over the Inner Ring Road may result in minor delays to traffic, but will offer pedestrians a safer point of crossing. In the longer term the crossing will link up with a new cycle route through St George's Field and across the Foss (behind the Castle Museum) to Piccadilly and provide improved cycle access to the city centre. With this in mind, please select your response to each statement below:

| I would support the installation of a crossing, but may not use it | | | | | | | | | | | |
|--|----------|---------|-------|----------------|-------|------------------|---|--------|----|----|------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree | Total | Weighted Average | | | | | |
| 17.50% | 7 | 12.50% | 5 | 17.50% | 7 | 22.50% | 9 | 30.00% | 12 | 40 | 3.35 |

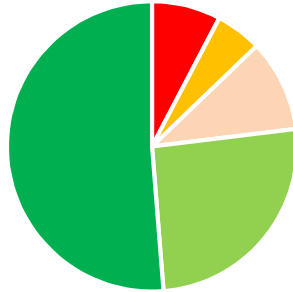
| I would benefit from the installation of a crossing over Tower Street | | | | | | | | | | | |
|---|----------|---------|-------|----------------|-------|------------------|----|--------|----|----|------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree | Total | Weighted Average | | | | | |
| 7.69% | 3 | 5.13% | 2 | 10.26% | 4 | 25.64% | 10 | 51.28% | 20 | 39 | 4.08 |

| If a crossing were installed, I would sometimes walk/cycle instead of driving | | | | | | | | | | | |
|---|----------|---------|-------|----------------|-------|------------------|---|--------|---|----|------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree | Total | Weighted Average | | | | | |
| 17.95% | 7 | 17.95% | 7 | 30.77% | 12 | 10.26% | 4 | 23.08% | 9 | 39 | 3.03 |



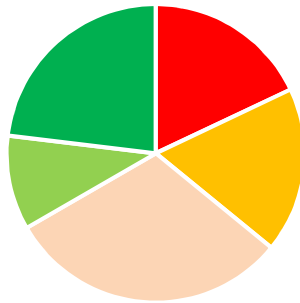
Answered 41
Skipped 6

I would benefit from the installation of a crossing over Tower Street



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

If a crossing were installed, I would sometimes walk/cycle instead of driving



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

St George's Field Crossing

Is there anything else you would like to tell us?

Answered: 27

Skipped: 20

Responses

The questions above are awkwardly phrased.

I already walk or cycle but would feel safer

I can't drive. I was hit by a car while cycling 4 months ago, trying to get to town. This city needs safer routes for people who can't use cars.

As the proposed active travel routes (through St. George's field, Piccadilly) are so poor this is utterly pointless. Officers seem to prioritising the change most likely to cause conflict and controversy with the minimum benefit presumably to give themselves an excuse to shelve yet another active travel scheme

None of my usual routes involve crossing Tower Street as I am usually travelling from and to Skeldwegate Bridge.

Improvements for cyclists should be made much sooner than the completion of the Castle Gateway project. The Fishergate Gyratory also needs urgent attention as this is unsafe and unpleasant for cyclists, pedestrians and residents. Why does York have a more than two lanes designated for cars on so much of the inner ring road, and no physically separate cycle routes? The small section on navigation road is brilliant, but this is tiny. Why can't we have more of this? The conditions here are much worse than very poor. I regularly see pedestrians looking stranded / puzzled and at risk of being seriously injured.

In my view it would be good to ALSO have 2 crossings along the main desire lines at the roundabout junction (1) from the south of the inner ring road (on the bend at the roundabout) to the north side of the roundabout leading toward the Castle Museum; and (2) from the East side of Skeldergate Bridge to the West side of Skeldergate Bridge leading toward Coney street along the south pavement of Tower Street.

I understand the logic for the location of this crossing but we really need a crossing at the bottom of Piccadilly which is a busy pedestrian route - we see people walking down Piccadilly from town and then trying to cross Tower Street opposite the Masons Arms.

These questions seem quite leading. A lot will depend on how the crossing links to other parts of an integrated cycle route network around the city.

Installation badly needed to provide safe route from Piccadilly/ George St area to river and Rowntree Park

More information is needed on the design of the crossing.

if parking has moved from Castle Car Park to St Georges Field then this will be a critical access point for visitors to the Castle Museum. The Museum attracts daytrip and over night visitors. It is likely to be the former for whom this is more important

Welcome in principle. I walk from Blue Bridge along the river and over the (dangerous) pedestrian crossing by the Tower to Castlegate. Will the new crossing offer a route through the Museum grounds to Castlegate that might be slightly quicker and more pleasant.

Whilst spending all this money please consider planting some new grass / turf alongside the riverside adjacent to St George's Field Car Park. Thousands of people sit here every summer sitting on a dusty riverside scratching their heads at the incompetence of CYC.

It also needs to link with westbound cycle movements to and from Skeldergate bridge

A crossing where proposed would greatly improve safety for pedestrians

This is a horrible place to cross with four lanes of polluting, noisy traffic. A signalled crossing will not make it a more pleasant place to cross, only a bridge over the highway (or subway underneath) would do that.

If the proposed car park goes ahead it would be much better to direct pedestrians under Skeldergate bridge and cross next to Clifford's tower.

Please install the cycle crossing now.

It may still not reduce number pedestrians and cyclists crossing road near The Masons Arms Pub which is also dangerous. Also this location of the crossing may be too close to blink bend just before when you drive from Fishergate.

Traffic maybe delayed but if this crossing would have activation button restrictions will be limited.

I said neutral to option 3 above but I don't drive so it's n/a really.

The 1st part of question 5 is incorrectly worded as a 2-part statement, meaningless and cannot be used in your analysis.

Please combine this proposal with improved pedestrian priority at the crossing (outside 28 fishergate) this is an appalling crossing to use, it is slow to respond to pedestrians resulting in people crossing against the lights and abandons people in the center island. It is universally loathed by people I know in the area.

How about east-west crossing of the northern arm of Tower Street adjacent to the not-about/war memorial? At the moment the only option is to walk all the way up to the crossing by Tower Castle (street) and back down the other side which is way off the desire line for anyone following the inner ring road (e.g over Skeldergate Bridge heading towards the Barbican).

This is an excellent scheme that I fully support. I travel along the inner ring road by bus and car, and would probably be personally slightly negatively impacted by it. The safety and accessibility benefits to pedestrians, cyclists, and the disabled are massive.

The first and third questions above are badly conceived and are going to give you unclear results. I have ended up ticking that I strongly agree with 'I would support the installation of a crossing, but may not use it', but you have no way of knowing whether I agree with supporting the installation and/or agree that I may not use it (in my case I would almost certainly use a crossing, so I initially ticked strongly disagree, until I realised that these are the only questions you are asking about the entire scheme and you would get the wrong impression unless I ticked strongly agree). Same with the third question, I have ended up ticking 'neutral' simply because I don't drive but I don't want to make it look like I'm still going to drive a car despite there being a pedestrian crossing. I'm surprised you didn't think through this more carefully. On the general concept, a pedestrian/cycle crossing is very badly needed here. I regularly see people risking their lives by dashing across the street in front of traffic because there's nowhere nearby to cross. Also there really isn't enough space for cyclists on this road.

It would decrease a lot of very dangerous crossings I see children, parents, adults, and elderly people make daily.

On a side note: the link to get to this survey was not good or easy to follow, it's better to put in a QR code as well and insert a bit.ly link that is shorter and easier to type out

I don't drive so I can't say anything for how it would affect the driving but I think it would slow down the speed at which people drive down the road I live on which would be nice, would be easier to cross to get home and would be an accessibility aid as a disabled person trying to get into and out of town