

TSAR –Stakeholder Consultation Summary:

YK22155 – Monkgate Bar

Stakeholder consultation was undertaken between 25th September 2019 and 8th October 2019 on the options put forward. 5 responses were received, 1 external response from York Civic Trust (YCT) and 4 internal responses from CYC officers.

A summary of the responses is provided below. Design team comments in [\[blue\]](#):

York Civic Trust:

- Prefer Option 2, as it offers improvements to conditions for pedestrians.
- Support enlarging the pedestrian island over Lord Mayor's Walk (both options), given the number of school groups using the crossing point.
- Support the introduction of a protected crossing over Monkgate (N) in Option 2.
- Suggested the proposed protected crossing in Option 2 should be connected to the pedestrian island over Monkgate (N). [\[The design team will look at this further if option 2 is progressed to detailed design.\]](#)
- Noted that there is less need for a protected crossing over Monkgate (S) in option 2, though modelling data indicates that this does not cause significant additional delay.
- Noted that cyclists travelling straight ahead from Monkgate (N) are caught up by other vehicles by the time they reach the Bar, causing conflict. [\[The design team will take this into consideration for both options during Detailed Design.\]](#)
- Suggested: banning the ahead movement from Monkgate (N) other than for cyclists to improve safety. [\[The design team have rejected this proposal as the alternative diversion route adds an additional 700m to journeys. Physically preventing this movement would also prove difficult. Banning movements is out of scope for TSAR projects.\]](#)
- Suggested banning the right turn from Lord Mayor's Walk, allowing stage 2 to be omitted and freeing up some capacity. [\[The design team have rejected this proposal as the alternative diversion route adds an additional 1.1km to journeys. Banning movements is out of scope for TSAR movements.\]](#)
- Noted that the planned closure to The Groves will increase traffic on Lord Mayor's Walk which may have a cumulative effect on delay time should option 2 be implemented.

CYC Officers:

- 1 response favoured Option 1; on the grounds that increasing levels of traffic in the surrounding area presented more of a danger, particularly to nearby primary school children, despite making the junction itself safer.
- 1 response favoured Option 1; as congestion on this stretch of the inner ring road is already significant and implementing option 2 would cause the situation to worsen.
- 1 response supported the widening of the cycle lane which would improve safety and make it substantially easier to navigate the junction as a cyclist, especially when using a bike trailer.

- 1 response favoured option 1; as they had concerns about adding more signalling equipment outside the Bar as proposed in Option 2.
- 1 response noted that no public rights of way were affected by the proposal, but did not specify a preference.