

**Public Consultation Responses: received 24/09/20 - 21/10/20**

96x individual responses received.

+ A joint reponse was submitted by residents of St.Mary's x20 properties (A few of these residents also submitted individual reponses so some comments may have been duplicated below).

Comments	No. of comments	St. Mary's joint response	Officer's Response
Support for all of the proposals	63		Noted.
Specific support for construction of new ramp	16		Noted.
Specific support for signalisation of Bootham junction	13		Noted.
Proposed greater widening of Railway Walk path than proposed	13		Any greater widening of the path, over & above the proposed taking of 1.0m from the car park, would result in an unacceptable permanent loss of car parking by a minimum of at least 44 spaces. This would have significant negative implications in terms of revenue generated from this car park and it's potential for the future.
Specific support for widening of Railway Walk path	12		Noted.
Comments regarding Grade II Listed gates / route through Bootham Park grounds	10	✓	The developers of Bootham Park Hospital have made it clear that the cycle and pedestrian route along The Drive will remain, be enhanced, and would likely become increasingly well-used once the redevelopment of this site has taken place. No vehicular access to the site is proposed through the Grade II listed gates from/onto Bootham. Proposal that these gates are fixed open to allow cyclists to use this larger access (currently cyclists are required to share the smaller side gate with pedestrians), with a bollard to prevent vehicles. Low level cycle-only signals proposed forward of the gates. NOTE: No physical changes to the listed gates or railings proposed. Stone setts to be retained.
Objection to loss of on-street parking on St. Mary's	10	✓	There are currently 33 Household permits for St. Mary's properties and there are currently parking bays for approximately 33 vehicles. However, recently it was acknowledged that the 3 previously Guest House only parking bays on St. Mary's were unused as 0 Guest House permits had been issued here. As such, these 3 spaces have recently (August 2020) been brought into general community use and are now available for use by nearby residents. If signalisation (Option1) goes ahead, compared with pre-August, permit holders would actually have the same number of spaces available for their use. NOTE: Option 1 has now been adjusted which results in the loss of only 2 on-street parking spaces, thus residents would still have a net gain of 1 parking space compared with pre-August.
Specific objection to signalisation of Bootham junction	9	✓	Installing signals at the junction (Option 1) would encourage cyclists to use this direct route as there would no longer be a need to detour off their desire line to use the existing sub-standard pedestrian crossing facility, whilst attempting to share footway safely with pedestrians. This would increase the attractiveness of the route and would make crossing the road here safer, particularly for younger and less confident cyclists.
Conservation and heritage concerns	8	✓	It is acknowledged that the heritage credentials of this area should be adequately addressed and that any changes agreed need to be sensitively pursued using appropriate materials; positioning of equipment; size/location of signs etc.
Suggested alternative ramp orientation	5	✓	Ramping in a different orientation would be complicated by land ownership issues - the longer flight of steps are not adopted highway. Furthermore, there would be practicalities in terms of greater level difference at this location; the requirement for a longer ramp; and the less attractive desire lines / counter-intuitive need to make tighter turns. We do not seek to interfere with the retaining wall, nor the trees above (which have TPOs associated).
Objection to all of the proposals	4		Noted.
Request for resurfacing of St. Mary's / St. Mary's Lane	4		Some localised patching of the highway is proposed as part of this scheme, but a full resurfacing of these streets would be prohibitively expensive.
Concern regarding conflict between users and safety of corner of St. Mary's / St. Mary's Lane	4	✓	A stage 2 Road Safety Audit will be undertaken that will identify any safety concerns and mitigation to be included in the detailed design. NOTE: A convex mirror is to be considered as a potential addition to the scheme (at the top of the ramp, at the corner of St. Mary's and St. Mary's Lane) to improve inter-visibility for all users in this area.
Suggest bringing Bootham pedestrian crossing nearer junction	4		This suggestion was considered early in development stage and discounted due to the necessity to remove a large mature tree (which has a TPO associated) and costly diversion of utilities to accommodate moving the pedestrian crossing and installation of the new apparatus.

Concern that public engagement was not sufficient / lacking detail	4	✓	Covid-19 restrictions meant that public consultation had to be conducted entirely online. This ran from 24 September to 12 October 2020 (although any comments received after this time were still included). The standard list of stakeholders and interest groups were emailed the materials and referred to the council website where plans were available. A leaflet was hand delivered to all residences on St. Mary's, St. Mary's Lane as well as nearby properties on Bootham (within 50 metres of the junction), and Marygate Lane on 27 September. These properties were identified as those most likely impacted by any proposed changes. Press releases and social media articles were released to encourage members of the public and users to comment on the proposals. A further plan of the proposals to reline Marygate car park was added to the website on 28 September.
Suggest signalling Bootham Terrace junction instead	4		The most direct route between York Hospital and York Station is on the route identified in this scheme, through Bootham Park, crossing Bootham and down St. Mary's. Proposals to use Bootham Terrace as the preferred route would result in cyclists having to use a section of the busy A19 Bootham between The Drive and Bootham Terrace and this is deemed a less appealing and less direct route.
Specific objection to construction of new ramp	3	✓	A ramp is the only solution to address the level differences between St. Mary's and Marygate Lane, for cyclists and disabled users.
Ramp proposed is too narrow / pinchpoint at top	3	✓	We are restricted with the available widths on Marygate Lane (between car park and existing retaining wall) and the need to preserve the historic route of Marygate Lane as well as maintaining vehicular access to the substation. As such, the proposed new ramp is designed to be as wide as it feasibly can be. At the top of the ramp, at it's interface with St. Mary's / St. Mary's Lane it is acknowledged that there is a pinchpoint, but this is unavoidable due to the need to maintain the existing retaining wall (albeit the top of the wall here will be reduced in size / design to improve visibility around this corner).
Comment that currently not an issue for vehicles emerging from St. Mary's onto Bootham	2	✓	The main objective of the proposals is to improve this route for cyclists and pedestrians. The proposed signalisation of this junction will enable cyclists to safely traverse the busy A19 Bootham.
Comments regarding safety of Scarborough Bridge ramp(s)	2		A widening of Railway Walk path, especially where it joins the cycle-only ramp to Scarborough Bridge, will mean more maneuverability space for users in this area.
Disabled resident who would greatly benefit from ramp	2		Noted.
Waste of money / Suggest money would be better spent elsewhere	2		The scheme has funding specifically allocated and ringfenced to it for enabling more people to cycle or walk on this route. Therefore the funding cannot be used for other schemes or spent elsewhere within the council. Should the scheme not go ahead, the money would be reallocated elsewhere within the West Yorkshire region.
Greater engagement with York Hospital / better facilities	2		Although this is slightly outside scope of this project, the iTravel team within the council has good relations with York Hospital and can push for improved facilities.
Request for resurfacing of Bootham Terrace	2		Outside scope of this project.
Has there been origin / destination survey done of this route?	2	✓	A significant majority of users of Scarborough Bridge have their origin or destination from the north (i.e. towards the Bootham direction) – 71% of cyclists and 57% of pedestrians. This illustrates that there is a significant demand for improvements to the route which connects Scarborough Bridge to the Bootham area (and beyond to York Hospital). For example on average (during non-Covid times) there are between 600 and 800 cyclists per day using the Scarborough Bridge river crossing - that equates to an average of approx. 500 cyclists per day travelling to/from the Bootham direction.
Concern that bottom of St. Mary's is in private ownership / does the council have permission to undertake these works?	2	✓	Whilst the bottom section of St. Mary's is in private ownership and not technically adopted highway, all users retain the right to use this road. We have discussed the proposals with the landowners who have been supportive of our proposals. We have in principle agreed to undertake some accommodation works including a short length of resurfacing, tree pruning and gully cleaning work. These measures are one-off works and will not form part of an ongoing maintenance regime by the Council. All other works can be undertaken using Highways powers, within the adopted highway.
Suggested improvements at Leeman Road	1		Outside scope of this project. Likely to be included in forthcoming York Central development proposals.
Other comments outside the scope of this scheme	1		Outside scope of this project.