

Appendix B3: Summary of consultation responses – Questions 5

Q5 To what extent do you agree with HBC amending the Stray Byelaws to permit cycling on the proposed cycle route on Otley Road?	
Total Agree responses 59%	
Please explain the reason(s) for your choice below or make any other comments you feel may be appropriate:	
<u>Theme 1: Agree with the process and the proposal of amending the byelaws</u> Respondents agreeing with the proposal generally thought there should be more cycle paths on the Stray, saying: <ul style="list-style-type: none">• it will allow for cycling• it is sensible to align the byelaws to national recommendations• this is long overdue• this project is a critical part of encouraging sustainable travel• They need amending to reflect the modern times• It will aid community use of the Stray and makes the town cycling friendly	<u>Officer response</u> Officers agree with the comments made.
<u>Theme 2: Agree with the proposal subject to conditions</u> There were certain respondents who, whilst agreed with the proposal, felt there were certain requirements that should be met: <ul style="list-style-type: none">• The land should remain as Stray	<u>Officer response</u> The land will remain as Stray land, albeit there will be a net loss of grassed stray land.

<ul style="list-style-type: none"> • Ensure the safety of pedestrians / pedestrians should have the right of way • Safeguard aesthetics and the loss of grass verge and trees, should not be at the expense of green infrastructure 	<p>A full road safety audit has been carried out to ensure the safety of all users.</p> <p>NYCC has minimised the amount of verge and tree removal. Not all the verges will be removed and some new verges will be created. Only one tree will be removed at Wordsworth Crescent.</p>
<p><u>Theme 3: Felt the proposal creates no loss of amenity / increases amenity</u></p> <ul style="list-style-type: none"> • The Stray enables people to cycle and therefore provides a mode of sustainable transport • The Stray needs to be better used to meet the needs of the way we live our lives today • The Stray should have more of an amenity / community benefit and cycling is one way to create a safe route into town • The Byelaws should be changed for all of the Stray to allow cycling into town • The verges are not used for recreational / amenity use • Verges are better used for safe cycling • Provision of cycling far outweighs any impact on the Stray verges which is minimal impact 	<p><u>Officer response</u></p> <p>Officers agree with the theme of the comments. However use of other parts of the stray for cycling would be a matter for Council and further public consultation.</p>
<p><u>Theme 4: Supportive of the design and route location</u></p> <ul style="list-style-type: none"> • The route will support schools, businesses and leisure activities • Will enable safe cycling on Otley Road which is much needed • Meets the needs of current and future residents of Harrogate • Will reduce the congestion and pollution on a very busy road 	<p><u>Officer response</u></p> <p>Officers agree with these comments</p>

<ul style="list-style-type: none"> • Help to mitigate further congestion and provide sustainable transport infrastructure to support future development • The design will improve safety by separating cycling from the heavy traffic 	
<p><u>Theme 5: Recognises the need for sustainable transport and active travel</u></p> <ul style="list-style-type: none"> • Alternative ways to travel must be found for the sake of our environment • Recognise the need to provide safe cycling as a sustainable transport mode to reduce congestion and pollution • If we start to build the network for safe cycling people will have sustainable travel choices, which at the moment they don't • Cycling is part of the future transport needs and making it safe by segregating it from traffic is key • Has many benefits, reduces congestion, pollution and improves physical and mental health • Creating safe cycling routes in Harrogate will make cycling become the normal / preferred way to commute • There is a need to work towards the carbon neutral target to reduce pollution and mitigate climate change and cycling is a key sustainable transport element 	<p><u>Officer response</u></p> <p>Officers agree with these comments</p>
<p>Total Disagree responses 38%</p>	
<p><u>Theme 1: Critical of process and does not meet the Stray Act criteria</u></p> <ul style="list-style-type: none"> • Not using the Stray for its original purpose, the Stray is for everyone not just cyclists • Sets a dangerous precedent and causes confusion 	<p><u>Officer response</u></p> <ul style="list-style-type: none"> • The purpose of the Stray is set out in the byelaws which acknowledge that cycling is permitted where the byelaws expressly state.

<ul style="list-style-type: none"> • The Stray should be preserved as it is and not changed. • The Stray should be left for use in accordance with its existing purpose. • Not a democratic process • The byelaws should not be changed but left to protect heritage and give pedestrians priority • The Stray is for recreational purposes not for cyclists 	<ul style="list-style-type: none"> • Cycling routes are clearly identified in the byelaws and there will be signage to offer clarity. • The process has been democratic as set out in the Stray Act and HBC's governance processes. • A majority of respondents agree with the amending of the byelaws. • Cycling is a form of recreation.
---	--

It was emphasised that this consultation was not about the design of the Cycle route, this had already been undertaken by NYCC in 2019. However the reasons respondents gave for disagreeing with amending the Stray Byelaws to allow cycling on this part of the Stray can be summarised into the following four themes

- critical of design and location
- removal of tree/s and grass verges
- concerns for pedestrian safety
- against the cycle route generally / lack of demand

North Yorkshire County Council Officers are aware of the concerns and have commented on these responses as detailed in Appendix B1.

Neither Agree or Disagree 3%

These responses were varied but largely based on the following thoughts

- Cyclists are not respectful to other users
- Other Stray footpaths and routes that are well used by cyclists should be changed first (specific examples given were Slingsby Walk over Tewit Well bridge to the Prince of Wales roundabout)
- Did not know enough about the scheme
- Question the need
- Question the width of the footpath not being wide enough

Officer's response

- A full road safety audit has been carried out to ensure the safety of all users and there will be signage to offer clarity.
- This cycle route section is a key element of the longer term sustainable transport framework.
- A dedicated webpage was provided detailing the scheme and information on what the public consultation entailed, as well as links to NYCC's dedicated webpage providing details of the design.

- Supportive but trees should not be removed
- Supportive but concerns for pedestrians on a shared cycle route

- NYCC Harrogate and Knaresborough congestion study indicated that 77% of respondents support more sustainable transport interventions.
- Only one tree will be removed from Stray Land.