

Consultation Response Summary

Harrogate

	Very Positive	Positive	Neutral	Negative	Very Negative	I don't know
How do you feel about plans to improve Harrogate Station Gateway area?	25% (331)	14% (182)	5% (67)	14% (181)	41% (548)	1% (9)

Top reasons why respondents feel positive/very positive about the plans:

	Encourage Walking and Cycling	Be a better use of public space, and make the town centre more attractive to residents and visitors	Improve air quality as these plans may persuade more people to leave the car at home	Make it easier and safer for everyone, including people with disabilities or impairments, to get around the town centre	Create more space for trees and other green features	Encourage more people to use the bus and rail station	Support local businesses by encouraging people to spend longer in the town centre or visit more often
% (n=513)	88% (449)	87% (447)	76% (390)	76% (388)	72% (368)	67% (344)	60% (309)

Top reasons why respondents feel negative/very negative about the plans:

	Not support local businesses, as it might discourage people to spend longer in the town or visit less often	Not improve air quality as these proposals will not persuade more people to leave the car at home	Be a worse use of public space, and make the town less attractive to residents and visitors	Make it more difficult and less safe for everyone, including people with disabilities or impairments, to get around the town centre	Be less convenient for loading and deliveries	Be less convenient for taxis and their passengers	Other*
% (n=727)	69% (500)	61% (441)	56% (405)	55% (397)	48% (346)	46% (335)	44% (319)

*for respondents who selected 'other', concerns about displaced traffic/more congestion was the most common comment highlighted. This was mentioned 167 times.

How successful proposals will be at achieving each of these aims:

(n=1312)	Very successful/successful	No change	Slightly worse/Much worse
Improving air quality and reducing carbon emissions by encouraging more people to walk, cycle and take public transport	41% (536)	21% (280)	36% (471)
Planting more trees and greenery	63% (833)	24% (318)	9% (125)
Supporting the local shops and businesses by increasing footfall	33% (430)	15% (199)	50% (661)
Improving the look and feel of Harrogate's gateway	52% (677)	17% (225)	30% (390)
Encouraging more people to use public transport by making it easier	34% (448)	34% (451)	29% (387)

to walk and cycle to the bus and rail stations			
Reduce the number of trips made by car and encouraging more people to walk, wheel and cycle to the station gateway area	37% (480)	29% (387)	32% (424)
Making it easier and safer to walk, wheel or cycle to the station gateway area	49% (646)	27% (353)	23% (306)

Harrogate Themes Response

Negative impact on local business	<p>The Harrogate District's economy is facing challenges to its sustainability. The proposed scheme will contribute to increasing investment, job creation and productivity; the primary drivers of sustainable, inclusive growth. Supplemental benefits include unlocking further development and increasing land values in the area.</p> <p>The scheme will enhance accessibility for more communities in Harrogate District (particularly in more deprived areas) to employment, education and training opportunities across the sub-region and vice versa, by tackling first and last mile connectivity issues</p>
Congestion/ Traffic Flow	<p>Congestion within the town has been a key consideration for the development work associated with the TCF proposals. During the Harrogate Congestion Study public engagement carried out by the County Council in 2019 a record number of responses were received as 15,500 local residents and businesses took part. The clear outcome was that people wanted more walking and cycling infrastructure, greater support and use of public transport, and encouragement to leave cars at home when making short journeys. They did not want investment in new highways such as a relief road.</p> <p>It is accepted that the detailed proposals could impact congestion in the short term in order to support delivery of the infrastructure which will enable and encourage more people to switch to active and sustainable forms of transport. Traffic modelling has been undertaken to help understand the possible outcomes. The modelling report is based on 2018 (pre pandemic) traffic levels and accounts for new developments in the town, whilst assuming there is no benefit from people switching out of their cars (in order to create a worst case basis). It indicates that at the worst time of day (afternoon peak hour) there may be an increase in average journey time through the town centre of 53 seconds and an additional 39 seconds in the morning peak period and 53 seconds in the evening peak period. There is also a small increase in the average distance</p>

	<p>travelled, as some drivers may choose to re-route from Station Parade to East Parade. It is also indicated that traffic flow differences on streets could occur – the modelling looked at significant changes (an average change of 3 vehicles per minute or more). At the worst time of day (the afternoon peak hour) only East Parade experiences a significant increase in flow (5 vehicles per minute).</p>
Air Quality	<p>The potential for associated changes in air quality has also been investigated through air quality modelling. An assessment has considered the potential local air quality impacts associated with both the construction phase and operational phase of the scheme.</p> <p>A qualitative assessment of construction activities has been carried out using the IAQM Construction Guidance. This identified that there is a High Risk of impact associated with dust emissions and a Medium Risk of impact associated with particulate matter emissions due to construction activities. However this can be suitably mitigated and significantly reduced through good site practice and mitigation measures. The residual impacts of dust and particulate matter generated by construction activities on air quality, including emissions to air from construction vehicles and plant, are expected to be negligible, and the effect not significant.</p> <p>A quantitative assessment of the potential impacts attributed to the operational phase of the scheme on sensitive human receptors was undertaken using ADMS-Roads to predict the changes in annual mean NO₂, PM₁₀ and PM_{2.5} concentrations that would occur due to the generation of additional vehicle trips at particular locations. The results show that the Proposed Scheme would not result in any exceedances of the annual mean pollutant objectives (NO₂, PM₁₀ or PM_{2.5}) in any of the modelled scenarios.</p>
Attractiveness, accessibility and safety	<p>The proposals seek to sympathetically improve the town centre through use of planting and high quality materials and in developing the proposals consultation has been undertaken with local stakeholders, including the Harrogate disability forum to ensure that the final designs will enhance the area and improve accessibility– with further engagement planned within the detailed design stage. Additionally, whilst a reduction in on street parking is required to deliver the proposals (estimated at 39 spaces), the number of disabled parking spaces would be maintained, and the Station Parade taxi rank will also be retained with widened access for disabled users.</p> <p>The respondent’s safety concerns related to the pedestrianisation of the eastern end of James Street and the potential for a lack of traffic to increase safety risk. Consultation has been undertaken with the Police and no significant concerns raised, the street will be subject to unobstructed CCTV coverage following implementation.</p>
Achieving the aims of the proposals	<p>In all but one of the aims, more respondents agreed that the proposals would be very successful or fairly successful however, in the case of supporting local shops and businesses more respondents disagreed the proposals would be successful.</p>

Selby

(n=100)	Very Positive/ positive	Neutral/ I don't know	Negative/ Very Negative
Overall, how do you feel about the latest plans to improve Selby Gateway Area?	71% (71)	14% (14)	15% (15)

Top reasons why respondents feel positive/very positive about the plans:

	Be a better use of public space and make the town centre more attractive to residents and visitors	Make it easier and safer for everyone, including people with disabilities or impairments, to get around the town centre	Encourage more people to use the bus and rail station	Encourage Cycling and Walking	Create more space for trees and other green features	Support local businesses by encouraging people to spend longer in the town centre or visit more often	Improve air quality as these plans may persuade more people to leave the car at home
% (n=72)	71% (51)	68% (49)	60% (43)	58% (42)	49% (35)	42% (30)	35% (25)

Top reasons why respondents feel negative/very negative about the plans:

	Not improve air quality as these proposals will not persuade more people to leave the car at home	Be less convenient for loading and deliveries	Be a worse use of public space, and make the town less attractive to residents and visitors	Make it more difficult and less safe for everyone, including people with disabilities or impairments, to get around the town centre	Be less convenient for taxis and their passengers	Not support local businesses, as it might discourage people to spend longer in the town or visit less often	Discourage people to use the bus and rail station
% (n=16)	56% (9)	56% (9)	56% (9)	56% (9)	44% (7)	38% (6)	38% (6)

Selby Response

Positive	The most common reasons given for feeling positive about the scheme were that it would be a better use of space and make the town more attractive; that it would make it easier and safer for all, including those with disabilities or impairments, to get around the town centre and that it would encourage more people to use the bus and rail station.
Negative	<p>Those feeling negative most commonly cited reasons that it would make it more difficult and less safe for all, including those with disabilities or impairments, to get around the town centre; that it would be a worse use of public space and make the town centre less attractive and that it would not improve air quality by persuading more people to leave the car at home.</p> <p>The divergence of views around ease of access is an interesting point and will be the focus of detailed design work. Consultation, including a site visit, has been undertaken with disability groups to help inform the proposals to date and this engagement will continue through detailed design to ensure the scheme best meets the needs of all.</p>

Skipton

	Very Positive/ positive	Neutral/ I don't know	Negative/ Very Negative
Overall, how do you feel about the latest plans to improve the Skipton Gateway area?	66%	12%	22%
How do you feel about the latest plans to improve Skipton Station and Plaza?	65%	13%	22%
How do you feel about the latest plans for Broughton Road?	50%	19%	30%
How do you feel about the latest plans to improve the Canal Footpath?	77%	17%	6%
How do you feel about the latest plans to improve Black Walk, Carleton Street and Gas Street?	64%	26%	10%

Top reasons why respondents feel positive/very positive about the plans:

	Be a better use of public space and make the town centre more attractive to residents and visitors	Make it easier and safer for everyone, including people with disabilities or impairments, to get around the town centre	Create more space for trees and other green features	Encourage more people to use the bus and rail station	Encourage Cycling and Walking	Improve air quality as these plans may persuade more people to leave the car at home	Support local businesses by encouraging people to spend longer in the town centre or visit more often	Be more convenient for buses and their passengers
% (n=81)	81% (66)	72% (58)	60% (49)	52% (42)	45% (37)	43% (35)	38% (31)	30% (24)

Top reasons why respondents feel negative/very negative about the plans:

	Not improve air quality as these proposals will not persuade more people to leave the car at home	Other*	Discourage cycling and walking	Discourage people to use the bus and rail station	Be less convenient for buses and their passengers	Make it more difficult and less safe for everyone, including people with disabilities or impairments, to get around the town centre	Be a worse use of public space, and make the town less attractive to residents and visitors
% (n=27)	63% (17)	48% (13)	37% (10)	26% (7)	15% (4)	15% (4)	15% (4)

Gallows Bridge

Preferred option for Gallows Bridge	Option 1	Option 2	Option 3	None
	9%	18%	61%	12%

Top items ranked most important by respondents

Options	Average Rank (where 1 is most important)
Lighting	2.07
Litter bins	2.63
Benches and seating	2.66
Planting and vegetation	2.69
Cycle storage (secure)	3.37
Public art	4.76
Charge for E-bikes	4.78
Cycle maintenance hub	5.32

Skipton Response

Broughton Road	The key change since the first round of consultation was the removal of the proposed cycle lanes from Broughton Road in response to feedback received in that first round. 69% of respondents felt very positive, positive or neutral about this change and it is proposed to continue without the cycle lanes.
Detailed design (Gallows Bridge and Features)	In order to inform the detailed designs respondents were also asked about both the form of the replacement Gallows Bridge and features they would like to see in the final scheme. The most favoured bridge option was a contemporary yet traditional form (Option 3) and the most popular items people would like to see in the final schemes were lighting, litter bins and seating.

Harrogate Station Gateway

Public Consultation

Round Two 2021

Consultation Outcome Report

Transforming Cities Fund (TCF)
Consultation & Engagement Team
West Yorkshire Combined Authority

December 2021



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Overview

The Scheme

In March 2020, it was announced that the Leeds City Region (LCR) will benefit from £317 million of investment from the [Transforming Cities Fund](#), known as 'TCF'. This fund is a major new programme of investment that aims to deliver transformational, new transport infrastructure and help change how we travel across the region. Doing so will help make active travel options like cycling and walking safer and more appealing and help encourage use of public transport, all of which is essential to reducing reliance on car travel and meeting the Leeds City Region commitment to become a net zero carbon city region by 2038, which you can read more about [here](#).

TCF programme funding is in place to:

- Improve sustainable transport infrastructure to support a shift towards more sustainable travel choices such as walking, cycling and using public transport
- Support the regeneration of the Station Parade area of the town
- Improve public health and wellbeing

Harrogate Borough Council (HBC), North Yorkshire County Council (NYCC) and the West Yorkshire Combined Authority (the CA) are working together to deliver the 'Harrogate Station Gateway' scheme, as part of the TCF Programme, with £10.9m funding.

The objectives of the scheme are:

- Improve the walking and cycling links to Harrogate bus and railway stations and the town centre
- Increase the number of people traveling to or from Harrogate Station, and in and around Harrogate town centre, by environmentally friendly transport (bus, on foot and by bike)
- Positively enhance the sense of place within the town centre and create a higher quality environment for visitors, residents and nature
- Reduce the dominance of cars and lower traffic speeds to create a safer, more appealing environment for people walking and cycling. This will also decrease noise and pollution levels.
- Enhance accessibility for people with disabilities by improving surfaces, reducing obstacles and providing more space
- Create an environment that promotes social interaction and encourages people to stay and spend time here, through street furniture, smart technology and space for events/activities
- Enhance and promote the identity of Harrogate – harnessing its spa history and strong existing sense of place to create an iconic and lasting gateway

The scheme development journey

- In 2019, Harrogate Borough Council and North Yorkshire County Council undertook a study into a new inner relief road within Harrogate. The public feedback did not support this approach to changing Harrogate's transport network. Instead, there was greater support for implementing more sustainable transport measures, including better provision for walking and cycling, and improved public transport access.
- Building on this outcome, we have been developing proposals, through the TCF programme, for improving walking and cycling access to rail and bus services and reducing general traffic within the town centre.
- A first phase public consultation on early proposals was carried out over four weeks between Wednesday 24 February 2021 and Wednesday 24 March 2021. The purpose of this consultation was to involve users and stakeholders in the process to help develop and improve the proposals.
- A total of 1,101 online surveys were completed over this consultation period, and you can read the full consultation report [via this link \(opens in a new tab\)](#).
- The outcomes of the first phase public consultation showed that the option with the largest support was to single lane Station Parade and some form of pedestrianisation on James St. In addition support was given for improved public realm on Station Square and One-Arch.

Consultation Activity

Following the analysis of feedback from the earlier consultation and the further development of proposals, a second public consultation was carried out over four weeks between **Monday 18 October 2021** and **Friday 12 November 2021**.

This consultation sought views from the public at our preliminary design stage. We will consider this feedback when making final decisions of detailed designs.

Covid-19 pandemic and accessibility

Usual consultation engagement activity would typically include public meetings and focus groups, which would not meet current COVID-19 government guidelines on public gatherings and social distancing. The overriding priority for NYCC, HBC and the CA must be the public safety of residents and employees. That said, meaningful consultation and engagement is an essential part of any major programme, and it is vital to ensure the consultation is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online.

Therefore, whilst accepting that this consultation would be a predominantly via online methods, four public drop-in sessions were arranged in the local Victoria Shopping Centre. Also, more traditional options of communications such as post and telephone were offered to ensure the consultation was safe but also accessible and inclusive.

The consultation was promoted via the following methods:

Press: A joint press release was sent out on 18 October 2021 between North Yorkshire County Council, the West Yorkshire Combined Authority, Selby District Council, Harrogate Borough Council and Craven District Council to local and regional media organisations to promote the consultation and two other TCF consultations taking place for schemes in Skipton and Selby.

Social Media: Frequent social media posts from Harrogate Borough Council, North Yorkshire County Council and the Combined Authority across platforms such as Facebook, Twitter, Instagram and LinkedIn were used to promote the consultation.

Fliers and posters: The consultation was publicised on flyers and posters in Harrogate libraries and Leisure Centre, and at Victoria Shopping Centre drop ins.

Direct mail: At the beginning of the consultation period, direct mailings promoting the consultation were sent to businesses on James Street & Station Parade, and residents on Cheltenham Mount, Granville Road and Mount Parade.

Engaging with stakeholders: Joint County/District elected member briefings, took place in advance of the consultation. Officers from North Yorkshire County Council and Harrogate Borough Council emailed stakeholders and interested parties and held discussions with key stakeholder groups as part of ongoing engagement.

North Yorkshire County Council helpline: a telephone number was made available for members of the public to request further information, printed copies or information in other formats: 01609 780780

Freepost: A freepost address was made available for paper surveys to be returned: Freepost Corporate Director, Central services, North Yorkshire County Council, County Hall, NORTHALLERTON, DL7 5AL

Dedicated email: Responses, questions or feedback were encouraged via a dedicated email address: transformingcities@northyorks.gov.uk

Drop in-sessions: there were four drop-in sessions held at the local Victoria Shopping Centre where members of the public could visit to ask the Project Team questions and learn more about the scheme

Webinars: two live online information sharing 'webinars' were held, where people could join to listen to a presentation on the scheme and could ask questions of the project team

'Flythrough' videos: computer generated videos, which illustrated where the proposals were in Harrogate and how they would work, were made available to watch on the YourVoice webpage to help people understand the scheme.

Interview with the local County and District Councillors: this video was made available for people to watch online via the YourVoice webpage

Your Voice Online Engagement website

The consultation was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub using the web address:

<https://www.yourvoice.westyorks-ca.gov.uk/Harrogate>.

The following tools were available on Your Voice to help provide further information:

- **Your Voice Survey Tool:** The survey was hosted on the Your Voice site, which could be reached on the project page or via a direct web address link
- **Your Voice Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) allowing participants to submit queries for response by the project team
- **Your Voice Email Inbox:** The Your Voice site has an email address for people to get in touch: yourvoice@westyorks-ca.gov.uk
- **Your Voice FAQs:** The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources
- **Your Voice Documents:** provided details of plans and proposals

Inclusive Engagement Methodology

The term 'seldom-heard groups' refers to under-represented people and/or communities who rarely have the same opportunities or access to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. It is critical that efforts are made to connect and communicate with diverse groups, to facilitate fuller participation and ensuring that the consultation is accessible and progressively inclusive. Many factors can contribute to people who use services being seldom heard, including:

- Gender including trans identity/history
- Age
- Disability
- Race and ethnicity
- Sexuality
- Community impairments
- Mental health
- Homelessness
- Geographical isolation
- Socio-economic background
- Caring responsibilities
- Marriage, partner, and relationships
- Religion and belief
- Pregnancy, maternity, and parental leave

Using knowledge from within NYCC and HBC, seldom-heard groups, along with other stakeholders, were identified and communications sent to key contacts, signposting to the consultation materials, and offering the opportunity to engage directly. It was also requested that those contacts circulate the information supplied to their wider networks.

We were also keen to reach members of the public who do not have access to the internet and/or may experience access issues. We supplied a freepost address for letters, a dedicated telephone number, printed leaflets, ran articles in local newspapers and offered paper versions upon request. Contact details were supplied for those requiring the consultation materials in different formats.

Consultation Results

During the four-week consultation period, a total of 1,320 online surveys were completed. The results of the quantitative responses, as well as the qualitative summaries of the key common themes of the open text responses, can be found in the section, '[Analysis of survey responses](#)', All the written responses are recorded in full in [Appendix One](#).

Understanding the Results

Quantitative Data Analysis: The quantitative responses from the survey were analysed using standard frequency counts in the Survey Responses and are shown as percentages in the Key Messages (where figures in this report do not add up to 100%, this is the result of computer rounding or multiple responses).

Qualitative Data Analysis: The analysis of free text qualitative data in survey responses, was carried out using thematic coding. This process involves identifying themes in responses, and assigning responses, or elements of responses, to these themes to gain a deeper understanding of views and perceptions. Comments relating to each theme are then grouped together and counted, which allows the most common themes to emerge, enabling a deeper understanding of respondents' views and perceptions. The full list of open text comments (verbatim) can be viewed in [Appendix One](#).

Questions received via the Q&A tool and emails from the public can be viewed in [Appendix Two](#).

Key Messages

Overall views on the proposed plans for the scheme

The response to the scheme overall was more negative than positive. However when the individual elements of the scheme were considered, there were a number of areas where more responses were positive.

When asked how they felt overall about the latest plans to improve the Harrogate Station Gateway, more respondents felt 'negative' or 'very negative' (55.3%) than felt 'positive' or 'very positive' (38.9%), while 5.1% of respondents said they felt 'neutral' and 0.7% said they didn't know.

When respondents who felt 'negative' or 'very negative' were asked what the reasons were for their choice, the most popular reasons selected were:

- that the plans would not support local businesses, as it might discourage people to spend longer in the town centre or visit less often.
- that it would not improve air quality as these proposals will not persuade people to leave the car at home.
- that it would be a worse use of public space and make the town centre less attractive to residents and visitors.
- that it would be more difficult and less safe for everyone, including people with disabilities or impairments, to get around the town centre.

Respondents also had the opportunity to select 'Other' and write their reasons in their own words, the top themes in the written comments of respondents who felt 'negative' or 'very negative' about the plans were:

- Concerned over potential displaced traffic / more congestion
- Concerned about impact of plans on air pollution
- Concerned about impact of plans on businesses
- Not enough people will use cycleways / cycling won't work in Harrogate

When respondents who felt 'positive or 'very positive' were asked what the reasons were for their choice, the most popular reasons selected were:

- that it would encourage cycling and walking.
- that it would be a better use of public space and make the town centre more attractive to residents and visitors.
- that it would both create more space for trees and other green features.
- that it would make it safer and safer for everyone, including for people with disabilities or impairments, to get around the town centre.
- That it would improve air quality as these plans may persuade more people to leave the car at home.

Respondents also had the opportunity to select 'Other' and write their reasons in their own words, the top themes in the written comments of respondents who felt 'positive' or 'very positive' about the plans were:

- General positive comments supporting plans
- Less people will use cars / will be better for the environment
- Suggestions for improving public spaces in Harrogate
- Suggestions that public transport needs to be improved

Opinions on the materials proposed to be used in plans

When asked about the types of materials which the plans are proposing to use, more respondents felt 'positive' or 'very positive' (43.4%) than felt 'negative' or 'very negative' (19%), while 30.8% of respondents said they felt 'neutral' and 6.9% said they didn't know.

When asked if there was anything else respondents would like to say in their own words about the materials, there were more negative comments than positive comments, the main themes being:

- Concerns over the quality of finish, durability, permeability of the final materials, plus concern about slippery stones, and concerns that the materials were out of character with the town, and concrete and false grass are unappealing
- The designs look bland and lack initiative, and concerns over it being unsafe for children and complaints over the proposed fountain in terms of safety hazards and attracting anti-social behaviour
- General negative comments including rejection of the scheme as a whole

Views on how much the proposals would achieve scheme objectives

Respondents were asked how successful they felt the proposals would be at achieving the aims of the scheme. They could agree that the proposals would be 'fairly successful' or 'very successful', disagree that the aims would be 'slightly worse' or 'much worse', or they could say they would have a 'neutral' impact.

More respondents agreed that the proposals would be 'fairly successful' or 'very successful' in achieving each of the following aims:

- 'Making it easier and safer to walk, wheel or cycle to the station gateway area': a significant majority (50%) agreed, 23% disagreed, 27% felt neutral.
- 'Planting more trees and greenery': a significant majority (65%) agreed, 10% disagreed, 25% felt neutral.
- 'Improving the look and feel of Harrogate's gateway': a majority (52%) agreed, 30% disagreed, 17% felt neutral.
- 'Improving air quality and reducing carbon emissions by encouraging more people to walk, cycle and take public transport': a small majority (42%) agreed, 37% disagreed, 22% felt neutral

- ‘Reduce the number of trips made by car and encouraging more people to walk, wheel and cycle to the station gateway area’: a small majority (37%) agreed, 33% disagreed, 30% felt neutral
- ‘Encourage more people to use public transport by making it easier to walk and cycle to the bus and rail stations’: a small majority (35%) agreed, 28% disagreed, 35% felt neutral.

However, more respondents disagreed the proposals would be successful in achieving the following aim:

- Supporting the local shops and businesses by increasing footfall’: a significant majority (52%) disagreed, 33% agreed, 15% felt neutral.

Opinions on what should be included in final designs

When asked to rank top priorities from a list of potential items to include in the final designs for public space, (where ‘1’ is most important), the top three items most important to respondents (in order of preference) were:

- Benches and seating
- Planting and vegetation
- Lighting

When asked if there were any other suggestion respondents would like to say in their own words, there were more negative comments than positive comments, the most popular themes in written comments being:

- Concerned over potential displaced traffic / more congestion
- Concerned about impact of plans on businesses
- General comments against the plans (e.g. a waste of money)

Your Voice Engagement Analytics

Over the four-week engagement period, there were 5,441 ‘visits’ to the Your Voice engagement hub. A single visitor may visit the site several times, which is why the total number of ‘visits’ is higher than the total number of ‘aware visitors’.

The visitors can be divided into the following categories:

Aware (3,992 visitors): Visitors that we consider to be ‘aware’ have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but may not have taken any further action (not clicked on anything).

Informed (1,933 visitors): An informed visitor has taken the ‘next step’ from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs), download the plans, view the privacy notice, or look at key dates.

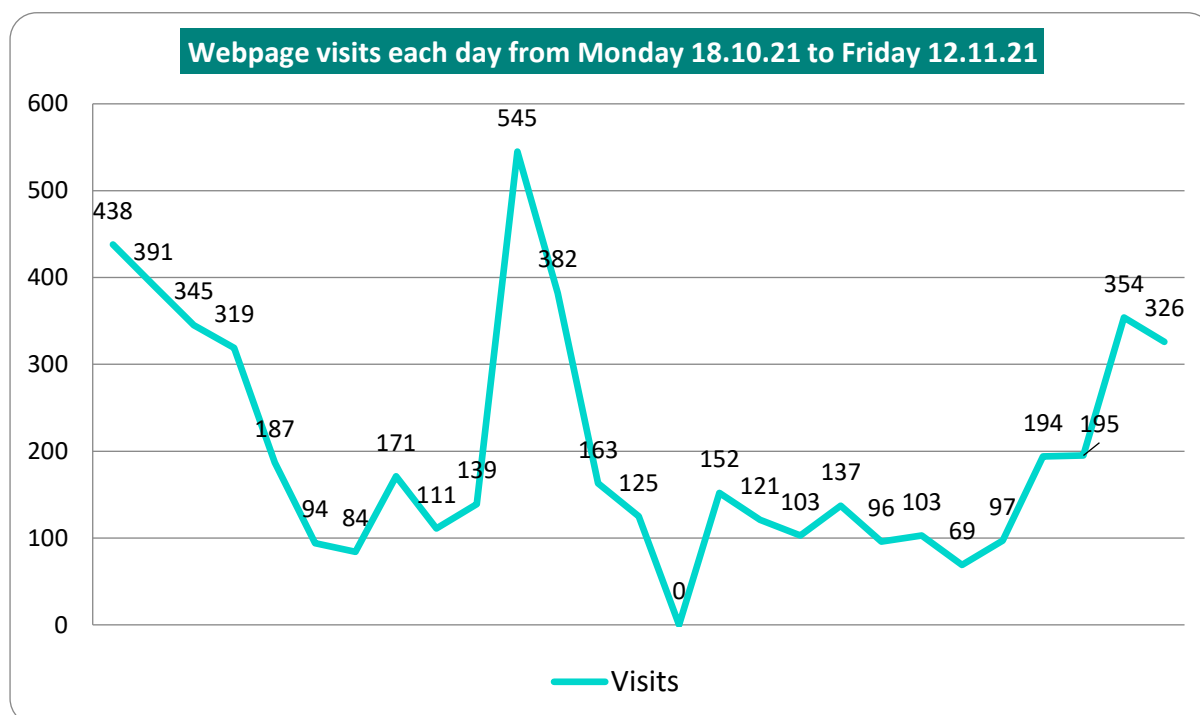
Engaged (1,249 visitors): Every visitor that contributes to a website ‘tool’ (in this case, completes the survey or asks a question via the Q&A tool) is considered to

have actively 'engaged' with the project. (e.g. there were 1320 survey contributions from 1246 'Contributors', which may include different people using the same device).

Four emails were received through the Your Voice email inbox and **six Q&A questions** were asked on the Your Voice consultation page, which can be viewed in [Appendix Two](#).

Timeline of visits

The graph below gives an indication of how many visits were made to the YourVoice webpage each day over the course of the consultation timeline:



Traffic Channels

The table below shows how many visits to the webpage came via different channels:

Site access routes	Number of visits
Direct (by typing the web address URL directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	2,741
Social media (including Facebook, Twitter, LinkedIn, Instagram)	802
Email (via direct email campaigns using external email tools)	25
Search engine (including Google, Bing, Internet Explorer etc)	218
.GOV sites (referrals from government websites)	22
Referrals (re-directed to the site)	917

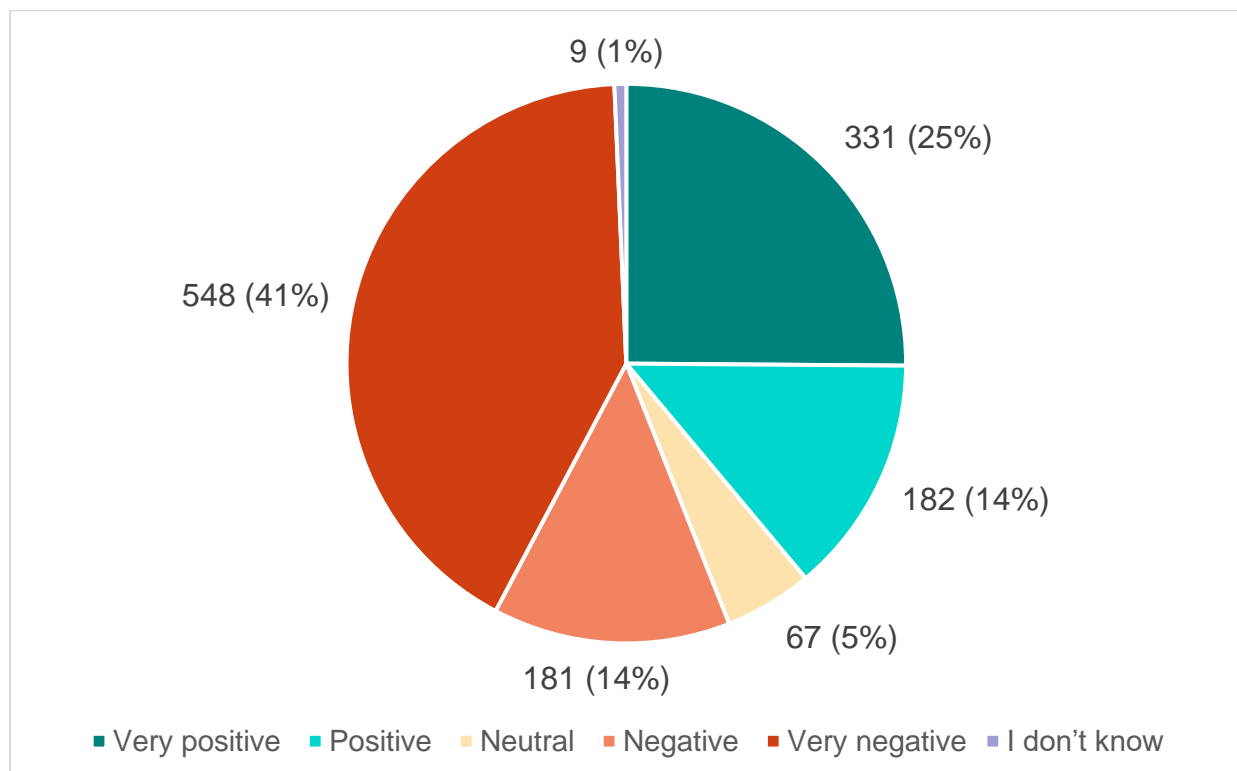
Analysis of Survey Responses

Members of the public were invited to complete a survey hosted on the Your Voice website, and were asked a mixture of closed and open-comment based questions. An optional section containing demographic questions was included so we can better understand who we are engaging with and hearing from. Harrogate Borough Council, North Yorkshire County Council and the West Yorkshire Combined Authority are required to act in line with the Equality Act 2010 and by asking demographic questions, we can make sure our work reflects the diverse communities we serve.

A total of 1,320 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received, where n = total number of responses for that question. Qualitative data received as open text responses has been coded by subject matter and theme and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which questions they would like to answer.

Survey Responses

Q1. Overall, how do you feel about the latest plans to improve the Harrogate Station Gateway area? (n = 1,318)

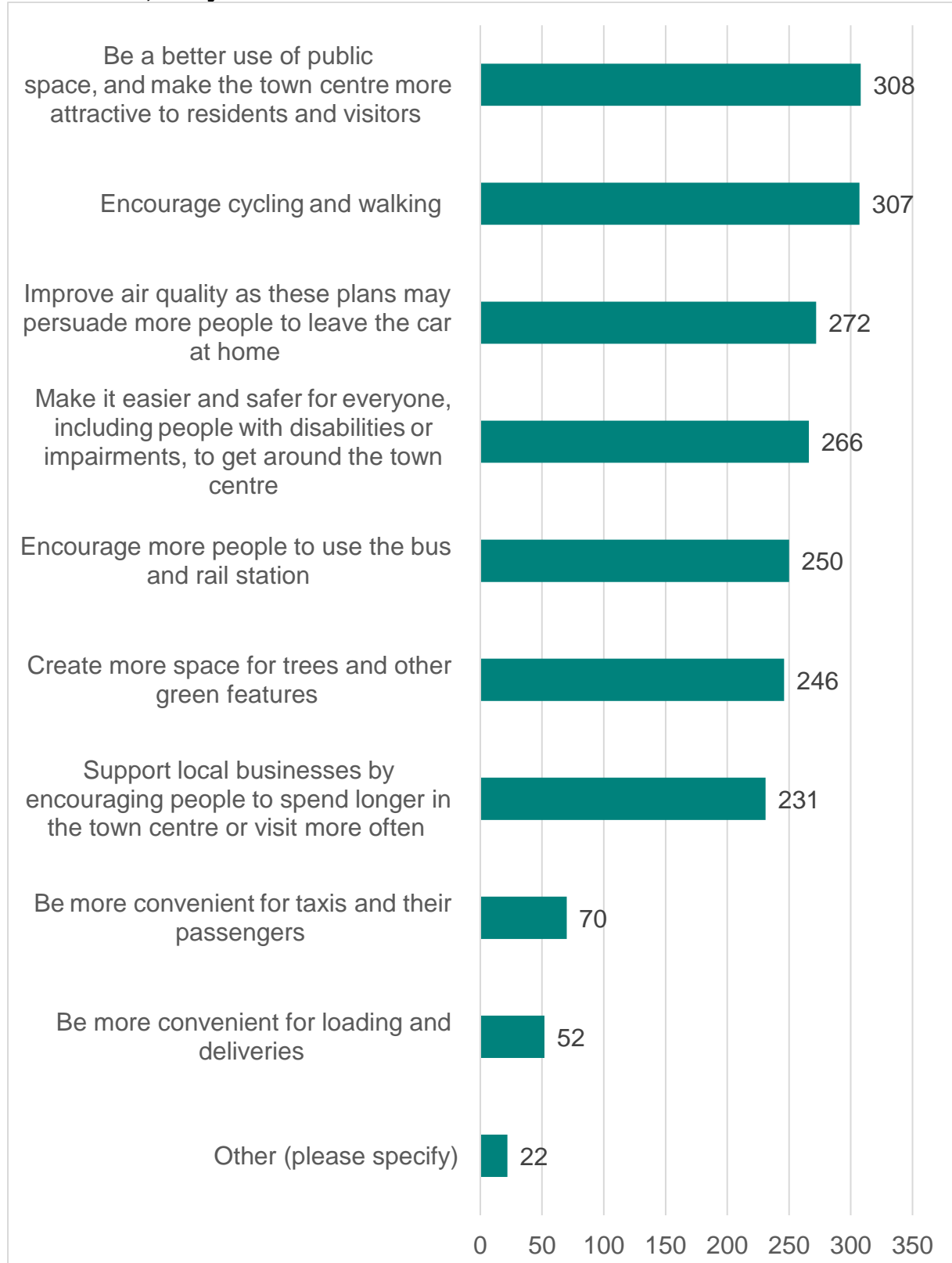


Q2. Please let us know the reasons you feel this way [about the latest plans to improve the Harrogate Station Gateway area]?

I think the proposals for Harrogate Station Gateway will...

(n = 331)

If answered, 'Very Positive' to Q1:



Written comments of respondents who selected 'Other (please specify)' to Q2.
(n = 22)

Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

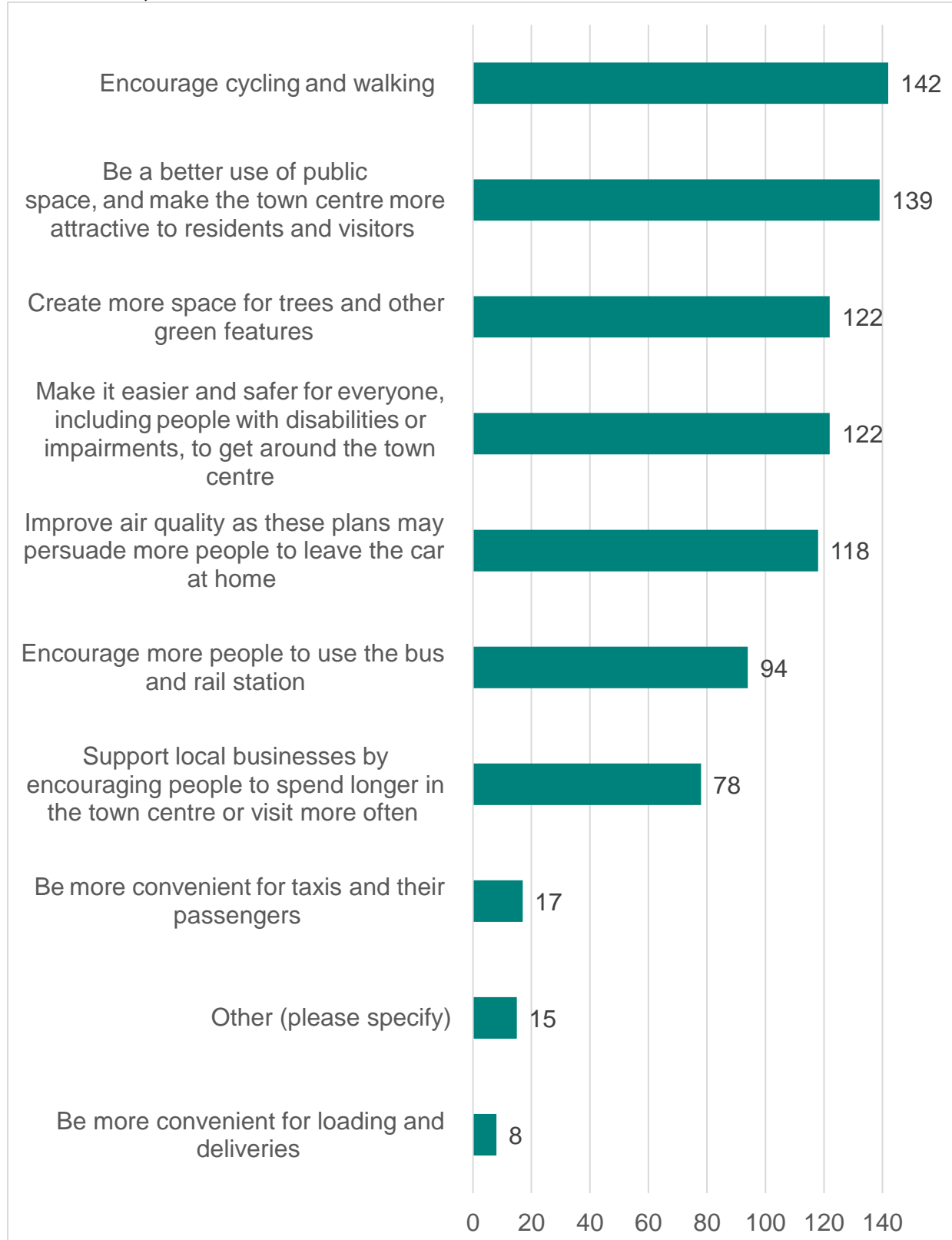
Comments coded by theme	No.
Positive -	(15)
Positive - supports proposals	9
Positive - better for environment	2
Positive - better for pedestrians	1
Positive - more people will cycle	1
Positive - will improve walking and cycling	1
Positive - will reduce speeding	1
Suggestion -	(7)
Suggestion - improve public spaces	3
Suggestion - highlight heritage of Harrogate	1
Suggestion - improve air quality	1
Suggestion - more car parking needed	1
Suggestion - more trees and greenery needed / do not fell trees	1

Q3. Please let us know the reasons you feel this way [about the latest plans to improve the Harrogate Station Gateway area]?

I think the proposals for Harrogate Station Gateway will...

(n = 182)

If answered, 'Positive' to Q1:



Written comments of respondents who selected 'Other (please specify)' to Q3.
(n = 15)

Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

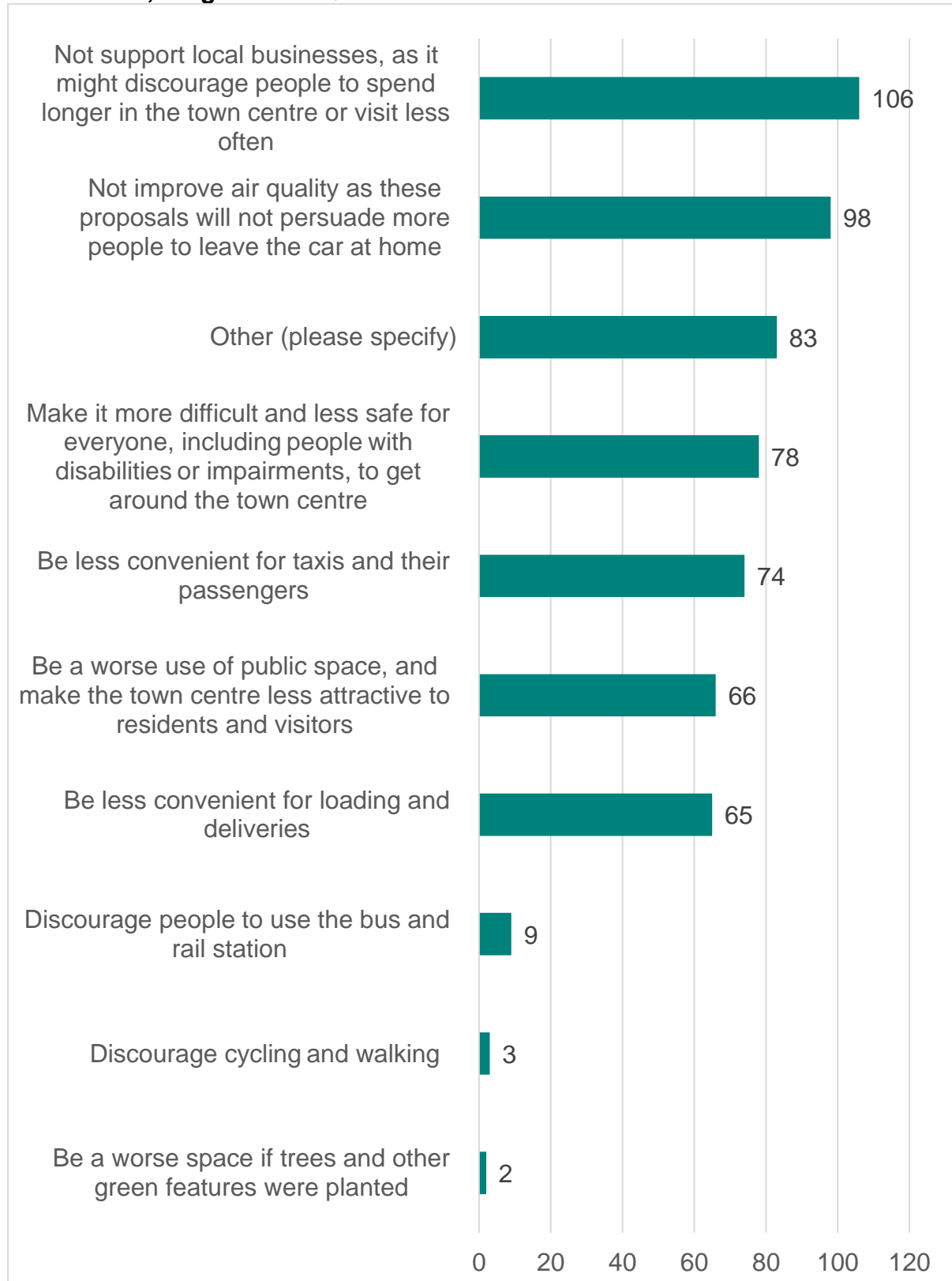
Comments coded by theme	No.
Suggestion -	(8)
Suggestion - highlight heritage of Harrogate	2
Suggestion - improve public transport	2
Suggestion - more pedestrianisation	2
Suggestion - proposals should go further	2
Positive -	(5)
Positive - supports proposals	2
Positive - less people will use cars	2
Positive - safer for cyclists	1
Concerns -	(3)
Concerns - safety for pedestrians	1
Concerns - safety for cyclists	1
Concerns - air quality	1
Negative -	(1)
Negative - concern over displaced traffic / more congestion	1

Q4. Please let us know the reasons you feel this way [about the latest plans to improve the Harrogate Station Gateway area]?

I think the proposals for Harrogate Station Gateway will...

(n = 180)

If answered, 'Negative' to Q1:



Written comments of respondents who selected 'Other (please specify)' to Q4:
(n = 83)

Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

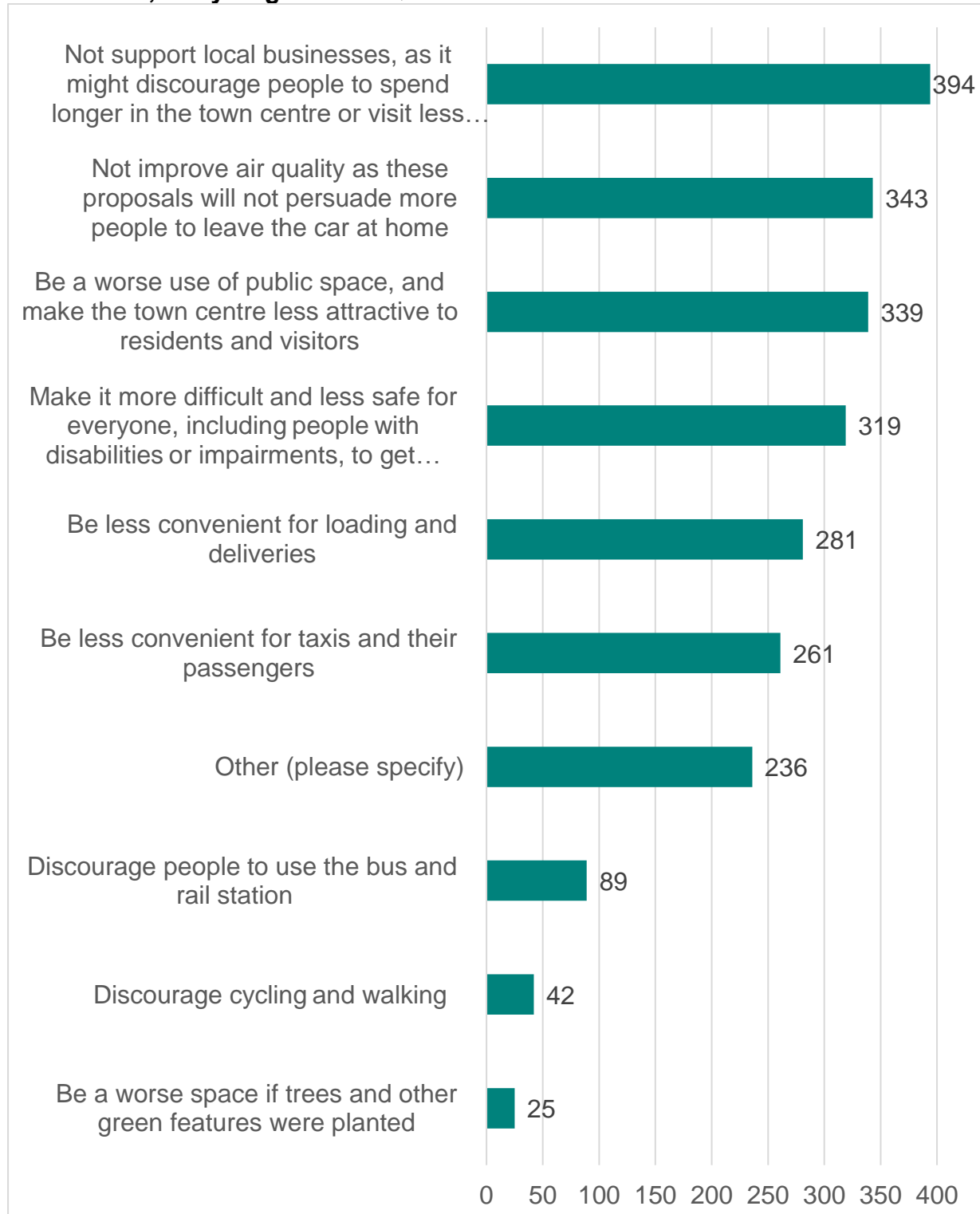
Comments coded by theme	No.
Negative	(90)
Negative - concern over displaced traffic / more congestion	40
Negative - concerned about air pollution	20
Negative - concerned about impact on businesses	9
Negative - cycling won't work in Harrogate	7
Negative - not enough people will use cycleways	7
Negative - concerned around disabled / elderly accessibility	5
Negative - James Street should not be pedestrianised	1
Negative - against the plans / waste of money	1
Concerns	(31)
Concerns - cycle lanes don't link up	5
Concerns - quality of data / consultation	4
Concerns - design / layout of facilities at Station Square	3
Concerns - impact on / lack of public transport	3
Concerns - may encourage antisocial behaviour	3
Concerns - potential loss of car parking	3
Concerns - safety for cyclists	3
Concerns - safety for pedestrians and cyclists	3
Concerns - safety for pedestrians	2
Concerns - access for emergency services	1
Concerns - will not improve cycling in Harrogate	1
Alternative / additional suggestions	(11)
Suggestion - make streets two way	4
Suggestion - focus on other priorities in Harrogate (e.g. road maintenance)	2
Suggestion - bypass road / ring road for Harrogate	1
Suggestion - make station parade car free	1
Suggestion - rebuild railway station	1
Suggestion - shared bus and cycle routes	1
Suggestion - test new layout first	1
Positive comments	(1)
General positive – plans look good	1

Q5. Please let us know the reasons you feel this way [about the latest plans to improve the Harrogate Station Gateway area]?

I think the proposals for Harrogate Station Gateway will...

(n = 547)

If answered, 'Very Negative' to Q1:



Written comments of respondents who selected 'Other (please specify)' to Q5:
(n = 236)

Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

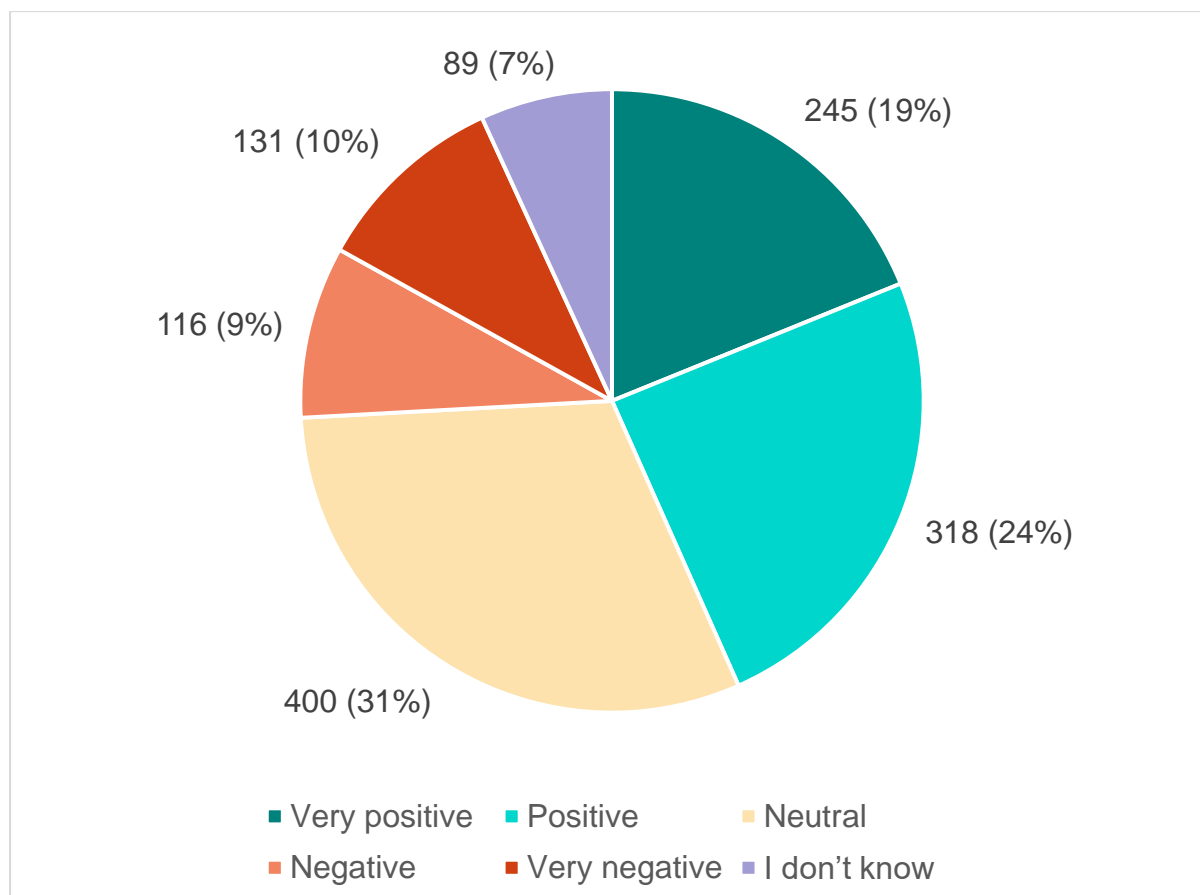
Comments coded by theme	No.
Negative	(262)
Negative - concerned about displaced traffic / more congestion	127
Negative - concerned about air pollution	45
Negative - concerned about impact on businesses	33
Negative - not enough people will use cycleways	28
Negative - cycling won't work in Harrogate	12
Negative - concerned around disabled / elderly accessibility	7
Negative - against the plans / waste of money	7
Negative - won't encourage use of public transport	3
Concerns	
Concerns	(50)
Concerns - safety for pedestrians	14
Concerns - design / layout of facilities at Station Square	10
Concerns - potential loss of car parking	8
Concerns - quality of data / consultation	6
Concerns - safety for pedestrians and cyclists	5
Concerns - cycle lanes don't link up	3
Concerns - impact on / lack of public transport	2
Concerns - safety for cyclists	2
Suggestion -	
Suggestion -	(27)
Suggestion - bypass road / ring road for Harrogate	7
Suggestion - test new layout first	5
Suggestion - focus on other priorities in Harrogate (e.g. road maintenance)	5
Suggestion - park and ride	4
Suggestion - focus on public transport	4
Suggestion - make streets two way	3
Suggestion - more trees / greenery needed	2
Suggestion - cycle route to the station from East Parade	1
Suggestion - relocate cycleways	1
Suggestion - improve station gateway	1
Suggestion - bridge or tunnel at Starbeck railway station	1
Suggestion - new rail links	1

Q6. If you would like to tell us why your opinion is neutral, please use the space below: (n = 57) Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

Written comments of respondents who selected 'Neutral' to Q1:

Theme	No.
Negative -	(38)
Negative - concern over displaced traffic / more congestion	26
Negative - cycling should not take priority	4
Negative - not enough people will use cycleways	3
Negative - concerned around disabled / elderly accessibility	2
Negative - concerned about impact on businesses	1
Negative - cycling won't work in Harrogate	1
Negative - will not change travel habits	1
Suggestion -	(19)
Suggestion - more trees and greenery needed / do not fell trees	3
Suggestion - improve bus station	3
Suggestion - more pedestrianisation	3
Suggestion - More taxi ranks/drop off points needed	2
Suggestion - make streets two way	2
Suggestion - focus on other priorities in Harrogate (e.g. road maintenance, housing, police)	1
Suggestion - bypass road / ring road for Harrogate	1
Suggestion - improve bus and railway stations	1
Suggestion - improve public transport	1
Suggestion - improve railway station	1
Suggestion - more diverse range of shops needed	1
Concerns -	(10)
Concerns - cost of proposals	3
Concerns - safety for cyclists	2
Concerns - mix of support and concerns	2
Concerns - design / layout of facilities at Station Square	1
Concerns - potential loss of car parking	1
Concerns - safety for pedestrians	1
Positive -	(6)
Positive - supports proposals	6

Q7. We want to use quality materials in the heart of the town and improve the look and feel of the town centre. How do you feel about the types of materials we are proposing to use? (These can be found in our 'Harrogate Phase 2' proposals from page 6) (n = 1299)

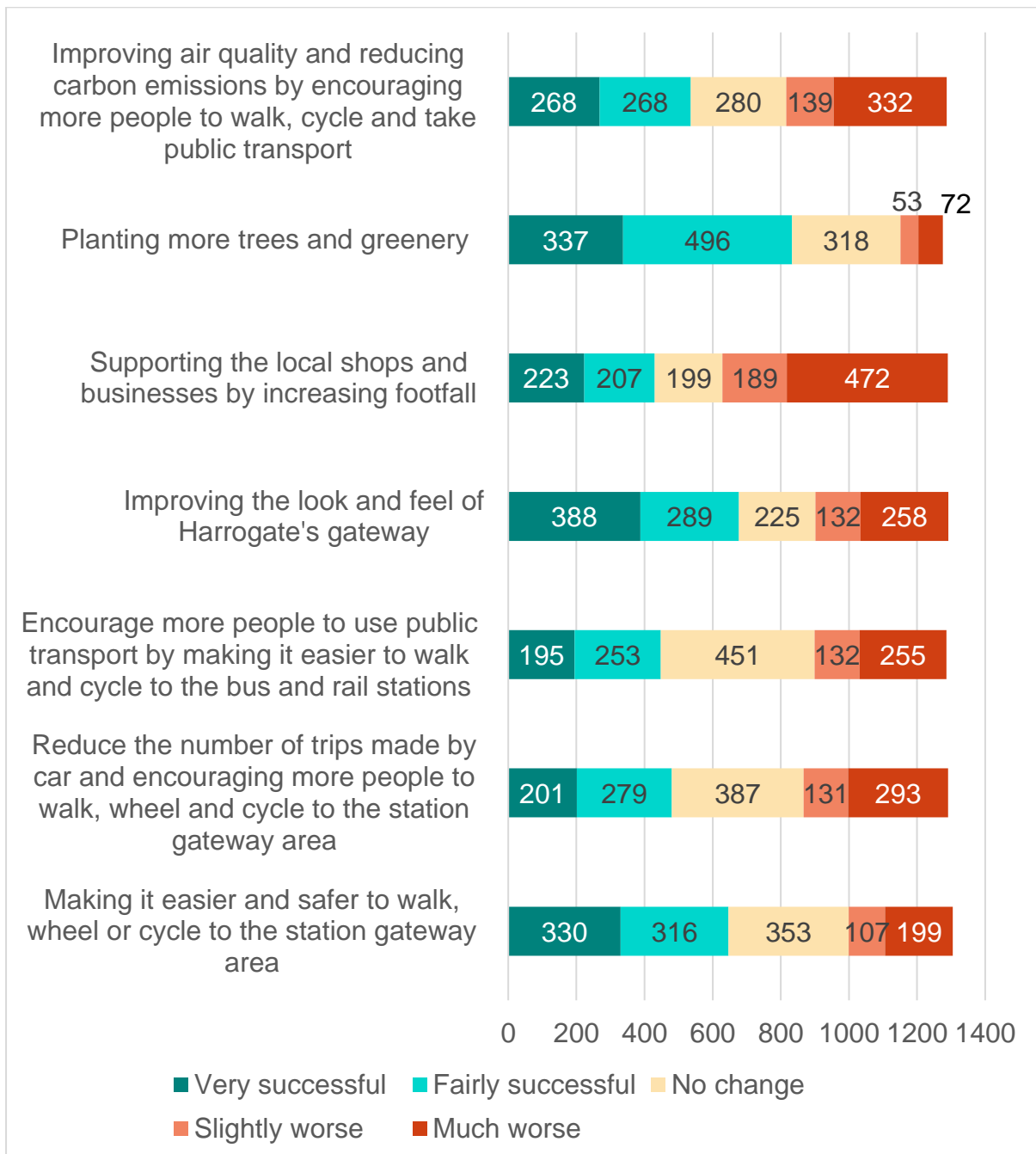


Q8. If there is anything else you would like to tell us about the materials, please use the space below: (n = 329) Please note, the 'tally' of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

Comments coded by theme	No.
Negative	(179)
Negative - Concerns regarding the materials used such as quality of finish and durability, out of keeping with Harrogate's historical character	63
Negative - Regarding the overall design including bland/ beige, lacks initiative, against having a fountain	33
General negative - reject the scheme	27
Negative - waste of money	23
Negative - Comments regarding the Governments, NYCC and HBC	13
Negative - Concerns regarding the furniture not in keeping with other Harrogate furniture and preventative measure for individuals sleeping on benches	6
Negative - Low demand for cycling	6

Negative - Concerns regarding pedestrian safety at night and antisocial behaviour	4
Negative - Complaints regarding the consultation video	3
Negative - Unhappy that cars have automatic priority	1
Concerns	
(66)	
Concerns - Regarding ongoing maintenance such as contractors using cheap materials, cleaning, roads dug and replaced to a poor standard	23
Concerns – Requests for more greenery and flowers	22
Concerns - Regarding the impact on vehicles such as increased drive times, air quality and alternative routes not given.	10
Concerns – Regarding the negative impact on businesses	6
Concerns - Regarding the tension between cyclists and walkers	3
Concerns - Bus and rail station are not accessible and require improvements	2
Alternative / additional suggestions	
(36)	
Suggestion – Use recycled materials	13
Suggestion- Look at similar projects in other towns	9
Suggestion - Various suggestions for fountain, planters & benches	5
Suggestion- Pavements to be more accessible for wheelchairs and partially sighted pedestrians	4
Suggestion- Make the pedestrian crossing more responsive	2
Suggestion- Use porous paving	2
Suggestion - Add park and rides	1
Positive comments	
(26)	
Positive - Like the materials	11
General positive – Plans look good	7
Positive - Like the planting, benches, colours	6
Positive - Approve of the cycle lane	2
Questions	
(10)	
Has suitable drainage been considered?	2
Evidence of cycle usage	2
The height of pavements	1
Is there a national cycle lane material	1
Can the The White Hart Hotel stone be used	1
Can other locations be considered	1
Are the surrounding brickwork walls along the whole length of the bus station dividing the railway lines be rebuilt to eradicate very obvious eyesore	1
Where is the taxi rank	1
Other	
(12)	
n/a etc...	12

Q9. Our proposals have been developed based on the following aims. Please let us know how successful you think the proposals will be at achieving each of these aims: (n = 1312)



Q10. We still need to make decisions about details of the scheme we could include within the final plans. The list below presents potential items which we could include. Please tell us which ones you are most keen to see by selecting the three you think are most important, and ranking them 1 – 3 (where 1 is most important) (n = 1160)

*Please note – the numbers below are the average ranking for each item. This means that if an option shows a value of 2.52, then on average this is where it placed across the rankings of all respondents. In other words, the lower the value, the more preferred this option was.

Potential Item	Average Ranking *
Benches and seating	2.52
Planting and vegetation	2.64
Lighting	2.65
Cycle storage (secure)	3.04
Litter bins	3.06
Wayfinding and local information	4.27
Public art	5.28
Charging for E-bikes	5.42
Digital information and connectivity (e.g. device charging, digital wayfinding)	5.55
Cycle maintenance hub	6.57

Q11. If you have another suggestion, please let us know: (n = 547) Please note, the ‘tally’ of comments in the table below will add up to more than the number of responses submitted, because some respondents have made multiple points or comments in their feedback.

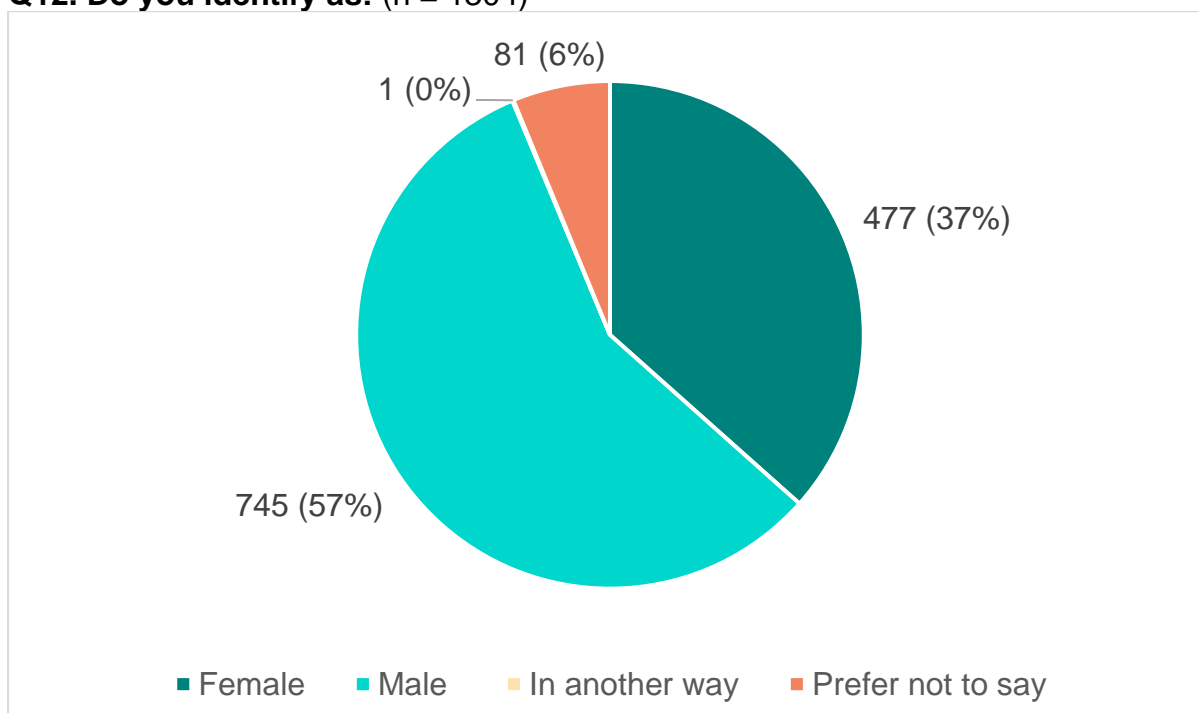
Comments coded by theme	No.
Negative -	(248)
Negative - concern over displaced traffic/ more congestion	70
Negative – against the plans / waste of money	54
Negative - concerned about impact on businesses	33
Negative - cycling should not be a priority	22
Negative - concerned about air pollution	18
Negative - concerned around disabled / elderly accessibility	18
Negative - not enough people will use cycleways	15
Negative - no change needed	11
Negative - cycling won't work in Harrogate	5
Negative - do not pedestrianise streets	2
Suggestion -	(204)

Suggestion - improve public transport (e.g. services, costs, frequency)	30
Suggestion - more trees and greenery needed / do not fell trees	23
Suggestion - secure cycle storage needed	18
Suggestion - focus on other priorities in Harrogate (e.g. road maintenance, housing, police)	17
Suggestion - make streets two way	14
Suggestion - electric vehicle charging needed	13
Suggestion - park and ride	11
Suggestion - more pedestrianisation	10
Suggestion - bypass road / ring road for Harrogate	9
Suggestion - more car parking spaces needed	9
Suggestion - traffic calming measures	8
Suggestion - test new layout first	7
Suggestion - consider a bike / scooter hire scheme	6
Suggestion - improve cycling provision	6
Suggestion - more taxi ranks/drop off points needed	5
Suggestion - more diverse range of shops needed	3
Suggestion - improve bus station	3
Suggestion - improve the railway station	2
Suggestion - shuttle system for people with less mobility	2
Suggestion - improve walking routes	2
Suggestion - more consultation needed	2
Suggestion - divert bus routes	1
Suggestion - foot bridges from the stations	1
Suggestion - incentivised car parking scheme	1
Suggestion - integrate bus and rail station	1
Concerns - (78)	
Concerns - quality of data / consultation	15
Concerns - cycle lanes don't link up	15
Concerns - safety for pedestrians	12
Concerns - safety for cyclists	11
Concerns - may encourage antisocial behaviour	9
Concerns - impact on / lack of public transport	7
Concerns - safety for pedestrians and cyclists	5
Concerns - potential loss of car parking	2
Concerns - maintenance of proposed improvements	1
Concerns - access for emergency services	1
Comments about public realm proposals - (66)	
Public realm proposals - general suggestions (e.g. wayfinding, tourist info, appearance)	17

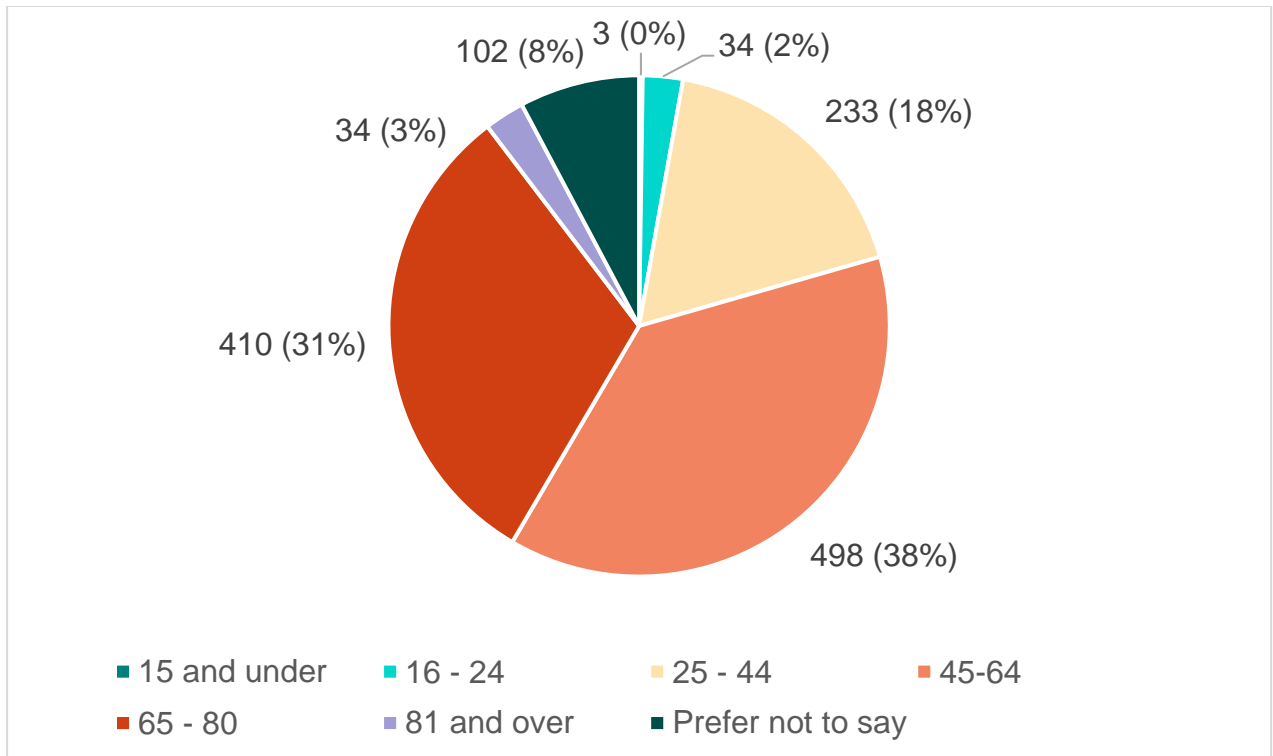
Public realm proposals - highlight heritage of Harrogate	12
Public realm proposals - suggestion for bins	7
Public realm proposals - covered seating areas	6
Public realm proposals - suggestion for event space	6
Public realm proposals - supports water feature	6
Public realm proposals - do not pedestrianise streets	5
Public realm proposals - suggestion for public toilets	4
Public realm proposals - suggestion for public art	3
Public realm proposals - against water feature	1
Public realm proposals - drinking fountains needed	1
Public realm proposals – general support for proposals	1
Positive -	
	(10)
Positive comment – general support for proposals	8
Positive comment - will make cycling safer	1
Positive comment - support for One Arch proposals	1
Miscellaneous -	
	(6)
Miscellaneous - any plans for land behind the bus garage?	2
Miscellaneous - every item in the list is important	2
Miscellaneous - survey	1
Miscellaneous - take a more holistic approach	1

Optional Section: About You

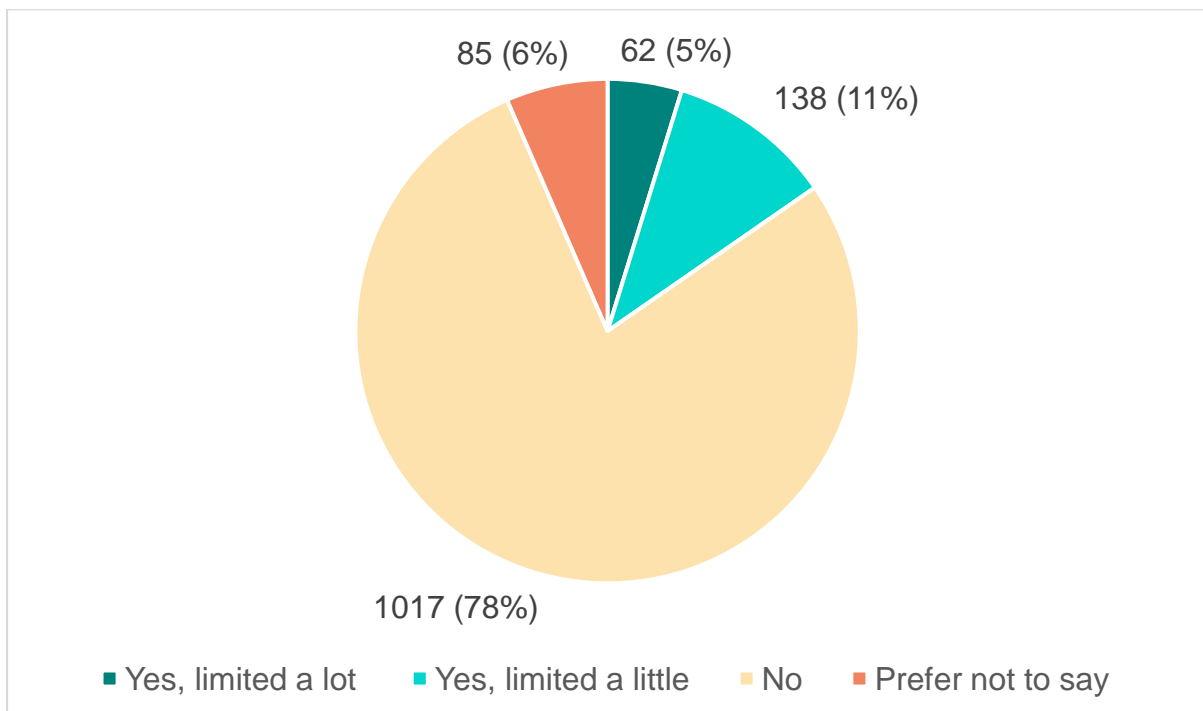
Q12. Do you identify as: (n = 1304)

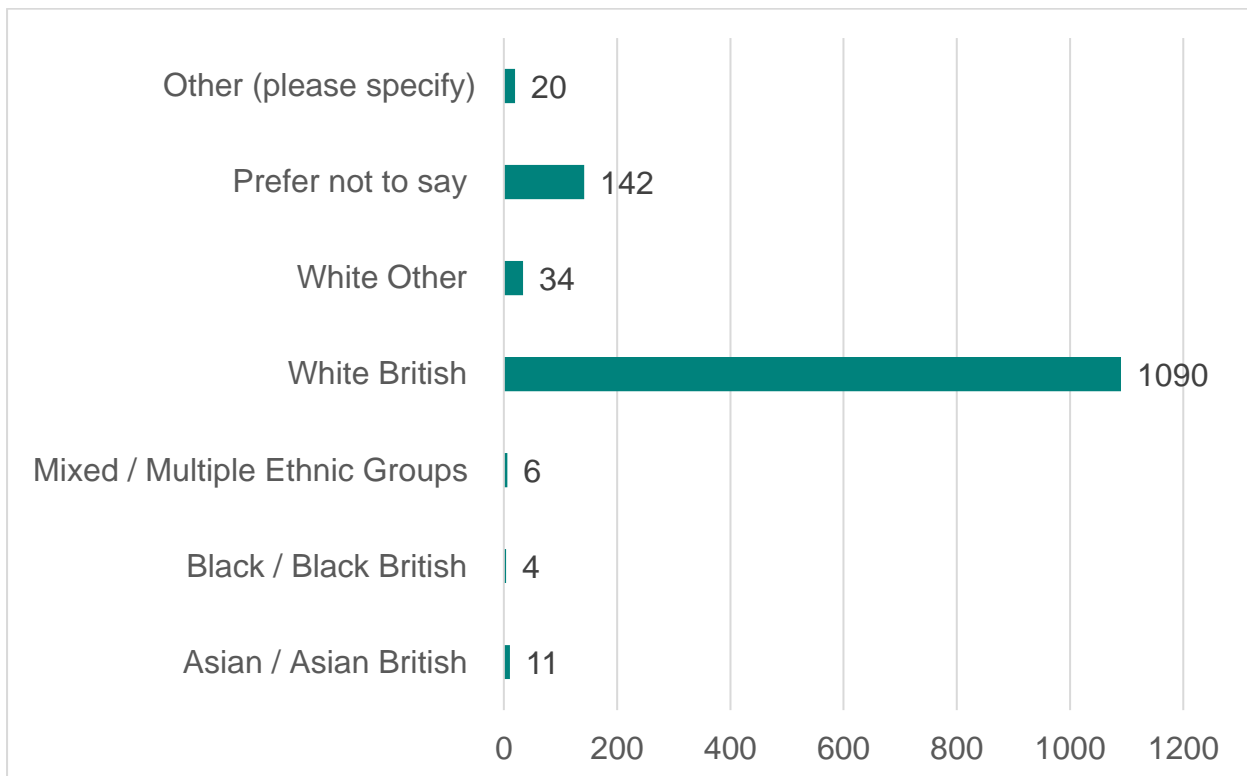
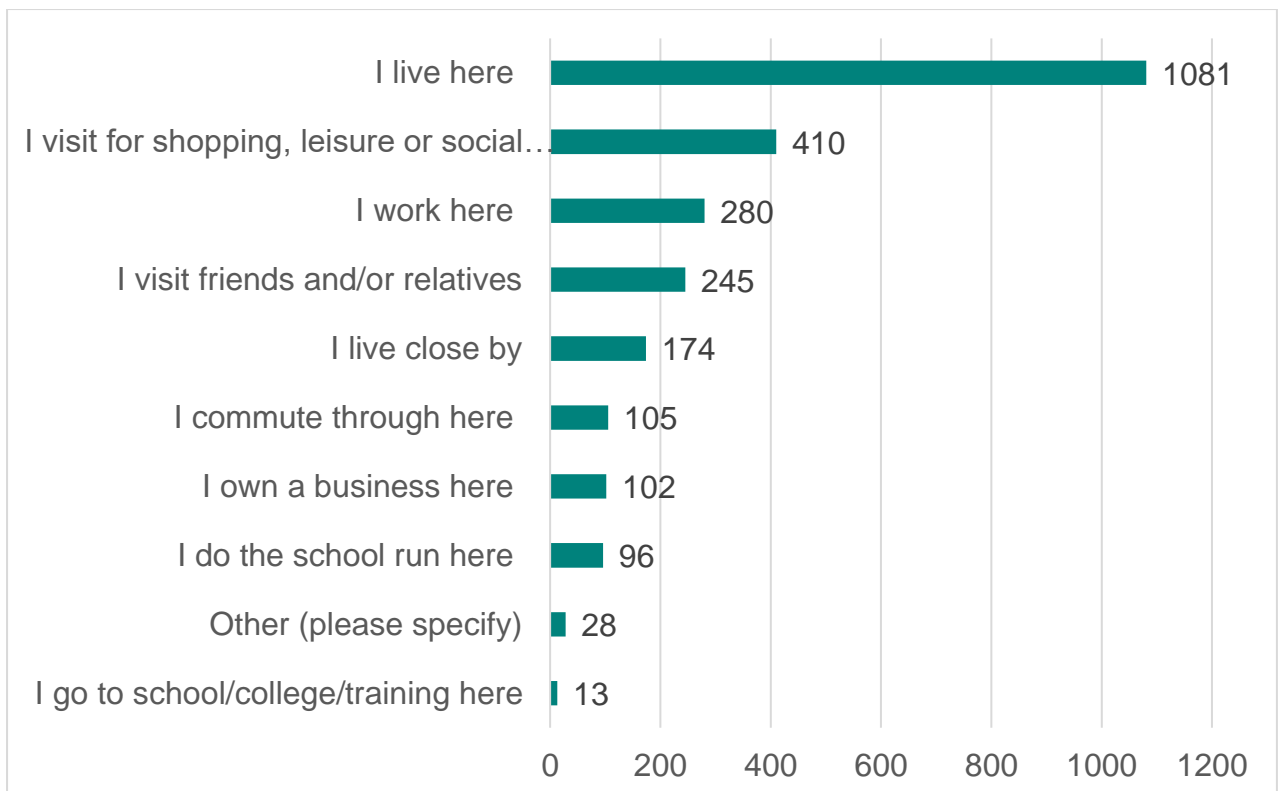


Q13: Which age category do you fall within? (n = 1314)

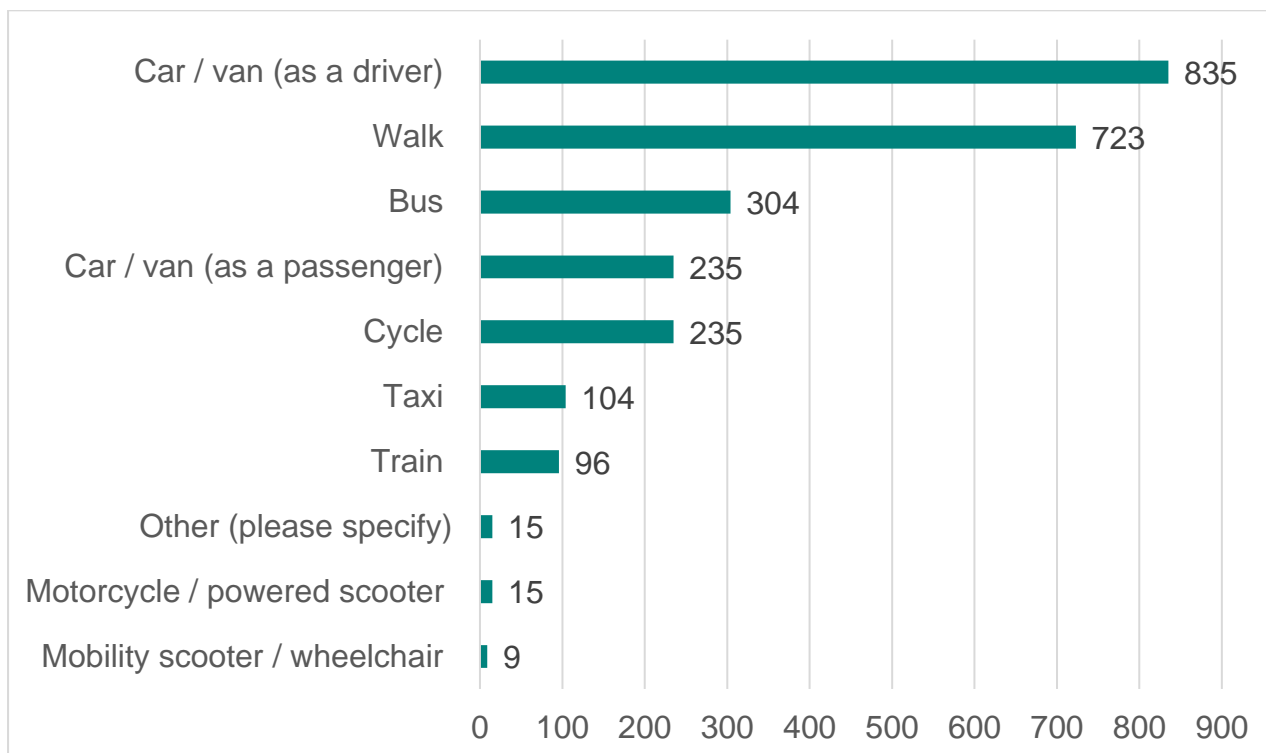


Q14: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (n = 1302)

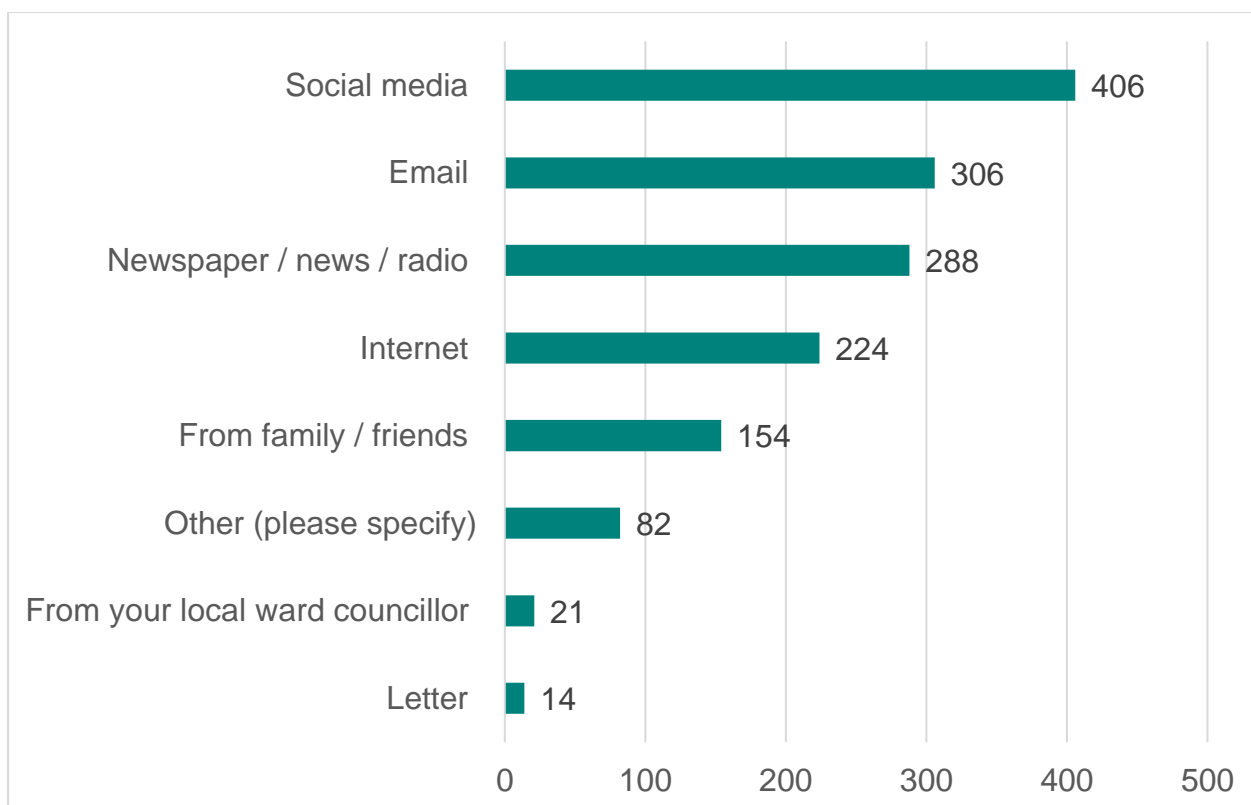


Q15: What is your ethnic origin? (n = 1307)**Q16. What is your connection to Harrogate? (please tick all that apply)**
(n = 1318)

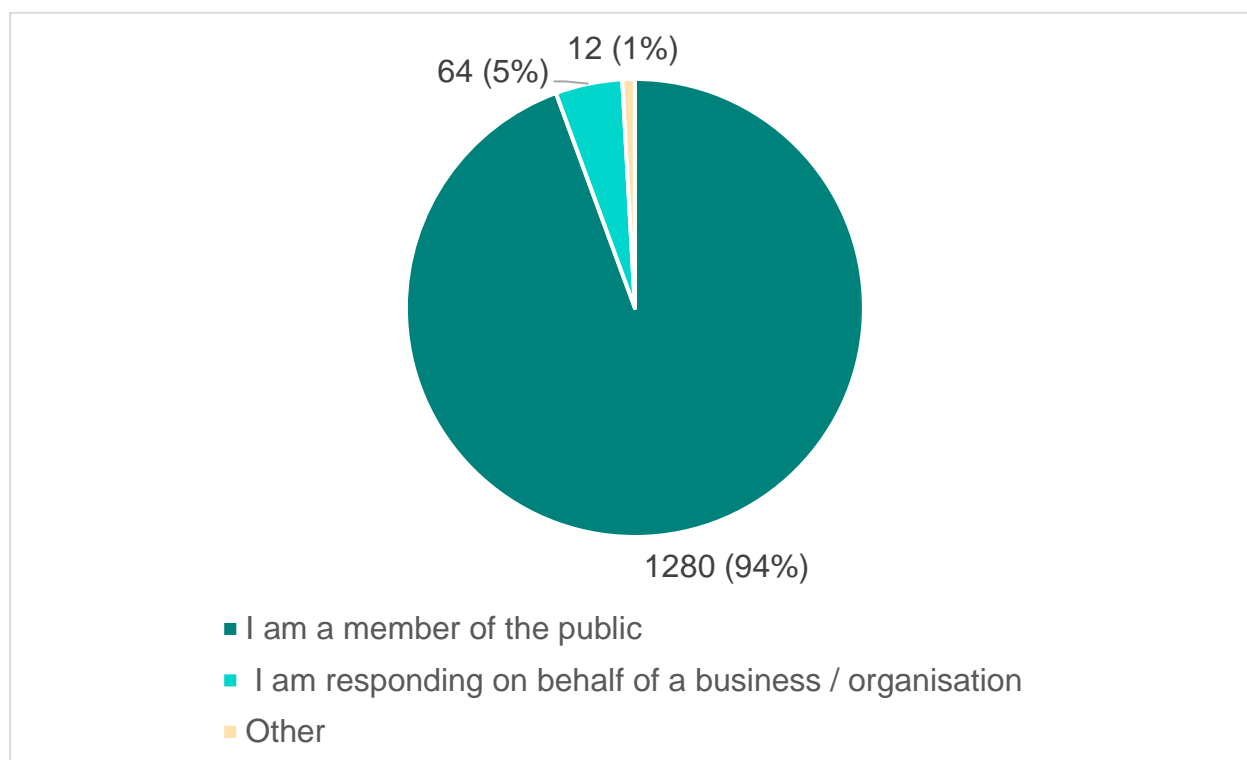
Q17. How do you typically travel to and from Harrogate town centre? (Tell us your travel habits before covid-19 social distancing measures and travel restrictions. (please tick all that apply) (n = 1317)



Q18. How did you find out about this consultation? (n = 1312)



Q19. How are you responding to this survey? (n = 1311)

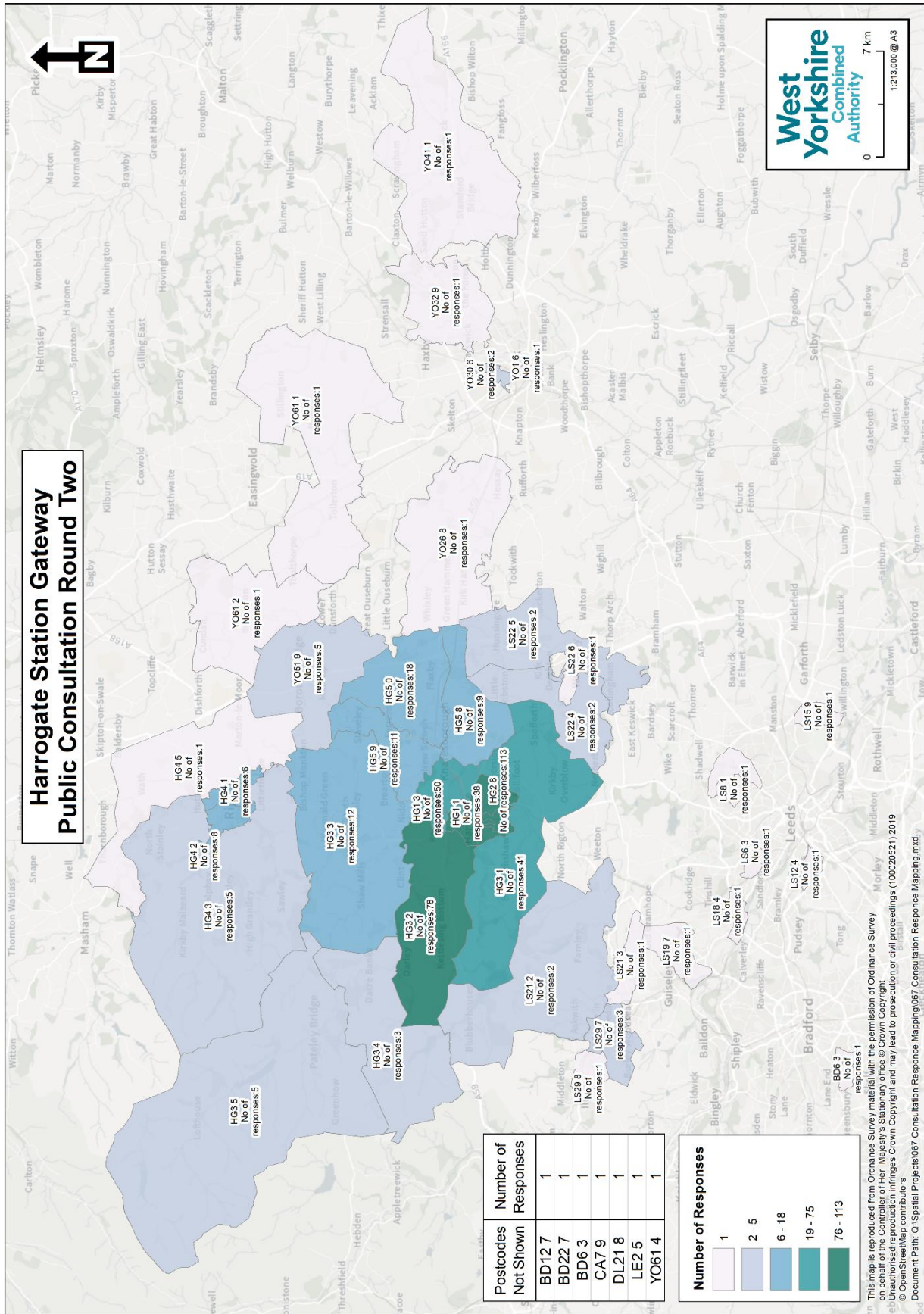


Q20: Please tell us the first half of your postcode and the first digit of the second half (e.g. if your postcode is HG1 9RW, please enter HG1 9)

Postcode	Tally	Postcode	Tally	Postcode	Tally
HG2	136	HG1 9	4	HG4 5	1
HG1	129	HG3 4	3	HG5 3	1
HG2 8	113	LS29 7	3	HG7	1
HG1 2	87	HG1 6	2	HR3	1
HG2 0	78	HG1 7	2	LE2 5	1
HG2 9	78	LS21 2	2	LS12 4	1
HG3 2	78	LS22 4	2	LS15 9	1
HG1 4	75	LS22 5	2	LS18 4	1
HG3	61	YO30 6	2	LS19 7	1
HG1 5	58	BD12 7	1	LS21	1
HG1 3	50	BD17	1	LS21 3	1
HG2 7	47	BD18	1	LS22 6	1
HG3 1	41	BD20	1	LS29 8	1
HG1 1	38	BD22 7	1	LS6	1
HG5	20	BD6 3	1	LS6 3	1
HG5 0	18	CA2	1	LS8 1	1
HG3 3	12	CA7 9	1	LS8 2	1
HG5 9	11	DL12 8	1	SL5	1

HG5 8	9	HC2 9	1	YO1 6	1
HG4 2	8	HG! 2	1	YO16 4	1
HG4 1	6	HG! 5	1	YO25	1
HG!	5	HG£	1	YO26	1
HG3 5	5	HG1 D	1	YO26 8	1
HG4	5	HG2 9	1	YO32 9	1
HG4 3	5	HG2 2	1	YO41 1	1
LS17	5	HG2 3	1	YO5	1
LS22	5	HG2 4	1	YO5 9	1
YO51	5	HG3 7	1	YO61 1	1
YO51 9	5	HG3 T	1	YO61 2	1

For a heat map of the partial postcodes supplied, please view on the next page:



Appendix One

Full list of written comments to free text questions

Respondents were invited to tell us more about their views and opinions. Please see below for a full list of verbatim open-text comments received for each zone.

[Redacted]: Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement. Redacted information includes names, addresses, and contact information or other information that could be used to identify an individual. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only. Any defamatory or abusive comments have also been redacted. Please note that these comments have been copied verbatim from their source and have not been altered, updated or amended.

[If answered 'very positive' to Q1]

**Q2. Please let us know the reasons you feel this way?
I think the proposals for Harrogate Station Gateway will...
(Other (please specify))**

Help to make Harrogate a cycling and walking destination town

Make a statement that Harrogate is forward looking and is taking steps to improve the environment & public health.
improve a fairly run down looking streetscape and make the area more in keeping with Harrogate's heritage.

Lead

Help restore Harrogates' reputation as a green space and at the same time help reduce the reputation as a congested car-jam.

By encouraging active travel, the scheme will help residents and visitors lower their carbon footprint

Improve the area as a gateway to the town, increasing tourism and business spend. Will complement the proposed improvements to the Conference Centre and enhance the work of organisations such as HIF

It will help with the seemingly inevitable repurposing of the CBD into a leisure space, not just a shopping one (i.e. better environment for outdoor seating/entertainment)

A first step to addressing climate change and the impact from motor transport.

Provide a more attractive and smarter, less shabby first impression for train arrivals

it will make Station Parade less like a race track. Two lanes encourages speed.

Foster community because if you are cycling, walking or wheelchairs you can get into conversations with people you don't know as well as enjoy serendipitous encounters with people you do. You can stop and talk which you can't do from/in a car.

Makes it a much nicer place to be, free of cars

its a cleaner, more modern look that is greener and in keeping with how we want to move forward

'+ safer for families with children and dogs on leashes and more parking areas/car parks need for those who will always drive in from North Leeds and Harrogate suburbs where there are no train lines

These ideas are fantastic and it will make the town a much more attractive place to shop, live and work. One thing missing is the lack of trees. I would like to see more tree planting.
The plans help build public spaces for people, not cars. Big fan.
As more residents feel it is safe enough to cycle through the centre less will drive which will reduce traffic congestion.
I will just make it a nice place to be. At the moment it very much is not.
Health benefits of active transport and less air pollution and noise.
The entry space should be used to be a tourist attraction
improve air quality, make it a space where people want to spend time and be with friends.
Will encourage retailers to make their shops more inviting

[If answered 'positive' to Q1]

Q3. Please let us know the reasons you feel this way? I think the proposals for Harrogate Station Gateway will... (Other (please specify))

Disincentivises traffic along Station Parade
I think you could have gone further. I'm in favour of full pedestrianisation of James St and I think it's a cop out that this isn't being done. Also you haven't always got cycle lanes separated from the highway. You need kerbs across the side junctions so the walkers and cyclists have priority. The roundabout needs Traffic lights do that cyclists have priority as they go around. As it stands I would not take my children round the roundabout on their bikes. One lane past the station is good, though.
Make a statement about Harrogate as a low carbon centre with an emphasis on walking and cycling. Anything that reduces car use and promotes public transport and low carbon alternatives must be good.
A little bit of each. No figures available for atmospheric improvement. Is it guesswork?
Safer for families to ride into the centre of town rather than just Asda or the stray
Extend bus lanes and allow taxis to use them
More E scooters on pavements. My Guide Dog and I have been terrified 7 times in the last six weeks. They seem to feel that they are above the law
Increase the congestion currently experienced within the city without a drive to promote the use of public transport
None of your visualisations show HGVs on the single carriageway Station Parade. This is the A61 southbound and I fear the single carriageway will cause traffic jams back to Ripon Road with hill starts as traffic moves forward.
The whole town centre should be pedestrianised it looks silly only half of it being done.
I support leaving the Victoria monument where it is. Please give consideration to having it cleaned. When Scarborough did this a few years ago it enhanced the area around the monument a great deal. Nothing looks sadder than a neglected monument.
1 More attractive would be to make the plaza more reflective of Harrogate heritage eg the beautiful old streetlamps - if not original, at least a graceful replacement. Similarly, benching, applies to all benches and lighting in the whole plan. Need to echo the monument and beauty of architecture. Play area for children? Ice rink somewhere? No concrete edging for the planting. Natural materials. More perennial planting in the roundabout. Historical copies for all new bollards. Don't like the slightly bland look of the proposal views. Needs a little more character echoing the uniqueness of Harrogate, don't need another slick but ultimately ugly town centre. Wear and tear looks better when the basic design has beauty, grace and character.
Generally a significant investment into a tired part of town which can only be positive
welcome people into the town better.
A step towards making Harrogate centre car free

[If answered 'neutral' to Q1]

Q4. If you would like to tell us why your opinion is neutral, please use the space below:

The plans have both advantages and disadvantages and I fear that the overall effect will not justify the investment and disruption involved

It seems that the safety of cyclists in two-way lanes is seriously compromised

The idea of improving the town centre I embrace. The idea of cycle lanes I embrace. The idea of reducing Station Parade to one lane is a Joke. It will cause traffic chaos.

I don't think that the changes will result in a significant change in how people use the railway station.

I think the road that should be pedestrianised is Albert Street, it makes more sense to have seating, gardens and outdoor dining facilities where there is a lot of restaurants already. People wish to park and then shop without having to carry lots of bags

It really doesn't look that different other than cycle lanes! There doesn't seem to be much about public transport - it does matter how nice the bus station is unless there are lots more buses. I would never cycle to go shopping - I have too many bags

I think it doesn't take into account the backup in traffic that will occur. Town demographics are older and less able to cycle etc.

Lacking a bit in ambition and design. For by the bus station, I'd highly recommend looking at what Bath did to inject new life into the previously awful station area. Also things like Kings Cross and Regent Street with trees used more imaginatively

Nothing about a transport hub for trains and buses

I think it will increase traffic gridlock in the town centre, although it looks good I don't think traffic will improve

The visual impact is certainly a much-needed improvement but I worry about the impact on traffic congestion of making Station Parade one lane, and strongly doubt whether many Harrogate residents will switch to cycling as a result of this scheme.

There are good intentions and elements to the scheme but some major failures too (most notably the loss of the second running lane)

It does not deliver enough, a small stretch of road, with the result of queuing traffic

Reducing the lanes outside the bus station isn't going to make the buses any more efficient. Have we got any information on the knock-on effects of this?

Single lane up station parade will cause traffic to divert to other areas so the problem will be moved and not solved. A significant number of cyclists do not use the cycle lanes but prefer to use the road so will there be a local bylaw that makes cyclists

I am not sure we need to spend all this money to encourage cyclists to the town centre

The objective of freeing more space and routes for walking and cycling is achieved but the layout will not, of itself, reduce traffic and alternatives for those who currently use motor vehicles are unclear. Persuasion works better than force.

Because regardless of public opinion, it'll still go ahead. It's what always happens in Harrogate

The flow of traffic from the conference centre is not depicted in the video. The proposal suggests a complete one-way system through to Asda using Mount Parade as a through road. This puts pressure on the residential roads increasing traffic and emissions

Showing no provisions for taxi ranks not every body cycles or takes a bus

Until a traffic survey is completed outside of COVID lockdowns nothing will be valid,

It's not providing the impressive visual gateway I was expecting, underwhelming. Limited changes beyond additional cycle lanes and some fountains.

The system does not deal with the demand for traffic flow through the town, particularly southbound down Station Parade

The plans don't spell out where A61 traffic southbound is being redirected to. Left turn at Jinnah up Bower St and then up East Parade has been hinted at but not confirmed sorry, Bower Rd. I haven't seen any discussion about this.
Has anyone taken how the disabled motorist is going to cope if these changes go ahead because if James Street is cut off from motorists there is easy access for disabled to park if they want to shop in James Street
Need more than one lane for cars outside bus station. Otherwise there will be long queues.
It will cause more traffic problems because you are proposing to reduce car access through the town centre. Drivers are the majority of users and they are being inconvenienced so that you can build more cycle ways. It only makes sense with a bypass.
Reducing capacity for vehicles via Station Parade will exacerbate traffic delays. Parliament Street should be 2 ways so NO vehicles need use Station Parade to cross town.
Because I'm not sure that this is how we should be spending money when people's living wages are insufficient and our health and social care are struggling and businesses closing. It also looks heavily geared towards cyclists who are very inconsiderate
We have NO public transport anywhere near my home and I need a car. I am elderly and very worried about parking and being able to get anywhere I need to go
Making Station Parade single lane will cause a real bottle neck and increase congestion, the traffic lights/ pedestrian crossing at the top of Cheltenham Parade are already a nightmare and should have been left as they were a 5 or 6 years ago.
My real concern is that by doing this you are pushing traffic to other cut through roads and worse still increasing an already overloaded Skipton Road
Cycleway in railway tunnel dangerous also over pedestrian cross at bus station. Bus station already too congested - need to extend over adjacent car park. Narrow roads will cause congestion and more pollution.
We certainly need to improve the area around both bus and rail stations but I am not sure that your plan will actually achieve this.
I do not know where the traffic that currently uses Station Parade will be routed
It looks nice but I am not sure what difference it will make and if it will make driving to the station more annoying (we live rurally so bus / bike not an option)
Concerned about the bias towards cyclists - are there that many in Harrogate. Would like to see more for pedestrians. We're a small town and most journeys are very short. Encourage more walking or free buses for those who can't
I appreciate you are creating a piazza in the Station Square area but it is a lot of paving and very little planting. There maybe a lot of run-off water when it rains and where will this go? Also it looks very barren & not very inviting for people sit
As a physically able bodied person I see it would be more pleasant - but lack of taxi spaces may make it hard for some to get from station to other parts of Harrogate. Also loss of short term parking on James Street may affect people making short shop
too much emphasis on cycling on the roads rather than people walking into town
It's all very well changing road layouts etc - but I don't think it will encourage people to shop in the town - you need decent shops for that!
The most needed area of improvement has been neglected. HGate train station is outdated and ugly & depressing. It could be made a beautiful focal point which would draw people to use it. Such a shame. I wonder if the proposals are really worth the expense?
If the heart is good but the body isn't it will fail. The Gateway idea is great but with Skipton Road, Wetherby Road, Knaresborough Road and the A61 are still not dealt with it will only make things worse.
Some things will be better, others will be worse.
I believe, having seen old photos from the Victorian era, the area looks far better with more garden/ greenery. Flowers, trees and plants. As a Victorian spa town shouldn't we have a water feature. The beautiful railway station with stunning concourse
not enough pedestrianisation

I think some of the traffic lanes will be very narrow ie station bridge and too much traffic for lower station parade resulting in idling stationery traffic
The key reasons for carrying out this project are just not obvious. Having visited the Victoria Centre the feeling that I was left with is that this whole project revolves around cycle lanes. The USPs are just not obvious.
OK overall but some specific concerns
The plans for vehicles travelling south through the town have not been sufficiently thought through and certainly not well publicised. Traffic 'forced' to use Cheltenham Mount/Bower Street/East Parade will increase congestion and pollution here.
Like all imagined scenarios, it looks pleasant but it doesn't seem to offer anything different other than a tidy up. If it ends up looking neater, that's great. My only real issue is the endless disruption caused for the benefit of very few - cyclists.
I'm not sure how this proposal balances the 'green' agenda with the actual needs of businesses, visitors and residents. It seems in the visual representation overly simplistic.
I'm not sure how it is going to work given the amount of traffic on Station Parade.
I support making James Street pedestrian only but can't see how making Station Parade one lane helps.
The plans look great but I am not convinced that the actuality would be practical and think it would at to congestion and pollution in the centre of Harrogate. I feel too that Harrogate will lose some of its identity and become Anytown.
It all looks very pretty but I have reservations about how the traffic system is going to work in reality, especially the single traffic lane outside the bus staion and the new Dutch style roundabout by the Odeon cinema is going to work safely.
There should be two lanes coming up into town, one for buses and 2+, one for everyone else. It used to be two lanes. Bus station is a mess of wasted space and not connected to the train station.

[If answered 'negative' to Q1]

Q5. Please let us know the reasons you feel this way?

I think the proposals for Harrogate Station Gateway will...

(Other (please specify))

Emergency services access? The single lane of traffic which is inevitable, how will a ambulance get passed?

Cause traffic to be diverted to other roads that do not have adequate infrastructure

What is there already, works. The Council are spending money on a vanity project.

People with small children will not travel to town on bikes, or walk, if they have shopping to carry,

The number of bikes in town does not justify the expenditure and upheaval.

The current volume of cars is only going to get worse with all the new housing. Your ideas will not make the situation better as the stationary traffic and jams will just spread out further around the town. There is also a problem now with a lot of the residential streets being used as car parks.

It will increase congestion (and hence pollution) on the southbound A61 causing traffic to seek alternate (longer) routes via Bower Road and East Parade - large commercial vehicles will encounter significant problems with the low railway bridge and tight turning from Bower Road onto East Parade.

The proposals do not provide better walking and cycling routes to the station, just routes around it. Station Parade is a busy through route for Harrogate so traffic will either back up and reduce air quality or will further congest Skipton Road which already is congested.

Narrowed major road dog legged through centre is counterintuitive.

Might as well return Leeds to Ripon road back to two way as long ago. Thus by passing

centre.

I can't see anything positive in proposal for through traffic.

Will create stationary traffic at various feeder junctions plus centre and thus pollute the area more for cyclists and pedestrians alike.

Totally illogical.

I'm for more cycle/pedestrian access as a daily walker round Stray and town.

The cycle lanes should be 'bus and cycle lane'. Harrogate buses are very high quality and should be soon be all electric. They need the priority to get as many car users on board as possible. This will give the maximum safety for active travel by reducing car use. The buses are well driven and are safe for cyclists. Cyclists will never out number bus users. The cyclists are a younger and more middle class group than bus users and giving them priority over the larger number of bus users is discriminatory.

Taking a Lane out will cause even more congestion in the town centre.

I believe the reduction of lanes will cause bottlenecks and backups elsewhere in the town.

Will add to the congestion already experienced in the roads leading in & out of town.

I was wondering about this councils obsession with Cycling. As a body it is rare that so peripheral a concept as cycling has come to dominate all their thinking. As a proposal, looking across the entire scheme it is clear that Cycling has acquired a Totemic quality.

Q: What can be done about the Town Centre?

A: More Cycling.

Q: What can be done about the transit of cars through Harrogate

A: More Cycling.

Q: How do attract more visitors to Harrogate?

A: More Cycling.

Q: What image can use on the Landing Page of the Proposal

A: A Cyclist

Q: In section 6 we will ask the what be other potential items we should consider?

A: Out of the 10 options 3 are dedicated to Cycling.

At the point a resident like myself can conclude only two possible answers.

1. The council has a deep seated and wholly unreflexive attitude toward cycling. A willful attitude that has chosen to ignore growing evidence that Cycle-ways are barely used in UK. Evidence that also shows collisions between cyclists and pedestrians are not a fatal but very common. Evidence (indeed common sense) that the actual appeal of a lightweight and highly mobile transport (a bike) is that you DONT need to travel within regulated routes.

2. The council is lacking ideas and is very out of touch.

By the time this scheme is realized a greater part of the traffic through Harrogate will be electric thus diminishing arguments regarding pollution.

By the time this scheme is realised there maybe be no High Streets left in the UK as a destination for shopping.

This scheme in no way addresses this pressing issue. (This is window-dressing exercise for shops that no longer have shop windows.

This scheme when completed will appeal to a narrow group of people at the expense of the larger group. We are windy cold northern town on top of a steep hill.(i like it here) but we are not the Dutch living at sealevel and entirely flat. Mothers will not bundle their two children onto the crossbar to take them to school on wet wednesday in november. Will you get all your xmas shopping in the fron basket on the bike? Or is Amazon delivering it?

In the face of the likelihood that Harrogate (and towns like it) disappearing in character and meaning ,the Council has produced a Charter for Cyclists. If you want to see what happens when Ideology governs the public spaces trying visiting the Precincts in Coventry. The Precincts in Sunderland. The Precincts in Buxton. The Precincts in

Macclesfield.....it goes on and on . Please get off your Bike And THINK.
These proposals do not include the elderly who will not take up cycling and will find walking into town very difficult
Will reduce flow of traffic through the town by making it one lane causing traffic tailbacks
Cause additional traffic throughout Harrogate
Harrogate's streets are generally narrow and trying to squeeze to much in makes every one less safe. Station parade next to the bus station has 2 lane of traffic and one lane for parking. e.g. there is a good footpath within the bus station for pedestrians, lthere is only 2 lane of traffic for the cycle lane and 1 lane for traffic, those lanes are 3.5 m wide may be just 4metres. you have to keep one for traffic, as lorries will be using it the traffic lane has to stay at 3.5 to 4 metres wide. for a proper cycle lane you should have 3.5 to 4 metres wide cycle lane, therefore there is no room for a new footpath next to the bus station out side the bus station. The traffic will be slowed down more than NYCC say there estimates. so why would people want to use Station Square for any event when there is an increase in pollution and noise from standing traffic. Has disabled parking been increased? or decreased? to much disabled parking is used by non disabled people, what steps will be taken to prevent pepole who are not entitled to use disabled parking from using it?
Reducing two, routinely congested lanes into one is just stupidity. It won't miraculously reduce the number of cars. It will just exacerbate congestion. I've no issue with the cycle lanes, but there is already LOADS of wide pavement space and a massive square for walking. Who thinks we need more???
People will circimnavigate out if town to somewhere with parking close to shops.
As a cyclist the plans are really not clear about what you expect cyclists to do at the junctions and pinch points when the cycle lanes just stop ? I normally cycle southbound on station parade with the traffic at 20mph but the video and plans seem to indicate that I'll have to slow down to 5 miles an hour and have to cycle across pavements where pedestrians are waiting to cross the road to get from the end of part of a cycle lane to the start of the next lane. I'm sorry but I won't be using it. In addition your proposals are silent on what happens with the through traffic that currently uses the 2 southbound lanes and James street to get through Harrogate. Where is the traffic and it's accompanying pollution going to go.
Reduce air quality because vehicles will spend longer with idling engines queuing in the single Lane portion
In James street you have not allowed for people with a blue badges space to park or pass through. Pleas include disabled parking in all of the streets affected by this.
Single lanes for traffic in a town centre will lead to even more congestion. It's very easy, to move from Leeds road to Ripon road through Harrogate, but very slow if you follow the one way system in the opposite direction. It would be better if you made parliament street and west park single (A61) lanes where traffic could flow in both directions. So someone driving from The Hydro to to M&S leeds rd could make the journey the same way they got there rather than through town. That would pull a lot of cars away from the station area of harrogate.
I think the railway station building should be pulled down and a copy of the Victorian station built. Cophall towers needs to go too. We should try to preserve our history, not make the town look like every other destination.
The proposals shunt traffic along Cheltenham Mount and East Parade - roads unfit to carry it. This proposal only works with a reopening of Parliament Street and West Park to through traffic southbound.

<p>The tail backs from people trying to drive through the town centre will be twice as bad as they are now, causing more traffic pollution.</p> <p>Also cars will have to cut across cycle lanes to access the satation car park / Waitrose car park</p>
<p>People (local and visitors) come into the town centre mainly to shop. We want to encourage shopping to improve the vibrancy of the centre. Carrying purchases is difficult when walking and cycling. People, especially but not only older, will find it more difficult/impossible to shop in the centre and take their purchases home. Apart from the detrimental effect on the true town centre shops, the proposals will drive business away from what will be harder-to-get-to ASDA and Waitrose. Will they close up and leave more of the town empty?</p> <p>Not only will the proposals have a less-than-anticipated impact on traffic numbers, the emissions will not be reduced and may increase as a result of slower traffic movement and more engine idling.</p>
<p>Make travel through the town worse and add to congestion.</p>
<p>Station Parade will be nose to tail slow moving traffic due to congestion and causing increased pollution.</p>
<p>Cycling is never going to take off in this town owing to hilly terrain and appalling lack of cycle lanes.</p> <p>Money could be spent in much needed road repairs, pedestrian crossings for walkers.</p> <p>Dread to think of traffic buildups on Cheltenham.</p>
<p>It will have a serious and detrimental on traffic flow through the affected area</p>
<p>The single lane option has the potential to make life more difficult for through traffic on A61 southbound for which no satisfactory alternative route exists.</p>
<p>Create long queues of traffic on the A61. This will discourage visitors and locals from using the town centre, create frustration for drivers and more accidents as a result. There is no clear indication of who has priority whenever a vehicle needs to cross a cycle path. Two cycle lanes in opposite directions next to a bus lane is a recipe for disaster.</p> <p>Air quality and noise will not be improved if vehicles are stopping and starting.</p> <p>Harrogate does not have an adequate N-S bypass. This scheme might be OK for a series of minor roads but this is a truck road which carries a lot of traffic. Do you want it to go elsewhere to the detriment of the town shops and businesses, or go through Beckwithshaw to North Rigton.</p> <p>Your survey reported majority support for some proposals, the no brainers, but not for the one lane option which only had strongest support, presumably less than majority support. In a democracy should you be going ahead without majority support?</p>
<p>Cheltenham Parade - cycle lane doesn't add any value for such a small distance on that road vs the amount car traffic going through this street. If car traffic will go down to 1 lane this will cause a backlog potentially back onto Kings Road. With the double traffic lights already on this street it takes a while to even get around to Station Parade without taking it down to 1 car lane.</p>
<p>Where is the traffic supposed to miraculously disappear too? If you reduce the road to 1 lane it will be horrendous</p>
<p>the proposal will increase stationary traffic in the town center causing the space to be less attractive in my eyes,and decrease air quality.</p> <p>i would prefer a car free area on station parade,a true pedestrian space to enjoy ,rather than a frustrated motorists space .</p>
<p>The changes to Station Parade will force vehicles to take alternative routes through and around the town centre inevitably leading to increased traffic volumes along predominantly residential streets (Cheltenham Mount, Mount Parade, Bower Road, Strawberry Dale Ave etc). This poses a risk to residents' health from vehicle emissions and increases the risk of</p>

<p>accidents involving pedestrians. Until the wider cycling infrastructure linking the town centre with the suburbs is in place, I have serious doubts that any of the proposed changes will lead to an increase in Harrogate residents cycling into town. At present there does not appear to be a cycle route masterplan in existence!? Surely this should've been stage 1 of the project...</p>
<p>Increase traffic on the A61, thereby increasing emissions of standstill traffic. More difficult traffic may also cause less people to shop in town and shop online instead.</p>
<p>It will make the traffic through the town centre far worse. Just because you are trying to encourage more walking and cycling it does not mean this will happen, and it is highly unlikely that people are going to start walking/cycling as a result of it. Most of the proposals are just discouraging local people from using the town centre. We have already lost so many town centre shops and this is only going to get worse as a result of these proposals. You are pushing people to shop out of town.</p>
<p>The video has failed to reflect the true southbound traffic flow. Consequently, this is a rather puerile visualisation of what will occur if traffic is moved from Station Parade along Bower Street.</p>
<p>My concern is a single lane Station Parade. It will create a snails pace traffic stream at certain times of the week, leading to increased pollution and delaying through traffic passing through the town.</p>
<p>I think it only create bigger hold-ups through town reducing it to single lane...especially given the ridiculous number of new houses that have been put up in the past few years.. Realistically how many cyclists are using the roads through the town centre?</p>
<p>Increase congestion in an already congested area. Stretch Council staff who already struggle to maintain green areas. Reduce parking for those who can't walk far with no alternative offered. Direct much needed funds from elsewhere.</p>
<p>Station parade will become a serious bottleneck for the A61 and will impact adversely on air quality and discourage visitors. The majority of cyclists are recreational so we should not spend huge sums to accommodate them in the town centre. Harrogate is too hilly and wet for car users to jump on a bike.</p>
<p>Harrogate has for a long time been known as a destination for individual shops and a pleasant bustling area. The retail trade has had a very hard time recently and if it dies so does Harrogate as we know and want it. Please listen to the traders , engage with others to the benefit of all . The proposals you suggest do not do this. This is a last chance for Harrogate to lead the way as an attractive destination for visitors. Cycleways and pedestrianisation just won't do it . There are plenty of examples of such failures,. Please at least listen to those with different views and a stake in the town.</p>
<p>We're a nation of car lovers, other countries have different systems because they have a different outlook on traffic. Forcing foreign policies and concepts here which suits no one is just looking for issues. causing more congestion with these plans isn't going to solve anything. There isn't enough people wanting to ride bikes in the pouring rain to just get to work soaked and suffer a crappy shift underpaid isn't the outlook for many people. The town now is a failure, i hate living here with this stupid council thats rips people off! There's too many places to eat and nothing else going for it. Its ridiculous and won't solve anything, yet again the councils unrealistic ideas that will cause more problems and waste more money as usual.</p>
<p>There is a vast amount of new housebuilding on the periphery of the town which is too far away for walking and road changes will have insignificant impact on the desire and ability to cycle with the hills. Reducing car access prejudices those living further afield which is not equitable. Also Station Parade is a wind tunnel. The previous efforts at creating a amphitheatre by the original developers of the Victoria Centre proved that this location is not a good area for events and seating because of the cold winds. The new scheme designs are far less visionary than the amphitheatre and not value for money. Cleaning the Victoria statue</p>

would be a visual improvement. Given the issues facing the retailing community, any changes which reduce the number of visits to the town are likely to have a negative impact on the quality of the environment. Electrification of vehicles will improve air quality and environment suggesting there is not a need for more pedestrianisation. Better to invest funds to improve the existing pedestrianised areas.
Where will all the traffic go? A small number of journeys may be replaced by walking/cycling/bus but the majority of people will still prefer a car. Build a bypass before this scheme or ban all non-eco vehicles from the town centre.
A substantial expenditure of public money that will result in no significant improvement.
Spend less on this and invest in public transport - who cares what it looks like if you can't get there using the bus. Need more and more affordable and more coverage
Cheltenham Mount and Bower Road are too residential to have even more traffic and are not designed for such traffic.
makes vehicular access difficult
Create traffic jams as only one lane of traffic where there are currently two. The roundabout with cycle lanes is an accident waiting to happen as car drivers won't know who has priority, cars or bikes.
By restricting roads this will inevitably slow traffic down and create more pollution as stuck idling vehicles produce more carbon. The large majority of Harrogate resident use their cars as this is the only efficient way to go into town. If you believe that these people will replace their cars with pedal cycles then you are somewhat deluded. We have hills inclement weather and posh frocks - bicycles ? Seriously ?
Too much space allocated for cycling lanes. The reality is most people drive and reducing the lanes will make the town centre busier . Shoppers don't come in on bikes. Tourists an visitors don't come in on bikes. The fundamental issues is reviewing the cost of public transport to encourage more people to use that rather than drive.
IT completely ignores present traffic and how you intend that to be managed or what alternate routes it will take.
There will be a bottleneck created if we reduce the current two lanes of traffic moving South to one lane. Air quality may improve in the Station Parade area but it will deteriorate elsewhere in the town as people attempt to avoid the holdups.
Extra cycle lanes in town centre will have very little impact on the number of cyclists and greatly increase congestion.
Pedestrianised areas appear to encourage groups gathering together, this can appear noisy & intimidating to others & off putting for visitors to Harrogate as well as residents. A small percentage of which results in anti social behaviour. As a resident I much prefer to use James Street for these reasons alone
A lot of money for very little gain, no point in making the centre of town cycle friendly when the rest of our roads are not, it would not encourage me to cycle more
It will make travel through the town more difficult, and cause problems with new cycle paths where they clash with new traffic plans,
More stressful moving around town. Motorists queuing due to congestion and causing air pollution. Pedestrians having to be on the alert for cyclists.
Traffic congestion will be far worse leading to more pollution
traffic on Cheltenham will be slower due to 1 lane Station Parade. Traffic will back up to HIC/Ripon Rd junction. complicated junctions with pedestrians/cyclists/vehicles will be unsafe cycle ways are fragmented so of little use, cyclists will use pavements/roads rather than get off and walk.
One lane on Station Parade will cause congestion for traffic through town. Cyclists do not warrant such priority in this town as population includes many elderly and disabled who will rely on being dropped off by car/taxi near to where they wish to shop etc. More active elderly people tend to park just outside the centre and walk in to town. They would not cycle in to shop or go to a cafe or restaurant. This is a hilly northern town experiencing cold winds and

<p>snow. Residents are not going to go about their business on bikes. The cyclists we see around are mostly cycling for exercise and as a hobby.</p>
<p>Cause congestion and delay. A traffic study is required for whole town centre, not just this small area. There is a limit to number of bikes that can be carried by the train and why would anyone visiting Harrogate bring their bike rather than park it at their origin station, as Harrogate is easy to get round on foot. Any cyclists from north cycling into Harrogate can park bike on north side of town. Similarly cyclists from south cycling into Harrogate can park bike on south side of town. Why would they want to go to Station Gateway in particular? Only to take train elsewhere.</p>
<p>Not convinced the impact on local business will be positive. If there is no business then the town Centre is dead. One of the great advantages of living in Harrogate is being able to park on James St and surrounding streets. I would be far less inclined to travel into town to shop (5 mile journey). I love it, the ability to do this is unique, not many towns are as accessible as Harrogate. Don't take away road space in the main town in a rural area. It would be a mistake when the majority have to travel by car, like it or not. Might look pretty but there are other ways of doing that without ruining the prosperity of the town.</p>
<p>Traffic will be made worse. Hard enough getting around harrogate. Cause chaos</p>
<p>Create traffic problems & tailbacks up Station Parade. More pollution due to more stationary traffic.</p>
<p>Cyclists and pedestrians have very different needs. Please stop grouping the two together. These plans have clearly been compiled with only the needs of cyclists in mind. Pedestrianised areas are more dangerous - particularly for women - in the evening.</p>
<p>The diversion of all southbound A61 traffic to go past Asda will make Cheltenham Mount and Bower Road into a race track and force all that traffic to negotiate the Bower Road/Haywra Crescent roundabout and the Odeon roundabout. The odeon roundabout will be a nightmare for cars and cycles as nobody will be familiar with the revised cyclist priority. All the attention has been on how wonderful Station Parade will be, with very little attention to the southbound A61. I doubt there is any capacity on the Leeds/Harrogate/York trains for more than a small number of bikes: I was on a train from Pannal to Harrogate one Sunday and three lads got on with their mountain bikes, and they took up all of the standing space at the doors. There are no bike racks on the front of buses (buses in Seattle have room for three bikes on the front and they are used a lot). This seems to be all about getting "free money" and trying to justify it by reference to bicycles.</p>
<p>First, stop putting cycling and walking into one box. They are different and should be separated. What's good for cycling is often bad for walking. Your survey questions therefore are flawed and biased.</p> <p>Secondly you have applied for a pot of money and then tried to work out what you can do with that amount. This is a bad way to determine infrastructure improvements. The project just tries to fit the scheme to the money and then take no criticism because, as with other schemes, "we've got the money we'll spend it" - even if it doesn't produce any improvement.</p> <p>Thirdly piecemeal design for the town is unacceptable. A whole Harrogate town plan needs to be assembled before tinkering with one area, which just pushes problems elsewhere. Get a full design for the town, engage with stakeholders (businesses, residents, transport chiefs etc before not after). This scheme will not reduce congestion and indeed only add to it and hence pollution.</p> <p>The proposed junctions are complicated and will cause confusion. Pedestrians needs have not been fully considered - a town centre is where people walk from shop to shop, other than a pavement outside the bus station there is no improvements for pedestrians. Take more into account for elderly people, disabled, mothers with youngsters. Cyclists have been over emphasised, but with no real plan as to whether it is for through journeys or to the town centre as a destination for the cyclist. No "parking " facilities provided for cycles. Cyclists and</p>

pedestrians in conflict. Cycle lanes ending on pavements.

The area at the top of Cheltenham Parade / Bus station is a mess. How do cyclists and buses interact, without separate traffic light sequences - which will produce longer traffic queues? How do cyclist and pedestrians interact? Why cycle lanes between taxis, car parking and the pavement on Station Parade?

Making Station Parade single lane will cause congestion. And on your first survey if you add the response to the two options that kept two lanes they add up to more than the one option for one lane, so it is not the favoured solution. More congestion equals more pollution. Diverting traffic along residential streets is not acceptable - 2 or 3 cars a minute means 120 to 180 per hour, not inconsiderable.

This scheme is supposed to make Harrogate more attractive to visitors, but Station Square is badly designed hotch-potch. This should be the essence of the scheme. It appears that there is a lack of understanding about this area - it's windy, cold, in shade, noisy ! An entertainment area has been tried there before and was spectacularly unsuccessful. Better screening and flowers needed, reflect better Harrogate's floral prowess No water please in such a small windy space. Enhance the view once you leave the station - which many do by the 'side entrance', so looking across to Market Place needs consideration.

Pedestrianisation of James Street is bad. It makes it unsafe at night, especially for women. It stops a traffic flow that otherwise will have to go all the way around the town centre - adding more congestion and pollution. Why not try chicanes to slow traffic on there ?

Why such a small box for this response? it's difficult to comment when you can only see three lines at once !

So please stop altering our town without a proper whole town plan, that joins everything up and reflects the town's history whilst looking forward.

People who live nowhere near a train station or bus stop and have to drive into town. All this scheme will do is clog up more of the roads surrounding Harrogate

Slow down traffic

It is ludicrous to consider that one lane will be adequate to alleviate the build up of vehicular traffic causing the increase of stationary traffic, consequential increases in pollution. Too much consideration is given for cycling traffic and is disproportionate to the frequency of cycles using it. Dispense entirely with the cycle lane. The Authority is in thrall to the cycling lobby and is guilty of "virtue signalling" to the detriment of the public who live in Harrogate. Cyclist and pedestrians do not mix - cycling should be forbidden in all pedestrianised areas

Lead to traffic congestion and reduce air quality

I feel that this is an example of token gestures. Rather than provide real usable end to end cycle access from suburban areas to central Harrogate this is just for show. We need real systemic change and real encouragement for people to move away from car usage, not 20m little fragments of cycle lane.

cars will still need to transit the town and the plans will likely lead to greater congestion with consequently more vehicle emissions. Walking and cycling are nor practical alternatives for shopping in a hilly and wet area.

Often elderly people and business visitors use princes square and surrounding area to get to parking and car parks .. this will impact on the one way system in place - changing the one way system at the same time to 2 way traffics may allow things to flow!

No evidence of claims being made about increased retail trade or tourism.

I believe it's highly likely that the very reduced road capacity available for south bound vehicles along Station Parade past the bus station will significantly increase road congestion leading up to the reconfigured parade, and there will be significant traffic spill over onto other congested routes & this will all result in increased air pollution.

I hope I'm wrong (I worked for 20 years as a professional modeller, and for me this struggles with the credibility test).

But you have the opportunity, and I suggest you should take it, to trial this key aspect of your proposal for a few weeks by coning off (by whatever means) the current parade to simulate the traffic configuration capacity you propose, monitoring the traffic flows and queues, and consulting the public and what they think of the outcome. Your traffic experts should be able to advise what's needed.

Otherwise, all very appealing aesthetically.

Too many to list. I support most of the views presented by The Civic Society, (though I'm not a member).

In particular, as a cyclist & pedestrian I think the idea of contra-flow lanes & low curbs is confusing & hazardous. Similarly, a single 'Dutch' roundabout in town.

The junction of Cheltenham Parade & Station Parade is also very confusing & dangerous - removing through traffic from here would greatly ease the situation - (2-way Parliament St/West Park?). Cheltenham mount?

Looks nice now but in 2 years it will be awful. Just like Cambridge street. Most shoppers coming to Harrogate want to drive as public transport is too expensive

I do not agree that James Street should be fully pedestrianised.

[If answered 'very negative' to Q1]

Q6. Please let us know the reasons you feel this way?

I think the proposals for Harrogate Station Gateway will... (Other (please specify))

It will massively increase congestion, cause tail backs when coming into work/ school, no space for an ambulance to get through such traffic, and not everyone lives in Harrogate so for plenty of people buses and cycling are simply not an option, as this is a rural area. When people are sat in even bigger traffic jams than we currently experience, having been funnelled into one lane, pollution will be much worse as people will be constantly on their clutch in stop start traffic.

All traffic routed is routed through town centre , everyone that has lived here for any length of time k own traffic issues through town , most traffic is north south not east west , wrong part of bypass built and no other solution has been implemented, if you reduce the lanes of traffic congestion will increase and cause more delays , this is very short sighted and a colossal waste of money and time , plus to encourage more shoppers having actual shops that are open would be helpful , business rates are extortionate , greedy private landlords have pushed even the big chains out , you (nycc and hbc) have destroyed parking , there are no public cavities anymore , and no entertainment or anything other than bars and fast food shops

The reduction down to one lane along Station Parade will drastically reduce already congested traffic flow through central Harrogate, further increasing air quality and congestion. This main route for through traffic from Ripon Road out to Knarboro Road /Leeds Road has to encouraged to proceed unhindered and not be restricted by reduction down to single cartage way. No health benefits to cyclists /pedestrians can be gained by stationery slow moving, stop start traffic negotiating our town centre

Will cause more congestion, more pollution as this road is far too busy to be single lane. No thought for the less mobile who don't always have a blue badge like myself. Would rather travel to York to shop than deal with this disaster. It won't encourage people to use public

transport as it is still much less expensive to use a car. Also public transport is not convenient for my working hours
If Station Parade is reduced to only one lane there is bound to be a deterioration in air quality because of queuing traffic and other roads and streets will suffer more traffics and pollution as alternative car routes are sought to try and avoid Station Parade.
Changing station parade to a single lane will cause major traffic issues at peak times.
Not solve any of the towns already dire cross and around town traffic issues.
we need extra road space for CARS
Will have a negative impact on businesses in the town by reducing access to the town centre for cars and removing car parking spaces. It will also create more congestion.
They will not solve any traffic congestion problems as they will create new problems in 9ther areas 9f the town. The massive growth of housing, the hilly terrain, the Yorkshire weather, the psychographic and demographic make up of the community, and the poor state of the road are not conducent for travel by cycle or foot.
Cause huge congestion on an already busy road with traffic and force traffic onto other roads-one being one of the most congested in the uk!!
Loss of parking spaces - seems to actively been designed to discourage car owners from coming into Harrogate
Traffic chaos resulting from reducing two lanes into one. Cars have got to get through town, like it or not. There is already the piazza there - make more use of that. Can't see how benefits are going to make so much difference. Improve the shop fronts facing onto the bus station to improve appeal to tourists. I voted to increase walkways and cycle ways but that does not give blanket approval to every scheme, need to look at context of each one.
Gives zero access for emergency vehicles and pushes the town centre traffic into residential areas
It will significantly reduce the throughput through the town in a southerly direction
This is a complete and utter waste of mine and other taxpayers money. There is nothing wrong with the present arrangement which works perfectly adequately. You are not going to make more people use bicycles with these changes. The scheme will be a detriment to the town. To improve the movement of traffic through the town and reduce congestion and pollution on Station Parade, make West Park and Parliament Street two way as it used to be in the past.
The reduction in the 2 lanes, is bound to increase journey times, congestion, and thus increase pollution, as well as making the town less attractive to visit. While the area in the video does look nice as it is portrayed, I suspect Ripon Rd, Parliament Street and most of Cheltenham and Station parade will be a virtual nose to tail standstill, of cars, buses, taxis and vans all belching out fumes. Your traffic modelling proved woefully inaccurate at the Leeds Rd Marks and Spencer junction, and although the later changes improved it slightly from the initial design, it is still far worse for traffic congestion, fumes and pollution. I know because I live 2 doors down from Leeds Rd, and have to suffer these terrible planning decisions day in, day out, week in week out, in fact year in, year out.
So why not have a test month or two, using temporary cones etc, when the school traffic is running, say Feb and March, just to see how the traffic situation fares?? Surely that would be the acid test, and mean any tweaks and adjustments can be made to the design on paper, which is quick and easy, rather than after the £10 million pounds is spent.
The scheme will increase traffic congestion in the town centre which is already bad due to restrictions placed on beech road and the volume of traffic entering and leaving Harrogate. Cambridge, Oxford and Beulah street are crying out for refurbishment. Money would be far better spent in these areas improving the paving and public spaces.
Lead to significantly increased congestion as southbound through-traffic from Ripon is forced into a single lane, along with car traffic bound for Harrogate town centre and bus traffic, with additional pedestrian crossing facilities increasing interruptions to traffic flow even further.

It will just move traffic onto other nearby streets and cause more congestion and delays. it is yet again the council doing what they want as 'free' government monies are currently available to 'encourage' less use of cars etc. designed by people who do not live or work in the area. This is not London or the South East - we do not have the public transport - if you live in outlying areas you are lucky if there is a bus once in 2 hours

This ludicrous plan will be the death of Harrogate town centre! People will just stop shopping in the town centre if you make it more difficult for them to get there. During the pandemic everyone shopped online. When shops reopened, what did you do – you put huge planters in the road on James Street to discourage cars! Stupid mistake. I am not surprised shop owners are up in arms about this ridiculous plan. You are doing nothing to support them in this difficult time. Anybody who wants to can currently walk or cycle to the town centre. Many people do not want to walk, cycle or use public transport, therefore making it more difficult for cars will not stop cars. Making Station Parade a single lane is one of the worst ideas I have heard. The traffic would not diminish, it would be constant, causing much more pollution than there is now and forcing cars onto adjacent streets. It would achieve nothing. Harrogate does not need, or want, this White Elephant.

Put even more pressure on the parking for local residents! Our street is always absolutely rammed as it is with the parking available in town, let alone how bad it will be if you remove even more in town parking opportunities. We always seem to cop for it just because we have chosen to purchase our homes in town. The council need to start looking after their residents!!!

It will create traffic jams. There's a great deal of traffic that has to pass through, and travel within, the town centre. Making it more difficult for the traffic will create a problem, not solve one. The idealized computer images on the Youtube video make it look like Noddyland, with barely a car, no trucks, and people cycling in fine weather. This is not reality. The cars and trucks currently using these roads can't vanish into thin air. A single lane for Station Parade is ridiculous. Traffic already backs up down Cheltenham Parade and at the lights where Parliament Street meets Kings Road and often up Ripon Road. This will become twice as bad. To imagine that large numbers of people will abandon their cars, vans or trucks and start cycling everywhere is living in cloud cuckoo land. Cycling will never become the primary means of transport. That is wishful thinking. This town is hilly, it gets cold, windy and wet. It is not possible to un-invent the car. Only a light rail system that covers the town would help. I don't see a single mention here of installing trams or re-opening railway lines. There is the suggestion in the question below of "encouraging more people to walk, cycle or use public transport." How do visitors who drive here from other parts of the country do that? How do you encourage more use of public transport without making significant improvements to that transport? The only way to get more people on public transport is to make it much better, but you will never stop the vast majority of people who currently use a car, to stop. Commercial vehicles don't have a choice but to use these roads. Why make their jobs harder? Local businesses will suffer as access will be more difficult, deliveries will take longer and in the long run, people will take some of their custom away from the town centre to places where it is easier to park. A look at the pedestrianised streets shows that they are generally scruffy and unappealing, while the most attractive streets such as James Street and the Montpellier area, currently have cars and parking. In conclusion, this scheme is a bad one, based on slanted, poor research.

Moronic. It will increase pollution, the amount of traffic will INCREASE if these changes are implemented. Does anyone with a brain work on these proposals? What if a bus breaks down? It's happened before, traffic will be at a standstill.

It will make congestion on Station parade far worse than it is already, this combined with the many other anti-car measures (like closing beech grove and stopping traffic crossing over west park to victoria avenue) will mean Harrogate becomes a no-go area for shoppers like me, and we will use the internet more or travel further afield to other more enlightened towns.

Ridiculous idea, you say VAST IMPROVEMENTS ?? What a load of rubbish. Many busy working people use the streets to quickly nip into town to make a purchase and parking close

<p>to the shops is a huge advantage .it will also encourage even more homeless / beggars to the streets and ruin the town even more .There are already too many threatening people loitering around the town and on the stray it is becoming so unsafe , so many drug takers and the streets closing to vehicles will encourage more .It is very much a terrible threat to the businesses .What a mess you are making of this love,y town where I have been born and bred in .</p> <p>The other major mess you've made is closing Beech Grove , I have a gate onto Victoria Road and my access from my property in a car to anywhere is on Victoria Road which is now horrendously congested .I cannot believe what this council is doing , it disgusts me .</p>
<p>cause traffic delays</p>
<p>The usual expensive distraction to avoid confronting The serious traffic issues in Harrogate</p>
<p>The number of cars will not decrease but will increase as a result of all the new houses on the edges of Harrogate and cars in the town centre will be moving more slowly with increased congestion leading to worsening air quality. The plan is based on speculative pipe dreams of a cycling-obsessed council that has obtained some money and now has to find some way to spend it.</p>
<p>Be absolute madness for traffic and residents of which I am one, you don't even consider this in your list of facile rebuttal of the scheme.</p>
<p>The plan paints an idyllic picture that is totally unrealistic because it neglects the traffic that has to traverse this area because it is part of the A61 that traverses Harrogate from N to S. As this is a major road connecting Leeds with Ripon it is unrealistic to assume that the traffic on this route will disappear as it appears to have done in the video. The video also shows an unrealistic level of cycling in the area compared with present levels, and an inordinately large amount of the available area being given over to cycleways. There is also plenty of scope for pedestrians to be injured by cycles which pass at speed in close unprotected proximity to each other.</p>
<p>create alot more congestion going to a single lane on station parade,will take even longer than now to come down parliament st approx 10 mins at the moment in o/s lane as traffic will back up even more with a single lane on station parade.more emissions,unhealthy,frustrating for drivers and ctheir time.</p>
<p>Be made using an undemocratic process to suit individual politically based views and self interested civil servants. You simply manipulate the statistics and figures to suit your own personal whims - the Beech Grove closure is now a trial for 18 months - all these ideas by default should be trialled for 18 months too. More people have objected to the Beech Grove closure than have supported these ideas you have selected - Beech Grove remains closed and you proceed with these ideas undemocratically. You only ever work on the philosophy of Heads you win and Tails we lose</p>
<p>Will cause extensive traffic congestion on Ripon road and Cheltenham Crescent for traffic going south via Harrogate</p>
<p>This scheme will not address the main problem which has been present since the 'temporary' one way system was introduced in the 1960's to allow for major works on utilies on Station Parade. The problem is, why is every vehicle passing through Harrogate going through the town centre and up Station Parade? Instead of wasting millions of pounds on this ridiculous scheme; the one way system should be scrapped (as was the original intention until Harrogate Council said they ran out money) and put the traffic back up Parliament Street and along West Park and then the town centre would be almost traffic free. You say that your scheme will make little difference to town centre traffic but by any stretch of the imagination it is a nightmare now and needs to be sorted. Also it will make the proposed pedestrian areas a 'no-go' area for the disabled who need to park near the shops. Of course we all know this survey is a scam as the decisions were made 5 years ago and this 'consultation is just a legal requirement'.</p>
<p>Two lanes of traffic going into one will cause big traffic jams backing down Cheltenham and then along Kings Road and Ripon Road. Just think it through please.</p>

<p>The changes will cause massive traffic tailbacks from North to South.</p> <p>The open area will not be used for the intended purposes the designers have in mind. The area is a swirling wind tunnel with little direct sunshine thus not encouraging people to linger. The previous amphitheatre outside Victoria Gardens was removed it didn't work, people didn't want to sit there. Station Parade will still have traffic, parents won't be relaxed letting children run free. It is massive folly, the designers working on this scheme are the only ones with a vested interest, they will design it and clear off with a bulging wallet leaving the town's businesses to struggle.</p>
<p>It doesn't consider residents. Access to and from Granville Road will be a nightmare</p>
<p>The flythrough shows a false scenario. The reality is that reducing Station Parade to one lane will create gridlock in the town centre with queues of cars down Cheltenham Parade and beyond belching out pollution. Meanwhile there will be a bunch of unused cycle lanes. GREEN VIRTUE SIGNALLING AT ITS WORST. A mad, bad scheme. As I have said before the police should close one lane of Station Parade for a month and see what happens. You won't though because there are too many vested interests behind th scheme.</p>
<p>mean less garden on station parade and reduce car/bus space on station parade</p>
<p>It will make it much harder to visit the town centre by car. I rely on my car as I have young children and chronic back problems. I'm really upset the council think everyone can cycle everywhere, spend some much money doing it and disadvantage many people like me.</p>
<p>These questions are biased towards getting a supportive response to the proposal. A key point omitted is that it will make cross town journeys much more difficult for work ,leisure and caring responsibilities.</p>
<p>Delay traffic through Harrogate. Where are plans for a bypass.</p>
<p>Harrogate serves a large rural area with poor public transport links. I don't believe that reducing space for cars will stop people driving, it will just cause more congestion and so will actually increase pollution. It will also encourage cars to find routes through residential areas close to the town center - Cheltenham Mount, Strawberry Dale, Bower Road, East Parade, Station Avenue and others can all expect to see an increase in traffic. Fewer parking spaces will mean people drive for longer looking for a space, or simply not come to Harrogate. I also fear that certain councilors will use the increased congestion caused by this project as an excuse to resurrect the crackpot northern bypass project, which would be devastating for the natural environment.</p>
<p>Cause traffic jams and it looks awful too</p>
<p>It will cause bottleneck and stop flow of traffic causing greater pollution</p>
<p>Station Parade is the windiest place in Harrogate (I was once blown over by a gust of wind while crossing to the station at the traffic lights and I ended up at A&E.) So it is not a suitable place for a leisure area. The single lane on Station Parade will only make traffic problems worse. What is needed is a vast improvement in the bus service but the 24 service, for example, has got much worse in the past couple of years. How are people from the Dales expected to come to the town unless by car?</p>
<p>Increase traffic congestion and pollution. This is an A road, a major route South which is currently at capacity. With increased housing in the North and north West of Harrogate you will have more cars and more traffic jams. These plans are complete bonkers.</p>
<p>Without a park and ride scheme to reduce the traffic in town, these plans are just a recipe for a permanent traffic jam, with slow moving traffic adding to the pollution of the air quality.</p>
<p>There will be an increase in air pollution, initially from construction vehicles and plant resulting in delays to traffic at roadworks.</p> <p>And more importantly there will be long-term increased pollution when the single track roadway is implemented.</p>
<p>This plan fails to take into account the number of HGV that travel S on the A61 and have to navigate town centre congestion and thus fumes will increase. Mixing of cyclists and pedestrians at Xings. Station Sq is a windswept place. Removing the hedges around the existing garden removes shelter. This will become a wind-swept, litter strewn mess. Where are the facilities for taxis to wait and passengers be dropped of at the Station by residents?</p>

<p>Reducing traffic lanes whilst not addressing traffic volumes in the town will lead to queuing on all access roads into town, people will simply not change to public transport, walking or cycling, they will simply choose to shop elsewhere, out of town shopping centres with ample parking spaces. There is an over exaggeration on the numbers of people who will cycle into town, the whole proposal is skewed towards cycling. Why do you continue to propose stealing space from drivers (the many) to give over space to the cyclists (the few)</p>
<p>I walk everyday into the town centre and it is perfectly safe. It will not encourage cycling, those visiting the town centre are not doing so just for exercise, there are better cycling routes. People are coming to shop, visit the library, meet for coffee, lunch etc. Some will have babies and toddlers and cycling is not the means of transport. Plenty of new build housing need more bus routes, and more frequent services. This route is a main thoroughfare and people and drivers will continue to use it it will not enhance air quality.</p>
<p>This will cause gridlock. Beech Grove has been closed Victoria Road is closed travelling south. If you need to get Leeds Road from Ripon Road only options will be to sit in gridlock or travel up Cold Bath Road, in a 20mph zone past a school. No one will shop at Asda, it won't be worth the hassle of getting in to town.</p>
<p>If there was a ring road then this would be ok however driving from Ripon to the other side of Harrogate this will be horrendous. Taking the road down to one lane going through Harrogate will cause huge tailbacks. Put the money into a ring road and then do something like this. A park and ride system is also needed from the north of town. This will cause more congestion will send shoppers to other towns. Tradesmen need to get around the town but cutting the road past the bus station to one lane is madness.</p> <p>Do all the people making these decisions live on the south side of Harrogate? There are no signs of the the A61 going into one lane from the south!</p> <p>This scheme is aimed at those who live in close proximity to Harrogate and not those who live in surrounding villages who have to drive as there is no bus or rail service. Many have to drive to Harrogate to catch the train to Leeds & London for work...what about them. You will just make it harder to get to the station in a timely manner.</p>
<p>Your video does not highlight the amount of traffic that goes through the town centre everyday. Station Parade will be gridlocked with traffic.</p> <p>I'm all for cycle lanes but this isn't the Mediterranean. The cycle lanes will be empty from October to February due to the cold wet weather.</p>
<p>Make congestion even worse. A bypass is desperately needed. Think of the majority and not the vocal minority</p>
<p>There is no public transport serving our area, so we have no choice but to use a car and a bike is out of the question at our age.</p>
<p>It will neither discourage nor encourage walking/cycling. People who want to walk do so already. Cyclists will not benefit much from these chopped bits of cycle track but they will cause a lot of problems for other road users. Traffic will be much slower and more congested and having to take longer routes. Very bad for emissions.</p>
<p>The cycle lanes don't link up with anything past the proposal.</p>
<p>It will significantly impact on the quality of life for residents. At the consultation the representative from HBC said it would drive traffic into residential areas and that was seen as a success. I live and work and run a business in one of those areas</p>
<p>The entire plan seems to be based on trying to grab available funds rather than trying to do what is right for Harrogate. It seems that no research has been done to look at people who will be affected but rather based on what might happen.</p> <p>The consultation event said that the rationale was access to education and jobs. In Harrogate school admission is largely zoned by postcode. I was told that people who access education will now be able to arrive by train and bike safely across town which they are currently unable to do? How many people is that? Taking the last 5 years secondary admissions by address (using data held by NYCC) how many students have to cross the town centre in any direction as their shortest route to access their allocated school? How many have to travel by train</p>

coming into Harrogate for education and not Hornbeam Park where the 2 faith schools with a wider catchment are located? Pupils at independent schools travel further- have those schools and the 2 faith secondary schools been approached and asked to do a parent survey to ascertain how many who currently drive into Harrogate for education will not and will travel by bike and train once the scheme is in place? For FE Harrogate College has an adjacent railway station- will people really come into town by train and then bike to Hornbeam Park as was suggested? Harrogate is fortunate to have multiple train stations but most of North Yorkshire and North Leeds does not, will people really train then bike rather than drive if that involves a 20 mile bike ride to access a train station?

I was told that Cardale Park is the largest employment site and their employees will now have a safe cycle route from the station to town? Has anyone done survey of all staff arriving at that site to see how they currently travel and ask them if this scheme would make them travel by train and then bike as intended? That seems very basic.

Modelling on Cambridge was quoted as an example. Cambridge has cycle routes on every road, many being integral to the pavement- is that viable and affordable in Harrogate? Cambridge has a major trauma centre for cycling related head injuries. Can Harrogate District Hospital cope with that? Is additional funding being put into A&E to fund the additional accidents?

Lets have some real consultation of the people this scheme aims to benefit as well as those who will be impacted. the only opportunity to give an open response was at the start of the survey and it was not explicit- there was no open text box at the end. That seems to be designed to prevent open comment.

The survey does not work on a mac. There is an error in question 6 with 1-3 quoted but the response required in 1-10. It was very hard to get this point on an iPhone and impossible on a mac. Like so much else this consultation seems to be a botched job with ill thought-out intentions.

There was no signage at the Victoria Centre consultation event either outside, within the centre or on the unit hosting the event. The business event has not been publicised with businesses.

It almost seems as if the views of residents are not really required and it smacks of a done deal.

The air pollution will be driven into residential areas where children live. Pushing traffic into those areas was stated as an aim of the scheme at the consultation event.

create congestion

Absolute waste of taxpayers money

Money should be invested in building a bridge or tunnel at starbeck railway station to avoid traffic congestion

A terrible waste time of money which will cause terrible traffic buildup and bottlenecks up to and along Station Parade. If there is a desire to reduce the number of cars entering Harrogate centre, reinstate the Ripon to Harrogate train line or build Park and Rides at the South and North of Harrogate.

It will undoubtedly cause traffic queues and therefore increase exhaust fumes.

Reduces car parking opportunities adjacent to retail areas.

Harrogate already has a major problem with traffic congestion, fail to see how reducing from two lanes of through traffic to one will have any effect other than to promote gridlock at busy times.

Revenue from car parking will reduce, where will HBC replace that income from?Council Tax?

<p>Cause more congestion due to the removal of road capacity on station parade. Leeds has numerous cycle lanes now installed and they are never used, serious cyclists dont use the lanes anyway due to the fact it is quicker on the roads. People don't want to leave their expensive bikes parked up in the town as the risk of them being stolen is high. A complete waste of millions of pounds unnecessarily. Pollution will be made worse due to the added congestion and countless cars stationary in traffic just so that the council can pretend they are improving air quality by promoting cycling.</p>
<p>There will be queues of polluting traffic all the way down and up Ripon road waiting to go through the single lane. Crazy</p>
<p>Discourage visitors using cars (and future electric cars) and ultimately lead to less footfall in businesses. This has happened in other towns which have discouraged vehicles through pedestrianisation. Not everyone wants to walk or cycle.</p>
<p>Waste of money, which could be spent improving other areas of the town & the traffic will back up and pollute the town with stationary traffic. I am 70 and cycling in to Harrogate is a definite NO NO. Do Not Proceed with this proposal. It is WRONG for the town.</p>
<p>Not help at all, there are sections where the cycle path is merged into the pedestrian pavement which will cause serious safety issues and potential collisions. In the tunnel there is no clear indication as to where the cyclists should be which would encourage them to weave in and out of pedestrians. I know of another city with a cycle lane where cyclists don't use them and end up on the main road. Traffic in Harrogate is only getting worse, so then to create less lanes for traffic will only cause more concern. This will not encourage shoppers nor businesses. As a shopper in Harrogate I enjoy the ease of being able to park nearby and go into town. If there will be less traffic lanes causing disruption and then having to navigate around cyclists and cycle lanes I would not drive into Harrogate or walk in, but travel to Leeds instead. Harrogate council needs to give up this cycling obsession just because the Tour De France and UCI came here. The latter causing huge disruption to the stray and town. If Harrogate continues the way it is, it will drive myself and others out. I have spoken to a neighbour who is a serious cyclist as well as self employed and it concerns him also. He said he would not use them either as he prefers countryside routes and not towns like other cyclists.</p>
<p>It would cause more traffic jams and pollution. Few people cycle in winter. Harrogate is too hilly for any pleasure cyclists.</p>
<p>It will make the town centre even more congested than it already is, motorists will not heed the cycle lanes and those ones around the odeon roundabout are of particular concern as they cross the roundabout entrances and exits</p>
<p>It will cause traffic backlog & make it more difficult for through traffic</p>
<p>Traffic will not reduce in the near future. The station gateway proposal will shift traffic to less suitable routes and create more jams which will increase pollution. This is a vanity project to get some government money. The present arrangement whilst not perfect at least works reasonably well. What we really need is a northern bypass.</p>
<p>Traffic gridlock guaranteed</p>
<p>What about people who have to drive as there is no public transport to where they work? The traffic one an already backed up one way system round town will just lead to greater delays.</p>
<p>this just showst t hat he people in charge do not understand that a quart into a pint does not go,the through traffictwo lanes on West park</p>
<p>It will clog town with queuing vehicles</p>
<p>there are, and always will be, many more pedestrians in a town centre than cyclists. these plans increase the risks to pedestrians, young and old. think again.</p>
<p>Create major traffic tailbacks on Station Parade tailing back to Kings Road thereby causing 'rat runs' to be introduced on the current road network. Would propose a six months trial of the proposed road closure scheme before any more money is wasted.</p>

<p>V dangerous to have a 2 lane cycle track outside the bus station when vehicles all going one way. Cycle lanes are so fragmented which they will be of little practical use to cyclists (I am a former cyclist). Traffic tailbacks along Cheltenham Mount will delay buses & cause more air pollution until all vehicles use clean energy. The scheme will do nothing to encourage travellers to use the bus or train. To reduce Station Parade to a single lane to create a short length of cycle lane is going to have a negative effect on Harrogate.</p>
<p>Harrogate is already ludicrously congested. This will make it many times worse.</p>
<p>Air pollution will increase as the average speed of vehicles will necessarily decrease. The area will become more dangerous due to the increase in bike riders.</p>
<p>It's going to make things better for cyclists but worse for pedestrians</p>
<p>Will create untold amounts of traffic congestion and increase pollution levels</p>
<p>Making the Station Parade single lane will make through traffic on the major A61 Ripon - Leeds road unsustainable. The size of the bus station is woefully inadequate at present and any increase in bus usage will make it even more so. We are partially disabled pensioners living in a flat in the Duchy area and get an hourly bus service from 9.30 to 14.30, Monday to Friday. Our only means of accessing the town centre regularly is by car which is not what the scheme is supposed to promote.</p>
<p>If through traffic is to pass through station parade one lane is unfeasible and would lead to further congestion. The delays quoted appear in the modelling appear extremely optimistic. Most people wouldn't cycle into town to shop.</p>
<p>Reducing traffic from two lanes up Cheltenham Parade and Station Parade will create massive congestion from at the junction with Kings Road leading to tailbacks along Skipton Road.</p>
<p>I visited the display in the Victoria Centre and have studied the plans carefully. I am a member of the Civic Society and fully support the Society's detailed response to the proposals. My personal view, in addition, is that this is wholly unnecessary and money that could very usefully be spent in other ways (although I realise it is ring-fenced) The space in front of the station only needs some care and attention as it is already attractive to make a more than satisfactory Gateway. Although I am no fan of the motor car I cannot but see that this will in no way reduce car use, merely increase congestion as it is proposed to reduce a major A road to one lane. The whole scheme seems to be driven by the perceived needs of cyclists and takes little real thought for pedestrians of which I am one. It assumes, for example, that cyclists will stick to the lanes. Anyone who walks as much as I do knows full well that that is not the case and cyclists will simply move from road to lane to pedestrianised area as they will. Nothing is ever done to prevent that. It will make life worse for pedestrians. The scheme takes no account of the broader picture. Traffic in Harrogate centre is driven by massive housing developments in countryside around the town and by the expense and inconvenience of bus transport, except on a very few routes. I dispute the assertion that somehow people will get on their bikes as a result of all this. There is no real evidence for this only pious hope. I also object to the constant mixing of walking and cycling. The needs of the two are quite different. I know where the cars are (in the road) which is often not the case with cycles. As to pedestrianisation, as a pedestrian I see no great advantage to walking on Oxford Street rather than James Street. At night it actually feels safer if people are driving by. But as I said, many of these and other points are well made in the Civic Society's response. I would add, finally, that the exhibition constantly referred to the demand for such measures based upon the earlier survey which was wholly unscientific and based on a very small number of responses.</p> <p>Similarly, the exhibition made much use of statistics, which could have been written by one point of view. There was no balance or attempt at it.</p>
<p>The Harrogate Station Gateway project did not go through a true democratic consultation it was devised on the back of the Harrogate congestion survey and did not take into account the real wishes of the Harrogate public. If you are asked a question Harrogate to congested people will obviously say yes but when HPC are allowing thousands of houses to be built especially in the Western Arc you are never going to solve the congestion problem. The latest</p>

<p>developments are a cabal of HBC North Yorkshire County Council and the powerful cycling lobby to the detriment of the real residents of Harrogate. The proposals especially pedestrianisation will create deserted canyons of streets and see the final demise of Harrogate's unique shopping credentials. Where is the survey that proves there are going to be thousands of cyclists using the cycle highways day in day out?. There are many people I know who is said they will cease coming into Harrogate from outlying districts to shop.</p>
<p>Be a complete disaster for through traffic and very confusing for both residents and visitors. A single lane station parade will create problems and traffic jams. What happens if an HGV breaks down in the lane - gridlock</p> <p>The County council must rid itself of its obsession with cycling. Traffic volumes need to be re assessed now they are back to normal and volumes assessed during covid should now be discounted as totally unrealistic.</p>
<p>With the single use roads and the new houses around Harrogate it will cause increased congestion</p>
<p>Compressing 2 traffic lanes into one will cause far more congestion and pollution than there is now</p>
<p>Taking no account of age and health profile of Harrogate district meaning more than average numbers of people HAVE to use cars to get around. You are assuming everyone can walk and cycle. NOT TRUE</p>
<p>More difficult but not less safe.</p>
<p>Nothing on through traffic which regularly use this route</p>
<p>Harrogate is somewhere locals live in and around the centre and need to access amenities by car. Constantly closing roads to cars is going to make commuting out of Harrogate (most people don't actually work in Harrogate) almost impossible. That's especially true for those who work and do the school run. May work if Beech Grove and other roads are open. It will otherwise make Cold Bath Road excessively busy and an accident hotspot given the primary school and valley gardens. If people are choosing not to walk into town then they usually have good reasons ; a baby or toddler, or they are elderly. The proposal just makes it more difficult to access town by car for groups that need to for good reason. Far too much time is spent thinking about bikes and not enough about those with small children and those who are not disabled but are limited in how far they can walk. The reason people don't use public transport, aside from the appalling service and inconvenience is that they don't want to travel with others. This is only highlighted in Covid times. If people aren't choosing to use it now they never will.</p>
<p>where is the vehicle traffic supposed to go? We have a poor weather climate so people would not cycle. People who go into town want to shop so have parcels to carry so would not cycle. May want to look decent so not wear lycra and cycle helmets so would not cycle. Who do you think is really going to use a bike? Crazy ideology. Adopt green policies that will work. This will not and is wasting our money.</p>
<p>Pandering to cyclists of which we have very few, going to cause so much more traffic congestion and air pollution</p>
<p>These mad ideas are terrible and would ruin the town centre. Highways and The Council must stop destroying our town centre or else there will no shops left. Also stop pandering to the cycle lobby and ignoring the needs of elderly, ill, disabled, etc residents who can't ride a bike.</p>
<p>It will drive traffic into the residential side streets and other already congested roads such as Cold Bath Road</p>
<p>Increase congestion on the roads for negligible impact on the environment</p>
<p>These proposals will make life more difficult for people with disabilities. Think about it. If you reduce the number of parking spaces by pedestrianising James Street, people will be forced to park further away from the town centre. The extra distance may not seem much to you, but think about what it will be like for someone with a mobility problem or a sight issue. Think about carers who have to push wheelchairs. On top of this you are trying to encourage more people to ride bikes. Bikes are a nightmare to anyone with a disability. Think! Then scrap this</p>

stupid idea and use the money, OUR money, to improve life for disabled people, not make matters worse.

You want to reduce the number of lanes of traffic? Have you thought about the effect on public transport if you go ahead with these ideas? You want all of the buses, for example, to use just the one lane on top of funnelling all the cars and other vehicles into the same space?? My first thought is that it will become more difficult for buses to exit the bus station. You will end up with filling the bus station with buses trying to get out onto the road. Buses will, consequently, run even later than now. It is feasible that the number of buses will have to be reduced! What about the pedestrian crossing? To keep the traffic flowing, it seems likely to me that this will mean that the green time for pedestrians will have to be reduced, so not good for anyone who is rushing for a train, for example. What about pollution? It seems likely that average traffic speeds will reduce leading to more pollution. By reducing the number of parking spaces on James Street and elsewhere there will be more pressure on parking and traffic in streets such as Victoria Avenue. What about the consequences for pupils and parents doing the school run twice a day?? If the parking spaces on Victoria Avenue do get filled up what are the consequences for people wanting to use the library?

Over the past two years all I have seen in Harrogate is houses being built, they are going up everywhere, at quite times this plan would be great and would help people to look at other modes of transport around town, however with the influx of 2/3/4 bedroom houses being built and most houses having at least 2 cars this is only going to add to the congestion that Harrogate already has. I understand this is to make the town greener but the only way to make the centre greener is to find a way to bypass the traffic that comes through the town causing less vehicles on the roads. Until that is done sprucing up the centre will only add to traffic congestion and more pouring out of fumes from stationary cars. There is already plentiful space for people to get to the bus/train and taxi stations/rank I've never had an issue with this paths and routes to these areas are large enough and have plenty of areas to cross safely, the only benefit will be to cyclists who might feel slightly safer driving past the bus station.

Traffic bottleneck on Station Parade. Increased exhaust fumes from stationary vehicles.

Harrogate is a small country town in the Dales. The population comprises young families and older people. Most young people migrate to the big cities for work and life experience. Visitors make up a good percentage of people in the town Many come by car because they come for a holiday and it's easier to bring luggage. A large portion come for business conferences and events. They too come by car to enable them to bring the necessary things for these conferences and events. Some come by train. The station is well placed for their needs. It is easy to access taxis and it is easy to cross at the marked crossings. The bus station is very convenient.

Under the new proposals the prospect of 2 lanes of cyclists going in different directions crossing over the entrances to the bus station, train station and two car parks together with pedestrians, albeit in designated lanes makes me fearful for public safety - - when you have buses, cars and taxis exiting from left and right and cyclists in two direction - one against the direction vehicles are travelling it is bound to cause disorientation and lead to accidents and cause delays.

For example - Yesterday a bus was parked outside the station - this is a frequent occurrence, especially when the trains are replaced with buses due to ice or leaves on the line, The bus was there for a relatively short period, and in spite of all the available lanes traffic was backed up to the junction with Kings Road. Under the proposal - With one only lane available and so many types of traffic, pedestrians and buses its just looking to cause mayhem- one slight hitch and the whole town will be grid locked - I do not know how the propped new traffic flows will work with pedestrian crossings or if they are removed how pedestrians will cross with the constant flow if traffic.

The town has been grid locked - it happened when fire engines had to use 2 lanes on Station Parade - All roads around Harrogate were grid locked for 5 hours- it was late in the evening - so traffic was relatively light. It has also occurred when there has been a collision at the

<p>junction with Knaresborough Road. Infrequent but they happen.</p> <p>I have lived in Harrogate since 1997. I came to Harrogate with young children - we either walked or took a car. cycling with children was impossible due to hills and time constraints . Parents spend their time ferrying children between school, after school activities and their own work. Cycling and walking are simply not an option as they are too time consuming for young families and children get too tired. For older people, we are simply not going to take up cycling into town. How do you shop with a bike- shopping is my main reason and that of everyone I know, for going to town. i am unable to carry weights so I like to park as close as possible to the shops. I also run a business so I am very pressed for time.I need to nip into a shop to replace an item at a moments nitice. If I want exercise I can walk or take my car into the Dales and follow the marked paths. I will not be using any of these new facilities- as for the roundabout at the Odeon Cinema - This is not Amsterdam - the proposal is in my opinion crazy- It is hard enough at the moment to keep track of pedestrians and occasionally a cyclist. with everyone travelling in the same direction , I have used these proposed roundabouts as a driver and they are a nightmare- cyclists come up on your blind spot so you have no chance of seeing them- they disobey the lights. In London at similar crossings, as a pedestrian I have had several, near misses where cyclists have ignored the lights..Statistics show 10% of cyclists disobey lights and rules of the road. Cyclists can kill pedestrians.and damage cars. In towns and cities with large student populations where they travel short distances around campus or from campus to town you get cyclists. Harrogate has a college at a station. Students come from villages and towns connected on that line- they do not walk or cycle. Some yse buses many drive. This is because they carry computers and heavy files. It also has to do with distance and the fact many students are mature with families and commitments,</p> <p>Where will you find the cyclists? The suggestion is they will come from Bilton to Work at the Industrial park near Harlow Carr- In that case they will avoid the town centre and use Kings Road Coppice Valley - cross Ripon Road and reach Harlow Carr via the Duchy Estate.onto Ottey Road avoiding the major inclines.</p> <p>Regarding cyclists accessing the Station, the obvious route is East Parade Entrance- Its flat and direct, theres already spaces for bikes. Take the bikes off station parade altogether.</p>
Displace cars into residential areas and roads that are already congested such as Parliament Street, Skipton Road and Kings Road
Single lane on Station Parade will inevitably lead to an increase in traffic congestion and therefore pollution.Additionally should this substantial spen be even considered in the current financial climate
Reducing the road width will create real danger for everyone. This is totally incompatible with the main A61Highway, which should have BOTH lanes in Parliament street BEFORE Station Parade is changed in any way.
No information supported by on-the-ground research of traffic density, congestion pinch points for example along Cheltenham Parade if this scheme is implemented. Effect on East Parade not explained. Multiple lanes to be crossed by cars exiting Cheltenham Parade will be a hazard to everybody. Surely alternative schemes should have been offered for consultation? Sadly it smacks of a predetermined outcome.
Will lead to more congestion from traffic transiting through the town on A61.
As there has been a dramatic increase in house building in the Harrogate area, increased numbers of drivers will be to using the A61 route through the town. Reducing the vehicle lane to one will result in slower moving vehicles producing more pollution. Frustrated drivers will have running alongside them a dramatically underused cycle lane. as has been found to be the case when these measures were introduced in London!
The plans will not cut the volume of traffic,it will just divert it to other roads in the area and create more pollution in narrower streets which are residential,not commercial.Travellers coming South on the A61 will look for every alternative if their journey is slowed.Why make life more difficult for the residents of Inner Harrogate for the benefit of travellers and visitors.

<p>this proposal does not remedy anything it merely complicates all traffic movements in and around the town centre. Where will the taxi rank go? Hardly a welcome area for rail or bus visitors. For far less money the area could be made more attractive. Making a pedestrian only access on James Street and an intermittent cycle lane using two directions on one side is confusing nonsense, especially for walkers. Creates dead spaces particularly at night so not safe. Victoria gardens faces east and is surrounded by high buildings on 3 sides and is shadowed for 5 months of year therefore a cold area.</p> <p>It will damage all the surrounding residential areas as a result of displacement of traffic. Station Parade has been made a one way road and is classed as part of the A61 as a result so unless you restore two-way traffic on Parliament Street all the way from Ripon Road to the Prince of Wales roundabout nothing will change. In any event the whole idea prejudices the retail businesses in our town on which we rely.</p> <p>This was a ridiculous desktop exercise which has not seriously thought out the access of buses and cars/taxis to the rail station from and onto Station Parade all of which will have a lot of diverse directions to go in beyond the confines of the town centre.</p>
<p>Increase traffic congestion on the A61 (station parade) so more pollution. Build the RING ROAD first.</p>
<p>Be a disaster</p>
<p>Does not meet LTN20 requirements regarding stop/ starting for cyclists unless restrictions are put on pedestrians wishing to cross road to stores. and buses exiting the bus station. Will create congestion and more pollution. Divert some traffic to use residential streets and congested A59. Encourage shoppers to go elsewhere. Trains only carry 2 regular cycles. Cycling not a viable all year alternative to car or public transport. Buses are expensive for families whereas using cost of using car is marginal. How can you ensure those who do cycle have public liability insurance in case of accident .</p>
<p>It will make congestion much worse. Through traffic will take longer to get through Harrogate. Traffic will be diverted to other roads including residential areas, creating new pressures and increasing pollution. No plan to retain ornamental building by Victoria centre. Proposed layout of open space greatly inferior to flowerbeds of previous decades.</p>
<p>I think this will cause a backlog of traffic in the surrounding area and will make living in nearby streets unbearable. Cars in traffic jams, idling, will be detrimental to air quality.</p>
<p>The additional standing traffic caused by the reduction of station parade to one lane will have such an adverse impact on the rest of the network it will discourage people from going to harrogate at all - it will encourage businesses to move out of town with the loss of associated footfall. There will be significant additional fumes from standing traffic.</p> <p>Designers and politicians are being overalls idealistic if they believe these measures will encourage people out of their cars - it will simply create a less pleasant environment with the same number of cars just taking longer to get where they are going and cause more air pollution. And result in a negative appearance and impression of harrogate as a place to live work or visit</p>
<p>Positively increase air pollution because vehicles will spend significantly more time transiting the single Lane section. Too much emphasis on cycling when very few people do, or will, use their cycles to visit the town centre.</p>
<p>They will cause increased congestion elsewhere in town, ie. At the bottom of Ripon Road</p>
<p>The obvious problem is funneling all the traffic on the A61 through a single lane at the top of Cheltenham parade. The proposed route around this obstruction is very inadequate and will make life for those living in the area more difficult. This proposal will result in massive snarl ups in the centre of Harrogate. I simply do not believe the results of your survey suggesting delays of less than a minute.</p> <p>Feel quite neutral regarding the rest of the scheme</p> <p>I do e bike and would travel to and around Harrogate more frequently if the cycle lanes were not so haphazard . they seem to start and stop at random, going nowhere in particular, as with the gateway scheme</p>

<p>This scheme will cause major traffic congestion on Cheltenham mount and station parade and idling traffic will cause more air pollution. Traffic will be forced to use other nearby streets which do not have the capacity for large volumes of traffic. Buses pulling into and out of the bus station will again cause more problems, as will traffic entering and exiting the train station. I don't think this is a well thought through plan at all !!</p>
<p>Choice of layout of cycle lanes actually makes it slower and more unsafe for cyclists and pedestrians due to potential for head-on collisions with other cyclists in the side-by-side two-way lanes, and if cycling south all the way down the length of Station parade cyclists are now forced to have to interact with pedestrians at multiple points, not just proceeding through lights as before.</p> <p>I also believe it will actually make air quality worse due to a huge buildup of stationary motor vehicles as a direct result of decreased traffic flow from only having one lane.</p>
<p>Station Parade is the main south bound rd thru H/gate.Any delays to traffic will cause more pollution without any benefits.</p>
<p>Few cyclists have bells on their bikes, pedestrians will be at risk if two way cycle paths are used. Reducing the southbound traffic to single lane on Station Parade will cause traffic jams leading to higher pollution. Your illustrations are completely out of touch with reality regarding size and space. There is physically not the space available to fit two vehicle lanes along with a sufficiently wide cycle lane unless the diameter of the roundabout is drastically reduced.</p>
<p>The traffic congestion from Ripon Road round to the bus and train stations is already very heavy. To reduce the road outside the stations to one lane is crazy and will lead to even more congestion. The traffic movement in and out of the centre has already suffered by proposed cycle lanes for a few people. Enough is enough.</p>
<p>It will make traffic worse.</p>
<p>For residents, it will make it difficult to leave our streets and travel to work. The refuse trucks and deliveries to the local restaurants in the town centre already cause congestion in the streets around cheltenham parade and the back of Granville road, how will this be addressed?</p>
<p>The scheme is portrayed in a fantasy world where Harrogate has little traffic. If the Council and NYCC think people are going to suddenly switch to walking or cycling into to town they are in cloud cuckoo land! People will simply avoid the traffic chaos these changes will cause and travel to alternative towns and cities to shop. The knock on effect is that Harrogate will become a ghost town with boarded up derelict shops. When will politicians start listening to the people of the town who invest their hard earned money into their businesses and attractions. People want easy vehicle access to shops and facilities with sufficient parking, not narrow streets that will reduce the traffic flow and cause congestion and pollution.</p>
<p>Create more traffic as there will be less space on the road but likely the same amount of cars as there currently are</p>
<p>6 months of year is autumn and winter...not many people will cycle. Single lane on station road a mistake. The odeon roundabout is not an improvement but a different design only. To stop cars, put a park and rides in at bradford roundabout pannal , for skipton road nr springwell pub, wetherby road nr kestrel pub. Harrogate demographic is middle aged to elderly (not cycle users) use 'free bus use for Harrogate residents from park and ride and nominal fare for visitors. If these plans go through, I suggest you plant more trees on the strays and create woodland, we're going to need it!</p>
<p>The single lane for vehicles will further pollute the very heart of Harrogate on acc of slow traffic, pausing, stopping, starting ... all day every day.</p> <p>Nearby residential roads will be polluted - they are houses built for families, not for vehicles swerving a daft town centre revision.</p> <p>Buses and taxis and passengers (who become pedestrians) will have to cross the bus lane, the single vehicle lane, and 2 cycling lanes! And back again! This especially is irresponsible planning.</p>

<p>People. pedestrians, passengers have been side lined. Unlikely that many cyclists will want to pedal amongst the fumes of slow or stationery traffic.</p>
<p>Harmful for nearby residents and local businesses due to increased traffic and reduction in resident parking</p>
<p>This proposal kills the very reason people visit Harrogate. By the time the set-up would get to completion many cars would be electric anyway so pollution would be cut. Cyclists simply don't spend as much money as anyone else because they cannot carry away their purchases. After a dinner in winter one cannot cycle home in safety unless one lives in Harrogate. The town relies on visitors from afar. This idea will discourage them.</p>
<p>These proposals will lead to a total gridlock of the town's roadways and increase journey times and pollution through static traffic. Visitors and businesses will be discouraged as the town centre will become a no-go area.</p>
<p>Ignore the northern population of Harrogate who face steep hills to access Harrogate by cycling. No one is going to cycle to the railway station with their luggage strapped on a bike. Nor will they return from a shopping trip to Leeds or York and want to cycle home with their shopping bags. The removal of 3 trees assumes that replacement trees will grow, although evidence from other tree planting indicates otherwise. There will be a massive increase in traffic and pollution on the residential area of Granville Road, since GPS systems will send anyone reaching the one-way portion of Cheltenham Mount up Mount Parade and down Granville Road or Back Granville Road to reach destinations in the one-way section or simply to turn round during the lengthy period of adjustment to the changes. The open area in front of the station will be miserable in the winter, and when it's windy, or hot and sunny. A large expanse of sun-heated stone is never particularly pleasant. Nor is a two-way cycle lane. The plan actually seems to want to kill pedestrians..</p>
<p>Will displace traffic from business streets to residential ones, to the detriment of their health and safety.</p>
<p>Will lead to a total build up of traffic negotiating this new route trying to head south out of Harrogate and deter people from the outskirts who cannot possibly cycle in and use the shops.</p>
<p>Station Parade is part of the A61 trunk road Leeds/Harrogate/Ripon which carries the traffic pertaining to that route. The Gateway will cause even more congestion up further downstream (it's bad enough already) and will cause drivers to find alternative routes causing congestion elsewhere. This is a badly thought-out money wasting scheme</p>
<p>It will cause more delays for buses as traffic will back up on Cheltenham. The stationary traffic will generate more pollution. The traffic which use the A61 will simply divert thru other roads in the town centre which are less able to deal with this extra traffic.</p>
<p>Loaded answers. It will make traffic way worse. It will discourage people from shopping in town and it will spend money on cycle routes that don't connect, lead nowhere and have no purpose - that NOBODY will use</p>
<p>Not joined up to other cycling/walking initiatives nor to wider issues of congestion in town centre. Object strongly to scheme which puts traffic through residential streets. Do not appear to have involved Network Rail in enhancing appearance or use of taxi rank.</p>
<p>Won't cope with the volume of traffic travelling through Harrogate and will divert traffic onto already congested roads</p>
<p>Cancel this project. It will cause more congestion. It will be bad for the environment - stationary traffic. It will adversely impact on local businesses. It won't be maintained and will look as untidy as the other pedestrian areas.</p>
<p>You are not going to reduce the throughput of A61 traffic, which will be funnelled into one lane. The resultant jams will give more pollution. People will not suddenly start using bikes - the hills on all sides make cycling difficult - it is not the Netherlands!</p>
<p>These changes will increase congestion and pollution. They are a waste of money. Repair existing pavements and roads. This scheme will have a negative impact on retail and hospitality. The scheme will make life harder for townspeople on the pavements and the roads, and will encourage irresponsible cycling.</p>

<p>Cause confusion & therefore danger particularly for pedestrians but also cyclists & motorists due to the two-way cycle lanes either on the same side of the road on on both sides of the road on a basically one-way road. Also cycle lanes around roundabouts will be a hazard. Squeezing two lanes of traffic into one due to the bus lane at the top of Cheltenham Crescent with a section of cycle lane inside of it & the proximity of side roads is another hazard point along with the congestion that will ensue. One lane operation in general instead of two is not a solution to traffic problems. Spending money on the planned scheme just because it is there is not a wise move scrap it!!</p>
<p>The above options are all not neutral and are biased towards a preordained outcome Harrogate Town centre needs to be economically viable otherwise it will fail to recover from the knocks it has received in recent years - online shopping increase, out of town retail centres, increased competition from Leeds and York and finally Covid. The Gateway scheme removes parking (and full-electric vehicle access and parking will produce no pollution) and restricts one side of the one-way through town traffic. If the town is congested now it must make this worse.</p> <p>No account is being taken of the needs of ratepayers living in the rural areas wishing to access the town by car (is unarguably necessary). This will divert potential business from Harrogate to other centres to the town's detriment.</p>
<p>The whole idea is flawed. Tidy up Oxford St first. An idea proposed by group think , insular cocoon protected career failures.</p>
<p>It takes no account of the effect of restricting existing traffic because there are no alternative routes for the majority of the traffic currently forced up Station Parade.</p>
<p>For anyone who has seen the attempted traffic improvements in the town centre over the past years, any council planned changes have had a negative effect and we expect this will be no different. It's a case of we have £££ to spend and the council are just determined too do it even though the result will be a sorry mess up with traffic and pollution.</p>
<p>Instead of spending £10 million pounds on this scheme it would be far better spending it on resurfacing the roads as they are some of the worst roads I have driven on</p>
<p>Increase traffic congestion</p>
<p>Very, very many residents are elderly and will definitely not be cycling into Harrogate. Busses are useful, but not if we need to carry heavy shopping. Cyclists are a real nuisance on narrow windey roads and the data supplied about use of cycle routes is false as shown by independent people counting their use .</p>
<p>A waste of money. No cyclist uses that route or would do. Why because there is no safe way to access the area. No secure storage for bikes.</p>
<p>The whole thing is just balmy</p>
<p>This proposal is a fine example of "let's bid for central government money" and then, when successful, retro-fit a scheme to match whatever are the bidding criteria. There has been no real consultation on the principle. The best we are to be allowed by our "daddy knows best Council" is to be allowed to point to some of its many detailed technical flaws. What Harrogate needs is - and no doubt will not get - is a very much wider scoping exercise, looking at the actual rather than "trendy" needs of the businesses, residents and visitors. In the scheme there is abysmally little consideration of the actual life of the real person and far, far too much lip service paid to the cycling lobby - a largely male dominated, leisure activity. Where is the consideration of some major questions:</p> <ul style="list-style-type: none"> * how is the town to be made accessible and friendly to the disabled and elderly, parents with small children, shoppers burdened with large parcels etc? * where is the sense of "arrival" at the rail and bus stations. The pedestrian wishing to travel east/west into and from the town centre is given very little consideration and priority. * how is north/south traffic best alleviated? It is a dereliction to be concentrating (and failing) to deal with north/south through the town and proposing a scheme giving no consideration whatsoever to south/north - returning West Park and Parliament Street to 2-way.

It will create more vehicle congestion on Station Parade forcing greater traffic flow through more residential areas along Cheltenham Mount and up East Parade. There would be longer journey times, more congestion and more pollution generated in residential areas.
Increase traffic congestion
Congestion will increase
Cyclist do not spend money or support business in the town centre they just ride round it it is likely to create worst traffic congestion with cars sat idling
Queues of southbound A61 traffic. This scheme is in parallel to diverting other traffic in a complex loop to rejoin Station Parade after Odean roudabout/Station Bridge..
The ensuing traffic jams in areas other that Station Parade will also cause more chaos and pollution. The proposal seems not to be an encouragement to leave the car but a pure anti car policy. Look at Sheffield to see the outcome of an anti car policy, where the city centre has died.
Will add additional congestion to Knaresborough Road, Skipton Road and Ripon Road. This congestion and additional standing traffic will add to the additional congestion caused by the additional Housing Proposed on Kingsley Drive will only add to an overburdened infrastructure. The Town Centre may be safer with less pollution; however the increased pollution will be added to the surrounding areas with the additional Traffic making the surrounding areas less safe. Narrow Roads around Kingsley Drive have cars parked for the majority of the day from Hospital users and residents, traffic is reduced to single file of which lead to more standing traffic trying to exit onto Knaresborough Road which will incur additional traffic due to the proposed Greenwa due to the proposed reduction in traffic through the town centre. Air quality will be made worse for Harrogate Residents due to the increased congestion and standing Traffic. Additional congestion will be less convenient for loading and deliveries in gaining access to the Town Centre, make it less safe for cyclists and pedestrians getting into Town, less convenient for Taxis as they exit the Town Centre and generally promotes congestion around the Town Centre. Visitors to Harrogate will also be further delayed in getting into Town and once in Town will also find it difficult to navigate and find Parking as this is at a Premium already. The High Car Parking charges already 'put-off' visitors and locals from going into Town. The Proposal has the opposite intent from that given and will push people away from the Town Centre which is already very 'barren' in respect of 'Shoppers' and will further discourage people from visiting the Local Shops/Businesses.
No real benefit to normal people who are not able to cycle or walk into town.
Very confusing and exhaust fumes from today's real traffic density, when moving even slower, will be horrendous.
Our town is not just for visitors, locals need to get to town quickly to buy something useful and leave quickly. I like cycling but what happens when I need to buy food, clothes, toiletries for a family of four. The town needs to work for this as well as for leisure visitors.
Is a huge cost, not cost effective, just simply plant more trees, shrubs and pollinators
Will discourage people from visiting the town because the transport links are not good enough from outside the area, and local people don't always have the luxury of time to walk or bus. This makes internet shopping a better option and will severely reduce footfall in the town
It is an ill-conceived plan which has not given due attention to the congestion problems faced in this town. Reduction of traffic flow on Station Parade will force drivers to use alternative, already busy, routes. The emphasis on making the area bicycle friendly is a nonsense - too much notice has been given to the vociferous cycling minority. The average citizen and particularly the elderly will use the town less and will shop more online which will hardly be good for local business. Using bikes or public transport to do a supermarket shop, for example, is out of the question for most people. Large pedestrianised areas create their own problems and are far from ideal. You will not shift the mindset of the average person. This is not Holland or indeed many other countries where public transport is cheap, easy, and omnipresent.

Make traffic even worse than it already is. As other failed experiments have prove it is not worth making so many cycle lanes. And removing more cut through roads? People voicing a need for more cycle lanes are the minority. They just have loud mouths. Are you insane cutting traffic down to a single lane? This has to be proposed by a Lycra wanker on council.
It gives no thought to congestion and how it will affect residents in the town centre
An utter waste of money. No provision for the north south traffic flow made. Creation of more air pollution thru further standing traffic
There has been no impact study on the effect of a single traffic lane. Traffic will back up to the Crown Hotel. We don't all live on bus routes and live too far to cycle. Skipton & Otley are looking far more attractive as shopping destinations for us on the west side of Harrogate
Be less convenient for people that live here and want to drive to their town centre.
Makes it near impossible for those without public transport links to get into town quickly unless they want to cycle or can manage without a car or the expense of a taxi
Create significant traffic problems on the approaches
The scheme will force traffic onto other roads like Cold Bath that are congested and like race tracks where speed limits are ignored and abused, making them unsafe.
Have a devastating impact on town centre congestion, forcing more traffic to route through residential areas and leading to a gridlocked town centre.
Increase congestion, slow traffic to much therefore decreasing air quality in the town centre. All north/south traffic still has to come through the town centre
Create congestion on surroundings roads. The A61 Northbound (Parliament Street) has 2 lanes, therefore the southbound A61 (Station Parade) needs to be 2 lanes too. The proposed 'Dutch Roundabout' outside the Odeon appears very dangerous. The present gardens, plants and 'green features' near the statue of Queen Victoria are lovely. Why are they being removed?
Will cause a traffic build up with the combined result of more air pollution throughout the town centre and more occasions of a gridlocked traffic flow.
All major roads comming into to Harrogate will be squeezed ito a single lane to negotiate the exit the town as we do not have a bypass so anyone including through traffic would be sitting in stationary traffic increasing co2 thus negating any improvements planned West Yorkshire council made West Park one way before boundry changes .Reversing this decission would free the up the amount of filtering through town .QUICK SCHEMES usually tend to end in expensive disasters.
The two lanes of traffic currently operating on Station Parade are usually full of traffic, whatever the time of day. Reducing it to one lane will make the surrounding roads much busier or cause enormous traffic jams.
No feasibility study done. Once introduced will be kept.Just like other ones that have been extended with no consultation
Vanity project ala McKenzie. Adding to the mess that is already there. IE Oxford St. Cheltenham chaosetc. The list goes on.
I do not think these plans - like many others - will have the desired effect of getting cars off the road. They might - but questionable - make it better for cyclists who are few and far between but will definitely make it worse for local people (me) businesses and visitors. Radical thinking needed and action especially bringing in a park and ride scheme, long overdue, and bring back two way traffic on Priliament Street and West Park it might also slow down idiots who use West Park like a racetrack.
Harrogate is a very hilly town. Few people will be able to use bicycles to do shopping etc. The majority of cyclists will be recreational cyclists not stopping to shop in Harrogate. Traffic trying to get through Harrogate will be stationary for much longer thereby causing more air pollution
Make access by car more difficult. It is ridiculous to suggest that the occupants of the hundreds of houses being built on the outskirts of the town will walk or cycle in, particularly families with children. I doubt many OAPs will be persuaded to take up cycling. Harrogate needs many visitors to support the shops and general amenities, most of whom will come by car. If you insist on making access difficult they will go somewhere else.

There will be serious congestion with there being only one lane. We are told only 53 seconds will be "added" to waiting time in the rush hour, but this computer calculation/simulation was, I understand, based on traffic flows during the first lockdown. The officials at the 5.11 21 consultation could neither confirm or deny this. The scheme lacks credibility.

It's an ill thought out Engineer's solution which has no design qualities and will not ease congestion.

I would:

* scrap Station Gateway Project in its entirety.

* go back to the drawing-board and encourage a proper public/ private sector debate covering ALL the town-centre issues (a much larger geographical area), public spaces, opportunities and problems. This must be wider than just traffic issues.

Only then could a new concept start to evolve, operating less on the imposed "daddy knows best" principle much beloved by our Council leaders and officials, and more on engagement with stakeholders - those whose livelihoods depend on Harrogate; those who care.

A return to the drawing board is a sign of strength not weakness. If it means "losing" the £10.9m in current funding, then so be it. I simply cannot believe that a replacement funding stream will not materialize for a replacement vision with the real support of the businesses and people of our town.

Increase congestion around the town, due to reduction of Station Parade to a single lane without consideration of wider measures to address traffic flow through the town. Idling vehicles will increase pollution levels.

Too great a focus on cycle lanes, without consideration of safety and needs of pedestrians of all ages

Do not adequately consider and respect the distinctive character of Harrogate or its conservation area

As far as I'm aware the estimated benefits for single lane in Station parade was done from a survey and modelling completed whilst the pandemic lockdowns were on and so traffic would have been very light anyway, hardly a very professional or honest approach. Claiming traffic would move quicker would therefore be likely to be a downright untruth. I'm speaking as a pedestrian and bus user, not a driver or cyclist.

Not improve air quality as cars will be idling for longer due to the pressure on the road system when two lanes are reduced to one, resulting in bottlenecks and traffic jams.

Discourage people from visiting the town centre who cannot cycle or have difficulty walking and are not well served by regular bus services (that covers a lot of elderly people in Harrogate).

Discourage people from shopping in the town centre and reduce the spend per trip as it's difficult to buy anything bulky or a large number of items if travelling by bicycle, walking or taking the bus. This will lead to further empty shops in the town centre and a knock-on effect on the centre as a whole, resulting in a diminished and less attractive town centre and a reduction in out-of-town visitors, who have supported Harrogate's shops and cafes in the past. It sets Harrogate up for the sort of downward spiral seen in so many other town centres, but which the current attractiveness of Harrogate town centre has largely protected us from so far.

Create conflicts between cyclists and walkers

Not encourage more cyclists into the town centre as the scheme covers such a small area and cyclists would still have to navigate the existing roads (and hills) to reach the scheme.

Only the fittest and most fanatical cyclists are likely to cycle into town on a very regular basis and this scheme does nothing to address the congestion on all the side roads around the town centre caused by people who work in town parking all day.

Make it impossible for pedestrians to cross lower Station Parade as they will have to navigate a 2-way cycle lane and a bus lane, resulting in a significant loss of footfall to the shops on the eastern side of lower Station Parade

Make it difficult for pedestrians to cross Station Parade coming out of the station as there is a 2-way cycle lane to navigate (Many cyclists completely ignore red lights, so putting a

pedestrian crossing across the cycle lanes will be laughably inadequate.)

Create a conflict between cyclists and pedestrians in the One Arch as the height of the archway is insufficient for cyclists to cycle down the sides, so forcing them down the middle and pedestrians to the sides: if cyclist are travelling in both directions, pedestrians will be at risk of being run over due to the very narrow area left available to them. Cycles, being silent, are a risk to pedestrians in any shared area. The archway is much narrower and lower than it appears on the fly through, which is extremely misleading.

Cost excessive amounts per cyclist using the scheme and do nothing to encourage walking as there is nothing to discourage walkers at present, so anyone wishing to walk into the town centre probably does so already, but those who have mobility issues are likely to be put off by the increase in shared spaces between pedestrians and cyclists and the reduction in places to park near the centre (e.g. in James Street).

Drive potential visitors to York and Leeds.

I support the submission made by the Harrogate Civic Society on 9th November 2021.

I live in Duchy Road and usually walk to the town centre. I have no difficulty with road traffic apart from old diesel vehicles (emission of particulates). I sometimes need to go to the Harrogate Hospital, supermarkets, Leeds, York etc. which can mean the use of Station Parade, which is often congested, even before any changes.

My main objection to the proposals is that they concentrate on a limited part of the town centre affecting traffic going from North to South. There is no recognition that they will push more traffic on to unsuitable narrow side roads with sharp bends, road junction and small roundabouts such as Strawberry Dale, Cheltenham Mount, Victoria Road and Cold Bath Road etc.

Pedestrians and cyclists do not mix. Modern bicycles can travel at considerable speed. I often do not hear them when they approach from behind. There should be a requirement to sound an alarm and also a speed limit. There are placed like the railway station where pedestrians will have to cross a cycle lane.

There were about 1000 responses out of a possible 40,000 electorate to your earlier questionnaire made in the spring during a lockdown . This is hardly sufficient votes to decide such an important issue.

. I do not see the need to pedestrianize James Street. I go to a bank there and there is never very much traffic. It runs west to east and is always in partial shade and the west wind funnels down it. The artist's impression of somebody reclining on a seat will depict a rarity.

The gardens near the Victoria Monument are sheltered by a low hedge, which makes a pleasant place to rest. the seats need painting. I do not see the area next to the Victoria Shopping Center being popular for events, the center of gravity for such activity being Montpellier Hill.

Finally, the brick wall and the wooden planks behind the bus station make a bad impression.

Station Parade is the only realistic North - South route between Ripon and Leeds, Skipton Road being permanently clogged. Reducing this to one lane will cause complete sclerosis for traffic.

Surely we will not commit to this huge spend without running a trial of the new traffic flows, coning off lanes to create the new road layouts and seeing what happens.

To spend over £10 million on this, when there are so many pressing social issues in the district that are seriously short of funding, is a very wrong use of taxpayers money.

Less safe for women walking alone when it's dark. Also the plans are biased against people with young children, lone women, the elderly and disabled.

Making it one lane on Station Parade will cause more traffic congestion, more fumes and reduce visitors. No-one wants to shop on a bike!

Discourage shoppers as how will they transport shopping bags from shops to home - buses are not practical & taxis will be too expensive for many shoppers also the roundabout(s) sound downright dangerous.

If Station Parade is reduced to One-Way there will be a continuous stream of cars backed up into all the residential streets off Cheltenham Parade. If the idea is to make the station area

<p>more appealing this will fail as visitors will arrive to a constant stream of traffic and high levels of exhaust fumes.</p>
<p>None of your categories above allow you to choose the traffic situation will undoubtedly worsen. Building a chicane effect will cause major congestion and queues; vehicles waiting will only add to air pollution. The town is currently being transformed with major house building everywhere. If there are 500 houses being built you can reasonably count on an extra 1000 vehicles?</p>
<p>It'll ceate the biggest traffic jam in the area. One lane on Station Parade will simply push traffic onto roads that can't cope with it. The car usage in Harrogate has been massively under estimated, even if a large percentage are encouraged to leave their cars at home. Buses need to be improved massively before anything like this is even considered as they are beyond woeful for anyone not travelling to Leeds and so prohibitively expensive that they are half empty. For those of us who live on the outskirts and villages, public transport is not an option. Instead more should be done to encourage the Chelsea Tractors from not driving their kids 500 yards to school. The difference when it's the school holidays on the Harrogate traffic is like night and day. And we most certainly do not need more adding onto the one way system, that is imbecilic, if somebody wanted to go to Asda from Cheltenham Parade they would have to drive through the whole of town just to go two streets away, adding to the congestion. Lunacy.</p>
<p>This is just a vindictive chastisement because the Harrogate people rejected the relief road, and is utterly half baked.</p>
<p>Discriminate against the rural population who must use cars to access Harrogate for work and shopping</p>
<p>I have never seen such a ridiculous plan in all my life. I would hazard a guess that this has been put together by someone who has never even been to the town. This will be chaos for all concerned.</p>
<p>Be detrimental to the residents in bordering areas whose lives will be blighted by the displacement of traffic into their roads.It will make life more difficult for those who need to drive into the centre through age or infirmity.</p>
<p>We can even bring shoppers into the existing trade in the town that have shops! This is shocking and a waste of money! Invest in what we have first!!!!</p>
<p>Cause serious disruption to traffic in central Harrogate and surrounding access routes, cause serious inconvenience to Central Harrogate Residents and make walking around the town centre at night less safe due to increased anti social behaviour in pedestrianised streets. Full letter submitted objecting on many grounds.</p>
<p>Will increase congestion and reduce air quality</p>
<p>Make it more difficult for drivers who are the highest % of road users. What % are cyclists?</p>
<p>As a disabled resident I want to be able to park in the centre to make multiple, small shopping trips and other business. If the gateway happens I won't be visiting Harrogate for shopping.</p>
<p>This scheme will worsen the traffic situation in Harrogate. The restrictive terms of this scheme deny the much wider look at the whole of Harrogate which is the only way forward if we are ever to solve current gridlocking at certain junctions. We already experience difficulty leaving and returning to our central Harrogate home as we do need to leave the Town by car as thousands of other Town centre residents have to. The attempt to improve walking and cycling is flawed. Too many hazards, too much confrontation between pedestrians, cyclists, cars and buses. Accidents are waiting to happen . James Street partial closure will restrict our returning into Town from outside visits forcing more traffic onto Parliament Street. Pedestrianising streets is out of character with a Victorian Spa Town and further lessens its appeal to potential visiors. The current situation with Station Parade as traffic heads past Waitrose is already seen as a 'racetrack' making crossing the road dangerous. Three deaths in this area in recent rears. A pedestrian crossing is needed and/or a restrictive speed limit of 20mph in this immediate area and perhaps considered for other parts of the Town. The Station Square area does not reflect the importance of this Towns spa heritage dating back</p>

<p>400 plus years. If we are not to have a workable bypass in the medium we certainly need to look at making West Park to Parliament Street two way and thus reduce South bound traffic entering densely populated residential areas with its pollution etc.</p>
<p>Harrogate is one of the worst towns in England for congestion, and this will just make it even worse. Put the money e.g. towards a proper bypass instead!</p>
<p>Since the covid pandemic our lives have changed and people need more time to have more recent statistics re all the prosecutors changes in Harrogate.</p>
<p>Divert commercial traffic and a large volume of cars from thoroughfares to residential streets. No consideration being given to the welfare of Harrogate residents. Will create traffic jams in smaller streets.</p>
<p>It will increase the traffic using Cold Bath Road, East Parade and other residential roads as shown by the closure of part of Beechwood Grove and has not increased the number of cyclists on Beechwood Grove but has made Cold Bath Rd a nightmare for school children and the number of elderly residents in particular - there are at least 5 over 55 residential facilities on CBR and it serves 3 secondary and a primary school</p>
<p>My suggestion is to not proceed with this scheme, and address the following comments. What hard evidence has been gathered to show that the scheme will be an overall benefit to all road users, pedestrians and residents? Have any surveys been carried out to show the volume, and types, of traffic using the route, the reasons it is travelling and where it would go after the scheme is completed. Traffic congestion will not be reduced, it will only be moved to other, longer, more residential routes. Where will cyclists travel from, and to, via Station Parade? Are you expecting residents to cycle to the centre to shop, and then to carry their shopping home on their bicycles? Have any vehicle drivers been directly asked for their views? If not, why not, when cycling groups have been asked? The whole scheme seems to have been initiated solely because there is access to funding which can only be spent on cycleways. The council have then asked cycling groups what they should do with the money. The cycling groups said to spend it on cycleways. The previous congestion survey was again biased in favour of cycling groups, and so gave the result which was wanted. When will a review of the scheme be carried out? By what criteria will the scheme be judged a success or failure? What plans are there, or reserves of money held back, to rectify the scheme if it is judged to not be successful?</p>
<p>Cause massive queues accessing Station Parade from Cheltenham mount</p>
<p>All the while traffic travelling North to South on the A61 is directed round the town centre, causing air pollution, congestion, danger to pedestrians and cyclists, no improvement to our road system can be made. The A61 along Parliament Street and West Park needs to be opened up to two way traffic - as it was originally intended.</p>
<p>1) The effect of narrowing Station Parade to a single lane, and of pedestrianizing James St., will surely result in terrific traffic jams on the vital artery of Station Parade, with knock-on effects throughout the town centre, because with the bottleneck of the single-lane section, there does not seem to be sufficient space to accommodate normal rush hour traffic, plus taxis. The proposed single lane will also interfere seriously with the ability of individual residents and visitors to be delivered to, and met by friends and family in cars at, the train station. Your very worthy video, showing the new proposed development, is economical with the traffic realities, showing instead a single car or two on Station Parade, as if car use was no longer going to occur in our town centre. 2) We are very much in favour of cycle paths, but feel that perhaps an alternative route for them (Otley Rd, West Park Stray, Victoria Ave to East Parade?) might be pleasanter for the</p>

cyclists and more effective in preventing big traffic jams on Station Parade. With the current closure of Beech Grove to car traffic, & the proposed closure of James St. to car traffic, two key sections of alternative town-centre routes (which improve traffic flow), will have been removed, thus increasing volume and pressure on the main traffic arteries. And desirable though we feel it will be to have safe cycle routes in the town centre, as a mother of 3 small children with no car, who did all her shopping in the town centre on foot or by bus, I feel that cycling is not possible with a baby, a toddler and a preschool child; nor would it have been possible to carry on a bike all my shopping for a largish family. Therefore we feel that Beech Grove, on which we see hardly any cycle traffic, should be reopened to cars and that James St should not be closed to cars, as that closure will also have an adverse effect on businesses. Pedestrians can still enjoy promenading on Cambridge street, only a few metres away. And above all, gridlock and traffic jams will discourage both residents and visitors from visiting Harrogate.

2) Harrogate, as a town welcoming older and retired people, must also show itself to be accessible to disabled or injured people transporting themselves or being transported in private cars, who cannot perpetually use taxis as visitors often do, and for whom cycling & walking, especially in rain or snow, will never be a real option.

3) We feel that the Victoria monument on Station Square should be preserved, and the current floral and tree plantings kept and improved, with some greenery extended to the forecourt of the train station itself. However, there seems no need to provide excess space for sitting in Station Square, or a water feature (which was tried unsuccessfully before in front of the revamped Market-- it doesn't appeal in bad weather or in winter). The key glory of Harrogate is only one long block away from the Station: the Mont Gardens is where visitors and residents alike should be encouraged to go, a lovely space in which to gather, sit and relax. Compared to the relatively sterile and trafficky area of Station Square, the lawned and florally-lovely area around the War Memorial and facing Betty's, is an asset Harrogate already possesses. Framed by the beginning of Cornwall Rd., the Esplanade, that area of the Stray downhill from Betty's, when all the sidewalk cafes are operating in the fair weather of spring and summer, is a natural destination for pedestrians and cyclists, and perhaps more facilities could be provided there for bikes to be safely left in racks while their riders relaxed and/or window-shopped.. Also more benches would be welcome thereabouts.

It will create a situation where visitors and residents become so frustrated with traffic that they decide to shop elsewhere, ie York or Leeds.

Will create worse congestion than Harrogate is already experiencing

Discourage tourists.

Traffic congestion will be intolerable

This proposal doesn't address the key issue, the increased volume of traffic on the roads. Reducing this to one lane will create an even bigger problem on Cheltenham Parade, which has already suffered with the decision to add the additional crossing within 70 yards of another one. This has caused increased stationary traffic, and increased air pollution. But sure, a cycle lane will solve this...madness!

I believe it will cause traffic chaos, and drive more vehicles and pollution into the surrounding residential areas

What a ridiculous idea to make Station Parade one way, apart from Skipton road it is the only main thoroughfare serving Harrogate. The slow movement of vehicles will make carbon remissions much worse.

Discourage people to shop in the town centre

Not improve air quality since there will be traffic jams at peak times because of the traffic merging into one lane

A complete waste of tax payer money yet again as council offices are going to be obsolete

It will essentially make Harrogate impossible to live in for residents. Pedestrianising James Street will make it less safe for women or other vulnerable people. People won't use public transport whatever you do. There are a significant number of elderly residents who can't walk

or cycle and others who need to drive for other reasons. No thought is given to the reasons people drive. If you're juggling work and childcare there is no time to nonchalantly stroll places. This idea was clearly designed by men who have no such responsibilities. Beech Grove needs to be opened as well. Cold Bath Road is becoming dreadful and unsafe.

Have huge impact on residents in Mount Parade regarding Parking and cause additional frustration with already limited parking.

Q8. If there is anything else you would like to tell us about the materials, please use the space below:

Bland.

What's happened to the lovely little garden? You've just paved over everything. Dancing fountains are just like every other town centre. Bland, bland, bland!

They look fabulous in the mockups. To help keep consistency across the town it would make sense to reference the streetscape around the Pump Room / Crown Place. This area seems to use a similar range of materials to those being proposed. This would provide a consistency and sense of timelessness that is missing from the current pedestrian precinct.

My concern is how the quality finish is maintained when utility companies etc chop it up and botch it about in the future and how robust the finishes are (the pedestrian precinct is a good example of how it can all go wrong over time with lack of ongoing care and botched repairs)

Based on years of experience in many towns/cities both here and overseas, there are only 2 things that make 'materials' work, installation and maintenance. Given North Yorks depressing history in these areas, I see no point in wasting money on 'quality' materials.

We used to have a beautiful town full of open green spaces and flowers now it's all dead or dying and looks horrible, pavements and horrible and it's all down to poor management, short sighted decisions and corrupt councillors that only have their own interests and wants at heart than the good of the town, public servants should be exactly that and not tow party policy and ideals, central government micro managing doesn't work hence brexit

It would be good to see recycled material where possible.

All looks very beige

I think Harrogate town centre needs more put into retail to encourage tourists back again. There are hardly any decent shops left and they are closing at such an incredible rate due to rental prices? The council need to concentrate on this more than encouraging cycling? Who wants to cycle through a town centre for enjoyment? People cycle to work and they manage without this huge upheaval? And losing a Lane of traffic in the process up station parade is crazy! This should be done more in the outskirts and rural areas to encourage leisure and tourism and leave the town centre for people to shop and eat? Spend on getting decent shops, and encourage spending again! Harrogate town centre is lacking in this!

Makes driving time longer but worst of all it's unsafe for lone women at night and early morning. Pedestrian area will turn into. Dessert as there will be nothing open so it will be dangerous. Thanks for making life even worse

Would be good to see 'softer' materials used such as wood around planting areas for example. This will reduce the carbon footprint of the scheme by making it possible to embed captured carbon in the materials

Looks great

Too much emphasis is placed on supporting cyclists-why not help walkers who get abuse from cyclists when challenging them about cycling on walkers only paths. Also, help walkers cross more safely at the prince of wales roundabout.

Reducing capacity of a major north/south route through Harrogate will have a major impact on traffic volumes and air quality in surrounding streets.

<p>The material quality looks good and could surely be used to enhance the suggested improvement areas without the need to reduce Station Parade to one lane. Too much precedence is being given to cyclists. Harrogate demographics include a large portion of retired and elderly who are never going to turn to cycling. Many people enjoy walking both to and around the town but it is not pleasant when aggressive cyclists use pavements and “no cycling” paths on the stray. Many are abusive when challenged. Enforcement by police is never seen and many cyclists should be educated in not only where they may legally cycle but also in plain common civility to fellow travellers.</p>
<p>They don't fit in with Harrogate's Victorian era style, or the building materials used in our historic buildings. They clash unpleasantly.</p>
<p>See my comments above. You MUST stop giving cars automatic priority!</p>
<p>NYCC do not invest for the future when doing any highway projects, And HBC are the same about local projects. They both use the cheapest materials for road and pavement repairs and improvements, they don't appear to have any quality control in place for contractors which results in shoddy work, and they have an condescending arrogance which is divisive. Together that means a poor job, by poorly overseen contractors which is viewed as bad Council decision making.</p>
<p>victoria gardens are reduced, more paving</p>
<p>As long as they are hard wearing and we don't have to suffer continuous road works on all the major road out of Harrogate as we do at the moment!</p>
<p>Water fountains - it would be good to have drinking fountains, not just an ornamental water feature. This could encourage people not to use throwaway single use bottled water.</p>
<p>Let's see a greater commitment to quality, and its ongoing maintenance than that which we've seen elsewhere in the town.</p>
<p>Harrogate is built of the local stone and therefore materials should be in keeping.</p>
<p>Anything like this should be ring fenced from budget cuts.</p>
<p>Being wheelchair friendly is key here. All surfaces need to level and smooth and lowered sections of curbs need to be flush and smooth also.</p>
<p>2 way routes for cycles are a great idea. Hoping the traffic light system can be removed/changed at the bottom corner of the bus station.</p>
<p>I get the feeling that the quality of materials will be downgraded as funding runs short.</p>
<p>I don't think HBC/NYCC has a good history of choosing nice materials. The Victoria Centre is incredible ugly, so basically I don't trust them to get it right.</p>
<p>More trees please</p>
<p>Materials used for any development should be in keeping with those currently found in the historic buildings which make Harrogate so attractive and appealing to visitors. New materials such as man made brick and modern cladding isn't appropriate.</p>
<p>Has sustainable drainage been considered through the proposals? The materials appear nice but hasn't decreased the surface area of hard landscaping.</p>
<p>Lacking in design initiative. No real architectural initiative seems to be there.</p>
<p>I think it's unrealistic to drive down the number of lanes in town by half when there isn't a plan to improve and make alternative travel more affordable and accessible .</p>
<p>There appears to be no way to comment on plans and therefore please note that the abandonment of improvements to East Parade are detrimental to the potential success of the scheme. TCF/HBC/NYCC should top up what is required to improve the poor network in this area and will leave a great project feeding in to a dangerous part of the network. There is the space to do something.</p>
<p>Coloured asphalt might be useful for complex junctions such as on East Parade</p>
<p>I like the idea of making the cycle lanes a different material to the road that cars can access, is this going to be consistent across Harrogate or even nationally so that motorists get use to recognising them subconsciously?</p>
<p>I'm it sure what the materials are but it would make sense if they are made from recycled waste materials</p>

The only thing I like is the railway arch.
It should be traditional stone and be in keeping with the traditional architecture of the beautiful spa town we live in.
I'm unable to find the materials you're suggesting - other than a mention of York stone, which looks good but can be very slippery in various weather conditions.
Please use less concrete (less concrete jungle), and source natural materials responsibly.
EVEN MORE GREENERY / GRASS AREAS
A high finish will be key and this needs to be inbuilt within the tender. There is nothing worse than a project that cuts corners using cheap materials - if so you may as well not do it
Not enough information in which to base a comment
Dude the money to repair roads and footpaths
They should be made of recycled materials.
Need to make bus and train stations more accessible but I believe that whatever changes are made, people will not stop using their cars.
Leave it as it is and stop wasting money on stupid cycle schemes
I think that the buildings at the train station should be demolished and new beautiful buildings built. The awful designs blight the area. The station should be an elegant architectural entrance to the town.
Natural local materials will maintain the cultural individuality of the town
No new materials are required so money need not be wasted on a scheme that will destroy the town centre
Whatever is being used needs to be laid correctly without undulation! Paving stones, etc which are currently laid in Harrogate are very uneven which causes danger & inconvenience, particularly for poor sighted & elderly
I'm not interested in the stupid materials as I don't want the changes made as it's a total waste of our money
It will look bland and cold, not interesting
Don't do black tarmac everywhere. Have some more thought as to how can use Yorkshire stone bricks or red bricks to give dull roads and cycle lanes more design thought. Be forward thinking not just basic ideas of cycle lanes.
No more fake Victoriana please.
Do any of the materials contain re-cycled materials? Will the real stone flags be more slippery than other surfaces when wet?
Colours need to make it clear where people have right of way, where cycles emerge from the 'One Arch' towards Station Parade it is not clear where they should go.
n/a
This is the least good reason for pursuing this action. It will be a blight on the area.
A feature of roads and pavements in Harrogate is the impunity with which utility contractors dig up roads and pavements and restore them to a lower standard. The blockwork outside the Valley Drive and up Cornwall Road opposite the pump room is a good demonstration of this.
Planters are a great idea but not how they were used during Covid. Invest in Corten Steel Planters for an aesthetically pleasing look and longer life if this is considered.
The materials will need to be quality and yet neutral. It is the rest of the street furniture that worries me.
it looks like concrete and tarmac rather than anything attractive
If you believe your own rhetoric about the planet and carbon footprints - simply repair the existing infrastructure of pavements and decaying roads, clean the gutters of accumulated debris and the pavements of chewing gum and cigarette ends and do not waste any money of "tarting" up for the sake of it with new materials - The Exchange Building at the railway station is a carbuncle and should never have been allowed to be built with what was then thought of as "new materials"

Harrogate is a unique place it should not be made to look like "anytown"
To austere, to open
Would be great if benches were made from recycled plastic
Stone very quickly marks and ages, repairs underground inevitably has to happen, replacement materials never match.
If somethings not broken why fix it
Please do NOT use the concrete flags, that we are already seeing around town. Natural stone is a better, more durable option.
Paving and concreting over large areas is no substitute for free flowing traffic through a main route through the town.
Materials should be recycled and/or recyclable
Any great expanse of hard flooring, without flowerbeds, grass and hedges will produce a cold, windy and barren space
The fountain will be a safety hazard during winter and the remainder looks like an ugly concrete/paving mess. Very badly designed
Unlike the other pavements and public areas in town the paving needs to be laid properly taking account of the underlying clay and subsequently maintained . The other footfall areas of town should be repaired properly along with this scheme
Materials will inevitable be acquired as cheaply as possible and laid in the same fashion. Without doubt excavations will swiftly follow and be cheaply replaced.
Like the planting, the fountains we've all seen in Huddersfield and Bradford, not overly original but I guess it will make a nice feature in summer. No idea what smart phone controlled lights will be but sceptical that public controlled lighting will work.
I see nothing wrong with the materials, but is it all necessary
NOT SLIPPERY WHEN WET
Im very pleased to see the plan is to plant trees in the centre - the more the better for me. Also under this section water fountain - for drinking water - excellent. The proposed paving materials look good. I like the natural stone particularly.
.
Based on the councils inability to maintain current facilities as shown in your examples I have no confidence that they will be able to maintain the new facilities/ gardens - will this fall to private business or the BID? Colour of paving is wrong - sand coloured slabs show the dirt more than grey. Look at European towns and make more use of pavé as this is easier to lift and replace when inevitable works are required. Council SUPERVISION of repairs is essential to preserve appearance and contractors should face penalties for shoddy work. Repair what we already have eg flooding of Cambridge St outside Primark. Connectivity wifi etc on seating would be good but must be maintained if fitted
I'm sure it's okay
I'm not a builder so I wouldn't know but previous NYCC projects don't lead me to believe they know a good brick from a bad one. Even their white paint lasts less than 2 years
your glossy video does not show where the taxi rank would be.
We just need to ensure that when utilities work is undertaken, we replace like-for-like rather than removing paving slabs and filling the hole in with ugly tarmac.
How high will the pavement be that separates the cycle lane from the road ? If it's like the paving around the square in Ripon it could be lethal as you can't see the edge when looking down from your bike and you could lose both your wheels and be flipped into the road if it is "invisible" from above.
Out of keeping with the character of the town
The light road surface will be a mess in a month or so, with the additional volume of traffic that they will have to cope with
A bit bland but they're OK. They are very much a secondary issue. If these plans go ahead no materials will make the result very attractive.

Looks at the monstrosity that is the Victoria Centre and learn from that
Cheap and nasty.
Hopefully they will be kept Well maintained and in good order and clean
I like the benches with the bendy slats.
I would like porous paving to allow soak away drainage
Generally I approve, concrete use should be minimised owing to the environmental impact of limestone mining and cement production.
Factor in appropriate maintenance resources (time, money skills and materials) to ensure investment continues to deliver style and functionality
The video gives no indications of what you will use since its animated. Going from similar projects in Leeds i imagine they will not be fantastic however.
Total waste of money
Looks very poor if video is correct.
The fountain is ridiculous. It will be switched off most of the year. People come to Harrogate to see flowers. Redesign Station Square into a beautiful garden.
Concentrate on tidying up the town a bit. More greenery in the centre, the section near the bus station on the corner is very scruffy and dated looking.
The new materials will look lovely. How well will they age? Cambridge St once looked lovely but it is far from that now because of patch-work repairs and their impact on the consistency of materials and patches that blight the overall effect.
Use of traditional Yorkshire materials will maintain the character of Harrogate, but some concession to modernity is desirable.
block paving is incompatible with goods vehicles. The damage in Cambridge Street is evidence
More trees please!
I've yet to see any sign of increased bicycle use in Beech Grove so what evidence do you have that these measures will increase cycling? Where can I see this evidence or read about it?
Could you possibly put the same energy into fixing pot holes please
Not got any wow factor from what I can see.
Sometimes similar materials may do the same job and cost much less. Money could be invested in other aspects. There is no need to go crazy with materials and create a totally different perception from the centre and other areas of the town
Just make the pavements wheelchair friendly
Plant as many trees as possible
Concrete flags are not a good option
It will not stop people using cars but cause more congestion and pollution. The cyclists will feel a false sense of safety in their dedicated lanes that cross the paths of cars at roundabouts and junctions. The delays caused by increased congestion will mean impatient drivers are less likely to give way. This scheme is dangerous
Harrogate only has what is left of its Victorian character to differentiate it and make it attractive to tourists as a top spa town. Do not anonymise and pave over everything and wreck it. Station square today, hard paved, is a shadow of how it looked in the sixties and seventies, when it was lawned and planted.
From a safety point of view pedestrianising half of James Street, by stealth to hit the timelines of your funding window is reprehensible. It will be yet another town centre no go street after dark. You need a through road between station square and the cenotaph that is trafficked and in use after dark. Pedestrianising town centres kills them after the shops shut. Only allowing lorries to access the top of James St. out of hours also prevents people approaching from the west dropping off passengers for the station at the top of James St and forces them round the entire town centre loop. This will create more congestion and make the station less

<p>accessible.</p> <p>This is a chronic waste of money. Some gateway; this wrecks 200 yards of the town centre and is connected to absolutely nothing at all. PLUS where is the demand? Where are the cyclists? There is an ageing population in this town, the trains can only carry one or two cycle at a time, AND the railway station and bus station are next to each other and bang in the town centre.</p> <p>The whole process has been manipulated by a few individuals and steamrolled in by consultants, the consultation has been minimal - Of 75,000 residents, only 1100 responded, and less than half of those wanted to make Station Parade one lane, and this questionnaire is twisted and phrased in such a way that it leads the answers into backing the plan. This is NOT a majority backed proposition.</p> <p>If you were that confident, you would mark the changes out with cones and do a trial and see just how blocking James street and constricting Station parade is received.</p> <p>You have overlooked that people use James street to connect with station bridge and cross town or get to Asda and the Odeon.</p>
n/a
Nothing
what ever materials are used sooner or later someone will deface them and the town will look no different to what it is now
We reject the scheme as unworkable so the proposed materials are irrelevant.
They must be easily cleaned. Our present pedestrian areas are dirty and unpleasant.
One of your comments is the range of materials currently on display Looking unsightly (paving slabs especially). How easy will the proposed materials be to Maintain/replace while keeping with the new appearance?
Light coloured materials support a more spacious feeling = positive.
Don' believe from past experience that the Council are capable of maintaining the surfaces.
They should withstand heavy vehicles running over them when exhibitions are mounted. Take a look at the space in Leeds outside the art gallery where the surface is anything but smooth.
I have seen other attempts to smarten up the town and mostly they are failures
Looks good. Try to make the materials modern and clean looking- and easy to clean.
The victorian street furniture is looking incongruous in your plans and should be replaced by sleeker less bulky 'design led' items
Ensure pedestrian crossings are more responsive to pedestrians needs. The wait times are too long.
Mix the materials and textures to prevent large areas becoming bland, stark and unwelcoming.
Water features especially usually attract litter and ant-social behaviour (see Bradford and its lake for example). Too many of schemes like this just produce what looks like clutter in reality as opposed to pretty impressions.
As long as the materials are locally sourced and Eco friendly I can't see a problem
You will be using more materials than at present increased signage order which goes against the so-called green credentials of your scheme.
Materials used should compliment the historical aspects of Harrogate and not be made to look like another Runcorn or Milton Keynes.
The flagstones look pretty but will you remember to grit those areas during the winter? I also dislike the strip lighting in the tunnel. I wish you had more plants or greenery. But I do like the pedestrian area in front of Lakeland etc. I think that looks nice and safer for shoppers.

Harrogate is a destination due to its floral history, you need to do much more in this area to make the proposal look attractive with green spaces and flower beds and less concrete/paving
Use green planting wherever possible.
Concern about cycle lanes and pedestrians in close proximity
Spend the funds in keeping the roads we already have in serviceable order. We need to maintain current infrastructure before we look to waste money on new projects. Otley Road is another complete waste of money. I can't see any family's cycling up there with small children. People will just jump in the car and go to a large retail park, killing the town centre and with it the revenue from business rates.
Sorry but why fix something that's not broken? If you don't want cars in town, put park and rides around the perimeter and bus people in. Older people find it difficult to carry items and require their transport near by. A better way of keeping traffic out of town would be to complete the other 2 sides of the ring road and get rid of the queues on Wetherby and Skipton Roads.
Additional green spaces/planting than those proposed would improve the scheme.
The plans are hopeless and badly designed. Total waste of taxpayers' money! Why not spend this money on areas of real need like supporting the NHS? The cycle lobby is too close and cosy with Highways and the Council.
NYCC made an awful mess of Ripon Town centre 20 years ago and it's still dreadful. Materials like block paving and stone slabs aren't suitable for HGV deliveries.
Only looked at the overall scheme. Not seen the materials
You need to allocate money for maintenance. Fancy materials weather and wear. Patchy repairs with non-original materials look unsightly. It is not cheap as many tarmac patches on paved surfaces testify.
Natural is best. Like it. Make sure it's even! [relaying of path outside new Sainsbury is uneven]
As long as it fits in the town's character.
I doubt if you will listen to anything we say. A mess made out of the finest materials will still be a mess.
Too much hard landscaping creating an unremarkable look that could be in any town
As nice as block paving and cobbles look, there needs to be thought put into it for if in a few years time work needs to be carried out, using Ripon as an example, trenches have been dug and patches repaired in the cobbles with tarmac and they just look insane. Visually cobbles etc look far superior but I would be reluctant to put them down unless you can ensure the reinstatement of any works will replace the finish 'like for like'.
You must do your best to make sure that everything fits in with Harrogate's architecture.
These must be suitable for partially sighted pedestrians; eg grey is very poor. Need to be easily able to identify pavement edge etc. Assume tactile surfaces will be used at crossings etc and to identify which part of pavement is for pedestrians rather than cyclists.
It seems all paving materials have associated environmental problems. Concrete has a huge carbon footprint in production. Natural stone is often imported from all over the world and sourced from quarries where workers' rights are not properly respected. Tarmac is an oil based product. Even recycled plastic gradually degrades releasing micro plastic particles into the environment. I'm not sure what the answer is to this, but I think the environmental cost of any materials should be considered carefully. I'm not too bothered what the ground looks like, to be honest.
More green and less paving
I know this is likely not possible due to cost and may not be how you want to calm traffic, but making the entire road out of brick/stone/pavers incentivises cars to slow down even more, which would be wonderful.
The materials on the roads should call into question the competence of the council.
Do any of the materials used support efficient drainage?
Montpellier Hill has new, attractive, durable seats. The town would be smarter if all its in-town seats were of this construction, and could portray 'Harrogate' throughout.

Materials smart enough. Not sure there is much here that is distinctive or says 'Harrogate'
Sound attractive and sympathetic to the overall goals.
I do hope you keep and improve on Harrogate's distinctive character features. Rather than the generic benches you have featured in your proposals, I think Harrogate's unique snake benches should be utilised or at least used to draw inspiration from to create a new kind of bench. I dread this plan will turn into a 'samey', copy and pasted regeneration plan, that looks the same as all other towns and cities. Harrogate is special and this is a real opportunity to showcase this through major works in the town centre.
The experience from Ripon market place and Harrogate pedestrian areas in the past suggests materials must be high quality but also contractors must be up to the job
I think the issues that need to be discussed are essentially the planned changes, not the materials to be used. They are inconsequential in comparison to the whole overall plan.
If the sole aim is a vanity project to utilise approved Government funds then I guess premium materials, with questionable sustainability make sense to ensure every penny gets spent.
Will many people cycle in when it's raining?
The addition of more cycle lanes is positive. I don't see much else which stands out - it would have been good to see more green space
Why don't you replace the outdated surfacing in Cambridge Street and Oxford Street. It simply was not suitable for public paving. Poor workmanship. Look at the pedestrianisation in Leeds and the quality of material used.
The smart benches and living pillars look of high quality and innovative and will likely enhance the urban environment. Pleased to see planting proposed to segregate pedestrians and cyclists. Not sure if this is outside of the brief, but the approach on Station Parade past the bus station still seems very dour. Is there any scope for some colourful additions to the transparent bus shelter screens? Also would like more greenery/street trees between the train station and Everyman cinema. Like the space for public art, would have liked to see an example in the flythrough rather than an empty space.
The more pedestrianisation has been introduced into the town, the more dreary it has seemed. For goodness sake, don't we have enough already? Hence not interest in yet more paving. You are manufacturing an excuse for discouraging vehicles & promoting cycling. There never was a problem for pedestrians or wheelchair users moving around the town. Certainly no problem crossing James Street, our last normal street!
I wasn't impressed with your use of false grass in Cambridge Street recently
Fancy coloured ground materials will never avoid a hard surface desert of the so called "Station Square" and is pointless until recognition of the futile scheme is dropped.
I like trees and plants
There's too much hard landscaping
As I am completely opposed to the proposals, the materials used are irrelevant to me Materials should be chosen for long term appearance and ease of maintenance - all too often heavily funded one off projects jump to materials that look good as soon as they are laid. However they soon look awful as they wear badly and perform poorly in the real world. If they are expensive to maintain ultimately the local authority will not be able to maintain them and they will look patched and bodged and if there are joints they will suffer from weed growth that is now impossible to control. Just use unjointed material such as macadam concrete (imprinted) and resins. Not flags or blocks
I do not think the choice of materials is a significant issue. It is the congestion that will reduce air quality and making walking more dangerous
I am a business owner on lower station parade it relies on parking outside and for people who are disabled to use my business as they can be dropped off outside however there a bus lane there so no stopping? It will severely impact mine and other businesses down station parade. We pay rates too!

Different colour maybe
The 10 million could be used elsewhere in the town, this is a rushed decision.
The money could be used far more effectively.
Looks like an upmarket concrete desert
It looks to be all stone, concrete. More greenery and flowers PLEASE!!! Look at the old Victorian photos to see how lovely station gardens used to be.
The proposal will strangle the town centre in terms of traffic flow and disadvantage retailers in the Station area. This is the North of England, and who realistically is going to go shopping on their bike !!
MORE TREES / GREENERY
History leads me to fear the worst.
I could not find the page!
It's yet another utterly insane proposal, that will only result in more traffic, more pollution and ruined retail. Does anyone think these things through? Ever? It's not going to encourage cycling, or the use of public transport. The latter is hopeless. Station Parade will become a car park. Nobody will want to visit. You're turning a conference town into an inaccessible joke. This isn't a feasible or intelligent plan. Try cycling with shopping. Or if you're 70. Go and stand in town. Count the cyclists. Stand on Oatlands Drive or Leeds Rd. Count the cyclists. I'm a broadcast cameraman, how do I get all my kit on a bike? In fact, I'll even go and out and set timelapse cameras to show how little cycling happens. You're going to kill Harrogate shops, after a pandemic. There are better ways to do this. Also, start repairing the roads. Potholes will kill a cyclist.
These pastiche, synthetically manufactured materials will strip away the unique character of the town and make it look just like any other town.
The changes require throwing away current materials and bringing in massive amounts of new material - which is far from a carbon neutral solution. And as usual with these schemes all individual character is lost in changes which use the same materials all across a district rather than retaining any local character.
Outdoor furniture is ok in summer, but we have very cold, icy, windy, rainy weather for many months.
All hardstanding should be permeable to reduce run off. This is especially around trees which would be better with soil which could be planted than the current proposals
It will be nice for the town centre to have a bit of a refresh, as long as materials match the current feel of the town.
Harrogate seems to be changed in phases, hence Cambridge & Oxford street and each phase it seems to lose more character [theme of the moment by highway teams. At the side of the Pump Museum the street has a period look and every effort should be made to create a modern version
This is a victorian town and any materials used should reflect this.
It doesn't matter what materials you use as long as utilities can dig it footway etc and replace it incompetently. Medium/long-term availability of materials. Fail to consider materials in light of CA
HBC and NYCC have failed to look after the other pedestrian areas. They look a mess and the pavements are uneven and hazardous, collecting pools of water. why will this be any different?
In short, this is a terrible idea - I'm amazed it's progressed this far, it will kill the town centre.
I am concerned neglect from the council will result in rapid deterioration.
Will the subtle colours changes be suitable for those with visual impairment? Are the colours dementia-friendly?
Any new materials used should reflect the existing character of Harrogate town centre, yet be suitable and durable for the amount of visitors to the town. I think the material palette which is currently proposed would work well but care must be taken to ensure that quality materials are used over cheaper 'alternatives'.

mixing modern and traditional style will be unattractive. Water jets impractical in a small/windy/shaded area
Station Gardens. Keep the 'temple' in situ. Lets have a traditional fountain not the 'water squirters' Too much paving is planned - more green landscaping is better. Having so-called performance areas has not worked in the past on the quadrant outside the Victoria Centre - Why is this thought to be beneficial now. Making the area a comfortable place to sit amongst attractive gardens suits the style of Harrogate much better. We don't want to become an 'anywhere' town.
No materials should be used,. This scheme is ill conceived and should not go ahead until the now six+ year-old Masterplan is reconsidered in the light of massive changes to the economy of Harrogate in the intervening years. When other work does take place art should, of course, be of a high specification.
Stop the McKenzie vanity project. His confrontational style does him no favours. His retirement can,t come soon enough. Arrogance we can do without. Not a great success in a previous life I am led to believe. Good riddance.
Bland. Cold.
Are the surrounding brickwork walls along the whole length of the bus station dividing the railway lines be rebuilt to eradicate very obvious eyesore
No point
The selected construction company will purchase the materials that closely meet the criteria of the agreement at the cheapest price. Anyone thinking otherwise is a fool.
This plan is a pipe dream to get funding! It takes no consideration of business or the disabled or mums with buggies. It's a typical total load of planning pie in the sky!
The scheme is terrible, an afternoon environmental disaster, very ugly and will ruin our town centre. A judicial review must be undertaken.
Not in favour of water fountains, tired used in many towns. Surely want to capture unique Harrogate - Betty's, Hotels, Stray etc.
Far too many hard surfaces with little greenery which will not reflect what Harrogate about. This is a very poor design.
The materials are irrelevant.
Designs and materials too bland, with insufficient reference to Harrogate's traditional appearance - the very thing visitors come to see
Materials/Design appear better suited as the gateway to an airport than to our Victorian town
The proposals are not in keeping with Harrogate's character as a Floral Town
This is quite a windswept area, lots of paving will have little amenity value. Oxford St and Beulah St currently similar (and unappealing) in this regard
The materials used need to be in keeping with the town's heritage and be durable, so they keep looking smart for longer.
The designs indicated look uncomfortable, unsafe for toddler climbers, and alien to other 'Harrogate' furniture.
Not important
Need to use natural stone materials. The block paving, like on Cambridge street will look tired very soon. The materials need to be informed by Harrogate's past and blend in with existing buildings.
Use of high quality materials really helps to improve the feel of a town centre. Use of only a few types of materials works better than lots of different one. The small concrete sets in the town centre pedestrian area look dated and are often uneven, these should be upgraded along with the station gateway improvements
The design you propose for Station Square is bland, unimaginative and insipid. Visitors arriving are expecting a Victorian Spa town but this space looks like any other soulless modern space that has been inflicted on countless towns and cities around the country. The benches are ugly and clunky with absolutely no elegance or style. I agree with keeping the

more traditional bins, bollards and lighting, but would expect the seating to be more stylish to fit in with the architecture of the area. I like the use of quality stone paving but not in large flat, empty swathes with water jets. A single fountain would be more fitting in the square with zoned seating areas surrounding it.
Don't insult us by putting a swatch of materials on the document, of course these materials are nice but laying some nice materials down doesn't make this a sound plan.
Concern at the paving over of Victoria Gardens which will encourage rainwater to collect and planting to be lost
I find it difficult to believe that it will be any better than the materials used in the rest of the pedestrianised areas. Hopefully, however, astro-turf will be avoided at all costs!
Love the stone
Harrogate has shocking infrastructure, the number of houses has doubled over the last 20 years, no new roads, less bus services, no bypass, no park and ride. Most new housing developments come with no new school, doctors, shops or any other facilities, causing more people to use their cars. Create proper communities rather than taking the money and running.
The materials are of irrelevance when the project is a bad one in the first place
Get a plan together 1st. Ridiculous question. Who comes up with thus kind of rubbish.
Leave this Victorian town alone, if you want modern towns then go and build them, so people can chose to live there if they want!
More cobbles less tarmac, always better
Use local materials and keep down transport miles, eg don't import from China or India - and put a lot of plants in.
Materials not is question don't want the scheme
The main road through town is chaotic around the bus station having 2 sets of lights a few yards from each other causes delays never mind making Station Parade into one single road for cars. Ridiculous
I think the use of large amounts of natural stone will complement and enhance the traditional architecture of the area and high quality materials for footpaths, etc, can make a huge difference to the look of a place, as many local authorities go for something simple and low-cost, which, more often than not, is neither attractive or lasts that long.
Please think about carbon offsetting
Seems a bit of a Concrete jungle - more greenery needed
Why remove the present gardens opposite the station? Replacing greenery with a water feature isn't very environmentally friendly. It also removes the current seating, which in turn reduces the amount of people about, which makes the area feel less safe, especially for women.
When the protect duty become statutory use of town center spaces for events and gatherings places greater responsibility on the local authority and organizing body. having delivered a number of events within the town center we now have a much better understanding of where these vulnerability's are and plans to redevelop the town in the way descried can go a long way to addressing the vulnerability's both in the materials used and the final design and layout of street furniture, and dressing. Please consider where HVM requirements and solutions can be factored in as part of the design offering more permanent solutions and meaning we can make greater sue of the town center spaces for events in the future. HBC does have a copy of a town center vulnerability assessment that was conducted by ACT on behalf of HBC and the Harrogate BID. This needs referencing against the designs and the materials specified.
Becoming a town for visitors not addressing the needs of residents, especially older people who are unable to walk far, ride a bike or park a car. May look nice but eventually businesses will fail as we shop elsewhere.
It's pretty perfect
Use of traditional materials in a modern way key given the heritage environment of the town.
No

Make hard waring, and benches designed so hard to sleep overnight on.
It should NOT happen
Take a look at similar projects in other towns. Those proposed and maintained by private developers are generally quality projects with first class maintenance. I used to work near Brindley Place in Birmingham. Just look at the quality of hard and soft landscaping there and how pedestrians ,cyclists, cars and commercial vehicles mix. One of the main reasons for the success of this particular urban project is that there is no through traffic. Station Gateway as currently proposed has no design quality and is a liquorice all-sorts solution which will do absolutely nothing to make it more attractive to visitors.
In planning it looks great, but where is Harrogate's character?
A more consistent palette of materials and street furniture is required, appropriate to conservation area
Too many different types of material creating a 'bitty' look. Some of the materials proposed may look attractive at first, but the colours are likely to fade over time and look dull and uninviting, making the expense pointless.
Source locally. Use low carbon materials
High quality materials in keeping with our high quality town should replace the tired areas anyway. However as with other pedestrianised areas, birds (mainly pigeons) will congregate & deface the surfaces.
Definitely stone footpaths. Traditional seating, as in middle photo. Smart benches will encourage people to 'hog' the seats (especially young people wanting to charge their phones. A definite 'no' to water fountains. It would be very difficult to prevent children getting wet and Harrogate is a windy town, so spray would blow all over. Planting would have to be thought through very carefully. It is good to encourage insects but bees sting!! Water fountains not necessary as people who want to drink water frequently carry a bottle of water with them. Those who don't carry one need to be encouraged to buy a bottle of Harrogate Water!
Do not pave over James Street; it will encourage vagrants and drunks as has happened in Oxford Street.
Waste of time, space & money
I don't actually think that the materials are that important. Aesthetics don't come out in my top priorities to react to a climate emergency.
The whole scheme is a waste of money!!! Invest in what we already have!
A complete waste of money paving new areas when consideration should be being given to the appalling state of areas already paved.
Something that sits alongside the Victoria Centre facade and compliments the bus station is perfect
make it fun exciting and use nature to do this
I feel as though there are more opportunities for planting. I do not understand the need or benefit of the fountains.
The varying colours of paving etc. are confusing, the street furniture does not reflect our important Spa heritage.
I could almost cry - the plan looks fantastic!
Keep the range of colours & types of materials limited - 3-4 at most, to avoid clutter & confusion.
The proposed designs are very interesting but the present condition of all the roads in Harrogate is very bad and many need resurfacing before any rushed decision to use up the money available for this scheme.
I read that, according to one writer, The White Hart Hotel is considered to be the best building in Harrogate because of the quality of the stone, its durability and look. I am a 65 year old lifelong resident here and have always thought that this hotel has a special quality, a wonderful colour to the stone but if this really is a widely held view then would it be worth considering that type of stone for inclusion in our town centre plans somewhere if it might fit in


?
Just an idea please take forward.
Thanks.
Waste if money
Use less concrete and more natural grass
Would look more modern and cleaner
I believe we need to make better use of roads and green space already available as opposed to adding and changing to existing roads. I do not feel that this will make me more inclined to walk / cycle or use public transport in the town. I do feel this will make me more inclined to avoid Harrogate altogether. The roads are currently not great but the changes to the gateway would make me less likely to venture into Harrogate at all.
The cgi suggests that the changes will look cheap and tacky.
Getting rid of the environmentally friendly and attractive garden opposite the railway station would be and act of civic vandalism.
I don't agree with any of the proposals.
The ones I've seen are not suitable for visually impaired; too dark. What about tactile surfaces where appropriate.
Non slip surfaces for wet and icy conditions?
Can other central locations be considered for improvement?
If it ain't broken leve it alone Q

Q11. If you have another suggestion, please let us know:

Secure cycle storage is absolutely key if we want people to stop and shop in town - in my view that must include security cameras and a clear process if bikes are stolen
Can i ask that the plans do allow for emergency vehicle access?
Not enough oppor.tunity to rate.
Accept that cars are a way of life for so many. Do not try to ban them.
You've paved over everything - where is more greenery! Also it shows what you think of the survey as no one has checked the contact with many words jumbled together eg includingpeoplewith !
Overall I love and am excited by the proposals but want more trees. A key feature of Harrogate is trees. A wonderful urban forest would make a fantastic welcoming visitors right in the town centre. Also trees keep improving over time.
Many things about the latest plan that I love. However, there are still too many cycle lanes ending abruptly on pavements where pedestrians will be waiting to cross. Please research Dutch cycle junctions to see how it should be done!
All of the items in the list above should be considered! eg. Lighting and cycle storage are equally important - do we have to choose?
Sack the whole council both local and county and elect people that actually want to serve the public and make a difference rather than serve their own interests and make sweeping changes and spend public money of frivolous unwanted wasteful projects
There is an extremely disappointing ambition for the planting of trees and not a single mention of the words 'nature' or 'biodiversity' in the PDF. Many other towns around the world have been able to create nature richness and biodiversity.
I didn't answer q5 as I don't think these are the right aims and seem biased to me. I will never ride a bike and being a pensioner with limited mobility (although not a blue disk) being unable to park next to the main shops or b

Spend highways money on improving roads already built - they are in a dreadful state of repair.
More taxi ranks and more dropping off zones. Don't lose the basics for people who cannot cycle, walk long distances or have travel bags and shopping.
'Arx celebris fontibus' is the town motto, widely translated as 'A citadel famous for its springs'. Why not make it front and centre by having something water related to help soften the built environment.
Build a proper ring road and park & ride. People won't give up their cars, especially with the change to EV. People like me cannot give up our cars. Mobility issues and not eligible for a blue badge. Unable to cycle due to mobility issues
A cycle way going north will add to confusion for pedestrians and drivers an accident waiting to happen.
Cycle security will be a major make or break decision for many people. Possibly dedicate one floor of each multi story to cycle storage
Traffic calming measures along Station Parade and Raglan Street would be a bigger incentive to reduce traffic than any of the current plans and would reduce the number of cars speeding on these streets at night. As a resident this is a huge problem.
Yup pack up and go home
If pedestrianisation is to happen I think we need to connect the train station with Betty/Cenotaph. A linear feature, a continuous water feature, flower beds, something....to connect the two parts of the town centre.
Good, secure cycle storage will be essential if people are to be encouraged to leave expensive e-bikes at the station. Would envisage also looking for implementing a bike hire and scooter hire scheme at a later date for people arriving by bus/train
Our town is beautiful & my husband & I enjoy walking across the stray however, it can be difficult when cyclists blaze across the same path with complete disregard for walkers. Having faced verbal abuse & once physically threatened, walking is not always p
Bike loans like London schemes
More green space, trees and plants in Station Square would be good
Leave the town centre as it is now without any change. Otherwise you will turn it into a ghost town.
Improve public transport before attempting to force people onto it, or prepare to fail.
Please see comments at Q4 above as this section of your survey does not allow sufficient space.
The council are making decisions based on people walking, cycling and using public transport. This is not possible for all residents living in Harrogate who do not even have bus links on their estate
Leave it alone until you have a proper plan. For instance-where is the displaced traffic traffic going to go? It's not going to disappear. It will in fact probably go down residential streets off Cheltenham Parade in order to get onto York Place.
Sort out horrendous cross town traffic and around town issues before spending vast amounts on a utopia that won't be fixed without better public transport infrastructure and accepts our inclement climate that is present most the year.
Leave the road as it is, you are going to have a major problem with traffic jams. This is nonsense.
What a waste of money
Leave it as it is. The weather is a major issue which will not encourage cycling. Harrogate is also built on a hill. It won't work and it's wet and windy. We dont live in a flat warm area. Reducing ability to drive through town causes massive congestion
Additional promotion / wayfinding for businesses that will lose trade
Providing cycle parking near the railway station and providing a large number of electric charging points throughout town for cars.

Reducing the amount of professional beggars and pigeon whisperers on the street and stopping the local down and outs from meeting up to drink their polish beers around the town centre!
The above separates cycle maintenance, storage and charging as different items. I'd like to see them included as one, not either/or. If that was possible, then introduce benches and lighting as the two next most important options
The second question in section 5 is a non sequitur. Making it more difficult to use cars in the town centre doesn't encourage cycling and walking. It just means the cars will go somewhere else, most likely to out of town shopping facilities.
This will cause yet more queues in the town and will make it harder for people to get to work. Also it will make it more difficult for businesses to get their deliveries
Drinking fountains
More disabled spaces
Removing the cycle lanes on East Parade reduces the usefulness of the scheme to cyclists significantly. Not only does it make the rear entrance to the station difficult/dangerous, riding north from the roundabout requires cyclists to cross lanes
Please ask Councillor MacKenzie to listen to and acknowledge people's concerns, rather than just brush them off as predictable resistance to change. He is coming across as someone just bulldozing through his own plans.
More benches will increase antisocial behavior
Scrap this entire scheme and use a comprehensive plan involving the people of this town visitors to it, listen to the local businesses, think about geographical issues and climate issues (it rains alot) stop pandering to right wing cycling groups
Please prevent cars and taxis from passing the front of the station completely during traditional shopping times, 11-5 say.
Why waste my breath! You never listen to the people of this town anyway.
I think the benefits of the physical assets will outlast anything centred on current technology, which can easily become outdated, obsolete and expensive to maintain/remove.
Introduce some special car parking options, like free parking for those who spend in the shops, or any other visionary ideas that compensate car owners and businesses for the disruption to their normal patterns. Remember it isn't the Mediterranean!
Dont waste this opportunity into making improvements, they are needed, but listen to all the businesses about the traffic issues
I would find a way to either keep the 2 lane stretch, and reduce the number of traffic lights up Cheltenham Parade/Station parade, enable the traffic to flow more freely, incorporate a taxi rank closer to town, or leave it where it is, and planting of tre
Spend the money on improving the journey from the suburbs rather than disrupting the town centre which will alienate shoppers, drivers and shopkeepers. Installing cycle routes around the station is pointless if you can't cycle into the town safely.
Poor sightlines on roundabout due to greenery in the fly-through video. If I was riding in the bike lane on that roundabout, I would not be confident that a car would stop short of the bike lane.
Policing and Security.
I think this scheme would have a detrimental effect on business in centre. Visitors travel by car and will therefore not help in attracting visitors and shoppers will choose more accessible out of town centres or Leeds. Overall an I'll thought out scheme.
We need to encourage visitors but the town centre looks desperate, empty shops, beggars, train and bus services are expensive. Start with those issues rather than making it more difficult and expensive to enter our town and its not all about cyclists!!
1.Move bus station southwards on Station Parade so it's fully integrated with rail station 2.Crossing junction of Station Parade/Raglan St is dangerous.Cars swing around that corner too fast.Pedestrianise R.St?Or reverse direction of 1way to slow traffic

I assume a traffic origin/destination survey has been carried out to find % of vehicles on Stn Parade South is through-traffic from Ripon southwards. If high %, proposal will worsen congestion as can't switch to cycle/train/bus. Make Parliament St two-way
Holistic approach to how people and traffic move. Do not focus on small areas as this can cause more issues than solve.
Studies in Northern Europe show that complete pedestrianisation and proper cycle track throughout, shoe an overall benefit of \$8 for every \$1 spent. Overheads and financial benefits, eg respiratory disease, road and fabric maintenance, geater retail opor
Before any of this is done, a more affordable and realistic public travel strategy needs to be created. Otherwise traffic will just increase as more cars are forced onto smaller roads.
Scheme appears to make it easier to walk, cycle AROUND the gateway area. People will only be motivated to leave their cars at home if it easier for them to travel TO the gateway from other areas of Harrogate. Local buses need to be improved.
I would have preferred 1-6 and would have included benches and seating, planting and vegetation and litter bins
Impossible to rank the above, you need all of them! But a cycle hub /shop /cycle parking thing at the station would be a really good idea. You also need to extend the cycle routes to connect to the existing route to Ripley Castle and over the Stray.
It's not entirely clear from Plan B but it looks like it's impossible for cyclists heading south on Station Parade to continue past the junction with Albert Street. This seems like a missed opportunity,
Security
1. I'm interested to know what modelling has been done on the impact on traffic flows through the town.. What plans are there for the area of semi-derelict land behind the bus garage?
I wouldn't cycle to go shopping - where would my bags go. I would get the bus but they don't go near my house - I'm in Hg2 and they are not frequent enough. Spend money on buses as this makes a difference to use not how nice view from bus station is
I would like to see the ability for live music to be played in Station Square by invitation via the council. Not a permanent band stand structure, but the ability to easily provide electricity, shelter and maybe sound amplification.
Although the new plans look fantastic I'm concerned about the connectivity from existing cycle lanes to the new ones. I would cycle along the current track to ASDA car park then have to find my way safely to the bottom of station parade. Better links?
I feel there is a need to improve cycle lanes overall into the town centre e.g. wetherby rd, knaresborough rd, skipton rd
Plenty of green space and a regular bus service. Also reduced bus fare from Leeds to Harrogate as it is so expensive it's actually so much cheaper to take the car and pay for parking
Give up on this ludicrous plan now!
By stopping vehicle access on James St you're channeling it onto station parade, yet you are reducing it to only one lane  This is non sensical. Local residents already struggle to park near their own homes & its going to get worse. Spend funds nhs
All the above ideas are good. Plus, replace traffic lights with roundabouts. Plus, make provision for e-scooters if you wish to be really forward looking.
Extend cycle lanes and remove interruptions in the lanes.
Let's add to and celebrate the lungs of Harrogate - More trees, please! Let's not be another grey town...
SOLAR POWERED LIGHTING? PLENTY OF WAYFINDING/LOCAL INFORMATION, COMMUNITY PROJECTS/MARKETS AND PUBLIC ART INSTALLATIONS, RECYCLING BINS (NOT JUST GENERAL WASTE)
Recycling bins are always a huge help. I would also suggest part finding a regeneration of the station tower block. A good example is Stonebow in York.
Go back to the drawing board.

Stop pandering to cyclists. These proposals will increase pollution due to the build up of traffic, there needs to improved flow of traffic. Cutting a lane out won't improve things, you can wave goodbye to local businesses in the town too.
Why is the council proceeding with a single lane on Station parade when there was a majority for two lanes in theconsultation (either no change or with changed two lanes) This plan will make congestion much worse - increasing polution and carbon footprint
More disabled parking.
There are lots of proposals in Harrogate. All consultations need to be seen in the round in order to be able to judge there overall effect. This one fails to do that. eg Where are the traffic estimates of what will happen to skipton Road, otley Road etc?
Scrap the entire plan and make Parliament Street and West Park 2-way like it was before we had all these problems.
Stop meddling and encourage people to shop in Harrogate with their cars
Tourist information in prominent position - not at the other end of town
Disabled park is sadly lacking, especially as several have been lost in last 12 months
Cycles and car speeds should be monitored and fines given to violators
CCTV To deter
Consider population of Harrogate not all are in their 30s or 40s child free and enjoy cycling . Only benefit is cyclist therefore they should be charged for the cost
My suggestion would be to have 2 lanes for cars, buses, etc & 1 Lane for cyclists. As a keen cyclist (who never cycles in to town - I cannot put my shopping on my bike !!) I do not think that you are going to encourage more cyclists or walkers
Yes I do have a suggestion , do NOT SPEND MY HARD EARNED MONEY / over charged council tax on all this ridiculous idea .Are you getting bonuses in your pay packet to do this because that is what your reputation is !
It is really important to prioritise buses
This whole scheme is based on a flawed premise that people will bike and walk etc. Hgate has a wide hinterland from which people come to visit the town. Public transport is crap - many local areas don't don't have frequent buses and have no rail.
Promote the history of the town, it's what visitors actually want to see! Give our town it's historical heart back
Think longer term. More trees and planting to reflect the beauty created on the other side of Harrogate by Bettys etc. Utilise disused area behind bud station (see train arches conversion in likes of many other town and cities encouraging small businesses
Very bad idea that many cycle lanes are buried in the pavement .Speed bumps need to be designed out. Any cycle parking needs to be covered. All lanes leading up to the Odeon roundabout should be single lane.Waste bins sealed to keep litter in, vermin out.
As a disabled person, these proposals will make it much more difficult to get around. Additional thought is also needed for how people can drive from Jubilee car park to Bower Road if northbound access through station parade is stopped.
I am concerned about the rduction in road lanes in this area and the knock on effect on surrounding roads becoming busier
This will simply increase the already traffic congestion as we will only have one lane near the bus station. I will still use the car as I don't cycle. Put the money into cheap public transport instead.
I appreciate that this is fund based and the money can't be spent elsewhere but, plans could be drawn up to help with the problems that will come from this. Harrogate has a multitude of problems regarding the traffic and this will not fix all of them.
Reconsider! The lights at Station Parade. and the Bus Station have not improved anything. Another stupid planning debacle.
The above consultation box is unusable as the adverse comments boxes cannot be viewed at the same time as the questions The scheme is pie in the sky because it ignores the through traffic which passes through this area as part of the through traffic on .

Your going to have traffic issues havoc on the other roads because of this scheme isn't going to make things easier for anyone shocking proposals being introduced in a town where everyone wants door to door service in a car all the time.
How aboutno I cant bear it
Electric car chargers
Do not do this at all as you are including the removal/felling of 15 tree in your plan, Not good at all
Your lack of understanding is unbelievable, why even think of moving the Victoria Statue - people come to Hgte for its unique charm - not a pedestrianised centre akin to Milton Keynes - Water jets are Slip, Trip & Fall hazard ? Hgte is not a theme park
Stop this vanity project now. The cycle lanes will not be used in bad weather and reducing station parade to one lane will create a logjam with cars sat spewing out far more CO2 emissions, than the scheme will reduce by a few people switching to a bike.
this shows an obsession with cycling which is not common among most residents of harrogate
You address the congestion the scheme will cause with traffic passing through and/or trying to park to access the town centre.
It will be a disaster. Traffic will grind to a halt backing up for miles and polution will be increased by a huge amount. If you do not agree please make a public statement telling the people of Harrogate where all the traffic is going to go.
Improve cycle paths from edges of the town to schools and town centre to encourage people to use bikes to get to the town centre in the first place.
Please think this through before you ruin Harrogate with more un thought through traffic schemes that make Harrogate a less convenient place to shop. Not everyone wants to or can cycle around. I am lucky that I am fit and can walk to and from town ALWAYS
Tourist information.
Many people will take time to adjust to travelling by another manner.
If something isn't broken why fix it.
Making one way systems and stop start junctions is going to increase speed, noise, pollution and reduce safety and restricted access
Scrap the scheme and start again
By reducing flow of traffic to one lane, this will cause more congestion. By stopping traffic on James street you are denying car owners the right to use their car, many cannot walk or ride a bike into the town centre.
Recycling bins for paper, bottles and cans
look at making Parliament street both ways and make Station Parade totally pedestrianised except for buses
Please make it easy for traders to use the space. It would be a great area for small family businesses to sell their wares.
Create an area opposite the station that reflects Harrogate heritage and reflects what visitors come here for, namely gardens, traditional architecture and something unique. We are not a modern town, people live and visit here because it is unique
Cancel the whole scheme as badly thought through and badly designed from start to finish
Restriction of station parade to one lane is a big mistake. visitors will still use cars, they may well be electric but personal transport in a town where residents are well off will not use public transport no matter what you marketing says.
The ranking above did not work . Lighting , CCTV (not mentioned) and litterbins.
Every cycle trip starts and ends with parking. Please provide cycle racks that meet needs now - wider spaced for people loading shopping and liftin children on and off, and in future - bakfiets-style cycles, and e-cargo cycles. Longer and wider designs.
The damaging effects of this proposal could be mitigated if the wider context was considered including other ways of allowing north south essential travel through the town centre.The huge increase in housebuilding makes things worse

Two lane system should be retained on the whole of Station Parade and Cheltenham Parade. Reducing it to one car lane will cause massive traffic jams which will lead to reduced air quality. Subsidise bus fares so they are free to massively increase bus use
Cycle storage is important but shouldn't need to be overly complicated. Currently it is very poor in town.
Cycle lanes should connect to other existing routes. Odeon roundabout Cycle tracks should lead to the Stray and Asda. Make Cycle tracks more distinguishable when crossing sections of pavement eg near bus station.
By reducing Station Parade to one lane, congestion and therefore air quality will be worse. The first thing that people see in the Station Parade area is the UGLY office block next to the rail station. Demolishing this WILL improve the area.
This scheme is very very bad as this town has a massive traffic problem already. You'll just move the traffic elsewhere in the town
Don't waste time and money on a scheme that doesn't benefit the town.
Walkers and cyclists will be pleased. The plan just seems to say 'tough' to motorists. I assume cyclists will have right of way in the revised roundabout which will create confusion and therefore danger.
I see no benefit in pedestrianising James St. Surely the obvious street to pedestrianise is Albert St from Princess Sq to Station Parade. It is lined with restaurants that would really benefit from being able to spill out into the street in summer.
The gateway scheme should be scrapped and the town left as it is
Cycle lanes should not be on station parade only North park road. Cycle lanes next to the bus and rail station will make it very dangerous for pedestrians particularly the use of electric bikes
Before any work is carried out cone off the left hand lane for a month to see the effect. The cost of this would be at most a few hundred pounds and potentially save £10 million though if it goes ahead the cost will inevitably be far higher
Drop this plan - it won't help the town
Why don't you consider electric cars and taxis? You should be future proofing your designs by installing chargers
Consider a bike park similar to Leicester Station which offers secure indoor parking for bikes in Leicester city centre, showers, changing facilities, toilets and lockers. Alternatively, something similar to the bike hubs around Greater Manchester.
Worried about Dutch style roundabout by the Odeon - I doubt motorists will ever obey the rules. Likely to be suicide for cyclists. Very much in favour of pedestrianisation of James St - will make the shopping experience pleasant and encourage business.
Don't do it! Spend the money on sensible measures such as widening the roads to increase traffic flow and reduce pollution.
I know I have already rated this above but cannot over emphasise the need for safe , secure, dry - covered cycle storage . Bikes are expensive and people will not want to cycle to town if they cannot guarantee secure storage. Thank you
This whole scheme is madness.I am all for improving the look of the town centre-it has deteriorated significantly in recent years,but there is no need,and no demand for the changes proposed.
.
Find ways to make public transport itself more attractive, the cost is off putting, the lack of times the trains and buses run and the limited destinations. One you've solved this perhaps consider these changes to the town centre.
Remove short lengths of cycle path, they are dangerous for little gain. Sort out the mixing of cyclists and pedestrians at the crossings at Cheltenham Cres/Stn Pde and Everyman lights.
I think the thing putting people off using public transport is the cost. Manchester, for example is way cheaper for daily travel
You were responsible for the current site. I don't trust you to improve things

Your proposals do not address existing traffic volumes or where it will go, it will not disappear, your anticipation that people will switch to cycling or walking is fundamentally flawed and has no consideration for elderly people who have mobility issues
I feel that business and taxi will effect income. The taxi rank going outside the odeon will not benefit us taxi drivers In anyway, rather outside Betty's would be better idea or a rank where people can get a taxi after getting off public transport thank
As i have mobility problems i am not going to be walking long distance or cycling at all i need to be able to park in a disabled parking bay as close to the shop, bank etc as i can..
It will be absolute chaos on surrounding roads andvmake everyone more frustrated. People going to the train station with luggage won't be cycling for example.
This survey is baised towards agreeing with everything you are doing. There is nowhere which asks what impact it will have for motorists.
Family area, picnic area, some shelter
Build a ring road first
Two traffic lanes one dedicated to buses and taxis
Don't change taxi rank from station parade
Recycling bins alongside litter bins.
Bikes and pedestrians shouldn't be mixed in the same space it is unsafe. Join up the parts of the cycle lanes with cycle lanes please which will also help cyclists who currently ride along the length of station parade without going to the station.
Ample provision of taxi rank & to remain in place
Where do you think all the traffic will go?
Think of people with disabilities who cannot cycle or walk and need to use cars
Revert Parliament St. and West Park to a two way system to divert traffic away from the town centre and reduce air pollution.
How will you cater for residential parking? How will you reduce emissions near to conference centre? How will you reduce traffic pressure being diverted to smaller roads? This is poorly thought out.
The air quality will be much reduced, due to concentration of traffic and the longer time it will take to get through the centre.
Taxi ranks
This question does not work on a mac and is very hard on an iPhone. There are 10 answers not the 3 stated. This may be preventing people from expressing their views due to a poorly designed and inaccurate survey. You may put in trees but many more will be
It will push traffic into residential areas as outlined by the representative from HBC. These are where our children live. Do we really want more pollution there?
Use of the new spaces for public events, projects classes etc
if you block one lane, which way all the traffic is going to go?
I have heard that the pine trees beside of the One Arch are to be taken down. These are lovely trees and have been there for such a long time, surely they can be saved. People use the One Arch and pass the trees without any problems at the moment.
Solar charger stations in benches. There are lots of innovative designs currently being introduced across Europe
Increase car parking spaces close to shops
Don't waste our money on this. Improve traffic flow around Harrogate, don't stifle it which will cause worse pollution
Waste of time and money! It won't encourage anyone to cycle - some people still have to use their cars and won't be able to park anywhere. Traffic will be much worse and it's already horrendous. Don't try fix what isn't broke!
Secure cycle parking and storage for rail and basic shopping needs to be very robust. Security has to be reliable and visible.

With retail and hospitality in crisis across town and city centres everywhere, it is vital that the Council listens to the business owners in those sectors. Many whom I know are very much against more pedestrianisation - there is a lot at stake here.
This scheme though welcome completely ignores walking or cycling to the town centre. I regularly walk from Leeds road and have to negotiate roundabouts and multiple junctions. Also The Stray should have cycle and exercise tracks
We appreciate the council wanting to get Government Grant Money but that aside the scheme is just ridiculous. Harrogate Town has many hills and inclines making walking and cycling an absolute no-no for infirm and elderly residents.
Every single choice in point 6 is complete rubbish, people want a nice looking town centre that is clean. They dont want years of building works, traffic, digital things that will be obsolete in a year, charging hubs for bikes that 99% people wont use.
It isn't broken, dont waste public money and make matters worse. The amount of cycling in Harrogate town is minor. This will not alter enough to warrant this change.
more cycle racks will be required. A shortage currently in the town.
This may arise later in the questionnaire, but what are the plans for several Park and Ride schemes for people approaching the town particularly from the west, south and north? This will reduced the impact of reduced town centre parking.
Cycleways that lead somewhere. They are poorly thought out and cover short stretches only.
Install electric vehicle charging points wherever possible.
Do not go ahead with it. I have lived here all my life and I think this would be a very big mistake .
Please listen to the residents with all this! Because time and time again, we are asked our option and not listened to. Please use the money to improve the town but not through cycle routes. You can never stop all traffic going thorough the town centre.
Make West End and Parliament St 2-way. Roads that would lose their traffic to West End and Parliament St could be used for more and safer cycling space and emissions would be lower than with the current plans. High risk of accidents on Odeon roundabout.
Dont do it
Stop thinking purely about cycling.
Keep things as they are apart from One Arch improvement
I'd like to see a 20mph speed limit in the central zone for safety and emissions reasons. Looking at the plan for a two way cycle route along what is otherwise a one way street, I feel that this creates a lethal danger for walkers.
plant native trees that provide flowers for pollinators and food for birds such as rowan
You are treating this situation as if motor vehicles don't exist. Some of those cycle lane proposals are going to get someone killed
Don't make the proposed changes at all. It would be disastrous for local businesses, residents going about days to day business and not improve air quality at all as traffic would just be stationary if the road is reduced to one lane. Terrible idea
Give us means to access Wetherby Road & Leeds Road without having to resort to back streets & rat runs . Reopening Beech Grove & making it one way out of town would be a start.
scrap the scheme we cannot afford it
I think closing off James street for parking isn't a good idea, not everyone can ride bikes and walk long distances.
Give Queen Victoria a good clean
Electric car chargers easily accessible
This is the most ridiculous town 'planning' I HAVE EVER SEEN! James St. has banks & building societies, but nowhere for disabled drivers to park!! A plan by the able-bodied, for the ambled-bodied and damn the disabled, elderly and infirm!! Disgusting.
Please take care re vegetation adjacent to or near a cycle path. Leaves and twigs from trees&shrubbery follow rain or wind can be a deterrent for some cyclists using cycle paths. Because it can be dangerous or risky riding on paths littered with debris.

Please do not waste money on this nonsensical idea.
As a cyclist this looks like style over substance. Building cycle-ways does little to encourage cycling.
I drive up station parade every morning at 7.30 already at this time the traffic backs up due to the many many sets of traffic lights nit talking to each other. I don't see a single cyclist on this route! I have real safety concerns over turning th
Stop before 11,000 is wasted just like the cycle path to nowhere as is the Otley Road debarclestop just chasing Government Grants until you have bytpass and other mesns of managing traffic without just creating traffic jams and just moving polutionto mo
Where will funds come from when the scheme has to be reversed?
Many answers to question 5 are meaningless because the options are too wordy. e.g. It will reduce traffic but not increase cycling and walking. It won't improve air quality because traffic will be stop starting.
By discouraging the use of the car into town, which is great, you will create a caos in other roads like Skipton road. The traffic system in Harrogate to get around the town
Providing car parking elsewhere to include free parking. Limiting entry to the pedestrianised area to blue badge holders only
Under cover outdoor Seating needed all over due to Harrogate's bad winters and rainy months. All the shoppers need undercover shelter if on foot when shopping and the heavens open! I always get caught and not all shop welcome customers looking to shelter
Ideally James St shouldn't be pedestrianised as it has few cafes. Streets with eateries should be instead
reducing road traffic to a single lane will only INCREASE air pollution. the health and SAFETY of the majority, pedestrians, should come before the convenience of the minority, cyclists. these plans are too one-sided and should be revised.
Consider even more pedestrianisation and limiting car access. and possibly a London style congestion or emissions tax in the central area.Drastic and bold changes are necessary. Don't just tinker with a few obvious gestures. Look at European examples
Given the given the age age of the towns population and ongoing 'urbanisatio' of the town resulting from no cohesive plan in 2014 the focus should be on improving the existing bus services and road surface conditions which are increasingly poor
No account has been taken for the huge amount of traffic that uses this area. If only one lane is provided up Station Parade, the centre of town will be rammed with queuing traffic. This will be detrimental to air quality. We have an elderly population.
You need to think about where the existing traffic will go. If this is not reduced then all that will happen is that the roads around the town centre will become more congested with traffic waiting in queues. This will put people off going into the town!
be brave, fully pedestrianise the center of harrogate
Most of what is being suggested is unnecessary and wasteful. We already have a public space outside the station, it has benches and street lights. We have perfectly adequate crossings. This is obvious spending because the money is on offer.
One imagines that Parliament Street will have to be made two-way to remove traffic from the station area.
Think again. The world doesn't revolve round cyclists.
Do not proceed with this plan. Use the money to increase traffic flow and hence reduce pollution.
Having lived in Harrogate since 1967 I don't see how changing the look of the town will bring more people in to do their shopping what we need is more different shops than the usual cloths shops when I first came to the town we had a number of small super
Link Ripon with a cycle way either along side the A61 or even better a route that separates bikes & cars

Move the proposed cycle lane to opposite side of the station where it will be less dangerous for pedestrians. Bikes are still road users NOT pedestrians please don't treat them as the same as they have different needs.
I am a cyclist but Please do not reduce traffic lanes to one
No E scooters on pavements and law to be enforced. Guide Dog owner Dr Kate Hammond
Actioning the previously suggested plan for the Bus Station upgrade as a matter of urgency.
These proposals are all designed for cyclists & pedestrians. The demographic of residents are not in an age group to cycle or walk very far. Very little consideration is ever given to car drivers etc who pay to use the roads.
This won't reduce people using their cars very much at all. What it will do is cause even more traffic jams and therefore far more emissions in Harrogate
Spend the money on Park and ride. HBC rural residents are ignored. Takes me over two hours to get to Harrogate from Roecliffe due to minimal bus service.
I'll thought out plans. As a cyclist this would not encourage me to cycle into town as you still have to negotiate traffic on the way. I would always walk to town. Cycle lanes are more necessary to get cyclists safely out of town for leisure eg upgrading
This question assumes that I am in agreement with this project. I would like to make it clear that I do not support the Gateway Project as it is.
How would you expect the elderly to use a bus or cycle. Your building all this for cycling when you only get 2 cyclist a day. What a waste of MONEY. Put the money to better use
Please don't do it. Blue badge holders and people with mobility difficulties will be worse off and the traffic queues from the North and South into the town,wil simply put people off visiting Harrogate.
Reducing traffic to one lane will only make continuous streams based on NORMAL density, previous survey was carried out during partial lock down when southbound A61 traffic was reduced
Ban electric scooters and bikes as they are a danger to pedestrians
I am not a cyclist. My finding is many cyclists are becoming arrogant and I feel less safe because of their behaviour. Taking traffic from here moves traffic elsewhere - put a belt round your middle flab spill out elsewhere. Ill shop out of town I
I still think making West Park/Parliament Street 2-way will make Harrogate far safer and greener if a north/south bypass in not planned.
Most critical feature of scheme is the pedestrianisation of James Street (long overdue)
All this effort and expenditure for people to hang around and leave rubbish in the pedestrian areas. The changes are too extreme.
Fantastic proposal! This will help make cycling a much more attractive and safer option. Would also like to see the speed limit reduced to 20 mph as traffic speeds are too high. Overall an excellent project proposal.
Speed bumps and more greenery
Electric car charging hubs. Please do not pedetrinise James St it will have a significant negative impact on their sales/footfall. Southport did this to Chapel Street - now deserted. What about traffic jams and the air pollution rise due to traffiic jams
Use the money if we have to use it to: 1. tidy up the area around the Victoria Statue 2. make the space in front of the Victoria Centre more attractive
The cycle lanes as shown are a death trap. Someone will be injured either at the exit to rail station car park (two way cycle lane across the exit & entrance) or the roundabout by the Odeon where cycle lanes are across the vehicular entrances.
Do not pedestrianize James Street at all
A further obsession with cyclists and cycling. What about the disabled and mothers with children???
I didn't see much change in the number of trees and grass areas. Plus I don't think the tunnel is safe for women. I also think the way the cycle lanes cut across the roads and pavements will create safety issues.

I would like us to consider keeping the scots pine tree at the end of the archway. Removing it seems the antithesis of what we are trying to achieve environmentally, and I see it is removed in the mock up. I
it would be much better if you made station parade & adjoining roads pedestrian only
Keep cyclists out of centre of town
Your slogan ; YOU SAID WE DID should read YOU SAID WE DID AS WE WANTED, AS FAR AS I CAN SEE NONE OF THE PROPOSALS RECEIVED A MAJORITY POSITIVE RESPONSE AND IN SOME CASES YOU WENT WITH THE LEAST WANTED SOLUTION
Overall I feel this proposal is ill-conceived and the motivation behind the project is misplaced. There council's strategy appears to be "secure the cash with a half-baked plan and deal with the consequences later".
why not bridging from the stations to keep a better traffic flow
Do not waste our money on this scheme. Devise a plan which will actually improve the situation.
Please make use of the pedestrian space by opening it up for pop up market stalls or food stalls as they have in Leeds. It will make it an area that people will want to spend time in which will help local businesses with foot fall
This idea will cause massive congestion throughout the town and increase air pollution for everyone. Traffic will be at a standstill expelling more fumes into the area. Visitors will be discouraged from visiting the area due to bad congestion.
Any bike racks MUST be covered (for a change in Harrogate town centre). You may have noticed it occasionally rains in Harrogate
please just get on with this now
Questions and choices limited and closed. No mention of through traffic considerations.
Scrap the whole idea
More consideration needs to be given to the residents of Harrogate and how they use the town. This needs to consider a main residential areas. Consideration needs to be given in a joined up way especially given closure of certain roads already.
Build more houses for young people with the money instead. Put free buses on for the community to access town to save car travel. Maybe get rid of the dinosaurs that run the council and get some new thinking in place.
Yes just bring Harrogate up to date and don't change things just because it's the in thing If you do it will make me go to larger shopping malls
Save the money and leave town as it is.
Decent undercover seating areas with access to cafes ...think Victorian veranda with cafes...
Consideration needs to be given to who is driving through town and what their alternatives are. This proposal will either cause huge congestion or push traffic onto other smaller roads such as cold bath road which do not have capacity for more traffic.
for the less mobile some means of getting to streets no longer accessible by car e.g. a golf buggy electric style hop on hop off accessible by car.
Make sure pavements well maintained unlike at present
The plans for Odeon roundabout show two lanes for vehicles. One Lane for entry and circulation should be adequate for traffic flows and make it much safer for cyclists. Please ensure there is adequate disabled parking. Harrogate has an ageing population!
Just stop. Please, just stop, you are going to cause countless lives to be a misery. Just fix the pot holes on every street in Harrogate first.
Considering the population demographic in Harrogate, Just putting cycle paths in will not benefit the elderly, the very young, the disabled, and those unable to cycle. It would be better to find out why people visit the centre, and put in park and rides!
Stop this badly designed and useless scheme. All my family are against it. That is 12 adults. Local businesses will be ruined and shut due to reduced visits. To be clear we strongly oppose this scheme going ahead in any way at all!

As a regular pedestrian walking into town rather driving what additional steps are you taking to protect pedestrians from cyclists and e-scooter riders? The cyclists have their own protected area but nothing to protect pedestrians from cyclists
Listen to the public - scrap the whole idea.
The 'One Arch' in the visualisation looks as though it's accessible for both cyclists and pedestrians: might benefit from having a clear demarcation between the two to minimise accidents?
Natural surrounds for planting, not grey concrete as appears on the pictures. More planting around monument. Valley Gdns style benches, Stray style lighting to keep character. Less bland, more style and character.
To improve bus service for an expanding town a bigger bus station is essential
If you cannot think about the issues concerning disabled people which
Again, a waste of time, really. For example, you have said you want people to cycle to the bus station/railway station and you propose providing parking spaces for the bikes but, looking at the plans, there won't be any space to build the bike parks!
Scrap these plans, keep station parade 2 lanes and revert to the other option for east parade
I feel as a town more houses are getting built which will attract people into the town, this will also cause more traffic, no infrastructure is being built to help this influx of people, a bypass, better roads, doctors, schools would be money better spent
Spend the money on Park & Ride facility or improve local bus services.
Just tidy the existing town centre up and direct funds into the overall transport structure around Harrogate and the district. Implement a park and ride. Create leisure facilities in Boroughbridge. Make it easier to cycle into Harrogate from the suburbs.
The survey is skewed to suggest support for the scheme. There are laudable aspects to it but it leaves an unsightly station and is totally unrealistic in suggesting more people will come to Harrogate by rail, public transport or on a bike.
Do not waste money on smart benches - they are chewing gum magnets. Ask the MD of Transdev about this!!
Lots of bike racks, including one on James St.
Clear demarcation between cycling area and pedestrians. Cycling speed limit and cyclists must give preference to and respect pedestrians. Alcohol free area throughout. Visible and regular policing, day and night. All hospitality to close by midnight r
I am unhappy that a mature pine tree will be removed at the one arch. Please reconsider any removal of trees in this scheme. The pine will separate naturally pedestrians and cyclists if left I the plan.
Disappointed there's no cycle lanes the length of East Parade nor on the Bower Street roundabout. I don't want to lose the big pine tree in front of the One Arch. Cycle lanes on Station Parade need to be separated from pedestrian routes. Specify widths.
Needs to be in conjuywith better bus service around the town to encourage public transport use
Please consider extending the plan along the whole of North Park Road, the traffic is very heavy and shakes adjacent residences along with being a nightmare for pedestrians and cyclists. Some form of traffic calming and safe cycling route is essential.
Lower business rates to attract more business!!There's too many ugly empty shops that no one wants to come to the town centre! Its boring with nothing to do. Most people who live in here can't afford expensive things. .
How about you don't spend a fortune sabotaging local business, and adding further burden to already congested roads as car users try to find alternatives?
parking spaces reduced but no mention about additional parking in town. Weather dictates car use when ice/snow/rain - bus/bicycle doesn't work well. Delay plan until hydrogen car appears, then see

Street cleaning and maintenance are most important, together with signage and Visitor Information. Only neatly-pruned bushes and plants should be used, as seasonal trees will have roots disturbing the pavements and dangerous leaf-fall.
This scheme will only work if the roundabout feels safe. The currently proposed roundabout is a dog's dinner of a Dutch design. The roundabout MUST have tighter geometry and only single lane entries and exits. The urgent design is dangerous. READ LTN 1/20
I'd like to see sculptures specific to our water heritage and planting that isn't 'municipal'
What is needed is a comprehensive structure of of cycling and walking pathways that allow people to get into Harrogate. Only then they can use the improvements planned. Building short sections of unconnected system is useless.
Under question 6 there is no option for "None of the above", I think a re-designed survey would be appropriate. This is a slanted survey despite the use of the phrase "latest plans" at the top
I think the current and future disruptions to public transport due to construction will be DEVASTATING to people like myself currently using public transport to get to work everyday. Ridiculous delays, eg the 6 and X6 bus at the moment.
I think this is a good proposal, however I don't think it's going far enough. I think a larger % of the town centre should be pedestrianised (except for public transport and residents access), west park, parliament street etc should also be added to schem
I think there is little point in making other suggestions. My opinion is that North Yorks CC and Harrogate BC councillors have already decided the proposals will go ahead anyway. Nothing local residents/voters say will change their minds.
Some sort of shelter, I'm not sure the proposals are very encouraging for people to sit in the area and spend time
simply preventing access by car will not improve footfall unless you provide cheep parking. peopel will simply go elsewhere to shop hence turning Harrogate into a ghost town. I have seen this happen in bradford where half the twon is now deserted.
Why are public funds being spent on such soft measures which will not achieve ANY of the objectives since it concerns an insignificantly small area. Use the money to fix the third world roads that Harrogate is covered in - then you can ride a bike on them
Unacceptable changes to local traffic routes will have a negative impact on residents and bus8nesses. This needs much more consideration. Stop trying to force plans through
Essential that you provide more opportunity to comment on how the proposals impact on car users
Don't waste the money on this project fix the roads and police issue first.
Flat paved areas for events or activities.
Aby way to get funding for the statin entrance? It's an ugly industrial shed that is disappointing when you get off the train. Car park next to the station entrance is hard to cross when walking on foot into the station. This really needs including.
I have seen a contemporary styled bench in your illustrations. However this is unsuitable for Harrogate. The style of benches should match the traditional lampposts & litter bins.
Don't remove the 'tuning fork' tree at one arch
Think the money could be spent trying to help local business ie with rate reductions and a park and ride scheme would be so much better for so many more people as families and businesses
The proposal and survey are heavily skewed towards cycling fraternity. Number of cyclists using town centre doesn't justify the road space, effort and expense allocated. Geography, meteorology and demographics of Harrogate preclude increased cycle usage.
Scrap any idea of fountains. They lower the tone and attract the wrong sort of visitors and are costly to maintain.
An improvement of all the streets - Cambridge Street and Oxford Street and the area generally nothing will improve for attracting business and visitors. lly

Invest in local train stations and bus routes then people will use public transport. This will not encourage people to cycle as they will have nearer local stations. People won't cycle to go shopping!!!
Build a bypass
Build the Ring Road before restructuring the town centre traffic system. Then A61,A59 through traffic wouldn't have to go anywhere near Harrogate town centre.
Make the cycle lanes on east parade & leave 2 lanes for traffic on station parade. Stop the alterations on bower road too. Harrogate will be gridlocked with more pollution not less
Cheaper and more frequent bus services especially for those in rural areas
Cancel cycle and bus lane by top of Commercial Street to facilitate left turn.
Forget the whole stupid ill-thought out ideat
The reduction of south-bound traffic lanes on a trunk road is extremely likely to cause greater congestion and thereby increased pollution from emissions. Please carry out a trial by closing one of the existing lanes for a week and see what happens.
Outdoor seating, cafes and restaurants. Good shopping. Police presence. Residential areas in town.
Improve all junctions around the town at the same time and retain the two lanes of traffic on station parade but with narrowed lanes - it's obvious only idealistic designers see a benefit in the one lane proposal not realists - a nightmare awaits us
Abandon the idea of a single Lane for traffic along station parade.
Finish the by pass you started in the 90's. not east of Harrogate by going through areas of natural beauty but continue it from Buttersyke Bar roundabout around Pannal to join up the A59. This will encourage motorists to bypass the centre altogether
Update the train station. I'd definitely consider using it more if it was an enjoyable visual experience which it is far from now.
There should be a charge for ALL cycles, it is costing a lot of money to provide for their hobby.
One Arch looks a big improvement. However I am concerned that the pavement at the bus station end appears in the video to be spilt levels between cycle path and footpath which may be a trip hazard especially for partially sighted pedestrians.
Keep the planned improvements to the tree planting, water fountain and material improvements etc, but scrap the Station Parade single-lane and cycle lane plans - they're worse for ALL parties!!
I'm concerned already about the miss use off the one arch and surrounding areas and feel it bring more anti social behaviour towards lower station parade. I have reported drug dealing, trees and benches will allow this to happen more
To get people onto buses they need to be affordable. The cost of travel on buses in Harrogate is too expensive. It is cheaper for a family to drive into Harrogate than pay to take the bus from relatively short distances from the town centre.
What happens when you dam a river making station parade 1 lane is possible the worst thing you could do to improve Harrogate.
Please also find a solution to the difficulties for pedestrians crossing at the Bower Road/ Commercial St junction. It's very difficult and dangerous. Thanks.
Make improvements to improve the flow of threw town traffic, not cause tremendous bottle necks by reducing traffic progress down to one lane.
We need to sort the traffic out on the entry roads first, bye pass.
There should be a public fountain like in European cities. Water features are great for well being.
These proposals will be very bad for business and therefore bad for people trying to earn a living in this town. People won't come to Harrogate if all the shops close. It's hard enough for the shops right now. These proposals -only going to make it harder
More green space

Majority of residents and visitors do not cycle - The parking in the town centre is essential for local residents and business owners.
Public facilities open 24/7/365 - i.e Toilets!
The people I know who shop in Harrogate will not cycle into town to shop. I walk into town and if I were to cycle I would cycle out to the countryside not to shop.
The best way to reduce traffic flow in Harrogate, is to complete the ring road.
The cost of bus travel needs to be considerably reduced. It's cheaper for me to run a car than use bus travel every day
Abandon plan
Additional parking for the majority of people who will retain own vehicle transport although many over time will switch to electric vehicles.
There appears to no consideration of the easing of congestion and the reduction of traffic lanes will only increase traffic build up, cause a higher level of stationary traffic and increase pollution.
Without secure cycle storage there is no point in doing this. I wouldn't risk leaving my bike somewhere that's not totally secure.
Water feature
Add some character, looks like it was designed on a computer
Abandon this scheme
I suggest that the £12 million could be put to better use, it is obvious that Harrogate have been given this money to spend before 2023, on some sort of road network project. It is a waste of money, the majority of people in the town don't want it
Electric road train, people can hop on and off in a town circular route. That could use the proposed cycle lanes at a slow speed. People will not cycle with cars so close on other roads to get to town centre.
Road outside station should be traffic free
Don't do it. Waste of time, money and resources. I work on James Street and you will absolutely ruin our business if you pedestrianise it. You will also cause traffic elsewhere in harrogate. Leave it alone.
I think Queen Victoria could be resited.
Yes. EV chargers.
I think you need to acknowledge the demographics of Harrogate. There is an increasingly ageing population and reducing car access to many of the key places in towns will be exclusionary, reducing the power of the Grey pound ultimately impacting businesses
Harrogate has an unique character and feel, which attracts visitors. These proposals strip away this character and will be detrimental to the town's vitality, viability and appeal, in addition to increasing pollution through static traffic and congestion.
The vast majority of these suggestions give lie to the idea that any of these changes are being made from environmental reasons, to reduce climate change, or enhance the appearance of the area - note the dominance of electric and consumerist 'solutions'
Delay any plans until a full integrated traffic system is considered. Such as Park and Ride. Or making Parliament Street two-way.
I am totally opposed to what you are trying to do to in our wonderful town of Harrogate.
DON'T DO IT
Parking for larger cargo bikes
There is not enough panting and vegetation and what there is should be of native species
I strongly object to the closing of the end of James St and advocate that Station Parade should be mixed two way traffic. Street enhancement should be for all to enjoy with emphasis taken form highway/engineers to combination with urban/landscape etc
I find the proposals unworkable, unsuitable, and dangerous to life. Cycle lanes are not joined up and will endanger pedestrians. The Odeon roundabout will endanger cyclists. Extensive traffic queues will form on Ripon Road. It's a complete white elephant.

Following the (essentially) closure of James Street the direction of traffic flow on Albert Street should be reversed to run easterly so that combined with Raglan Street there is still an easterly and westerly route across the town centre
The impact on local businesses and disabled or infirm people will be profound by adopting this scheme! Has anyone on the council considered the needs of businesses?
Why aren't there any EV charging points? I personally walk to the rail station most days and from the plans nothing will be improved for pedestrians. Just seems to be all about cycle infrastructure
This scheme is fundamentally flawed and will not benefit the residents of Harrogate, our local businesses and will do little to encourage bike usage across the town.
You should have closed these roads temporarily before to see the impact it would have on the town
Cancel the project It is ill conceived. It is a knee jerk reaction to government funding. It is simply a memorial to Cllr MacKenzie and a total waste of public money.
More frequent sustainable public transport in the shape of electric buses, particularly from the outlying areas.
Video a ridiculous fairytale! Where's the traffic that will be queued up in a constant choking stream? Get good public transport system alternative to car travel b4 u restrict the available routes to cyclists! Aged population not going to turn to bikes!
I disagree the 53 seconds extra journey time figure. It may be correct for car 1 but for car 120 it'll be 3 minutes. How will people be able to leave Jennyfields Drive if Ripon Road is backlogged? Need to see the whole picture, not just the town centre.
I strongly oppose this scheme. It contributes nothing to the development of the town centre. It ignores the damage that will be done to trade and ignores the impact on neighbouring streets.
If trees are planted, please don't site the benches underneath. The bird droppings will deter people from using them.
Hold a trial by closing 1 lane for a month and monitor the results. Publish the data used for the original plan and for any trial in the local press not on council web site where no one will see it
The questions above are loaded so you have made it very difficult for people to respond in a meaningful way. For example you assume carbon emissions will be reduced by the scheme, but where is the evidence of that? slower moving traffic, longer waiting
Affordable, reliable, viable all year round public transport.
This survey is badly designed . More examples from the disciples of jargon and nonsense.
If think one lane of traffic on Station Parade will increase an already busy Chelpham Parade separate pedestrians and cyclists around the streets of the town only need to visit the pedestrianisation of oxford street to see accidents and arguments due to rouge cyclists and electric scooter riders .i visit and shop in Leeds where they employ wardens
My main objection to the scheme is that it overlooks completely the difficulty of getting to the Station Gateway area without using a car. There are no safe and accessible bike routes into the area and the trains carry very few bikes.
It is important to make the road/cycle lane junctions at roundabouts as safe as possible by clear signing. The shared use of pavement for pedestrians and cyclists should be clear, perhaps with different colour paving.
This scheme will increase congestion and pollution, the number of potential cyclists is so minimal that the scheme is a total waste of money. A carbon increasing development .
We have closely monitored any increase in cycling on Beech Grove after closing it too through traffic and found no change even stopping & discussing it with the very few cyclists who we have caught using it, they were not impressed either.
Try taking a car into the centre of town, eg James Street, parking in a disabled bay, unloading a wheelchair then loading again when finished. Some people, not only disabled, suffer from asthma and can't use car parks!

Cancel this terrible and ugly disaster of an idea.
A traffic study is required for whole town centre, not just this small area.
I am aware that there is a vocal section who are opppised to this scheme but I would urge you not to focus too much on their views. Human nature means that people in favour or apathetic to this scheme are unlikely to voice their support
Looks great - thanks!
Reduce the proposed area to one lane of traffic on a temporary basis using traffic cones to accurately measure the impact on congestion and air quality
Leave it as it is apart from improving the bus station
The proposals overlook one key fact - people will not give up their car to get on a bike if they're paying £650 per month for the car! The scheme will not reduce the Range Rovers on Station Parade going to Waitrose one iota. Complete fail!
1000's of people live in outlying villages. They are NOT GOING TO CYCLE INTO AND OUT OF THE TOWN CENTRE!!!
Toilets there is almost a total lack and what there is are disgusting
Scrap the whole scheme and start again
pedestrianise Princes Square
Water features
Maintain 2 lanes for traffic on Cheltenham Parade. (in other words, leave it alone!)
Improve station forecourt
Reducing Station Parade to a single lane is ridiculous. Traffic queues will result affecting emergency vehicles, carers, delivery drivers of all sorts. A cyclist wouldn't use that road if going to the shops, that lane takes them past the shops. Bad idea.
None of the above items are as important as reducing traffic congestion and making Harrogate more appealing to residentts visitors and business.
The impact on traffic congestion on Station Parade would need to be severely considered with the addition of the bike lanes. It is already a busy road and the bike lanes may add to that. At peak times the road could be gridlocked.
Hold a trial by closing 1 lane for a month and monitor the results. Publish the data used for the original plan
Most of the above questions pre-suppose that the scheme is valid and voted for by the public- which I don't think it is.
What about provision for electric scooters?
This is going to be a major cost. Before embarking on the project, why not do a test run and block off Station Parade with cones to simulate the scheme and monitor the results around the Town and it's approaches. This will prove that the scheme
The Questions asked all relate to the Harrogate Gateway itself and don't address the 'Bigger Picture'. The Greener Town Centre Proposals will make the surrounding areas much worse.
Please don't bother with this entire scheme.
Suggest you do nothing. Hopefully the judicial review will go ahead.
There's no opportunity to comment on the impact this plan will have on the traffic on surrounding streets. Once again we are being asked to comment on a plan at the end stage when there is no intention to make any major changes.
One lane for cars up station parade will cause more pollution and grid lock
These plans are only feasable if West Park & Parliament Street are made two way so traffic can bypass the town centre
The scheme is a The other waste of money and would lead to more congestion and frustrated motorists,fumes from cars.
This survey has questions that are slanted towards the result you want.
The fly through shows a street water feature/fountain. These are fantastic and interactive. They have been very successful in places like Kings Cross, Manchester and Bradford. Please include this in the final scheme.

Cycle maintenance could be combined with cycle storage at the same site, which needs to be secure as bikes are expensive
This does not make a difference to the amount of people who will use public transport, it will just make Harrogate town centre even more busy with vehicles stuck in traffic. If you want to get more people to use public transport, lower the costs of it!
FAR too much emphasis on facilities for bikes in this list.
Both councils need to hugely up their game. Sort out crescent gardens failure before creating more waste of taxpayers money first. 4 years now and waiting. Also no bottling plant. It's called common sense and good housekeeping
Leave it all alone. There is currently no issues for people walking or indeed riding. where are all these cyclists and walkers coming from. Other than changing the weather and making it all flat then I can't see any reason why people would change
Little bins must include recycling counterparts, little bins should be marked 'landfill'.
Go build your own town in which ever style you like. Leave ours alone. Build a velodrome for the serious cyclists and keep them off the roads. We have plenty of cycle paths for the people that use cycles as a method of transport.
Please reconsider doing this scheme. This is only going to make a traffic bottleneck, increase emissions from queuing traffic damaging the environment even more. Make Parliament street 2 way or spend money on a decent Park & ride .
Don't do it - terrible idea and use of money. It will ruin the town centre and put many businesses out of business. It needs a park and ride instead
Spend the money improving the existing roads - build electric charging infra structure. Encourage visitors to Harrogate, not make it difficult.
Need to consider extra emissions created by stationary traffic created by the bottle neck. This whole plan is flawed
This whole project needs to be part of better thought through plan that has the infrastructure to support wider issues of controlling use of cars etc. All this will do will push traffic down already congested roads and is no way supporting the businesses
Given Harrogate's location and time by public transport (1 hour plus train or bus) it takes to get to from big settlements in the area (Leeds, York ect) - you really will not I feel get away from the car and not thinking it can be phased out. Realism.
Bus lanes could be extended to provide more benefit to buses & incentivise use. Consider bus & cycle lane provision. Cyclist priority over side roads & ensure good bypassing of bus stops and reduce mixing with peds. 2way cycle lane full length of St Pde
leave James street as it . The shops are doing well as people can park and it has a village atmosphere. Look at developing theOxford st which is depressing , and a mo go area at night .Look at how the area was before the shopping centre went up ,
Put Harrogate on the map with something bold. Art is transformative, could we get a gormley or something of that aspiration
I feel lthat the scheme could benefit from more green areas in the proposal. It looks very bare.
Pedestrianised streets look great in design. In reality they generally end up looking like some ugly 70's shopping centre and erasing character. There needs to be a focus on how specific this model is to Harrogate - how does in enhance identity not erase
Statue of Matt Roberts
Before any further money is spent on Councillor MacKenzies vanity project a full audit of value for money should be carried out on the number of cyclists that use the centre of Harrogate. Casual obsrvation suggest thstt there are no cyclists on most days.
The consultation is self serving. It assumes that the Harrogate Gateway will proceed as a means to get a tranche of government funding rather than look at what Harrogate needs. I am of the view it will not increrase cycling or walking - think again.
More automated bollards so roads can be temporarily closed/repurposed for events or evening economies, for example; encouraging flexibility and adaptability of our public space.

Leave things as they are. Change does NOT guarantee any improvement and the budget allocated is likely to be exceeded grossly if previous HBC ventures are anything to go by! E.g. council offices
Reducing station parade to one lane will increase pollution. Such a pointless thing to do and is only supported by the weekend cyclists. There will be almost no increase in cycle use. What a wasted opportunity to
Electric car charging stations in car parks and on street, opening the car parks later on an evening to encourage people to use the car parks rather than parking on the road side
Would like to have seen a lot more investigation and consultation before proposing such radical changes
Install electric car charge points. I feel strongly that these proposals will be detrimental to the centre of Harrogate. People who wish to cycle for recreation will not do so in the town centre; people visiting the shops will not do so on a bicycle.
Parking to let people with suitcases get out by the station
creating space for events would be useful here. Also use the empty office building (ex-Habitat shop) to feature more prominently in the scheme; review parking options to enable easier parking that doesn't impact on the visual aspect of street scene
Irrelevant
One Arch access is a problem area. Leaks & drainage issues have been problems for years. Also, anti social behaviour in this area, as homeless hostel on this street. Need lots of lighting, CCTV & police presence in this area.
I think the whole scheme should be scrapped.
Scrap the whole silly idea. The majority of cyclists using the system will be recreational not using the shops. All traffic will be completely snarled up
I believe the whole scheme is fundamentally misguided and will be detrimental to Harrogate as a shopping and visitor destination.
There is no need to narrow Station Parade. I am a bus user and pedestrian and all that needs changing is for the pelican crossing to change as soon as I press the button.
Scrap the scheme and start again
No outdoor performance spaces. Minimum clutter from highway signs and other such signs. Well maintained public spaces which celebrate Harrogate at its best - not dull badly maintained streets like Oxford Street and Cambridge Street.
Please consider pedestrianising Albert Street and Princess Square to create an outdoor social space which could be turned over to outdoor eating space for the restaurants creating a cosmopolitan garden dining feel and recentering the social centre of the
LISTEN to what the public and business community are saying rather than being obsessed with time limited funding
A different scheme
The design of Station Square needs to be redesigned so that it becomes a 'gateway' to the town which reflects its distinctive character as a spa and floral town
dump
Effective park and ride schemes are the most likely to reduce traffic in the town centre, but these have been consistently ignored in favour of showy, but ultimately damaging schemes which will make the town centre less attractive to shoppers.
Leave the Town Centre alone. The council's ludicrous plan ignores the needs of those who can't walk or ride bikes. It's a very selfish attitude on your part and detrimental to trade.
I have yet to meet anyone who cycles into town to shop. If this idea was dreamt up to reduce traffic and kill off the town centre sending most people to out of town shops then it will have succeeded
Patrols to move beggars and public nuisances along as they are bound to congregate just as they do in the other pedestrianised streets in Harrogate.

Not suggestions but concerns. There are many areas where accidents between cyclist and pedestrians could occur. Not all cyclists ride with care eg teenagers in Valley Gardens have no regard for pedestrians, so why would they behave any differently?
Make West Park a two way road. The Gateway will increase queues and create more fumes. People cannot carry shopping on bicycles or while walking distances. The scheme will create congestion elsewhere as in Beech Road being used for cyclists only.
Forget the whole stupid ill-thought out ideat
Cancel the plan and return money Alternative use money towards an outer ring road
This plan will discriminate against people with disabilities as they will not be able to access the town as easily. It will also devastate the town's businesses and render it a xycleway that people just cycle through without stopping and patronising shops
As I have mentioned, Harrogate needs more real accessible cycle routes in from the suburban areas, not tinkering with the town centre. The Otley Road project has better potential as long as it is complete and creates a full route from Harlow Hill.
It will potentially increase exhaust pollution by causing back up of traffic and/or putting off people from visiting Harrogate, negatively affecting businesses.
As said, we do not need more one way systems, the one that is in place is bad as it is, one lane on Station Parade is plain idiotic, and please discourage children being driven short distances to school.
Don't do it.
Scrap the plans altogether.The traffic flow in Harrogate works perfectly well.Why change it and make life unnecessarily difficult for residents just because you are being thrown free cash.
Don't do this mindef
Non of the above, concentrate on what we gave first and bring that up to date, this is all a waste of tax payers money!
Tariff scheme for private use vehicles in the centre
This is a very biased form. If you live just outside the town where there is no bus route & the roads are unsafe (or poorly maintained). Moving the traffic into a more residential area is bad for the residents. The businesses will suffer - people won't go
Harrogate is not a major cycling town as hilly and also age demography means a large proportion of population dont cycle and need cars to access town centre
do not make any further restrictions which will add to the congestion in Harrogate. Harrogate is a town that serves outlining communities who need cars to get there. Cycling is not an option and nor are buses where shopping is concerned.
Treat the whole of James Street in the same way,I.e. with semi pedestrianisation. Take buses OFF Cheltenham Parade and divert them along Cheltenham Mount to Bower Road and then along Station Paradae (north) Create cycle lane north along East Parade
The crossing outside Station is likely to be busy with peds so it is not sensible to mix these with cycles. In line with latest advice, should this not be parallel crossing - northbd cyclists could cross the road south side of peds on the ped phase
Concerned about the amount of polution in this concentrated area. Would it not be better to redirect more traffic around the edge of town say towards the prince of Wales roundabout and West side Stray area, rather than this concentration of cars and vehi
Don't carry out the proposals. It is going to seriously deter people from visiting Harrogate.
Anything to enhance the journey of visitors and create engagement to create a hub rather than fall behind and become another Ripon. Public art that encourages visitors to the area, what Paul Curtis did to Liverpool or Gormley to Edinburgh.
The space needs to be maintained. Low maintenance plants look poor and I'm interested in how the space will be suitably maintained given Oxford/Cambridge Street ambience and look.
how will the other roads outside of town cope they are jammed most days if the road are reduced within town how will this impact them

Appropriate and clear signage for Cambridge, Oxford & Beulah Streets to say that cyclists can use them. At the moment it says pedestrian zone when it is actually a demotorised zone. Put in recycling bins alongside litter bins. .
ares for people to dwell
The whole scheme should be scrapped until proper public transport is in place and the school run traffic sorted. This scheme puts the cart before the horse. Car use will increase even if it's EV vehicles and the council needs to come to terms with that.
E-bikes will be capable of getting into town and home without having to be charged. Secure bike storage is the biggest concern. Consideration should be given to the future implementation of e-scooter sharing schemes - where could they be used and parked
The surveys and stats were conducted during covid also so much traffic in Harrogate Town centre is Not local traffic. Situation will be much worse. Complete waste of money as nd timed
Scrap this scheme even if we are to lose the money and lobby for a workable solution to our towns traffic problems that is not piecemeal but taking a more forward look into resolving the congestion problems of Harrogate.
Very important that the footpaths and cycleways
The attitude of local businesses is very old fashioned - they seem out of touch and need to start listening to what their customers want. Personally I am happy to walk a little into town (especially if cheaper) - cheap public bus needed
Improve the look of the wall between the bus station and the railway.
Money better spent on completing ring road. These proposals will make the congestion on Parliament even worse.
Most people will still use cars as Harrogate is so highly, unlike York. No more people will cycle or walk and it will just make it so much slower for cars, taxis and buses.
Bus transport north and south with car parks if needed would relieve congestion, be safer and make it possible to enjoy the town. Station Parade plan would make it more difficult, even for cyclists and older visitors.
It's not just about changing the town centre. We should be encouraging visitors to park up outside the town further out of town - park and ride for buses and train connections would be a start. Cycle lanes on Wetherby Road, Leeds road would also be better.
Stop the plans. They will create more pollution in the area.
Stop the illegal use of e scooters, and cyclists riding on footpaths and up one way streets the wrong way.
Please could we look at our Station Gateway toilet facilities in town centre ? The library toilets, I believe, are 24/7. Toilets outside the shopping centre are closed from around 5pm which affects Bus station customers . Rail only customers have toilets.
Try making residential roads within 1 or 1.5 miles of the town centre restricted time or residential parking would encourage more people to use public transport which in turn will make it more profitable for the operators enabling them to extend service
Reducing the number of lanes outside the bus and train station will cause worse congestion and mean that cars will be queuing at the red lights even more, increase air pollution, and give visitors a lungful of fumes when they get off the bus. Bad idea!!!
I still think there is room to squeeze 2 lanes of traffic in on Station Parade. This is the only down side of the scheme along with increased traffic in Bower Road / East parade.
We should improve and maintain what we have not spend millions on a modern facade out of keeping with the town
Hire bikes, car club bays.
Whilst you have improved this specific area of the town, much needs to be done on the rest of the routes used to access the town. This is the only way to get people on bikes rather than in cars. It needs to be easier to travel in by bike than it is by car
Rather than railroading this through, let's take a breath, pause and consult properly, to design a scheme that has widespread support and assurance regarding its delivery. Not a vanity project for the outgoing Council Leader.

The 'look' of the proposed plans is not an issue. The reduction of driving lanes makes me think that the one way system will be far more congested. If you want people to use public transport more then you need to improve these services first
I think it is a total waste of money i fail to see how this will improve any thing for the people off Harrogate
Make A61 two way traffic
Free parking and charging for fully electric cars
The entrance to the town should reflect its Victorian and Spa heritage. The Gateway project does not reflect this. A fountain would be welcoming
We feel strongly that the current one-way system in Harrogate should be kept, with only Northbound traffic on West Park Stray to lessen the air pollution potentially caused by 2-way traffic stationary on the hill of Parliament St.
Stop this nonsense now. This scheme will not encourage a significant increase in cycle and pedestrian traffic and it will clog up the centre of town with stationary vehicles thus making pollution worse. The whole scheme is based on unproven assumptions,
Disabled residents are being ignored. Provision must be made for them.
Charging points for electric cars should be the highest priority to reduce air pollution
I believe the reRemoval of the green area opposite the station is a form of vandalism. Why remove a green area already there? As we move to electric cars, which the older residents will use, there should be charging points made available.
I think the car park between the bus station and the railway station is an eyesore. Could it be made more attractive?
Use that space in front of Victoria Centre for some of the buses.
More public toilets and improve existing. Ensure they are open sensible hours.
If you want to improve the town centre, solve the increasing problem of homelessness. Don't make box ticking ESG planning proposals that will be another poor use of limited local government funding.
Nothing!! Other than a complete waste of money!
Come on thier is moneys need for more important things in harrogate like road repairs and health care
Open Beech Grove. Leave James Street as it is and station parade with 2 lanes. Cater for businesses families and the elderly who actually live in Harrogate rather than cyclists. Stop ignoring the protests against it.

Appendix Two

Questions received via YourVoice Q&A tool

Q&A 1

I entered my email address but I doubt it has registered. Please confirm it has.
Where can I find a plan of the proposed Statin Parade.
I must say I came across this site quite by accident.

Q&A 2

As a cyclist the proposals look very encouraging, but has any thought been given to cycling from Ripon Road into the heart of the town? We need dedicated cycle lanes on Ripon Road and King's Road which lead safely into town via Cheltenham. As it is at present it is very dangerous to be on a cycle.

Q&A 3

I have not seen *any* provision for *bike* parking in the flythrough video. This is *not* good! It implies people on two/three wheeled transport will only be 'passing through' rather than stopping to shop or visit any town centre facilities. I would hope to acquire an e-trike, which has storage *for* shopping. It is something which many others could consider. There is a *necessity* for secure, visible parking for bikes - maybe even including electric charging - if the county is really committed to sustainable (and genuinely welcome) two/three wheeled transport!

Q&A 4

The council claims a single lane Station Parade will cause a mere 53 second delay in rush hour driving time together with just 2 or 3 extra Eastbound cars along Cheltenham Mount per minute. Most people familiar with the town centre consider these figures absurdly optimistic. Why don't the council make the full 2021 Traffic Modelling report available? This should have been included in your Gateway marketing webpage for all to see. Despite repeated requests I still haven't received a copy of this report with which to check the data underlying these dubious, over optimistic claims

Q&A 5

The feedback you received at the open events at the Victoria Centre were overwhelmingly negative and the response of the Chamber of Commerce was the same. The plans are impractical and will not alleviate any of Harrogate town centres' problems. The single purpose of these ill conceived plans is to obtain a central government grant to the detriment of the town. The front page of the latest Harrogate Advertiser sums up the mood of the town and should force the abandonment of further consideration. The website survey which I have just completed is skewed, unfair and inappropriate.

Q&A 6

Hello, I know this isn't part of the proposed Gateway project, but if the concept is to improve the environment of the town centre for pedestrians and cyclist's there are roads that are ideal candidates to be pedestrianised. For example Montpellier Parade, Cambridge Crescent and part of Cambridge Road after the James Street junction through to the Oxford Street junction.

Appendix Three

Emails and responses received via the Combined Authority's YourVoice email inbox

Email 1a

As a local resident in central Harrogate, I wish to complain about the consultation process of this project.

1. My first indication that this was happening was through Facebook. Why were local residents not consulted by at least a letter? I think I was fortuitous to see it on Facebook as I do not use it much. There are people who do not so they will still be in the dark.
2. The survey is a travesty of consultation. It gives no ability to object to the plans or points out how one can. Neither does the website plainly address how one can object to the plans. It only focuses a few issues and not the main impacts and blatantly biased on getting answers to support the project. It in no way addresses the serious blight that this will cause to local residents.
3. You say that the traffic flows have been modelled and will be neutral yet supply no evidence. The lights installed in the last 5 years at the top of Cheltenham Parade and Station Road did not improve the traffic flow and in fact have made the flow situation far worse. I know the idea was to improve safety for pedestrians but even that has been questionable as an outcome.
4. Most importantly, the bottleneck this will create on Station Parade will push the traffic down the hill on Cheltenham Parade causing all sorts of chaos in neighbouring streets. Central Harrogate will become a second Skipton Road. Imagine have two roads in same town famed in Europe as top ten traffic jams.
5. The issue with proposed traffic use on Cheltenham Mount and Mount Parade is not addressed in the survey. These roads are not suitable for increased traffic, in fact they are plain dangerous unless all parking is removed. The traffic impact on Bower Road, East Parade, the Bridge and the two roundabouts connecting them will be overloaded.
6. The FAQ answers on parking loss is not realistic. Even if it is a loss of 150 parking places, where do you propose that residents and visitors should park once you have removed them? Is it fair to push this on to further away residential roads resulting even more congestion.
7. No consultation has been carried out with local residents and perhaps even local businesses as I cannot speak for them.

In general, I supportive of plans and projects to improve the situation in Harrogate but these plans are so poorly thought through that impact of them will only be detrimental to residents, businesses, the environment and the town in general. I can only suggest that the planners and the council should think again and come up with a better plan.

Please address these complaints and communicate your proposed solution. Also make this a matter of record.

I am sure that there will be many more practical objections to these plans, I can only suggest that the planners and the council should think again and come up with a better one.

Email 1b

As you can see below, I have serious objections to this project as it stands and that many issues need to be reconsidered. I also consider that this project may well seriously affect the valuation of my property.

1. Please provide all details of how I may formally object to this project
2. if the project proceeds, please provide details of how NorthYorkshire will compensate me if it does detrimentally affects the value of my property

Regards

Email 1c

Dear Sir

It is now 8 days since I contacted you and no response from yourselves not even an acknowledgement.

I look forward to a full response by close of business Monday 1st November 2021.

Regards

Response

Dear [Redacted]

Thank you for your email and please accept my apologies for the delay in responding.

We are running a consultation exercise on the Transforming Cities Fund proposals – your objection has been recorded as a result of your email and I would also encourage you, if you haven't already, to complete the questionnaire on the consultation website:

<https://www.yourvoice.westyorks-ca.gov.uk/harrogate>

The scheme does not involve any proposed interventions which we believe would result in compensation being payable.

Regards

Email 2

"I have completed the consultation survey but am writing to make the following points there was no opportunity to include in the survey:

- 1) The proposal to make the section of Station Parade between Cheltenham Parade and Albert Street single lane will lead to a major increase in congestion. This seems to be recognised by the potential 53 second increase in journey time across Harrogate. Does this figure take into account of the expected increase in Harrogate's population? Several new houses developments are currently taking place a number of which are not served by buses and so are car dependant. If traffic backs up to the area of the conference centre this will result in buses also being caught up in the resulting congestion. Has closing one lane here been trialed to test the impact? Has the issue of resilience been addressed? What would happen if there was a major incident / accident or work was needed to utilities located under the road here? The proposals fail to recognise that this section of road is part of the A61 and so part of the major route network. Reducing journey time will result in increased costs for business. If a bypass were built to take A61 through traffic round Harrogate then the scheme would probably be viable. There is clearly a tension here between the needs of Harrogate residents of other people needing pass through Harrogate.
- 2) Another concern is the proposal to remove disabled parking from James Street. I have used this to enable my elderly mother to access shops. Other disabled parking will be more distant.
- 3) An issue not addressed regarding the station gateway proposals is the poor quality of the station building itself which would be best demolished and replaced with something more befitting Harrogate.

Emails and responses received via the North Yorkshire County Council email inbox

Email 1

Dear Team,

Am looking at the proposals with interest & will do the survey.

I just have one query at the moment:

How will any changes to the Stray end of Station Parade (ie the southern end) affect the entrance to Waitrose? Especially for customers but also for delivery vehicles?

Looking forward to hearing back from you.

Many thanks

Response

Thank you for your query

The proposals are limited to Station Parade to the north of the junction with Victoria Avenue – there are no proposed changes to the entrance to Waitrose.

Regards

Email 2

The effort is good but does not change very much. These are some of the thoughts you might wish to take up.

1. Cars/vehicle movement are damaging our towns and cities. Most journeys are short and are a poor utilisation of energy and maximise pollution per mile.

2

The fabric of our cities is constantly under attack by petrochemical pollutants, as are the lungs and bodies of pedestrians, those who work and live in towns, the statutory services, eg police, fire and ambulance and these are further compromised by the gridlock effects of traffic.

3. As cars are used mainly for short journeys, the health of all citizens is badly affected by lack of exercise.

4. The opportunity to use other forms of transport is restricted by the motor car, holding a strangle hold on our streets. Eg cycling is a very restricted pursuit. Walking safely is also restricted. In particular, certain youths use the centre as an opportunity to make noisy, swift, show off acceleration in their vehicles. Why provide this platform?

5. The opportunities for retailers to use the town as a whole for product promotion is limited, no regular daily market can be held by retailers to reach out to customers. Traffic inhibits businesses in this way. Retailers need to be supported by proper public transport systems, not by mass parking occupation of our towns.

6. Studies in Northern Europe and some towns and cities in the US show there is a reduction in cost if traffic is banned and proper walkways and full cycleways are adopted. One study showed that for every \$1 spent, \$8 was the return. These returns were in the form of City and environmental savings, health savings as measured by respiratory disease declines, diabetes reduction etc. Also ambulance and police response improvements, with cost savings in ease of managing and life saving response times. The list goes on.

I expect this email will not be discussed by our decision makers as some courage will be required to propose these changes to them. The data is out there, go and look please.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 3

Please find below comments I posted on Facebook regarding the above project. Although I agree there are problems that need to be addressed to reduce congestion in Harrogate Town Centre, and action is needed to make Harrogate a more attractive place to visit, I don't believe this is the best way forward:

"Obviously the plan is to kill the Town Centre. We're not the Netherlands, we're not even a town or city where a majority of people it serves live in the suburbs. Harrogate serves many outlying villages as far as Pateley Bridge and beyond.

People from these places are highly unlikely to visit by bike, and public transport is not fit for purpose. Harrogate also bills itself as a destination for tourists, a majority who visit by car allowing them to visit the surrounding areas during their stay. As for the elderly and disabled, no one in favour of this scheme seems to care. The graphic shows people on mobility scooters. Will the local authority be providing these scooters? (I know the answer to this one). The hypocrisy of this plan is that HBC are actively encouraging people to visit Harrogate by car for the Christmas Market and yet they intend to make it more difficult to access the Town. Have through traffic and deliveries even been considered? Unfortunately this is a poorly thought out vanity project. When will people realise that Harrogate hasn't the topology, demography, or integrated public transport system suitable for a majority of journeys not taken by car?"

I would be extremely to hear your opinion regarding the above.

Kind Regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 4

Dear Harrogate Gateway team,

I have just viewed the latest plans and responded to the consultation regarding the Harrogate Gateway redevelopment.

I have only moved to Harrogate in the last year but was struck at how so many parts of the area live up to the more widely held expectation of Harrogate being the 'Mayfair of the north' but some fall so woefully short. Whilst so much of the town is perfect, even before this consultation started I could see the station area was in desperate need of a rethink so I was delighted to see the plans for a redevelopment.

Before i go on, If there is any way of getting more involved in the process I'd be very keen to help in any way.

If not, can I just ask that you consider a few suggestions. First off the most disappointing thing about arriving into Harrogate by train (or bus) is the station and even more so the concrete monstrosity that sits over it. More should be done to bring the amazing flowers you see throughout Harrogate into that area in the form of pots and hanging baskets. A bit more pride in it rather than just a modern hub. This should continue outside and I'm delighted to see the plans for the square opposite the station entrance. The area behind the bus station should be seen as an opportunity for creative and retail business, not just the unwanted backdrop to the town. Utilise any natural arches or small units for cafes/galleries etc. Introduce glass to contrast the historical features in a tasteful way.

My concern is that despite all the work you do, there is just no getting away from the tower block above the station. It is the thing you see from the other end of James street or centre of town and ruins a beautiful view of a picture perfect town. Just as it does if you stand outside the shopping centre. Whilst this would require a significant budget, one suggestion would be to take advantage of the height of the building and therefore long ranging views. A clever way to cover it up and make use of it in a visually appealing and profitable way would be to introduce a glass extension to house a glass lift on the side of the building sitting above the front entrance of the station. Then add a viewing deck at the top with a small restaurant or wine bar and make what is currently the ugliest building in Harrogate an actual desirable destination for locals and visitors alike.

Apologies for the essay above. I am just passionate above towns and cities maximising their potential or at least maintaining their stature rather than slowly losing their quality. Harrogate deserves to be held in the high regard it does, but if not careful, could slowly fall behind other towns and cities that have invested in making gateways more attractive through careful and thoughtful design with greenery and quality material at their heart.

Acutely aware this may just get binned upon receipt, but as mentioned if there is a way to get involved on the project, either professionally or as a volunteer I'd be grateful to hear more.

Kind regards,

Response

Dear [Redacted]

Thank you for taking the time to comment on the Station Gateway proposals.

Whilst the buildings themselves are unfortunately not able to be included in this project we hope that we will be able to achieve significant greening of the area in addition to the hard landscaping improvements as part of the scheme with the introduction of rain gardens, living pillars and hanging baskets – your offer of any assistance is appreciated and this has been passed on to the wider project team.

Many thanks

Email 5a

As a local resident in central Harrogate, I wish to complain about the consultation process of this project.

1. My first indication that this was happening was through Facebook. Why were local residents not consulted by at least a letter? I think I was fortuitous to see it on Facebook as I do not use it much. There are people who do not so they will still be in the dark.

2. The survey is a travesty of consultation. It gives no ability to object to the plans or points out how one can. Neither does the website plainly address how one can object to the plans. It only focuses a few issues and not the main impacts and blatantly biased on getting answers to support the project. It in no way addresses the serious blight that this will cause to local residents.
3. You say that the traffic flows have been modelled and will be neutral yet supply no evidence. The lights installed in the last 5 years at the top of Cheltenham Parade and Station Road did not improve the traffic flow and in fact have made the flow situation far worse. I know the idea was to improve safety for pedestrians but even that has been questionable as an outcome.
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5. The issue with proposed traffic use on Cheltenham Mount and Mount Parade is not addressed in the survey. These roads are not suitable for increased traffic, in fact they are plain dangerous unless all parking is removed. The traffic impact on Bower Road, East Parade, the Bridge and the two roundabouts connecting them will be overloaded.
6. The FAQ answers on parking loss is not realistic. Even if it is a loss of 150 parking places, where do you propose that residents and visitors should park once you have removed them? Is it fair to push this on to further away residential roads resulting even more congestion.
7. No consultation has been carried out with local residents and perhaps even local businesses as I cannot speak for them.

In general, I supportive of plans and projects to improve the situation in Harrogate but these plans are so poorly thought through that impact of them will only be detrimental to residents, businesses, the environment and the town in general. I can only suggest that the planners and the council should think again and come up with a better plan.

Please address these complaints and communicate your proposed solution. Also make this a matter of record.

I am sure that there will be many more practical objections to these plans, I can only suggest that the planners and the council should think again and come up with a better one.

Email 5b

As you can see below, I have serious objections to this project as it stands and that many issues need to be reconsidered. I also consider that this project may well seriously affect the valuation of my property.

1. Please provide all details of how I may formally object to this project
2. if the project proceeds, please provide details of how NorthYorkshire will compensate me if it does detrimentally affects the value of my property

Regards

Email 5c

Dear Sir

It is now 8 days since I contacted you and no response from yourselves not even an acknowledgement.

I look forward to a full response by close of business Monday 1st November 2021.

Regards

Response

Dear [Redacted]

Thank you for your email and please accept my apologies for the delay in responding.

We are running a consultation exercise on the Transforming Cities Fund proposals – your objection has been recorded as a result of your email and I would also encourage you, if you haven't already, to complete the questionnaire on the consultation website:

<https://www.yourvoice.westyorks-ca.gov.uk/harrogate>

The scheme does not involve any proposed interventions which we believe would result in compensation being payable.

Regards

Email 5d

Apologies are poor substitute for 9 days taken out of an already concerted consultation period.

I have completed the survey but find it heavily biased toward the proposal with insufficient facility to object to the proposals.

On what basis legal or legislation do you think that the proposed interventions will not result in compensation being payable?

I look forward to a response in a more time manner this time.

Response

Dear [Redacted]

Thank you for your further email.

I note that you are in objection to the proposals and the first survey question was designed to allow people to express either positivity or negativity about the proposals with either a standard reason or your own reason – we will also be collating the responses received over email for consideration in the final analysis.

On the basis that we believe the proposals will enhance the Station gateway area of the town and facilitate future sustainable transport which is key to helping to ease congestion and air pollution we do not foresee a negative impact on property value – I am not aware of any clause in legislation relating to improvement of the highway in this scenario which would trigger compensation, but I would advise that you seek independent legal advice if you are still concerned.

Regards

Email 6

With modification it is the North Yorkshire CC plan that has been turned down over and over by business and residents. When are the gov organisations going to listen and shelve such disruptive plans. Leaving Granville Road will set up great difficulty and add more noise and pollution trying to get back to Granville Road. The improved cycle way is piecemeal. Existing cycle way is on pavement which is danger to vulnerable pedestrian. Will plans improve pavement????!! Probably not!

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 7a

Dear (or anyone who can answer this)

It's only recently that I've become aware of how advanced these plans have become. I'm quite keen to get information on the following three points:

1. I would like to have sight of (or get a copy) the data accumulated from the '2019 Congestion Survey' to judge the extent of support for the project. There's no link to this information from your marketing website.
2. Similarly, I'd like a copy of the Traffic Modelling report that promises a mere 53 seconds delay in car journey once Station Parade is limited to one lane. Again, there's no link to this report on your website and I wish to see the data/assumptions underlying this claim.

3. I live on Cheltenham Mount which you are proposing to make eastbound one-way although details of this particular proposal are missing (I think) from your consultation plans on the marketing website. Please let me know if there are any other proposed changes to traffic flow in streets of central Harrogate that are associated with the Station Gateway project but which haven't been advertised on your website.

I can come and collect the data if that helps speed things up and I know my immediate neighbourhood will have a keen interest in this.

Thanks for your help,
Regards

Response

Dear

Thank you for your follow up note, and I have collated the further information you were keen to see.

Detail around the 2019 congestion study can be found here
<https://edemocracy.northyorks.gov.uk/Data/Executive/20191015/Agenda/04%20Harrogate%20Congestion%20Study%20Consulation%20Findings%20Report.pdf>

I am also attaching further detail with regard to the consultation exercise undertaken in February and March 2021 and the traffic modelling

Email 7b

Thanks for the previous batch of data you sent through but I'm afraid the 2021 Traffic Modelling summary was lacking the necessary detail to verify the council's claims for expected volumes and delays of re-routing traffic.

Please could you send the actual full 2021 Traffic Modelling report as opposed to just the summary which you've already provided. As usual, time is of the essence with very little 'consultation' time left to us.

A simple email attachment to me in the next 24 hours would help inform many people.

Thanks for your help.

Email 7c

I emailed you on Tuesday urgently requesting the full 2021 Traffic Modelling report since the summary report you sent me doesn't have sufficient detail to support (or refute) council claims of the Gateway project causing a mere 53 second delay in rush hour driving time together with just 2 or 3 extra Eastbound cars along Cheltenham Mount per minute. Everyone I know in the centre of town considers these claims to be gross under estimates of what would happen in reality.

Sending us this data is easy for you to do and I have now asked you twice for it. It is consultation process. When are we going to get it?

Thanks for your help.

Response

Thanks for your email.

The note provided reflects the outputs of the traffic modelling – any more granular data is within the modelling software itself requiring appropriate software and licensing to access. I am happy to provide this information and I have instructed the modelling team to extract it in a legible format – I will forward this as soon as it has been done. In terms of the consultation closing date and any urgency, it will be valuable to maintain dialogue with you and other residents throughout the next design phase of the scheme and certainly beyond the closing date for the current consultation.

Email 7d

Thanks for the reply though we still haven't received any of this data.

Whilst still keen to see this data in your 'legible format' we may also investigate the costs involved in getting the entire traffic model transferred to our own computer or perhaps to that of a consultant.

Please confirm that the council would be prepared to make available an 'image file' of the entire traffic model and also let us know what software and version number it is being run on.

Response

Thanks for your note and apologies for the delay coming back to you – I'm ascertaining the technical modelling software info from the modellers and I'll revert as soon as I have it.

Email 7e

Thank you for your latest email implying yet more delay.

As you're aware, many of us were surprised to discover that the Station Gateway project had advanced this far and that the consultation period was so short. Central to the project are traffic model forecasts that we residents in the centre of town consider implausible and have questioned their validity from at least as early as 25.10.2021. The consultation period has come and gone but you still haven't provided the underlying data needed to substantiate or refute these dubious traffic flow projections.

Time is short and we have much work to do in analysing the traffic modelling data once we get it. I understand that the project will be considered for approval by councillors in early January so we can't continue waiting patiently for this data to arrive.

I hope you understand that we have no choice but to insist on receipt of all the information I have listed below by 5pm Wednesday 1st December otherwise we will

be obliged to initiate a formal complaints procedure with the council. I would also point out that this data should have been available before you even started the consultation since it is a reasonable expectation that residents would wish to see justification of what the project leaders have claimed.

Still waiting for the following:

1. All underlying data and assumptions that have been input into the data modelling
2. Details of the software (including version number) in which the traffic model is being run, sufficient for us (or our consultant) to also run the traffic model.
3. An image file of the existing traffic model sufficient to be run on another computer running appropriate software.

Regards

Response

Thank you for your note and observations – as we discussed at the Victoria Centre drop in, we were very keen to write to residents to ensure you were aware of the proposals and were pleased that this facilitated a significant number of conversations throughout the consultation window and a number of written responses – we were also able to provide you with the latest traffic modelling summary which has informed the scheme and I am satisfied that this is a reasonable level of detail to have made available in support of the proposals.

Notwithstanding that I am pleased to provide the attached additional supporting information from the local network model (Paramics Discovery version 20.0.6) which has been used to estimate the average changes in journey time and distance across the network together with the uncertainty log used to include data in the modelling on proposed schemes which may change the traffic conditions in the future. The Strategic model referred to in the summary report is Visum version 15.00.

I note that you are considering the use of a consultant to review this information and I would be pleased to make our traffic modellers available to discuss with your consultant.

Email 8

Dear ,

I write with interest with regards to the Gateway Project.

I was with the Civic Society yesterday and they suggested I emailed in to you regarding acquiring Plans of the project.

They had two plans which they are currently using.

I am a local resident and a landscape architect, looking to do a research project on the historic changes and influences of Harrogate, with regards to the influences of

culture and economic frameworks. I would be very interested in the project, feasibility study and the Environmental Impact Assessment of this Gateway Project.

Any information would be helpful.

Best Regards

Response

Dear

Thank you for your email – I think we met at the drop in session this week and it was good to speak with you. We discussed the material being online and you can find it by following this link:

www.yourvoice.westyorks-ca.gov.uk/harrogate

Email 9

Would you please explain why the unit in the Victoria Shopping Centre in Harrogate being used for the public consultation has absolutely no signage? The centre and town were busy today but it looked like a small private meeting was taking place inside instead of a public consultation about something which will have a major impact on the town. The cynic in me would assume you don't actually want many people visiting in case word gets out to the wider community. There is absolutely no excuse for not providing clear signage both outside and inside the centre.

Response

Responded to on the Teams Live Event on 28th October

Email 10

Dear Planners

I am not an expert on traffic and roads but I am puzzled to know how reducing Station Parade Harrogate to one lane will reduce congestion and therefore pollution. Have you ever driven through Harrogate from North to South via Station Parade? It's a bit of a nightmare and far from uncontested. And then there are the buses and the taxis.

Am I missing something here?

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 11

Dear Sirs

I am [redacted – personal information]. I can get into Harrogate by car without any problem and I would very much like to use the bus instead of the car. However I cannot walk as far as the closest bus stop. A bus has been provided for the new housing being built in Knaresborough but there are no buses servicing Scriven village - the Boroughbridge Road is too far for me to walk! A bus, even as far as the bus station in Knaresborough, would make all the difference.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 12

Hello

I am a Harrogate resident and have received the monthly Borough Council Newsletter in which the consultation on the Gateway Project is mentioned.

I have completed the survey, question 5 does not work properly by the way, but have 3 comments that I should like to make separately.

1. Reducing Station Parade to one lane for part of its length is a good idea as the present scheme ending in a reduction from 2 ½ to 2 lanes at James St is confusing. I would go further and suggest that the Central Zone should have a speed limit of 20mph and I am surprised that you have not proposed this.
2. The United Kingdom is not ready for the level of priority given to cycling by the scheme. In particular, the two way cycle route past the Station in what is otherwise a one way street seems like a lethal danger for walkers who simply are not used to that sort of thing here. The scheme seems to recognise and reward the current unlawful behaviour of cyclists often seen in the area riding against and across the flow of traffic.
3. It is unclear what the scheme does to improve the unsatisfactory pedestrian crossings on Cheltenham Parade and Station Parade or to remedy the absence of any safe pedestrian crossings at the North end of Station Parade.

Apart from those points, which I hope there is time still to address, I think the scheme is a good idea and should improve the environment in Harrogate.

Regards

Response

Dear [Redacted]

Thank you for your comments – we will collate these as part of the wider survey feedback for consideration in updating the designs.

In terms of your specific points I can offer the following further detail:

1. We have noted the feedback for further consideration
2. The cycle lanes have been configured so that they are segregated from both the adjacent footway and carriageway which we intend will remove the potential for conflict
3. The scheme will reconfigure the crossing at the junction of Cheltenham Parade with Station Parade, the crossing outside the railway station and the crossing at the junction of Station Parade and Station Bridge and will include measures such as reduction in the carriageway crossing widths and new signals.

Many thanks

Email 13

I feel You are doing an injustice to Harrogate town centre the shops I think they have suffered enough now you're cutting off the road in the parking I found this totally wrong for people who are not able to walk Distance why oh why

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 14

I have recently taken your survey but was somewhat surprised to see there was no opportunity to raise concerns other than what the survey demanded. I would therefore like to raise other points on this scheme.

- 1 As a retired surveyor this is one of the worst schemes I have ever seen and is likely to create far more problems than it resolves.
2. The part time pedestrianisation of James street was seen as the least popular option so why are you promoting it over the second most popular option unrestricted access. Surely this is undemocratic?
3. Your proposals for a single lane for Station Parade is likely to be an unmitigated disaster. A single breakdown could create gridlock and what do you want to put in place of a second lane - an underused cycle track - madness - there are many people in town who do not cycle and who hate cyclists.
4. Remember the issues around single track railway lines from Harrogate to York and please learn from them!!!
5. Traffic surveys need to be re done to reflect current levels. To take the results of a survey when we were in lockdown with far less traffic is dishonest. You simply cannot make decisions based upon this data.

6. Why are you closing off traffic lanes on Station Parade to create new 2 way cycle lanes which will never be fully utilised. This is an extremely inefficient use of road space.

7 The station bridge roundabout proposals will serve to increase congestion and create an accident blackspot.

8. Have you really thought out how buses are going to egress the bus station and the "efficient balance" between the 3 types of users.

9. The Station Avenue /Station Bridge roundabout looks like a recipe for disaster, difficult for people to understand and prone to accidents. The purpose of a roundabout is to ensure the efficient movement of vehicles but if you have to stop on 3 or 4 crossings while looking out for cyclists at the same time accidents are likely to be the outcome. It is unsafe to place crossings on a roundabout.

10. I urge you to look again at these plans otherwise I fear you will be heading for the greatest County council disaster in years making your earlier badly thought out "improvements" at Harrogate road junctions fade into insignificance. Remember the only successful scheme you have managed in recent years was the double mini roundabout at Bond End Knaresborough and this was put forward by the public and implemented by Public pressure.

I rest my case.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 15

Hi

I've completed your survey but the survey itself was quite inadequate.

Communication

This is dire and needs drastic improvement.

Many residents were completely unaware of the survey held earlier this year as communication was via social media. Harrogate has a high proportion of elderly residents plus those who choose not to use social media, yet this media was used. Result; 500 responses, <0.7% of the population of 75,000. Not a satisfactory representation.

Social media is not a satisfactory single media method.

Latest survey was embedded in the email circulating the October's Harrogate Residents' News.

Sent at 1700 hrs on 28 October; the first 2 events with the project team had already passed!

The 2nd of only 2 online events was an hour after the email was sent.

How many people read Harrogate Residents' News? And read it on receipt?

Absolutely no signage in the Victoria Shopping Centre; I asked 3 shopkeepers and the Centre Security team for Unit 11 - no one had any idea.

Also there should have been a prominent notice within Unit 11, informing visitors of the survey and its deadline.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 16

I am delighted that the pedestrian and cycle friendly improvements being planned are to begin in Harrogate town centre.

As an avid cyclist and often travelling with work as a Field Service Engineer to Holland and Belgium, I "get" more than most in the UK, why this is essential.

I will be following this closely and wish to ask if there is anything I can offer simply as a member of the community towards helping improve cycleways in and around Harrogate. I know of the sustrans group, but am really writing to ask if you can point me towards any other groups that will benefit from voluntary work towards the future vision of Harrogate in terms of becoming more accessible by bicycle.

Having hosted large cycle events here since 2012, I have been disappointed that more hasn't been done already tbh. I currently feel that a separated cycleway alongside parts of the Skipton Road, Knaresborough Road, Leeds Road, Otley Road and Ripon Road, in addition to the currently outlined plans would help enforce driver awareness.

Personally, I believe that policing the new changes will be a challenge. In Belgium and Holland if a motor vehicle driver is witnessed not giving way to cyclists, the law is heavily biased towards the cyclist.

This is a very important step and I hope the proposals are pushed ahead!

kind regards

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 17

Dear Sir/Madam

The public drop in sessions in Victoria Shopping centre have been very busy and it has not provided the time I felt necessary to make my comments.

I therefore write this email in which I have mainly restricted my concerns to the proposed changes to the highways and traffic flow in order to facilitate the town centre changes.

The proposed changes to Station Parade are opposed by a substantial number, if not all, the retail community impacted by the changes. There is also no one who believes the new traffic flow system can work.

At the public drop in session I was told all vehicles including both hgv and rigid lorries could continue to use Cheltenham Parade to access Station Parade.

Unfortunately others have said this is not practical as at that junction there are devoted lanes to buses and cyclists.

Would you be kind enough to clarify which statement is correct?

It is the intention to divert a large amount of the traffic which used to utilise Cheltenham Parade to access Station Parade onto Cheltenham Mount and then that traffic would access Station Parade (at the bottom of the bus station) via Mount Street or the Bower Road junction with Station Parade or via East Parade and then Station Bridge.

Your own computer modelling reveals the volume of traffic during most of the day and especially during peak periods on Cheltenham Mount would be hugely greater than it is at present.

From my perspective there are a number of problems with this scenario:

1. A pelican crossing will be required at the junction of Cheltenham Parade and Cheltenham Mount. This will cause traffic back up to the Royal Hall traffic lights and probably further.
2. Granville Road is two way but in reality single lane. Vehicles turning into Granville Road from Cheltenham Mount have to give way to vehicles exiting Granville Road. This will be very difficult with the increase in nose to tail traffic.
3. The junction of Cheltenham Mount with Commercial Street (upper) and Commercial Street (lower) will need three way traffic light control and a right turn filter for west going traffic into Commercial Street (lower), which is also a well used bus route. A large turning area will be required for the latter which will make junction management even more problematic, especially as this part of the road is double yellow lined but delivery vehicles regularly park. Being a single lane highway traffic continuing westerly will necessarily have multiple delays.
4. The junction of Bower Road with Station Parade and Mayfield Grove, excepting that no vehicles accessing onto Bower Road from Station Parade, has exactly the same problems as 3. above.
5. The roundabout at the Bower Road / East Parade junction is very tight for anything larger than a car and is generally heavily congested already.
6. The roundabout at the Odeon Cinema has a significant amount of traffic now, mainly from Station Avenue and North Park Road. The huge increase in traffic arriving from East Parade will cause unacceptable congestion.

At 3. 4. and 5. above there will be a requirement for pedestrian crossing facilities which will exacerbate the congestion.

The plans do not reduce the traffic entering the town but just send it through residential streets spreading the pollution.

I am sure you will have very seriously considered the environmental impact of both the increased air pollution from motor vehicles and the consequential increase in particulate matter on these residential properties, especially as many frontages are so close to the road. An air quality monitoring service provider has already been employed privately.

The promotion video says you will reduce car journeys. How is that possible when there are already huge property developments both in progress and planned all around the outskirts of the town. The video also says it will improve public health and wellbeing. How can that be true when there will be more car journeys going forward, much of it through residential areas.

This is a summary of my concerns with the traffic management solution for the Harrogate Town Centre Proposals.

I look forward to your confirmation of receipt of this email and subsequently your considered opinion.

Regards

Response

Dear [Redacted]

Thank you for your email, and also for taking the time to drop in to the Victoria shopping centre.

Your comments are noted and will be collated with all survey responses for consideration in the final report. In general terms we believe that the traffic modelling demonstrates that the improvements for sustainable transport measures are achievable with only a minor impact on traffic flows and congestion – I know you were keen for confirmation particularly around the ability of heavy goods vehicles to continue to be able to use Station Parade and I can confirm that the proposed design accommodates the continued use of station parade by heavy goods vehicles turning from Cheltenham Parade.

Regards

Email 18

We, the undersigned are Harrogate Cycle Network users and resident in the Grove Park area of Harrogate. No local buses serve our area. The preliminary designs of the Transforming Cities Fund proposals for the Harrogate Station Gateway (HSG) and surrounding area are a big step forward for our access to shops, bars, the stations and the Harrogate Cycle Network.

The drawings seen at The Victoria Shopping Centre live event and the flyby video give reason to be confident of major benefits to Harrogate Town Centre and potentially a hub linking the “spokes” of the Harrogate Cycle Network. (*1)

Thoughts on Principles

- Location: Lower Station Parade

The northern end, Bower Road junction, appears to have no proposed connection to any existing cycle route to the northern half of the town. To terminate the new cyclepath here would deliver cyclists onto Bower Road. Already, Bower Road is a very busy and fast thoroughfare. It is the domain of only the experienced cyclist and so unsuited to the principles of good design for the HSG scheme. (*3) The railway bridge compounds difficulties. Bower Road will become busier and even more unsuitable if Cheltenham Mount is made one way east to remove traffic from the A61 Cheltenham Crescent.

The existing cycle route northwards out of the town centre is via One Arch Tunnel to connect to

Haywra Road for the Asda Cyclepath or the railway footbridge cycle route to Franklin Road for the Kings Road area or Jennyfield Bower Street/ Park View for the east.

These routes are already signed. The most important improvement required to complete a safe cyclepath out of the Town Centre and well beyond (*4) is a Bower Road crossing joining the town centre with one of the town’s key cycle routes, the Asda Cyclepath . The existing signal controlled Bower Road crossing may need to be repositioned as a Toucan crossing or, because of limited pavement and pedestrian arch space on the south side of Bower Road, still used in conjunction with a new Toucan crossing opposite the Asda access road with matched lights’ phasing. The lighting and surface improvements to One Arch Tunnel will be a very important contribution to this vital route. Slight lowering of the tunnel path and waterproofing of the leaking tunnel arch (by the Rail Authorities) should be achieved to enhance and protect the increasingly important shared tunnel – a space for both pedestrians and cyclists. To minimize conflict here clear “Share With Care” signing would be beneficial.

- Location: Odeon Roundabout

This junction improvement as a “Dutch style roundabout” looks like a huge step forward in cycle infrastructure and may be appropriate elsewhere (*2)

Currently, two major cycle routes from the south and east arrive at the Odeon Roundabout along North Park Road, but only in a northerly direction. To achieve a two way cycle route would require a new short segregated cyclepath southwards to join North Park Road to Marlborough Road and the Victoria Avenue roundabout . Alternatively, in the short term, if the Station Parade cyclepaths link with proposed Victoria Avenue cyclepath improvements to both west and east there would be a natural link albeit longer.

- Junction/ Crossings Design. Priorities and safe speeds

With a number of side roads off the main A61 Station Parade it will be important to slow turning traffic and ensure the cycle route has priority. Hopefully, the cyclepath will be made sufficiently visible and raised, its table high enough and suitably ramped, to achieve the desired safety.

The crossing with Station Bridge has been proposed as two crossings which impeded cyclists, not in the spirit of the design guide.

The major Station Parade junction at the southern end of the scheme with Victoria Avenue will need very careful design to make the cycling network efficient and safe as it links with the separately proposed Victoria Avenue cyclepath network.

In view of all the points of cyclist/ driver conflict a 20 mph Town Centre speed limit seems appropriate. With such a restriction the table crossings may be capable of being less severe.

- Railway Station Entrances

The proposed cyclepath runs close to the front entrance of the railway station introducing potential cyclist/ pedestrian conflict. As the station has both front AND side doors and considering there are steps down inside the front doors, can the front be entrance only? The side entrance doors would remain an entrance and exit but would be signed as the exit for departing passengers to improve their sight lines as they approach the cyclepath. This would safeguard rail passengers and cyclists.

- Cycle Parking

The Town Centre bike parking needs improvement. Anything Northern Rail can do would be a major improvement. To provide secure shelters on the station forecourt or platforms or both would be the ultimate for rail passengers. If a forecourt shelter materializes, with appropriate positioning and permissions some bus passengers would also benefit. Also, on the town centre eastern fringe more secure frames will be required, particularly considering the hoped-for growth in town centre user numbers.

- Tree Planting

Beware planting woodland trees species that will mature with large roots. These tend to grow under adjacent cyclepaths and destroy the smooth surface with severe bumps.

When the detailed scheme is prepared please ensure notification to enable perusal of the documents.

[Redacted – personal information]

NOTES

*1. Two Network Maps currently exist for the whole town

- The Active Travel Map, a reasonably accurate mapping representation

- The Cycle Network – Buy Local By Bike, a stylized map like London's Tube Map

Both are very useful tools for cycle navigation but need improvement and updating to include all cycle routes.

*2A. The Bower Road/ East Parade/ Dragon Parade roundabout may be another candidate for the Dutch cycle roundabout treatment to benefit any segregated cyclepaths that might reach it.

*2B . The Victoria Avenue/ Marlborough Road/ South Park Road roundabout where there is already ample space.

*3. Cycle Infrastructure Design Local Transport Note 1/20

*4 With the new proposal to create a Nidderdale Greenway extension to Pately Bridge and Nidderdale the Asda Cyclepath could become the gateway to a major tourist attraction.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 19

To [Redacted – personal information]

HARROGATE GATEWAY PLAN.

I am very concerned about the proposed plans for Harrogate. I live on Cheltenham Mount and the plans you have in mind would bring a lot of traffic including very large vehicles along Cheltenham Mount, which is primarily a residential area.

Have you considered making Cheltenham Mount a One-Way Street but incorporating a cycle lane to take the cyclists along and into station parade?

You also suggest the traffic going up through Mount Parade. This is a very narrow road and therefore you would have to lose the parking on either side of the road. Also, this traffic would be joining Cheltenham Parade, which at the moment is a slow process, but with all the traffic envisaged coming up Cheltenham Mount into Mount Parade it would be sure to cause a backlog of cars all 'ticking over' in a residential street causing more emissions.

I know it would be very good to have a safe journey into Harrogate for cyclists. However, there is already a cycle path from Bilton to Harrogate ending at the car park in Asda. Would it not be a good idea to continue the cycle path from there into Harrogate, via Dragon and then Station Parade?

Regards

Response

Dear [Redacted]

Thank you for your email.

The current proposals do include making Cheltenham Mount one way (eastbound) between Cheltenham Parade and Mount Parade. We have undertaken traffic modelling which shows no significant additional traffic using Mount Parade and overall at the worst time of day (the afternoon rush hour) only an additional 2 – 3 vehicles a minute using Cheltenham Parade. We believe that this allows us to accommodate the proposals for much better cycling and walking connectivity on Station Parade without significant negative effects.

Thank you for sending your comments in – these will be collated and considered alongside the other consultation responses in preparing a final report.

Regards

Email 20

I have been a resident of Harrogate for almost one year but was an almost weekly visitor, for eleven years prior to then, travelling in from Fellbeck, close to Brimham Rocks. As such I can draw on my perspective as a resident and a visitor.

I have studied the proposals and offer the following comments -

1) I understand the funding for this project is tied to the National Town Centre Funding Scheme and must meet the scheme requirements. However, I would like to know what proposals have already been developed by NYCC or are currently been worked on to address the much wider problems of traffic volumes, parking, safe cycle ways, pedestrianisation etc all around town in order to achieve our climate change objectives.

I understand the attraction of the money on offer, however, I also would seek assurance from NYCC that it will not be wasted just because it is there. If this project can truly claim to be a cornerstone of a badly needed, fully integrated, traffic and pedestrian improvement plan I would vote for full pedestrianisation. I would just like to know that there are no ideas and plans in the system which, if adopted, would necessitate the sacrificing of the money which will be spent on the chosen Gateway scheme.

Response

Dear [Redacted]

Thank you for your response.

In terms of wider proposals the Station Gateway scheme will transform the central spine of Station Parade and James Street allowing connectivity with the wider strategic network of walking and cycling routes. Our Local Walking & Cycling Improvement Plan can be viewed here <https://www.northyorks.gov.uk/local-cycling-and-walking-infrastructure-plans-lcwips> .

There are currently schemes in development for Otley Road, Beech Grove and Victoria Avenue which will improve South West to North East connectivity across the town centre and wider schemes in development can be seen here <https://www.northyorks.gov.uk/major-transport-schemes-and-plans>

Regards

Email 21

Think you are going to have major problems with a one lane road. It is in effect the A61 southbound! Not a good idea. You cannot do that without a two way road up Parliament Street. Not only that you have buses and train dropping people off. Big cases do not fit well on bikes.

At the moment it is fine for walking and we do.

Retain the heritage features, have attractive green spaces and comfortable seats and Information for visitors.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 22

I am writing to protest about the above project. I live on one of the proposed new one-way systems and have serious concerns about the impact that this will have on myself, other residents and local businesses. I have grave concerns about my own safety as my parking space requires me to reverse out onto the blind corner of Cheltenham Mount. At present the two-way traffic allows some cover for me to safely get out but if it is made one-way then I am extremely worried that traffic will come round the corner so fast that it is only a matter of time before I am involved in an accident.

I think it is unacceptable to implement a project which will increase vehicle exhaust emissions in residential parts of the town under the guise of improving the environment! Especially based on modelling data from 2018. Planners clearly have no real-world knowledge about how the traffic actually flows in Harrogate. Vehicles are going to effectively be funnelled into residential streets to avoid parts of the single lane route through the town centre. This poses a significant risk to residents' health and wellbeing and I think increases the risk of accidents involving pedestrians. Not to mention all the parking spaces that will be lost so affecting local businesses and people who might have impaired mobility being able to access local services. To move traffic from existing commercial streets onto narrow residential roads which I don't believe are fit for purpose is alarming.

Whilst I am absolutely in favour of reducing emissions and providing a cleaner safer environment for everyone to enjoy, I don't believe this project is achieving those aims without having a seriously detrimental impact on those people who live in the town centre. Surely a park and ride scheme would be better placed to reduce traffic in the town and ensure Harrogate's reputation as a lovely destination town? Introducing a 20mph speed limit would also help without costing millions.

Having seen the plans I have serious doubts that making Station Parade one-way will actually alleviate any congestion problems nor will it attract significant numbers

of cyclists. The proposed two-way cycle route is surely too narrow for cyclists to safely pass any way?

My last objection is to the way this process has been run. There was very little publicity around the consultation if one doesn't read The Harrogate Advertiser. The letter I received from the council made no reference to the traffic changes that actually impacts me which is a glaring omission. The public was given very little time to respond and the survey effectively controls the amount of information that people can provide. Surely this doesn't constitute a fair and inclusive process nor does it provide sufficient input from the people who are going to be most affected by this.

I appreciate that we all must do everything possible to reduce carbon emissions but surely creating a different set of problems just to take advantage of funding should not be considered an effective plan. I would ask that the proposed one-way systems be stopped and the plan focus instead on improving the town centre, including better access for pedestrians and cyclists without having such a negative impact on the people who live and work here.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 23

Dear Councillors and MP

I'm writing to give my concerns about the proposed Harrogate Station Gateway project.

As a cyclist I cannot get excited about this plan. This proposal will see Station Parade reduced to one lane - that's a 50% reduction in throughput of traffic through the town centre, this at a time when the population of Harrogate is due to increase by 25% with all the new housing estates being built. So, the success of this project relies on 50% of the existing population of Harrogate abandoning their cars, and also 100% of the new residents not using a car. This clearly isn't going to happen.

Harrogate serves a large rural area where public transport is impractical to use and ineffective to run. Cars aren't going to just disappear. The inevitable result will be an increase in congestion (and therefore pollution & CO2 emissions) in the town centre, vehicles sitting there chugging out fumes, or whizzing off down residential streets - Cold Bath Road, Cheltenham Mount, Strawberry Dale, Bower Road, East Parade, Station Avenue and others can all expect to see a significant increase in traffic.

When people drive down rat runs, they drive like lunatics - they're impatient by nature, they need to know they got there faster than they would have done sat in the queue, they're careless and disregard speed limits. I was nearly killed last summer on East Parade by some kid driving like a frenzied wasp. That's only going to get more common. Has anyone spoken to the residents of the affected residential streets - those whose lives may potentially be blighted by this work? Clearly not, as they have formed an action group - <https://imsva91-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.gatewayactiongroup.org.uk>

&amid=98474D0A-D042-C505-8FE6-39F7343EE041&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bfb7-dce1c4728434b723cd44cb087ce1e74b9e8ac9ee.

Why are they pedestrianising James Street? Has anyone spoken to the business owners on James Street? What's the benefit? Nothing tangible I can see. Surely Albert Street is the road to pedestrianise, between Princess Square and Station Parade, with cafes and restaurants lining both sides, that will really benefit from being able to spill out onto the pavement in the summer.

In summary, it's £11M for half a mile of cycle track. I feel there's an element of delusion that this short length of dedicated cycle space will trigger vast numbers of overweight 4x4 drivers to give up their comfy heated seats and suddenly discover the joy of cycling on a wet and windy Yorkshire November afternoon. I believe this expensive project will fail in most of its primary objectives - especially that to reduce emissions. I believe it will be detrimental to both the environment and to business and the money could be much better spent elsewhere. for example:

- Secure bicycle parking dotted around the edge of the town centre - not currently in the plan - just the questionnaire and only in one location. eg Someone living on the SW side of Harrogate wanting to go to the bank is not going to want to park their bike at the station...
- Every no cycling sign in Harrogate replaced with a shared use sign and a 5 mph sign. You so very rarely meet a pedestrian on these snickets, but some people get very uptight about cycling where there's a no cycling sign, even if you're polite and courteous and pass them in a safe manner, simply because they don't like rule breakers. Change the rules and they won't get upset.
- The paths across the Stray widened to accommodate bikes and scooters and where possible, segregated from pedestrians. 10 mph speed limit on these paths
- Puffin crossings put in where these paths meet the main roads. (eg Oatlands Drive, Wetherby Road and Knaresborough Road)
- Priority given to pedestrians at crossings. Currently at some crossings you have to wait so long after pressing the button, people get bored and risk their life on a game of frogger, when it would make no difference to the traffic flow if it were to change straight away.
- Resurface the roads. I spend more time checking for potholes than I do looking out for cars or pedestrians.
- Stop building housing estates! – the big trucks are destroying the road surfaces and they are proper scary to a cyclist. The road infrastructure is simply not capable of handling the extra traffic these houses will generate.
- Ditch the Beech Grove LTN - it's garbage - it simply pushes traffic onto other unsuitable roads. Instead make Beech Grove one way southbound for cars with a cycle track northbound.

Thank you for taking the time to consider my views.

Rgds

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 24

Dear Sir

I write to make my objection known to the proposed plans for Harrogate Town Centre Gateway Project.

I live on Mount Parade (see address at bottom of this email) and object to the plans on the grounds that it will lead to even greater difficulties in parking on Mount Parade and the surrounding streets.

It is already difficult enough to find a space at times to park in the P2 zone which my yearly parking permit covers and it seems to me that the Gateway plans, by reducing the number of parking spaces on Cheltenham Parade, will only result in visitors who would ordinarily park in those spaces, turning to the surrounding streets for opportunity to park, and thus lessen even more the parking opportunities in those streets for the residents who live there, Mount Parade included.

It seems to me to be ridiculous to give cyclists greater 'road' advantage at the expense of causing residents who live in the affected town centre streets greater difficulties than we are already experiencing.

If you do go ahead with the plans it seems to me that the only acceptable solution to the greater parking problems which this will bring to residents on the affected streets, is to give those residents who already have valid parking permits for those zones, parking permits which will allow us to also park in all other nearby zones, thus increasing our chances of being able to actually park near to the homes in which we live.

I think it would be a goodwill gesture for those same valid residents to be issued with daily passes (as I understand it, residents of zone N1 are already allowed this privilege?) for their visitors.

Kind Regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 25

I am writing to express my concern over the latest plans, having watched your online consultation events, visited the Victoria Shopping Centre display and completed the online consultation form I still have major misgivings. For context I've lived in Harrogate since 1987 and my route from home to town is along Otley Road, Beech Grove, West Park or Cold Bath Road. All areas being affected by the plans.

Station Parade

I am strongly against the one Lane option for the simple reason that it will delay traffic and cause backlogs. Current congestion from Ripon Road proves this route is already over capacity. Sitting traffic causes pollution and frustration for drivers, cyclists pedestrians and those living and working nearby. I also note that there is a raised platform outside the station, again haven't these been shown to increase pollution as drivers drive away from them? It seems a step too far to further slow traffic on this stretch. Even at quiet times vehicles would have to slow to almost a standstill to negotiate it adding an extra ripple effect. I would ask for this to be removed from the plan.

The area outside the shopping centre is not particularly attractive but does have a small garden area with benches and protection from the wind which people do use to sit. The plans show yet more paved wasteland with little protection from the weather and nothing to showcase the green and floral image visitors have of the town. They come for the Victorian architecture, beautiful gardens and excellent shopping and dining. Show them what they expect when coming off the train, grass and large flower beds. This area has been messed up at least twice already now wasting money and materials, let's not fail again.

James Street

The plan to part pedestrianise this road is a mistake and previous efforts in the town centre have created rather unimpressive and unpleasant areas. From an aesthetic point of view these areas are seldom looked after properly and become areas for loitering, littering and antisocial behaviour. I am particularly concerned about safety after the shops have closed. You should be making the safety of women and in fact anyone who feels vulnerable after dark an absolute priority, particularly in the light of recent horrific attacks which have caused national headlines. I would not walk along Oxford or Cambridge street alone at night, I would always head for a road with flowing traffic and people about. James Street is the well used route for people going to and coming from the stations at night. A stranger arriving in town in the evening would be faced with only pedestrianised areas to walk across the town centre, not very welcoming.

Your representative said to me that a lone woman leaving a bar/restaurant on Parliament Street and heading for the station might have to divert along Albert Street or down to Kings Road and up Cheltenham Parade to feel safe. Really, is that seriously the response to womens safety? Absolutely shocking and I note that all the meetings, consultations etc have been conducted by men, you might like to rethink this. A compromise would be to allow James Street to be open to traffic outside

shopping hours. This would allow a flow of traffic, discourage loitering and make the area safer for pedestrians. It would also be quieter in the evenings so still safe for cyclists. It might necessitate a change to the proposed road surface but cctv and lighting will not make people feel safe.

The Odeon roundabout

Having never seen one of these roundabouts in real life I'm dubious. I have watched videos online from Manchester and Cambridge, what struck me was the number of traffic lights needed to make them work. Surely this makes it more of a junction with a lot of stop start traffic. I note you have put two extra sets of traffic lights here. If this route becomes busier as a result of the Station Parade work I can only imagine new congestion at this point in town. As a driver I would be concerned about visibility, cyclists are not renowned for obeying traffic lights!

The surrounding streets

My usual route to the town centre uses the roads that are currently part of the new cycle way on Otley Road, the LTN on Beech Grove or Cold Bath Road. I know the council has refused to acknowledge that there is any issue here but the surrounding roads are becoming busier and more dangerous as drivers attempt to get around. Previously quiet roads are becoming difficult to negotiate and I have seen drivers mounting the pavement around pedestrians on Victoria Road in frustration. Cold Bath Road is a real problem, not helped by the pincer effect caused by parking at the bottom of the street making it one lane only, there have been some shocking incidents here. I would recommend removing a short section of parking to allow two lanes to flow smoothly at all times. Better still remove the LTN, it was never a busy road and perfectly safe for everyone. I use it regularly and see no more cyclists than before, in fact many still use the pavement. I do not like shared spaces but that pavement is probably wide enough to make a shared cycle/walking route, certainly wider than parts of Otley Road.

In general I feel that the consultation process has been sadly lacking, done during the early part of the pandemic and receiving such a poor response. I believe the majority of residents are unaware of these plans. At the town centre consultation I was told by one of your staff on 29 October that 40000 letters were being sent out to residents about the scheme. The following Friday my husband was told by the same man that there were no letters. What's going on? This plan is ill thought through, not joined up and is an attempt to grab a vast amount of tax payers money without proper consultation and thought. The aim to get people from the edges of town on bikes does not take into account the inconsistency of cycling routes, the cost of bikes, the lack of bike capacity on trains, the lack of safe storage and the likely number of potential cyclists. Not to mention the ageing local population, the terrain and the weather.

Yours

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 26

Harrogate Station Gateway Project Overview

This project has the potential to provide an attractive 'station gateway', but the overall plans to reduce the number of cars, whilst increasing the number of cyclists, in the town is too complicated and may well not succeed in reducing air pollution. There are several 'pinch points' which will cause queuing traffic resulting in increased air pollution.

An alternative scheme to reduce the amount of traffic in the town centre and keep it moving could well achieve a greater improvement in air quality.

Despite the aim of providing protected lanes for cyclists, the network is not completely joined-up, as exemplified by the need for cyclists to dismount near the Library Gardens bus stop and then having to walk to the cycle lane on Victoria Avenue (as advised at the consultation session).

The project represents a huge amount of work and change for the benefit of a minority group –cyclists. The supposition that the number of cyclists coming into the town will significantly increase is rather unrealistic; impractical for shopping trips. Harrogate has a higher than average population of older people, not all of whom will leap at the chance to cycle around town. Where will all the secure cycle racks be sited?

Specific Points

Point 1 Crossing at train station to Station Square

At this crossing, there is only one lane for motorised vehicles into which traffic from Station Parade, buses, taxis from the Station Parade taxi rank and taxis from the train station must all enter. Not to mention a two way cycle lane as well. This will provide a real 'pinch point' for the flow of traffic, which must also be interrupted to allow pedestrians to cross the road. Furthermore, the vehicles exiting the train station have only about 10metres in which to get in lane, which means that they will inevitably be restricted by traffic on Station Parade.

Point for consideration:

Move the traffic lights northwards to a site before the exit from the train station. This could then facilitate vehicles exiting the station.

Point 2 Library Gardens

At some point prior to Library Gardens bus stop, it is proposed that cyclists will dismount and walk to rejoin the cycle lanes on Victoria Avenue. Is this a realistic proposition?

Point 3 Taxi Ranks

It is unfortunate that the taxi rank on Station Parade does not appear on the fly-through or the street plans provided. It notes that there will be two extra wide spaces

for disabled access, but no mention of size of the taxi rank, in view of spaces being removed from other areas nearby.

Point 4 Disabled people's access

With regard to consideration for disabled people, the use of the illuminated symbols at pedestrian crossings needs to be addressed. The siting of the lights (about 1 metre height) is useful for wheelchair users, but is frequently obscured by pedestrians waiting at the kerbside. The siting of the crossing signals at 2 metres so that they are visible from across the road will have the potential to further increase pedestrian safety.

Point 5 Consideration for the visually impaired

The attractive colours of the paving materials need to be suitable for those who are visually impaired or those living with dementia. Presumably, the pedestrian crossings will have distinctive markings

Response

Thank you for your detailed comments in respect of the Station Gateway Project. Your comments have been logged and will be considered alongside wider responses to the consultation

Email 27

Many thanks for consulting Yorkshire Wildlife Trust on the next stage in the plans. Unfortunately due to resourcing we will be unable to provide detailed comments at this stage, but hope that our previous comments (submitted March 2021) provide help and guidance on incorporating space for nature into the designs.

Kind regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 28

Please can we see a copy of the Gateway Project letter that was sent out to 40,000 residents and to which area?

It is mentioned in the article below and residents were told about it at the Victoria Centre consultation.

<https://imsva91-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fthestrayferret.co.uk%2fstray%2dviews%2dstation%2dgateway%2da%2dwaste%2dof%2dmoney%2f%3ffbclid%3dlwAR0x5MyLfts0Rewoj6he2hhU4I9Uztk5Q85hNrUDqNqx4IJ1o7P1Gz>

TiSW4&umid=1787C81B-D05A-0005-A639-66D42D248CB6&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bfb7-e245d79390cc41fc5525289697110b020f4129ef

Many thanks

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 29

I write to express my objection to the current plan for Harrogate Gateway bid for transforming cities funding.

Having spoken to NYCC staff at the open sessions at Victoria Shopping Centre, listened to the rationale on the online sessions and examined the plans available I find that the current plans do not take full account of the current situation on the roads in the centre of town and do not consider the immediate impact on the town centre of the project plans for local residents and businesses.

1. The data which the plan uses as a rationale is faulty and does not account for the fact that traffic from Cheltenham Mount to the station functions across both lanes with few times within the working day and weekends when traffic could only use one lane.
2. Traffic turning left at the junction with Station Parade on Cheltenham Parade currently accounts for less than 1 in 10 cars. Rerouting this along Cheltenham Mount would have little impact on congestion on Cheltenham parade.
3. Reducing parking in P1 and N1 zones would increase pressure on current parking on Cheltenham Mount and Granville Roads reducing that available to residents in those roads when it is already pressured and contentious. This will have an impact on the value of those properties which residents are understandably concerned about.
4. Traffic being directed along Cheltenham Mount from the A61, along and past residential areas will impact emissions and noise to those properties.
5. The plan does not achieve a joined up cycle plan for the town.
6. The plan does not include kerbside electric charging facilities to account for the move to electric cars by residents in Victorian Villas without access to a drive or garage, which would be more use to reduce emissions than the current reduction plan.
6. Whilst the current plan has the intention of reducing traffic through the option of a safe cycle route to the station, this argument is flawed for residents and businesses who must access private transport as the current public transport routes and times do not support the requirements of their work including deliveries. This plan, whilst trying to address the town centre congestion, does not account for the impact on residents and businesses who must use vehicles to access their properties.

I ask that you accurately represent my views on the Gateway Project to counsellors and colleagues over the next four months prior to the submission of the bid for funding and I will follow all meetings and questions to ensure that my views are expressed.

Kind regards

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 30

Dear Sir / Madam

I have been trying to complete the survey on the above project online using a Mac but when I get to Q5 I am not able to use the scale to enter my three most important items nor can I add this info in the box below. This is very annoying and in spite of going backwards and forwards numerous times the same issue occurs.

However from what I have seen and read about the proposals I am very supportive and feel that our Council leaders need to take such a brave step to encourage those who feel they can't move without a car to do so and experience some fresh air and a better environment for all. Let's hope such changes drive behaviour change for the common good.

Yours faithfully

Response

Dear

Thank you for contacting us.

We have tested the survey utilising MAC and both safari and Chrome browsers – please could you confirm if you are using a different browser? If you are unable to use these browsers or are having problems with these we are attaching a word version of the survey which you can return to us for inclusion.

Many thanks

Email 31

Gentlemen

I'm not sure of your respective roles and responsibilities, but I hope that you can process this feedback for the Gateway project or forward this email to the appropriate team or department? I was unable to meet the team in the Victoria Centre and your survey does not allow for ideas or comments.

From looking at the plans and the proposed traffic flows, my main observation is that there might be a new traffic bottleneck around Marlborough Road. This may appear a strange idea at first sight, but first let me ask a question:

How do residents from south west Harrogate (eg the Leeds Road area) travel by car to north east Harrogate (eg to specific shops, to Asda Petrol or the Mowbray Medical Centre)?

Given the frequent congestion on Parliament Hill, the obvious answer is to go northbound on East Parade. Skipton Road is far too busy!

The closure of the east end of James Street will force such traffic to use Marlborough Road. With increased south-bound traffic on East Parade, it is likely that there will be northbound delays entering the Odeon roundabout?

Perhaps Marlborough Road should be one-way northbound, with priority over cars travelling along North Park Road? Marlborough Road is also part of a long-distance cycle route into town from the south side of Harrogate (ie going past the rear of Waitrose).

Just trying to be helpful.

[Redacted – personal information]

PS Please also consider Gateway links to the south-bound cycle path that comes through ASDA from the Claro area using the footpath adjacent to the railway.

Response

Dear

Thank you for your comments and feedback in respect of the proposals.

Your observations have been logged and will be considered by the project team in deciding how to take the proposals forward.

Regards

Email 32

Please find attached my comments on the proposals for the new road scheme in Harrogate Town centre

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 33

Dear [Redacted – personal information], Thank you for involving us in the consultation process.

We have discussed the Station Gateway proposals with our members and the committee and attach our formal response for your attention.

Unfortunately, you will note from our response that we have major concerns about the proposal.

However, we would like to remain involved in any discussions about this project. We would also welcome the opportunity to discuss a wider and more integrated strategy to address traffic flows through the town, alongside improvements to walking and cycling routes, all of which respect the character of the town and its conservation area.

Please would you confirm receipt of this email and attachment.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 34

Dear Sir

I am writing to voice concerns over some of the proposals for the above initiative.

I am currently the Branch Director of Harrogate Samaritans, a 'Harrogatonian' by birth and my family and I have lived in Harrogate for most of our lives.

I would be the first to acknowledge that improvements are needed and indeed would be welcomed.

Some areas of the town are looking run down and would benefit from a face lift. This would also enhance the visitor experience.

However, I worry that the reduction in parking places (I believe 'only 40' is the number that has been quoted), the potential to increase the amount of standing traffic with the increase in fumes and the affect this will have on our town centre residents is a high price to pay.

Many of our town centre properties have been adapted and turned into beautiful apartments and flats. This, coupled with long established families living in some of the larger houses, already causes parking problems for many residents. There are also many visitors to our beautiful town who stay in B&B establishments having driven here. Driving around to find a car space, with or without a permit, will increase emissions, cause frustration and could have safety implications for people.

It could also have implications for our volunteers as we often find unauthorised car owners have parked on our Private Property in our marked parking bays. This means that volunteers attending for a duty have to drive around, causing them to be late and could result in them walking some distance in the dark, on their own.

The short time scale offered to voice concerns is worrying as it gives the impression that decisions have already been taken.

The public feedback which was taken earlier in the process seems to indicate that there is no clear choice which suggests that whatever option is chosen many residents will be unhappy.

I do hope that all local concerns will be taken into account before a final decision is reached.

Yours faithfully

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 35

Thank you for your reply.

I am aware of the 'Local cycling and walking infrastructure plans' but, they raise for me the same questions with regard to the role they may play in any future, very much needed, vehicular traffic flow plans.

I can't help thinking that you have, maybe unwittingly, put the cart before the horse in the development of your plans (although I recognise that the Transforming cities money is time sensitive).

The attention given to providing improved cycling and pedestrian thoroughfares is welcome, but it does nothing to reduce the slow and standing traffic emissions along the same routes. Standing traffic is a seriously major health issue in Harrogate whether you are in a vehicle or on foot.

Future integration plans need to be addressed now and a truly integrated 'traffic-cycling -pedestrian environmental improvement plan' needs to be implemented as soon as possible.

Yours sincerely,

Email 36

Good afternoon

The Harrogate Advertiser front page puts in print the feelings of both the residents and retailers in Harrogate town centre, as well as many, many others not so directly impacted.

These feelings cannot be overlooked or discounted. The Gateway Project as it is currently proposed has to be abandoned.

Regards

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 37

Dear Sir

I am writing to object strongly to the Harrogate Gateway Project for the following reasons:

For context I have lived in Harrogate for 57 years and I know that we have a terrible traffic congestion problem, but this is not the answer.

Throughout lockdown Harrogate Council and North Yorkshire County Council have been quietly unveiling and implementing a series of 'apparently unconnected' cycling schemes. Seemingly by stealth, and all with minimal publicity or consultation and with very limited and controlled ways of asking questions; making it almost impossible to disagree or fight against the schemes.

Processes may well have been followed, but the small number of responders who support the proposals, cannot possibly constitute a majority in favour of the project. From what is being reported in the press and what is being said in the public consultations, the scheme is being pushed through as a done deal, but has no majority support from the populous of the town.

- Of 75,000 residents of Harrogate, only 1,100 people responded to the questionnaire about the 'Harrogate Gateway' scheme, of which only 450 appeared (in your view) to be in favour of the one lane element

- Decisions have been validated without the support of the so far silent majority of 75,000 Harrogate residents. I strongly suspect this is because most people were more worried about their families and health matters in the earlier lockdown periods, and were not looking for or seeing the minimal information that was trickling into the public domain

This particular scheme injects a lot of safety issues, stops west-east traffic flow from James street to Station Bridge, introduces a night time no-go zone on James Street and constricts the flow of the A61 to one lane at walking pace; all for the sake of spending some 'free money' on a 200 yard section of town. How can this be allowed to happen in this way?

Traffic Disruption

The A61 is a major trunk road in England connecting Derby and Thirsk by way of Leeds, Harrogate and Ripon.

- Traffic flow through Harrogate in busy (rush hour) periods is getting steadily worse and this scheme further restricts traffic on a major national A road
- By what authority can this project restrict the A61 from two to one lane AND put TWO speed ramps across it to slow traffic further? Note that slowing down and speeding up traffic in this way will increase pollution, not reduce it.
- Has the appropriate approval and impact assessment been done by a higher authority than the local planning group, regarding the permanent constriction of the A61 traffic in this way, and if so is this publicly available?
- The original consultation meetings advocated pushing North-South traffic along Bower road, past Asda and back into circulation at Station Bridge. This has subsequently been challenged and the railway bridge by Asda has been cited as a dangerous place for big lorries to negotiate. Plus, the effect and volume of traffic on those who live on those roads. Whilst this may not be being pushed as a preferred route now, it is logical that people will still try and use it to avoid the town centre carnage. It is a residential area and pushing the one-way system further out of town.
- The volume of traffic coming through the town North-South from the Ripon direction is high and getting worse, fuelled in part by the recent expansion of housing at Jennyfields and Killinghall. The A61 is the main road from Ripon to Leeds and Harrogate, so constricting the flow will result in longer journey times and encourage the use of rat-runs through Coppice Drive, Springfield Road and the Duchy Estate.
- The part pedestrianisation of James Street will cut the West-East traffic flow from the Cenotaph to the Odeon via Station Bridge. This is an important route across town for local residents and alleviates the jams around the Royal Hall for the North- South Traffic flow from Ripon. It also means that local residents will not be able to drop people near the train and bus station, without going around the entire one-way system. Please don't do this.
- Most Harrogate residents are concerned about the volume of traffic. At the spring consultation meeting the design consultant stated quite clearly that they had been engaged to do this specific piece of traffic management, and had NO remit or concern about what effects there would be on traffic coming into the town from Ripon. This would imply that a 'one size fits all' approach from a firm unconnected with the town, who do these schemes across the country, and will result in an ill-fitting and unsympathetic treatment that is not in keeping with a Spa town as unique as Harrogate, which only has its heritage and charm to bring tourists into the centre.

Gateway Questionnaires

- Statistics have been manipulated in favour of the schemes. The chair of the second consultation meeting stated that responses with neutral opinion had been added to those supporting the initiatives, that Harrogate Council ignored complaints and negative responses, and that he doubted the veracity of people signing petitions, so they were likely to ignore those too.
- Recent questionnaires are one sided and structured to amplify support for the outcome that the council wants to achieve. The new questions are less about 'should we do this scheme?' and more about 'what benches and lighting might you like, in our excellent scheme?'

Physical Assessment

Harrogate railway station and bus station are next to each other AND in the middle of the town centre already, so how much more accessible could they possibly be? The published report from the consultants lays out the rationale as if they are miles apart, and cites that one of the main reasons for the scheme is because you can't cycle from the railway station to the bus station. In reality this is probably because it isn't worth the effort! Plus, where are you going to put your bike on the bus?

There are already four pedestrian crossing points from the bottom of the bus station to the traffic lights on Station Bridge. This is perfectly adequate.

Today you can walk out of the railway station and across a pedestrian crossing to reach the safety of Station Square quickly and easily. With the new scheme the pedestrian and disabled user will have to negotiate a bi-directional cycle lane AND lane dividers on the station side, PLUS the road AND cope with a second cycle lane going against the traffic on the far side which terminates IN the crossing – which in itself is on a ramp. This is far too much going on in a short space, and will be made more dangerous as cars try and exit the station car park too. How are visually impaired and disabled people supposed to cope with all that?

Has any assessment been made around the carbon footprint and environmental impact of tearing up perfectly good road infrastructure along Station Parade and James Street and quarrying/replacing all the pavements on Station Square and removing and replacing all the street furniture and ornamentation? This is simply not necessary, green or defensible.

The proposed new design for Station Square is not in keeping with Harrogate at all.

Who are these cyclists? They don't exist today.

I think Harrogate Council have seriously overestimated the number of cyclists who might use the scheme.

- You can only get a couple of bikes onto each train, so where are the cyclists coming from and going to?
- Harrogate has an aging population, which is unlikely to cycle in volume
- There have been lengthy periods in recent months where it was impossible to purchase a bike in this town
- Harrogate leisure cyclists tend to have expensive bikes, and want to head out at speed into open country and have absolutely no interest in using cycle paths; indeed they avoid them as they are seen to increase the likelihood of punctures. They also don't want to leave them in the town centre in case they get stolen.
- Harrogate is surrounded by steep hills and we get bad weather too, so who is going to want to carry shopping home up-hill on a bike in the pouring rain?

People come to the town to enjoy the shops and restaurants, despite what the council say. They want to dress up, shop and go out to eat, not arrive hot and sweaty on a push bike. It would be better for Harrogate to promote the use of EVs and Hybrid Vehicles, rather than force people onto Victorian transport modes. There are no charging points in this scheme.

According to Government statistics passenger journeys on local bus services have fallen in the last decade and since the pandemic people's travelling preferences have changed again. They prefer to travel by car and avoid public transport and this is likely to continue for the foreseeable future. People don't want to sit in crowded busses and travel together post-Covid, and this virus is always going to be with us.

Safety

The proposal to pedestrianize half of James Street is of extreme concern. Oxford Street, Cambridge Street, Cambridge Place, Beulah Street and Market Place are already no-go areas for women and a lot of men after dark. They are soulless, dead and perceived as potentially dangerous.

Please don't do this to James Street. Your male presenter dismissed women's safety concerns out of hand twice at the two consultation meetings I attended virtually.

No amount of CCTV and extra improved lighting that 'has been discussed with Harrogate Police' as the great panacea, will make anyone feel safe or prevent an attack. It will just illuminate the miscreant and contribute more to unsustainable spend on lighting and greenhouse gas emissions.

No amount of 'mansplaining' will make women feel safer. If you must do this then please keep James Street open to active traffic after 6pm to encourage people onto an already well-lit street in the hours of darkness. I thought that it was shocking that the presenter suggested that people walk right down to Kings Road and Up Cheltenham Mount to the bus and railway stations, or walk right up to Albert Street and cut across to avoid the pedestrian areas in town.

Anyone arriving by train at night and wanting to walk to their hotel will be faced with an uncertain and unwelcoming vista. An open James Street would be an obvious and welcoming route.

I am also concerned about the safety of the new roundabout treatment outside the Odeon, which introduces a cycle lane with priority over cars and two extra sets of traffic lights. This is a unique concept/feature and is likely to result in bikes ignoring the lights and being clipped by motorists, who are not used to looking behind them on roundabouts, whilst negotiating their way off them. Your planners indicated that there is a similar one in Cambridge. However, this is not Cambridge, which has a massive student population and cycling culture and is flat and probably has better weather.

The Gateway Scheme should be viewed in context of 'Sister Schemes' which will link up to it.

I am often on Beech Grove and almost no cycles use it. The ones that do are frequently on the pavement. The outcome being much higher traffic flow on Victoria Road and Cold Bath Road, which the council deny, but led to an attempt to barrier off the end of Victoria Road, which was discovered to be impractical.

The Harlow Hill cycling path was delivered as a fait accompli, and will peter out with no discernible benefit half way up Harlow Hill. To achieve this Harrogate council took land protected by the Stray Act, and 'replaced' it with grass verges elsewhere that already exist, resulting in a net loss of greenery and trees, which Harrogate should fiercely protect as it provides the unique ambience to the town. These green leafy approaches are the real gateway to this town, not a load of tarmac and pavements outside the station.

The Harlow Hill Scheme is also going to impact on the thousands of children who use the pavements each day to walk to school and the families that use them to walk to town as the residual pavement area for foot traffic is not wide enough to permit the necessary footfall, or for adults to push a pram and safely manage another small child.

Build it and they will come?

Harrogate Council have 'free money' and a time slot to use it and the scheme seems to be being railroaded through. Please do what is sensibly right and in keeping with our town.

- Harrogate Civic Society say they are not in favour of the scheme as it is unsympathetic and dangerous
- The Harrogate Chamber of Commerce were almost unanimously against the project.

I really believe that the majority of people in the town are unaware of this scheme or the year it will take to complete the works and the disruption and damage it will cause to the town commercially. Please do not proceed with it.

Thank you for reading my letter.

Yours faithfully

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 38

The consultation does not allow me to make the comments I wish to make hence this email. it seems to be devised to elicit the response you prefer.

I have no problem with encouraging walking and cycling, but the terrain of Harrogate makes both more difficult especially for older people.. How many people regularly cycle up the hills in the town, especially in winter? People will only move to the buses and trains if there is a better, more frequent service. Route 24 is a prime example.

I am concerned that the town centre businesses will be adversely affected by these proposals as they will discourage people from driving to the town from outside the area. People are not going to come to see a fountain, their reason for coming to Harrogate is to shop or to visit the attractions outside the town centre, or for conferences.

The current proposals will cause tailbacks of traffic on the A61, a major through road, making the town less attractive to potential local visitors, who will go somewhere where they have easier access, such as out of town shopping facilities or Ripon, Knaresborough, Pateley Bridge. Having listened to the consultation video there was no mention of through traffic at all when the A61 was considered. Queuing traffic will create more pollution not less.

The one lane option was said to be the favoured scheme from the first "consultation", but only 49% voted for it. 51% did not. Is this the great response Mr McKenzie referred to?

One speaker referred to comparison with similar towns in the country. How many of these had a trunk road running through the middle and how many opted to narrow the road?

The business community seems united against the scheme; please listen to them. Just because you have been given public money to spend does not mean that this scheme should go ahead. There are better ways to use the funds available. Improve public transport for one. Has making West Park two way again been seriously considered?

Concerned local resident.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 39

Dear Sir/Madam

I am a Harrogate resident of 22 yrs. I drive through Harrogate... South to North and back 2-3 times a week. I also use a bicycle.

I wish to lodge my support in favour of the scheme. I have completed the feedback form and also attended the Victoria Centre Hub in Harrogate to gain further insight.....well informed and well presented by the staff there!. Thanks.

It is inevitable and quite right, questions and issues are thrashed out. I don't wish to add to all of those other than to support the scheme and acknowledge certain amendments may need to be made. I am confident they will be dealt with responsibly....and I blindly support them, although there will be elements I may not agree with!.

Travelling around and to Harrogate Centre is not the pleasurable experience it should be. If pedestrians and cyclists get more support and public transport can be more efficient, I for one will return to going into and supporting Centre businesses. As we move forward Harrogate Centre must change.....must update. Vehicular behaviour(including my own) must change!.

I support Harrogate Station Gateway

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 40

Please find enclosed a letter regarding the Station gateway Proposals

Response

Dear

Thank you for your response to the proposals – this will be considered alongside wider consultation responses as we decide how to take forward the proposals.

Regards

Email 41

As a resident of Cheltenham Mount I wish to make known my objections to the Harrogate Station Gateway project which I feel is being foisted on the town with inadequate and rushed consultation. The disadvantages of having a single lane Station Parade will far outweigh any benefit and the council have failed to prove that it will reduce congestion and pollution as they claim; in fact it will do the opposite.

My principal objections are these:

- The council has manipulated data from the 2019 and 2021 public surveys to give the misleading impression of grass roots support for a single lane Station Parade. They claim the 2021 survey indicates “The strongest support was for progressing the ‘One-Lane option’ for Station Parade” whereas in fact the majority of respondents did not support this option at all.
- An immediate consequence of this scheme would be a dramatic increase in traffic along Cheltenham Mount, East Parade and Station Bridge as drivers seek to avoid the bottleneck caused by a one lane Station Parade. The council choose to ignore the overwhelming public opposition to their plan to route traffic along this very route in 2011.
- The council claims a single lane Station Parade will cause a mere 53 second delay in rush hour driving time together with just 2 or 3 extra Eastbound cars along Cheltenham Mount per minute. Most people familiar with the town centre consider these figures absurdly optimistic and we are still waiting for the council to release the full 2021 Traffic Modelling data for us to check the basis of these dubious claims.
- There will be increases in journey time, congestion, air pollution and noise, much of which will be shifted away from the A61 into neighbouring residential streets. The council disputes that this will happen despite not having done a full environmental impact study or publishing the full data of their 2021 Traffic modelling report.
- Making Cheltenham Mount one way eastbound will substantially increase traffic flow through the extremely narrow roads of Back Cheltenham Mount and Strawberry Dale Avenue as westbound traffic on Bower Road attempts to access the Jubilee carpark and Cheltenham Crescent.

I urge you to scrap plans for this Gateway project which isn't needed, isn't popular and will not deliver the benefits touted by it's supporters.

Regards

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 42

Additional comments as I have already supported the scheme through the consultation process.

I am concerned that not enough retailers who support the scheme have come forward.

Harrogate Civic Society are not supporting the scheme. I am a member of the Civic Society and I do not agree with their conclusions. They do not represent me.

A recent visit to Leeds on a Monday morning showed the benefit of a huge increase in pedestrianisation. The city was busy and pleasant to walk around with further improvements planned.

I hope that the authorities processes are sufficiently robust to prevent any delay to the scheme by a few poorly informed and sometimes hysterical opponents of the scheme. Shifting the narrative away from cyclists would help and a vision for the future of the whole of the town centre, traffic management, public realm, pedestrian improvements, and cycle routes is vital to help people understand what is required. The ATF scheme on Victoria Avenue should be started as soon as possible along with safe exits of Beech Grove to Otley Road as this will go a long way to make the cycle routes safe and cohesive. One of the reasons people are objecting is that the schemes do not join up and the slow pace of the projects exacerbates this attitude. The scheme will never be perfect but as a start to improving the public realm it is a great scheme.

kind regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 43

Dear sirs

Please find attached a response from Harrogate District Chamber of Commerce to the second Harrogate Station Gateway Project consultation.

Also attached is our response to the first consultation.

Yours

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 44

Dear Sir,

Enclosed herewith, letter from [Redacted – personal information]

Kind regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 45

Dear Sirs,

I attach our letter commenting on the Gateway proposals. We have also completed the online survey.

Regards,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 46

Dear sir/madam

I am a little unsure where to send this email, as I have found it difficult to find out the information, as I have not received any information from Harrogate Borough council. It is only by a friend informing me that I have been made aware and that my objection needs to be in by today Friday 12th November.

I would like to strongly object to the gateway proposals in Harrogate by the train and bus station for the following reasons:-

1. The traffic that use this road will be pushed out to use the residential roads - as is the case with beech grove. Ie the traffic now goes due. Cold bath road which has a school on it.
2. If you live in one of the out lying villages the transport links into town are either none or very limited.

3. The road I personally live on is not suitable to cycle or walk due to there being no footpath, the roads are eroding away at the edges, wagons use the road even though there is a weight limit. I would be taking my life in my hands if I tried to walk or cycle

4. If you want to shop in the businesses of Harrogate - I would struggle to be able to get my shopping home due to the above reasons.

5. The removal of the existing trees and green space is not good for the environment. If anything we need to plant more.

This scheme is not suitable for the residents or businesses of Harrogate. The infrastructure needs to be put in place in the town and surrounding villages first

I live approx 2 miles from town and we have no way of getting into town other than to drive. Our nearest bus is 1.5 miles away

I look forward to receiving an acknowledgment for this email

Kind regards

Response

Thank you for your email and comments.

These have been recorded and will be considered by the project team as we decide how to take the proposals forward.

Regards

Email 47

Re: Harrogate Station Gateway

I write to express my extreme concerns regarding the above proposed scheme. The online survey inviting people to "Tell us what you think" appears to be deliberately structured in such a way as to severely mislead the participant by directing them to answers that support the scheme and thus hamper any meaningful responses the participant is able to make against the project.

I added a comment in the survey that a full letter detailing my objections to the scheme would be sent and I trust that this letter will therefore be taken into consideration when making a decision as to whether the scheme is approved.

My objections are primarily as follows:

1. The letter from NYCC dated 18 October 2021 was only received on 22 October 2021 which I do not consider sufficient time to obtain all the information necessary and respond accordingly. (ie. It was received exactly 3 weeks before the consultation deadline!). For instance, we have not, as residents, been provided with the full data used to prepare the Scheme, despite a request for same.

I feel, that as a resident in central Harrogate, and indeed a resident in an area that is going to be profoundly affected, that a prior consultation with myself and others in a similar situation, should have been offered, similar to the consultation that I understand was held with at least one cycling group during the preparation of the scheme.

2. The viewing opportunities to look at the scheme in person were only available during working hours and with very little notice, thus limiting the option for local people who work during office hours to attend. The apparent solution of 'zoom' meetings on an evening are NOT convenient to many people despite NYCC believing this to be the case! The plans at Victoria Centre didn't even show the name of Mount Parade, the street name presumably being covered with a dialog box – was this intentional I wonder? There are serious implications for Mount Parade, in particular, due to the closure of Cheltenham Crescent to two way traffic at the junction of Mount Parade.

3. I believe that the scheme is not detailed sufficiently on the 'fly through' in that the lower end of town is not even shown. The pretty drawings showing cyclists merrily cycling along in what appears to be excellent weather, together with the small amount of vehicles, portrays an extremely unrealistic idealism and is therefore very misleading and potentially dishonest in its presentation.

I was advised at the Victoria Centre that similar schemes have been 'very successful' in Cambridge and Amsterdam. I would like to express my concerns about the comparison of these two cities to Harrogate in that a) they have a completely different landscape, b) better weather conditions and c) a younger demographic. I feel that it is very misleading and again potentially dishonest to make comparisons between Harrogate and the two cities specifically referred to by the project team.

4. I object strongly to the implementation of a scheme that seeks to reduce the flow of traffic on the main A61 trunk road, from two lanes to one and which will inevitably cause huge congestion. These changes will encourage cars to use surrounding residential streets to attempt to avoid the gridlock and this cannot possibly meet town centre planning requirements!

5. The affect that this will have on the residential areas are primarily as follows:

a) It will no doubt limit how we, as residents, are able to come and go from our properties by vehicle necessary to carry out our day to day life.

To exit Mount Parade we will be forced to attempt to cross a bus lane into what will inevitably be queuing traffic, without the ability to 'nudge' out to obtain access.

Furthermore, we will be required to then cross another bus lane and a cycle lane to access what is a very narrow street, ie Commercial Street, to enable us to do a 'loop' looking for a parking space in the area close to our homes. I believe that this will cause us to carry out unsafe manoeuvres and no doubt induce camera generated violation tickets whilst using the bus lane to access the main road.

b) There will be increased congestion as a result of larger vehicles getting 'stuck' in the narrow residential streets and the inevitable resulting build up of traffic. I believe also that this in turn will create a cause for on-street parking to be reconsidered in the future, which I have detailed below.

c) It will potentially lead to damage to our vehicles whilst parked on these narrow residential streets and being 'accessed' on a regular basis by larger vehicles.

d) It will create an unsafe environment for pedestrians and pets, ie local residents, walking their children to school/walking their dogs and generally going about the area by foot which we do on a daily basis. This will be due to increased traffic in the area and the potential for increased speed of vehicles, particularly on Cheltenham Crescent when it is changed to one way.

e) It will create a health hazard due to the increased vehicle exhaust emissions in this residential area and will cause stress due to the noise of additional traffic and the inevitable vibrations created by standing traffic, together with the general stress of being 'trapped'. This is a conservation area and many properties have sash windows which are a) not sound proofed and b) already rattle with the vibration of stationary vehicles. I understand that an Environmental Impact Study has not been obtained, as the Council see "no need" and I strongly object to this decision and insist that if there is nothing to 'hide' that this be obtained and thoroughly examined prior to any scheme being approved.

f) NYCC state categorically in their letter of 18 October 2021 that "there are no plans to change the existing parking arrangements". This is false information and again a dishonest approach to the scheme. Included in the scheme is a) the removal of what is already residents' parking spaces in Zone P2 on Cheltenham Parade, and b) the removal of on street parking on Station Parade and James Street. We already struggle in this area to be able to park near our homes and the additional pressure of reduced allocated residential spaces, together with the removal of on street parking on Lower Station Parade and James Street will only contribute towards more people seeking car parking spaces in our already overburdened residential area, both during the day and on an evening.

Furthermore it is our belief that there is no doubt whatsoever that more on street car parking spaces will be taken, possibly small numbers initially, but larger numbers will be inevitably necessary once it is discovered that certain route change proposals will no doubt necessitate this with the re-routing of larger vehicles through our narrow residential streets and 'tight' junctions.

It is worth pointing out whilst writing, the unfairness of the current residential parking arrangements whereby Mount Parade, as a primarily residential street, is excluded from the opportunity to purchase visitors passes in line with surrounding streets in Zone N1. The reality of this is that we are a) never able to park a second vehicle for more than 3 hours (and being subject to full payment of current on street charges) and b) cannot have visitors for more than 3 hours at a time. This includes all Sundays and Bank Holidays such as Christmas Day and Easter Sunday, which is completely unacceptable. This has been the case, again without consultation, since the on street parking charges were extended to Sundays and Bank Holidays. I would like to formally request that the Zone P2 Residential Scheme is reconsidered, outside of these gateway plans, to enable residents to park their vehicles, together with their visitors, by way of the option to purchase visitors passes, in line with Zone N1. g) I also believe that the implications of this scheme in this residential area will most likely affect the future value of our properties in a negative direction which again is completely unacceptable.

There are other issues that I have serious concerns relating to the scheme as a whole, which are as follows:

1. The plans showing the redevelopment of One Arch are completely unrealistic. Concerns have been raised with the project team but no satisfactory answer has been provided. The primary concerns are a) the bridge leaks but any work to address this is apparently not possible within the scheme due to the bridge being

owned by Network Rail and b) the dangers associated with the combination of pedestrians and cyclists in close proximity without any separation.

Apparently the bridge is not wide enough to accommodate the safe passage of both walkers and cyclists and I fail to see therefore how it conforms to the planning requirements which are presumably required within the scheme.

2. I do not agree to the removal of the tree at the entrance to the One Arch and I am concerned to see no trees on the odeon roundabout – are these to be removed or have they been left out, either accidentally or deliberately from the artist's impressions.

3. I do not agree with James Street being pedestrianised. As a resident in central Harrogate, James Street is the ONLY safe street to walk down in the town centre at night. Both Oxford Street and Cambridge street appear to be a magnet for antisocial behaviour. It is interesting that I visit a Tesco Express in Horsforth on a regular basis and they do not apparently have the requirement for a security guard, but that a security guard is employed in the Harrogate Tesco Express on Cambridge Road, which is an area that runs between these two pedestrianised streets.

Furthermore, it would appear to be 'no accident' that the upmarket shops are mainly located on James Street and it is likely that if this pedestrianisation is implemented, that there would be a further loss of upmarket retail establishments in Harrogate, causing visitors to shop elsewhere. How can this be good for the economic viability of Harrogate?

4. I don't believe that acceptable consideration has been made with regards to deliveries to both the Victoria Centre, shops on Station Parade, behind Station Square, James Street (where pedestrianisation is intended) and Lower Station Parade. It has been suggested that a loading bay be included on the West Side of Lower Station Parade but this would cause a further loss of parking spaces for P2 Zone residents and again this would be unacceptable.

5. When speaking to the project team it has been emphasised to us that 15000 people responded to a survey apparently supporting this Gateway scheme in Harrogate. I would argue that as one of those 15000 people that voted, it had nothing to do with the Gateway scheme and had everything to do with a by-pass directly through the Nidderdale Way.

6. We have also asked for the possibility of trialling the scheme prior to approval but apparently this isn't possible due to the new scheme being subject to advanced technology in traffic light sequencing. Would it not be a good idea to look at the sequencing of traffic lights currently installed, which are seriously out of sync at the junctions of Parliament Street and Kings Road, Cheltenham Parade and Kings Road and Cheltenham Parade and Lower Station Parade (ever since the additional set of lights was installed, having worked perfectly well before!)

In essence, the result of implementing the proposed Gateway Scheme in its current format will actually achieve the exact opposite from what appears to be the general aim ie. of improving the centre of Harrogate for residents and tourists. It promotes a green agenda but the outcome will be the complete opposite with traffic congestion and the associated implications. Expecting residents to take their families to school on a bike, doing their shopping on a bike or indeed carrying about their business requirements on a bike is completely unrealistic. Maybe we should be looking at financially supporting alternative funding to be able to improve the current town centre arrangements and maybe a bus to school scheme which would reduce

short journey traffic which seems to be the general aim of Harrogate Borough Council and NYCC.

I hope that HBC and NYCC WILL listen to the residents of Harrogate and revise their plans accordingly.

Yours sincerely

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 48

Dear Sirs

Harrogate Station Gateway – Representation on behalf of [Redacted – personal information]

We act for [Redacted – personal information], and write in relation to the proposed Harrogate Station Gateway scheme (“Scheme”).

Our Clients [Redacted – personal information] are proprietors of a number of commercial premises in central Harrogate. Of particular relevance to this representation is the land held by our clients on, or in the vicinity of, James Street and Station Parade, and which will be affected by the Scheme.

Summary

Our clients wish to inform the Council of its concerns with respect to:

- The consultation exercise (or lack thereof) upon the various works comprising the Scheme that has taken place to-date; and
- Various aspects of the Scheme as currently proposed (shown within the document entitled Transforming Cities Fund: Harrogate Station Gateway: Updated Proposals Autumn 2021) (“Proposal”). The specific aspects of concern to our clients are discussed in further detail below.

The Scheme as currently proposed would have a significant negative impact on the tenant businesses operating within our clients’ properties in central Harrogate. Inevitably, such an effect would affect directly our clients’ rental business as a result. Our clients have particular concerns regarding the proposed:

- Part-pedestrianisation of James Street; and
- Reducing Station Parade to a single carriageway,

It is considered that both of these measures (either individually or in combination) would have an adverse effect on the town centre given that they would increase congestion, reduce highway safety for road users, and negatively affect public amenity for pedestrians.

Furthermore, with particular regard to James Street, the reduction in vehicular accessibility will undoubtedly affect businesses that currently occupy the properties on this street. Limiting the street to pedestrians for the majority of the day will

preclude potential customers from having direct vehicular access to the premises located on James Street. A reduction in passing traffic would likely also negatively affect the potential footfall that such stores currently enjoy, reducing the economic vitality of the town centre. In addition, it is feasible that deliveries, re stocking or other access will continue to be required by these premises outwith the loading periods (which are as-yet unspecified), as traditional bricks-and-mortar stores continue to adapt their operations in light of the continuing Covid-19 pandemic.

Consultation

The current consultation webpage¹ as currently presented to consultees is lacking in detail. The only substantive information that is currently available on the webpage amounts to a 14-page PDF document which does not attempt to prescribe the proposed elements of works involved with delivery of the Scheme. The webpage goes on to state: “Between 18 October and 12 November, we are asking for your feedback on these latest proposals, which have been shaped following public consultation in March earlier this year. Your views are important to help us finalise the designs, so please take this opportunity to let us know what you think. [...]”

Next Steps

Following the close of the public consultation on Friday 12 November, all feedback will be considered as the designs evolve. The designs will be finalised by the end of 2021 ahead of a final decision in implementation of the scheme. [...] We will be engaging further with residents and businesses later in the year with more detailed plans.”

The available survey online (“Survey”), which appears to be the primary and only clear way in which members of the public can currently engage with the consultation process, contains no clear method for the public to articulate any concerns they have with the Scheme as proposed. Rather, the Survey contains mainly positive/negative” or “agree/disagree” questions, which focus mainly upon materials, the public’s general view of the Scheme as a whole, and street furniture.

In addition to the above, we understand from our clients that they have been provided with little opportunity to engage with North Yorkshire County Council (“NYCC”) and the West Yorkshire Combined Authority (“WYCA”) in respect of the Scheme, save for an in-person meeting in the Harrogate Chamber of Commerce on 8 November 2021 (“November Meeting”). Given that this meeting was held at a late stage of the consultation window, our clients have had little opportunity to evaluate these discussions and formulate a detailed response prior to consultation closing on 12 November 2021. NYCC has adopted a Statement of Community Involvement which is applied by the Council when considering planning applications. (“SCI”).²

The SCI expressly states:

1 <https://www.yourvoice.westyorks-ca.gov.uk/harrogate> (accessed 12/11/2021).

2 NYCC Statement of Community Involvement (adopted 2006 and updated 2013) – available at:

https://www.northyorks.gov.uk/sites/default/files/fileroot/Planning%20and%20development/Minerals%20and%20waste%20planning/Final_SCI_2013.pdf.

“11.1 Community involvement before an application is submitted is encouraged by central government. Early community engagement can help identify new issues, help allay concerns, and allow for amendments to the proposals before formal submissions which can speed up the planning application process.”

Given the standards to which applicants for planning permission are held by NYCC, and given the significant changes that will be brought by the alteration of the road

layout within the centre of Harrogate, it is imperative that meaningful community engagement continues to be made available in respect of the Scheme, and such community engagement is commensurate with the proposals that are currently being considered. It is well-established that consultation must be embarked upon properly where it is required to be undertaken. This includes ensuring that consultation is carried out at a formative stage in relation to the relevant decision, adequate time is provided for intelligent consideration and response, and that the product of consultation is conscientiously taken into account in making the ultimate decision: *R v North and East Devon Health Authority ex p. Coughlan*³, following the decision in *R v Brent LBC ex p. Gunning*.⁴

Given the manner in which engagement with the current Scheme proposals have been rendered effectively impossible beyond the filling out of a survey online, and given the way in which our clients, as significant landholders in the immediate vicinity to the Scheme, have not been consulted directly as to their views on the same, we fail to see how the duty to consult has been discharged in this case. This issue has been exacerbated by the lack of time available between the November Meeting and the consultation deadline of today's date (12 November 2021). It is wholly unreasonable to suggest that, in this 5-day period, our clients would be able to consider, engage with and communicate with NYCC (as scheme promoter) and WYCA in a meaningful manner. The Proposal states that the public feedback received during public consultation in February and March 2021 has been used to inform the updated designs for the Scheme. For the avoidance of doubt, our clients do not consider this to be the case, in particular in respect of the following aspects of the Scheme.

James Street

In respect of James Street East, the Proposal states that the preferred option is to pedestrianise this street on a part-time basis, restricting vehicle access to loading only, and at limited times during the day. In addition to this, having reviewed the recording of the online live event from 21 October 2021 ("Live Event"), it was stated that, in addition to restricted times of access, access to James Street during the limited available hours would only be possible for certain classes of vehicle. No reference to this has been made within the Proposal, which remains the only publicly-accessible document detailing the current design at this stage. Further, the map itself states that "You said, we did!", and that "three options [were presented] along James Street. We have progressed with a part-time pedestrianisation option, creating more space for trees, planting and seating". This statement is wholly misleading, as the Proposal itself admits that part-time pedestrianisation was the least popular option presented as part of the initial consultation. The only justification for the public's opinion effectively being ignored in this regard is due to funding deadlines. We do not consider this to be sufficient justification for NYCC and WYCA to depart from the findings of what little consultation that has taken place to-date.

Given that the option being progressed is in fact the least popular of the options presented, we would expect NYCC and/or WYCA to have carried out, and made public, the feasibility 3 [2001] QB 213. 4 [1986] 84 LGR 168. and impact studies that have been conducted to justify the proposed course of action.

However, no such documentation appears to have been made available. We therefore ask by way of a freedom of information request that all such documents relevant to the decision to part-pedestrianise James Street be sent to Will Swarbrick

of this firm by email (using the email address at the header of this letter), and made available on the consultation webpage forthwith.

Station Parade

The proposals for Station Parade as stated within the Proposal involve reducing the number of lanes from two to one, including a protected cycleway and footway improvements. While prima facie this approach accords with the general aims of the Scheme (i.e., promoting sustainable transport alternatives within the centre of Harrogate), Station Parade forms a part of the A61, and no evidence has been made publicly available by NYCC or WYCA to substantiate or confirm that this major trunk road has capacity to be narrowed in this section.

It is entirely foreseeable that reducing the number of carriageways in this manner will lead to increased and significant congestion in this area. The resulting increase in congestion would likely result in negative highways impacts for road users and pedestrians, as well as amenity impacts for the general public in terms of noise and air quality. In the absence of any further information having been provided by NYCC or WYCA, our clients are currently unable to support the proposed revisions to Station Parade for the reasons set out above. In order to enable the Proposal as regards Station Parade to properly be evaluated by our clients and other members of the public, we ask by way of a further freedom of information request that all such documents relevant to this aspect of the Proposal be sent to [Redacted – personal information] of this firm by email using the information referred to above. We also ask that such information be made available on the consultation webpage forthwith.

Conclusion

On the basis of the above, it is clear that the consultation exercise that has been undertaken in respect of the Scheme, is defective and fundamentally flawed. With particular regard to James Street, it is clear that members of the public's views have not properly been taken into account, and the setup of the consultation webpage is such that it effectively precludes substantive comments from being made in respect of the Scheme at this stage. Our clients would welcome the opportunity to engage in a meaningful dialogue with NYCC and WYCA to discuss the Scheme, on the assumption that any such discussions would properly be taken into account when considering the next steps for the Scheme post consultation. However, please note that our clients reserve the right to seek redress through the Courts, should they consider this to be necessary. In the event that you are prepared to meet with our clients, please confirm availability for such a meeting by return.

Yours faithfully

Response

Response under Freedom of Information Act pending

Email 49

Dear Sir,

As a concerned local resident, I am writing to object to the proposal for the Harrogate Station Gateway for the following reasons:

The consultation process has not provided sufficient information for members of the public and local businesses to make an informed decision on the highways impact of the proposals within the town centre, with all consideration based on the simplified consultation documents available online and at the consultation events.

This is particularly in relation to the traffic modelling exercise completed (assumed to be microsimulation?), as no detailed reporting or information has been shared with the public or local businesses, with an acceptance that simply summarised findings should be accepted.

I therefore request that the traffic modelling option reports, findings and modelling outputs are provided for review. The consultation documentation provides confirmation that delays would occur, however none of the technical work, reporting or evidence has been provided to the public as part of this process for consideration or its robustness.

As an example, the Cheltenham Parade / Station Parade signal junction is already a bottleneck for traffic during peak hours with regular queuing of vehicles using the extant two lanes of traffic approaching the bus station on Cheltenham Parade.

This regularly queues back to Cheltenham Mount, therefore with further throttling of capacity at this junction and upon Station Parade, this has the potential to block back to the Kings Road signals. I therefore request the modelling outputs to evidence and justify the single lane proposals on Station Parade have sufficient capacity to cater for demand and do not lead to other bottlenecking or capacity issues on the wider network due to the redistribution of traffic.

Noting the cycling facilities proposed, I also request that baseline flows (classified) are provided for the study area, including the existing number of cycling movements that occur on the routes proposed and these warrant the proposed infrastructure improvements against a loss of vehicular road space.

In a wider context, what consideration and mitigation has been identified for the routes affected by the re-distribution of traffic in the town centre to routes such as Cheltenham Mount, Bower Road and East Parade?

I anticipate that the modelling reports and outputs to be provided by NYCC and I-IBC will detail these areas specifically and any mitigation considered, identified and to be implemented.

Given the scheme encourages cycling within to / from the town centre, on the schematic plans no cycle parking areas are identified in any consultation literature. Secure cycle parking will be required with the aspirational increase in cycle movements, therefore where is this proposed?

Further information is also requested on the cost benefit analysis of the holistic infrastructure works proposed that will have been undertaken by NYCC and I-IBC. What consideration has been made of the cost of this infrastructure investment against the benefits derived by the scheme?

Can NYCC and HBC confirm that a positive cost benefit ratio has been established for the proposals and where is this analysis, reporting and supporting information publicly available?

Yours faithfully,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 50

Dear [Redacted – personal information]

Re: Harrogate Station Gateway

I am writing to express my concern at certain aspects of this project:

1. Moving traffic from Cheltenham Parade (mainly commercial) to Cheltenham Mount (mainly

residential) should be reconsidered. Furthermore, to direct traffic from Cheltenham Mount on

to Mount Parade also needs to be changed. Such moves will increase emissions for residents. It will also make these residential streets more dangerous for occupants which

include children and the elderly.

2. I note that the project overall will increase exhaust emissions. Surely this needs changing?

3. I believe that improvements can be made without reducing traffic on Station Parade to one lane.

4. James Street is one of the best shopping streets in the town. Surely pedestrianising this is

wrong? I feel for the retailers and understand their distress.

To summarise I would agree the town centre needs some thought and potential development to future

proof its status, however the current plan seems rushed and needs a substantial rethink, especially

considering the negative response from retailers and residents. I am sure there will be plenty of future

opportunities to apply for funding in the future once a more “joined up” and practical plan can be produced.

Yours sincerely

Response

Thank you for your email and comments.

These have been recorded and will be considered by the project team as we decide how to take the proposals forward.

Regards

Email 51

To the team.

I would like to give you some genuine feedback on what my current experience is as a regular rail user and resident.

Part of your consultation of which I wish to pick out some points.

Improving Harrogate

The existing public environment in the area surrounding Harrogate rail station can create an unwelcoming sense of arrival in the town. The current transport facilities make it difficult to travel between the rail station, bus station and rest of the town. In addition, only 0.5% of people arriving at Harrogate Rail Station do so by bike. The lack of walking and cycling infrastructure makes it difficult to access the station on foot or by bike, discouraging people from travelling in this way.

The scheme aims to dramatically improve the look and feel of the area and promote health, well-being and social interaction by creating a new destination space for visitors, residents and workers in Harrogate.

Firstly as a regular traveller on the train and if I'm on the direct London train I will use Harrogate main station. I tend to use Hornbeam a lot more because it's closer. I will walk to both but will leave the car at Hornbeam if I have an evening meeting not because I'm lazy it's just the bike storage facilities are terrible and I feel safer travelling in my car as a woman. If I'm on the 1730 from Kings Cross I will walk in the summer but catch a taxi if it's dark. Always catch a taxi on the 2000.

I would like to point out that I don't feel unsafe on the current pavements and it doesn't matter if it's one or two lines of traffic, you still need to cross so really can't understand where you are coming from.

I do feel the taxi needs to be close as an option for rail travellers.

The new footpaths on the station side in the proposal are too narrow, you've clearly never seen the train in rush hour, it may be different post covid but this pavement is too narrow for such an area with heavy pedestrian traffic, similar to some parts of

Congestion is a problem but there are worse parts of town.

If you don't have the kinds of budgets to create a western bypass....

You could be bold with cold Bath rd for example and introduce Bluetooth bollards for the buses and close the road between 8-4 this would create a safer environment for children to walk to school.

How much of the congestion is from the conference centre and general tourists are they really going to come by bike.

There is limited space for bikes and it's not a pleasant experience to be on a train in rush hour taking up valuable space. I take mine on the train sometimes to York

I predominantly walk in Harrogate and apart from cold Bath rd the walking infrastructure does not make me feel unsafe. I genuinely can't see that this scheme offers best value. I don't have a problem walking to the bus station.

You need to commission some new data, we now live in a very different world and for some office based organisations hybrid working is here to stay....I suspect the local government also buy into that.

Hybrid working can help mitigate travel and also staggered opening and finishing times for schools which was better last year.

The pavement outside the station is way too narrow.

If you come out into this proposal you will literally fall into a cycle Lane.

Genuinely how many stations do you know come out with hardly any pavement.....this is dangerous.

The single Lane will also push traffic onto residential roads this is bad for health and well-being and in London it was documented that a child's death was partially brought on by pollution.

I've also asked my 67 year old mother who also doesn't feel unsafe walking.....genuinely this is more to do with the cycling lobbyist after the Nidd Gorge bypass.

Harrogate needs a western by pass if 4000 extra homes are being built on the western arc or do you not speak to the planning team.

We don't need station gateway we need a park n ride on Hbc land at Pannal using no 36 and a western bypass.....go back to whitehall

Warmest Regards

Email 52

It appears that all I am reading and hearing is opposition to the Harrogate Gateway Project. Although I completed the online survey, I just wanted to write to say that I believe there is support in the town for the general concept; I'm afraid it's being opposed by those who simply do not like change in any way.

I was particularly disappointed, and slightly disillusioned, in the negative response of the Harrogate Civic Society, as I do not feel the specific points they make have much validity. I attach a copy of my communication to them, in which I state they appear to be 'objecting for objecting's sake', which unfortunately is a common human trait. If I get a reply from them, I will forward it on to you.

Please keep up the good work; the more radical the better (in my view). Although I'm in my mid-50's, I'm conscious of the planet we appear to be leaving our children (of which I have one) and grandchildren (of which I have none at the moment) and unless we all start doing things differently, that will not be a very comfortable place to live.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 53

Transforming Cities Funding – Harrogate Town Centre Consultation, Round Two

Back in March, and having attended a number of online presentations and carefully considering all being proposed, Harrogate BID responded with a number of comments and observations that we believe – and still do – will enhance what is being put forward, and maximise the benefits accruing from the investment.

In that submission, we favoured retaining the two-lane option for the A61, with one dedicated to buses and taxis. That way, if the measures cause added congestion, and many fear it will, then it can be rectified.

In the summer, together with Harrogate District Chamber of Commerce and Independent Harrogate, we sent out a survey to the town centre business community asking for their comments:

Of those who responded (one fifth) it revealed that 72 per cent were against reducing the A61 – Cheltenham Mount to Station Bridge – to a single lane, and only 30 per cent were in favour of making lower Station Parade one-way.

At Harrogate Chamber of Commerce's meeting on Monday, the majority of those in attendance were opposed to the A61 single carriageway proposals, as they are concerned it will worsen congestion.

We would ask that you look again at the A61 option. This is the one element that is attracting the most opposition.

Whilst we recognise the importance of all visitors to Harrogate, be it by bike, on foot or by car, we do not want to lose sight of the fact that proper provision should be made for those who arrive by car, as they make up such an important part of Harrogate's economy. We again reiterate the fact that a significant percentage of Harrogate's economy is driven by visitors from outside the town and the district, who arrive by car. We need to welcome them and not drive them away.

It is essential that we continue to invest in infrastructure for cars, particularly off street car parking, park and ride, improved signage, and electric car charging to ensure that Harrogate can thrive and prosper for many more generations.

We stand by all our other comments, which are listed below, and again hope they will be taken fully into consideration.

Zone 1: Cheltenham Parade, Station Parade (north), Bower Road and East Parade (north)

Cheltenham Crescent - Cheltenham Mount – Cheltenham Parade

We agree with proposals for a one-way restriction on Cheltenham Mount at the Mount Parade junction to prevent westbound traffic using Cheltenham Mount and Cheltenham Crescent, as well as increased bus priority and improved access to the bus station, and suggest that Cheltenham Crescent should be retained as two lanes but with one dedicated to Buses and Taxis only.

We don't agree with the proposed short section of eastbound segregated cycle track connecting to the Station Parade junction as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians with the retention of the two lanes.

Station Parade - between Bower Road and Cheltenham Parade

We agree with making this section of Station Parade one-way (southbound) and creating a new bus lane to reduce congestion but have concerns that this may cause an increase in traffic on Commercial Street.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

We support some reduction in the amount of on-street parking and would like to see the pavements widened, introducing trees to enhance the look and feel of the street for pedestrians.

Making the junction between Station Parade and Cheltenham Parade safer for walking and shorter crossing distances is essential as the current "scatter crossing" is confusing and is a primary cause of congestion.

Station Parade – between Cheltenham Parade and the Bus Station exit

We support the proposal for a new pavement on the east side of Station Parade, adjacent to the Bus Station if this can be achieved whilst retaining one lane for cars and one lane for buses/taxis.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

One Arch underpass – north of the bus station

We support proposals for entrance and lighting improvements to the underpass to make it more welcoming at all times of the day and night but are concerned that the current state of this area results from poor maintenance and it is essential that the long term maintenance requirements of all the proposals is considered.

The two-lane Option

The BID supports the two lane proposals but with one dedicated to Buses and Taxis only.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians - We would prefer to see some pavement widening.

Zone 1: Cheltenham Parade, Station Parade (north), Bower Road and East Parade (north)

Bower Road - between Station Parade and East Parade

We don't agree with the proposed two-way cycle lanes as it doesn't form part of a connected and segregated cycling route.

We support new fully segregated cycle tracks on both sides of East Parade and believe that these should be extended along Dragon Road to connect to the existing cycle route through Bilton to Ripley and beyond, connecting substantial residential areas to the town centre.

The East Parade cycle lanes can connect to the railway station adjacent to Victoria Car Park and secure undercover cycle storage could be made available in the car park with existing pedestrian links available to connect to the town centre and the bus and rail stations.

We believe that an East Parade cycle route can form the backbone of a more ambitious cycling network linking via North Park Road and Victoria Avenue to Beech Grove, Lancaster Road, Cold Bath Road and beyond.

This route can also be developed from Victoria Avenue, along South Park Road and Stray Rein connecting with Slingsby Walk to St Aidans School and the Hospital. Further development, via the introduction of low traffic neighbourhoods, along St James Drive, Warwick Crescent and Rayleigh Road would connect to Hornbeam Park.

The route can be extended further via St James Drive, South Drive and St Georges Road to connect to Harrogate Grammar School and then on to Ashville College and Rossett High School via a widening of the pathway alongside the Rossett Nature Reserve.

A final extension from the schools, along Whinney Lane, could connect to Cardale Park.

Through connected and segregated cycling infrastructure, and introducing more low traffic neighbourhoods, this proposal would provide a safe route to and from the town centre, connecting significant residential areas, four secondary schools, the hospital and two business parks.

Zone 2: Station Parade (central and south), Station Square, Station Bridge and East Parade (south)

Station Parade – between the Bus Station exit junction and Victoria Avenue We support the proposal for a new pavement on the east side of Station Parade, adjacent to the Bus Station if this can be achieved whilst retaining one lane for cars and one lane for buses/taxis.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

Station Square

Whilst Harrogate BID welcomes the creation of a more flexible public space, with the potential to host a range of events and activities, the introduction of water jet fountains and a reflection pool to provide a link to Harrogate's spa town heritage, new

planting and trees and a potential site for a new public art feature, we are concerned

that the previous event space in the square as well as the water features, introduced as part of the Shopping Centre development, were eventually removed, due to the poor location and regular vandalism.

The BID would prefer to see minor improvements carried out to this area, to roll back the effects of poor maintenance over many years, and see some of the funding invested in improvements to Cambridge Street which is in a very poor state.

Cambridge Street is the main pedestrian link between the rail and bus stations and the actual centre of the town around the war memorial.

James Street – east of Princes Street

Three potential options for making improvements to James Street have been proposed, minor pedestrian improvements, part time pedestrianisation, and full pedestrianisation. The BID would prefer to see the pavements widened in this area, with some loss of car parking, allowing a single carriageway for vehicles, with some short stay/blue badge/delivery bays, as well as limited public realm improvements to the area adjacent to the Victoria Monument to provide a better pedestrian connection between Station Square and Albert Street, the Everyman Cinema building, Prince Albert Row and Library Gardens

Station Bridge

We don't agree with the proposed two-way cycle lanes as it doesn't form part of a connected and segregated cycling route, and would result in reduced space for pedestrians. We would like to see wider pavements for pedestrians, particularly on the south side of the bridge.

With regard to Albert Street, we believe there is an opportunity to widen the pavements from Princes Square through to Station Parade to support the large number of hospitality businesses in this area. We cannot see any benefit in reversing the flow of traffic on this section.

East Parade – between Station Bridge and the Victoria Car Park Access junction

We support new fully segregated cycle tracks on both sides of East Parade and believe that these should be extended to form part of a much bigger and connected cycling network, by introducing more low traffic neighbourhoods. Details of our proposals are included in our response to Zone 1 East Parade (North).

The two-lane Option

The BID supports the two lane proposals but with one dedicated to Buses and Taxis only.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians - We would prefer to see some pavement widening.

Kind regards

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 54

Dear Sirs,

I am writing to express my concern with regard to the Harrogate Gateway project and how it will impact our residential area. I have lived on Mount parade for six years with my partner and two young children aged seven and four. During the pandemic we also invited my ninety two year old grandmother to live with us to make her safer.

I was first informed of the project by the council on the 22nd of October. I was directed to an online survey that was not sufficient to enable me to express my views and concerns surrounding the project and the impact it will have on my family and our home.

Although I feel pro development and investment in the area, as well as a move towards a more green and less polluted environment for my children to grow up in, I don't feel the project considers this from a residential perspective. Our conservation neighbourhood encompasses three streets and over five hundred residents (based on the 2011 census data). Can the council offer some reassurance that the air quality in the residential area will not decline as a result of the diversion of traffic from Cheltenham Mount towards Cheltenham Parade and surrounding areas.

Have any provision been made to assess the impact on the residential area. And have any recordings been made current traffic flow and air quality as to enable us to hold the council to account if their project has an adverse impact on the residential area.

The traffic modelling states that there will be an increase in the number of cars coming into this residential area, and I assume a corresponding decrease in cars moving into the commercial town centre. Can I ask where the data inputted into this model was obtained and from which streets, and what year? Thus making the findings more transparent and open to scrutiny.

We currently have the most restrictive parking arrangements, with no guest passes, and if we have visitors they must pay and can only stay for three hours between 9am and 6pm seven days a week. After 6pm the area provides free parking for people that don't necessarily live in the area, which encourages people to drive in, much to the detriment of the residents. Approximately thirty of our spaces are located on Cheltenham Parade. Once the proposed one way system is implemented has consideration been made on how we can get access to those thirty spaces which I often use? The plan also involves removing an additional four spaces from our zone, which as previously mentioned, is already the most restricted of all the zones in the area?

Finally, as a hard working family with full time jobs and two children that attend St Peters Primary School, we love our home and location. We predominantly try and travel on foot where possible. Please try and consider us in your project. Two small children and a ninety two year old in conjunction with an increased volume of traffic

in the area obviously brings about a considerable increase in danger. At the very least, has someone considered how bringing more vehicles into a residential area might increase the danger posed to young children and the elderly.

Have the council considered making a significant push towards making more provisions to support the transition to electric and hydrogen vehicles? Planting more trees in the town centre?

Yours sincerely,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 55

Dear [Redacted – personal information]

I am writing with regards to the Public Consultation. In particular to a letter received on the 20th October 2021-Transforming Cities Fund Harrogate Town Centre proposal.

I am aware of the deadline for the consultation is Friday 12th November 2021. However, due to lack of supporting data requests not summaries we have received. There are a number of serious concerns from myself and other residents in this area. More so the consequential negative impacts this could impose on this small historic residential area and for the people who live, work and run small businesses here.

The general consensus felt by myself and other people concerned is that due to this factor, we have not been able to engage in this legal process of a Public Consultation fully.

Therefore, I would like to request under the Freedom of Information Act-all data and information which has led you to make such decisions which consequently could impact people living around the area of-Granville Road, Cheltenham Mount, Mount Parade. Through road proposal changes and use. Therefore, creating a negative impact through insensitive planning in a Conservation area. With elements such as people's health and well-being, economically as well as the following-

- Traffic congestion
- Air Pollution
- Property Prices
- Business access
- Visual intrusion from heavy traffic.
- Parking
- Noise
- Historically-spoiling the quiet and unique character of the area.

I have attended meetings with the following local groups- The Civic Society, The Chamber of Commerce, the Gateway action group, Friends of Harrogate, elderly and other residents from different areas of the town who all have strong opinions and support our concerns.

This document will also be followed by a written request under the Freedom of Information Act, for the entirety of data which has been used to come up with the project proposals which potentially could have a negative impact on people in this area. The public have a right of access to such information, held by authorities.

We believe there is up to 20 days, from today to receive this.

We look forward to receiving this information
Yours sincerely,

Response

Response under Freedom of Information Act pending

Email 56

To the person responsible for reviewing the design of the Station Gateway project,

Firstly, I am hugely supportive of the scheme and believe it will really improve the cycleability of the town and the image of the town centre. I sincerely hope that the dinosaurs within the Harrogate Chamber of Commerce do not manage to derail the scheme with their unscientific beliefs about the effect on footfall of reducing car traffic.

However, I would like to draw your attention to this article about a cycle track in London. Cycle tracks which 'just end' at junctions, without any suggestion about what the cyclist should do to avoid clashes with pedestrians, are really annoying for cyclists, and are the sort of thing that would make an experienced cyclist prefer to just use the roads.

Unfortunately I see a hint of the same issue in the plans for the station gateway. In several places (highlighted below), the track appears to end at junctions, meaning a cyclist would apparently have to dismount in order to legally continue straight on. Requirements to dismount are strongly discouraged in LTN 1/20 and are never seen in countries such as the Netherlands or Germany because of how annoying they are. Please don't allow the scheme to be the victim of ridicule due to poor design. There is guidance for designing good junctions in LTN 1/20, or you can see Dutch junction design for inspiration.

Best,

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 57

Dear Councillors and MP

I'm writing to give my concerns about the proposed Harrogate Station Gateway project.

As a cyclist I cannot get excited about this plan. This proposal will see Station Parade reduced to one lane - that's a 50% reduction in throughput of traffic through the town centre, this at a time when the population of Harrogate is due to increase by 25% with all the new housing estates being built. So, the success of this project relies on 50% of the existing population of Harrogate abandoning their cars, and also 100% of the new residents not using a car. This clearly isn't going to happen. Harrogate serves a large rural area where public transport is impractical to use and ineffective to run. Cars aren't going to just disappear. The inevitable result will be an increase in congestion (and therefore pollution & CO2 emissions) in the town centre, vehicles sitting there chugging out fumes, or whizzing off down residential streets - Cold Bath Road, Cheltenham Mount, Strawberry Dale, Bower Road, East Parade, Station Avenue and others can all expect to see a significant increase in traffic. When people drive down rat runs, they drive like lunatics - they're impatient by nature, they need to know they got there faster than they would have done sat in the queue, they're careless and disregard speed limits. I was nearly killed last summer on East Parade by some kid driving like a frenzied wasp. That's only going to get more common. Has anyone spoken to the residents of the affected residential streets - those whose lives may potentially be blighted by this work? Clearly not, as they have formed an action group - <https://imsva91-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.gatewayactiongroup.org.uk&umid=98474D0A-D042-C505-8FE6-39F7343EE041&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bfb7-dce1c4728434b723cd44cb087ce1e74b9e8ac9ee>.

Why are they pedestrianising James Street? Has anyone spoken to the business owners on James Street? What's the benefit? Nothing tangible I can see. Surely Albert Street is the road to pedestrianise, between Princess Square and Station Parade, with cafes and restaurants lining both sides, that will really benefit from being able to spill out onto the pavement in the summer.

In summary, it's £11M for half a mile of cycle track. I feel there's an element of delusion that this short length of dedicated cycle space will trigger vast numbers of overweight 4x4 drivers to give up their comfy heated seats and suddenly discover the joy of cycling on a wet and windy Yorkshire November afternoon. I believe this expensive project will fail in most of its primary objectives - especially that to reduce emissions. I believe it will be detrimental to both the environment and to business and the money could be much better spent elsewhere. for example:

- Secure bicycle parking dotted around the edge of the town centre - not currently in the plan - just the questionnaire and only in one location. eg Someone living on the SW side of Harrogate wanting to go to the bank is not going to want to park their bike at the station...
- Every no cycling sign in Harrogate replaced with a shared use sign and a 5 mph sign. You so very rarely meet a pedestrian on these snickets, but some people get very uptight about cycling where there's a no cycling sign, even if you're polite and courteous and pass them in a safe manner, simply because they don't like rule breakers. Change the rules and they won't get upset.
- The paths across the Stray widened to accommodate bikes and scooters and where possible, segregated from pedestrians. 10 mph speed limit on these paths
- Puffin crossings put in where these paths meet the main roads. (eg Oatlands Drive, Wetherby Road and Knaresborough Road)
- Priority given to pedestrians at crossings. Currently at some crossings you have to wait so long after pressing the button, people get bored and risk their life on a game of frogger, when it would make no difference to the traffic flow if it were to change straight away.
- Resurface the roads. I spend more time checking for potholes than I do looking out for cars or pedestrians.
- Stop building housing estates! – the big trucks are destroying the road surfaces and they are proper scary to a cyclist. The road infrastructure is simply not capable of handling the extra traffic these houses will generate.
- Ditch the Beech Grove LTN - it's garbage - it simply pushes traffic onto other unsuitable roads. Instead make Beech Grove one way southbound for cars with a cycle track northbound.

Thank you for taking the time to consider my views.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 58

Re: Harrogate Station Gateway Project

I am writing to protest about the above project. I live on one of the proposed new one-way systems and have serious concerns about the impact that this will have on myself, other residents and local businesses. I have grave concerns about my own safety as my parking space requires me to reverse out onto the blind corner of Cheltenham Mount. At present the two-way traffic allows some cover for me to safely get out but if it is made one-way then I am extremely worried that traffic will come round the corner so fast that it is only a matter of time before I am involved in an accident. I think it is unacceptable to implement a project which will increase vehicle exhaust emissions in residential parts of the town under the guise of improving the environment! Especially based on modelling data from 2018. Planners clearly have no real-world knowledge about how the traffic actually flows in Harrogate. Vehicles are going to effectively be funnelled into residential streets to avoid parts of the

single lane route through the town centre. This poses a significant risk to residents' health and wellbeing and I think increases the risk of accidents involving pedestrians. Not to mention all the parking spaces that will be lost so affecting local businesses and people who might have impaired mobility being able to access local services. To move traffic from existing commercial streets onto narrow residential roads which I don't believe are fit for purpose is alarming.

Whilst I am absolutely in favour of reducing emissions and providing a cleaner safer environment for everyone to enjoy, I don't believe this project is achieving those aims without having a seriously detrimental impact on those people who live in the town centre. Surely a park and ride scheme would be better placed to reduce traffic in the town and ensure Harrogate's reputation as a lovely destination town? Introducing a 20mph speed limit would also help without costing millions.

Having seen the plans I have serious doubts that making Station Parade one-way will actually alleviate any congestion problems nor will it attract significant numbers of cyclists. The proposed two-way cycle route is surely too narrow for cyclists to safely pass any way?

My last objection is to the way this process has been run. There was very little publicity around the consultation if one doesn't read The Harrogate Advertiser. The letter I received from the council made no reference to the traffic changes that actually impacts me which is a glaring omission. The public was given very little time to respond and the survey effectively controls the amount of information that people can provide. Surely this doesn't constitute a fair and inclusive process nor does it provide sufficient input from the people who are going to be most affected by this. I appreciate that we all must do everything possible to reduce carbon emissions but surely creating a different set of problems just to take advantage of funding should not be considered an effective plan. I would ask that the proposed one-way systems be stopped and the plan focus instead on improving the town centre, including better access for pedestrians and cyclists without having such a negative impact on the people who live and work here.

Yours faithfully

Response

Dear

Thank you for your considered response to the proposals. Your comments have been logged and will be considered alongside the wider consultation responses as we decide how to take the proposals forward.

Regards [Redacted – personal information]

Email 59

Station Gateway Proposals, Harrogate

I write further to our previous letter of support for the above improvements to Harrogate town centre dated 24th March 2021.

Officers at both North Yorkshire County Council (NYCC) and Harrogate Borough Council (HBC) have consulted further with CEG as managers of The Exchange and Copthall Bridge House as the plans evolve. This has served to harden our resolve

that the proposals implemented in their entirety will be a hugely positive step for the town.

To reiterate, CEG manages some six million square feet of commercial workspace throughout the UK which accommodates in the order of 25,000 daily customers. This workspace is, in the main, large offices in regional towns and cities and so we recognise the importance of good placemaking in differing locations. These proposals will significantly enhance what at present is a relatively unattractive and prohibitive entrance to the town, leaving the train station onto a narrow pavement and two lanes of traffic as it currently does.

Providing options for modal shift is an imperative, particularly so given the current climate emergency, and these proposals go some way to providing that as part of what will hopefully be the first step of much wider improvements throughout Harrogate and the wider district.

Having reviewed the proposals, albeit general arrangement drawings at present, CEG would make the following observations to be considered when detailed plans are being prepared;

- Could the opportunity for amending the gradient of the footpath to the front of the former Habitat unit on Station Parade to remove the need for stepped access (or at least provide a ramped access alongside steps) be explored? There appears to be sufficient area and at present disabled access is to the rear of the unit, which is far from ideal. Improving access for all is an imperative and there appears to be an opportunity to do so here.
 - As far as CEG are aware, when refuse is collected, a guide is not used to reverse the truck down the ramp. To enhance cyclist and pedestrian safety, perhaps enhanced signage or road markings could be incorporated at the top of the ramp to the undercroft car park.
 - As soon as available, please provide timings for the works to be undertaken. There is a significant investment decision required to be made regarding Copthall Bridge House and it would not be ideal to undertake such investment to find that completion of any refurbishment occurs during access restrictions to the building being in place. We are prepared to make our professional team available to ensure that they can arrive at a suitable programme.
 - If any significant utility upgrades/amendments are proposed, then details of these would be appreciated to explore the potential for improving similar into the CEG assets, especially if it enables improved facilities such as electric vehicle charging.
- The above points are either very minor tweaks or information requests, they should not detract from the overall positivity of the proposals and CEG's ongoing support.

We look forward to further discussions and the scheme progressing

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 60

My husband and I are very much against the plans you propose for Harrogate Centre. We live in the town centre!

We believe the traffic flow will be horrendous. No vehicles will be able to travel along Cheltenham Mount towards Cheltenham Parade from the junction with Mount Parade. Traffic will instead be routed up Mount Parade to Cheltenham Parade, which will have a bus lane, a cycle lane and a one way car lane. There will be traffic build up on all our residential streets.

Making Station Parade between Bower Road and the Bus Station one way only, in the direction of the bus station

There will be increased vehicle emissions and road pollution.

Increased congestion on our side roads in the town centre.

Reduced on-Street parking spaces.

Increased vehicle traffic going along our road at all hours.

It's ridiculous to have Station Parade with two cycle lanes and one car lane.

Who would cycle into Harrogate to do their shopping? Where are the cycle stations to park.

It's absolutely ridiculous.

A response to this letter would be appreciated.

Response

Thank you for your response. Please accept this automated reply as confirmation that we have received your comments

Email 61

I am writing with regards to the Public Consultation. In particular to a letter received on the 20th October 2021-Transforming Cities Fund Harrogate Town Centre proposal.

I am aware of the deadline for the consultation is Friday 12th November 2021. However, due to lack of supporting data requests not summaries we have received. There are a number of serious concerns from myself and other residents in this area. More so the consequential negative impacts this could impose on this small historic residential area and for the people who live, work and run small businesses here.

The general consensus felt by myself and other people concerned is that due to this factor, we have not been able to engage in this legal process of a Public Consultation fully.

Therefore, I would like to request under the Freedom of Information Act-all data and information which has led you to make such decisions which consequently could impact people living around the area of-Granville Road, Cheltenham Mount, Mount Parade. Through road proposal changes and use. Therefore, creating a negative impact through insensitive planning in a Conservation area. With elements such as people's health and well-being, economically as well as the following-

- Traffic congestion
- Air Pollution
- Property Prices
- Business access
- Visual intrusion from heavy traffic.
- Parking
- Noise
- Historically-spoiling the quiet and unique character of the area.

I have attended meetings with the following local groups- The Civic Society, The Chamber of Commerce, the Gateway action group, Friends of Harrogate, elderly and other residents from different areas of the town who all have strong opinions and support our concerns.

This document will also be followed by a written request under the Freedom of Information Act, for the entirety of data which has been used to come up with the project proposals which potentially could have a negative impact on people in this area. The public have a right of access to such information, held by authorities.

We believe there is up to 20 days, from today to receive this.

We look forward to receiving this information

Response

Response under Freedom of Information Act pending

Email 62

The Gateway Consultation is being used to push ahead with the scheme, despite huge opposition from Harrogate businesses.

It had only 1101 signatures out of 75,000 residents. Please can we see the breakdown of the postcodes?

Many thanks,

Response

Dear

Thank you for your enquiry regarding the previous Harrogate Station gateway scheme consultation.

The report from that consultation is attached, the postcode breakdown can be found on page 36.

Regards

Email 63**6 The Station Gateway project**

(a) If the retailers with premises on the relevant roads support the pedestrianisation of James Street and turning the northern part of Station Parade into a one way street, I have no objection. There is, however, no mention of the retailers' views. Further, if James Street is to be pedestrianised, it would see sensible to reverse the traffic direction on either Albert Street or Raglan Street; remarkably, the person explaining the scheme on behalf of the Council at the Victoria Centre could not state whether or not this was proposed!

(b) It was explained to me by a council employee at the Victoria Centre that the problem of congestion on Station Parade was caused by inadequate sequencing of traffic lights. As a taxpayer, I would be prepared to fund an improvement to that sequencing but (especially as taxes are being significantly increased) not the other matters which do not aid traffic congestion.

Yours faithfully,

Response

I have forwarded your comments in respect of the Station Gateway scheme to colleagues who are managing the delivery of that project. If you wish to make further comment or observations in respect of that scheme this can be done via <https://www.yourvoice.westyorks-ca.gov.uk/harrogate> or by email to transformingcities@northyorks.gov.uk.

Email 64

May I add a thought to this debate? I know that you're getting a lot of resistance from some sectors. I'm in favour of the plans to smarten up the town centre but I'm seriously concerned about the effect on traffic.

Skipton Road is constantly clogged and really slow, making Station Parade the only realistic route from North of Harrogate, i.e. from Ripon and Skipton, towards Leeds

and Bradford. At present it gets blocked up regularly so reducing it to one lane will surely create complete sclerosis that will back up way beyond the road itself and will also affect most town centre routes. I can see Cheltenham Parade and then Kings Road blocked, and as a result Parliament Street too becoming unusable and traffic queues right back up Ripon Road, Cold Bath Road and so on.

The plan focuses on walking and cycling, which is great, but we are talking here about through traffic which has no alternative route. Encouraging local people to walk or cycle is very sound, but this through traffic will still be there, making up by far the bulk of current volumes. Do we actually know that one lane will be enough?

So my first question is this: What evidence do you have that this single lane plan past the station will be adequate for current traffic flows?

You don't believe that serious congestion will happen; I and many others are convinced that it will. Neither of us can possibly know so surely the only logical way forward is to run a trial. We need to create the new layout in traffic cones. We will then be able to see whether I and the other doubters were wrong.

If we don't, we risk blowing a huge amount of taxpayers money on something that causes chaos. It then cannot be reversed and taxpayers and voters will be screaming for your resignation,

Surely if you are confident in your proposals you will have no problem in demonstrating them to us all so that our doubts can be allayed? It could be a great thing but if the consequences are too serious it may have to be re-thought. You just cannot have a town centre in which nothing can move.

I'll be very pleased to have your thoughts.

Email 65

The project as published is a complete waste of money as it serves no purpose whatsoever.

Very few cyclists would ride that section of the Station area as there is no safe access to the start of the proposed cycle paths.

There is no secure storage for cycles anywhere in Harrogate. Having visited Lincoln in September where a secure lockup for 179 bikes has been provided at the Railway Station. The population of Lincoln being far larger than that of Harrogate area. So in proportion Harrogate would have about 90 lockup spaces.

So there is a lot of money going to be spent for a tiny few cyclists.

The vast majority of Cyclists in the Harrogate district area taking in Harrogate, Knaresborough, Ripon and villages out to Blubberhouses are leisure cyclists, out riding for health. I am one of those and still riding at age 78.

The only time that I would ride into Harrogate from Fellerscliffe/Tang is to visit my son who lives just near the Greenway to Ripley or ride to the cycle shop Prolouge on Cold Bath Road to buy gear or have a coffee.

There is no way that I would ever consider going into the Harrogate Town Centre with my bike not even to pass through it.

Pedestrians and cyclists DO NOT mix full stop. Ever been to Leiden in Holland ? That is an eye opener. It's filled with bikes, we could not find a spot for even one bike and we're told "do not park those bikes anywhere other than the Bike Garage" as they would be stolen due to being U.K. bikes even being 12 years old.

Regretfully Harrogate is not the shopping place it used to be as all the main stores have gone, Top Shop, Austin Reed, Debenhams plus others.

Only M&S being left. Primark doesn't really count.

Three of my old Aunts (cousins) used to visit Harrogate two or three times each year by bus or brought by Hubby. If they were still alive and fit they would not bother visiting since the decline of Harrogate shopping started about 5-6 years ago.

The way it's going the Conference Centre Etc. is going to suffer as the partners of those attending the Conference Centre complex who used to come and shop will no longer come, so could the Conference Centre suffer ?

My wife and I come into Harrogate to weekly shop using the car going to Asda. If we are going into the Town Centre we generally use the multi-storey car park or the on street parking behind Windsor Court. We used to park on Beech Grove and enjoy waking into town across the Stray, the pleasure now gone due to the ridiculous scheme now in place.

To us going into Harrogate Town Centre other than shopping is to have lunch, but for both we much prefer to Dress Up. No way would we cycle in.

Unless you are a hardened cyclist, the cycling season is maybe April to late October and that is pushing it. The climate in the North of England does not help cycling activity. We cycle miles in France and Holland during the summer.

To put it in a Nut Shell the Harrogate Gateway project is flawed with regard to cyclists.

It is of no benefit to school pupils. More often than not they are carrying too much gear, books etc. Or all neat and tidy to impress their friends etc. I doubt that the schools provide suitable Bike Sheds these days. My school did back in the 50's.

To cycle to work is a none starter for anyone working in Town as they would then to have shower and cycle lockup at place of work. Been there done that in the past.

I could go on but I feel that it will be a wast of time. I feel the decision has been made to go forward with the useless project.

The whole consultation process has been flawed. With lockdown the information just did not get out there, I only became aware some 3 months ago when at last being able to get into Asda for shopping and bought out HARrogate Advertiser.

Scrap this project as regards cycle paths and the narrowing of Station Parade. Open up the old rail lines to Pateley and Ripon for walkers and cyclists. Improve the cycle routes to Knaresborough.

Open up the old rail tracks to Pateley and Ripon and beyond but they must be suitable for youngsters to get them into using bikes or all the attempts of Greening will be useless.

Ditch this Harrogate Gateway.

Email 66

My husband and I are very much against the The Harrogate Station Gateway Project.

We live in the town centre and believe the traffic flow will be horrendous, with traffic backing up along the residential roads, not to forget the increased vehicle emissions and road pollution. Reduced on-Street parking spaces will add to congestion.

Traffic will also be routed up Mount Parade to Cheltenham Parade, another bottle neck!

Increased vehicle traffic going along our residential roads at all hours.

Station Parade having two cycle lanes and a single car lane is ridiculous. Who would get on a bike to go into the centre of Harrogate to do their shopping? Where would they park their bikes?

Reduced on street parking!

We have been to all meetings at the Victoria Quarters, voiced our views and got no answers to the problems at all.

The residential areas are going to take the brunt of the increased traffic not to mention the pollution!!

A response to our comments would be appreciated.

Email 67

Dear

Station Parade – A ‘Flythrough’ or Pie in the Sky?

The plans appear more rash and ill-judged by the day – as more and more people become outraged as they begin to understand the extent of the fundamental changes proposed for the town centre. It makes me wonder who our planners consult before making such major decisions and – far more importantly – to whom they listen! For example ...

Harrogate District Cycle Action have publicly proclaimed the benefits of Dutch-style roundabouts, so successful in Cambridge, they say, and ‘a big step forward’, they say. Please, Don, ask Google about Cambridge and you will learn that
: *Cambridgeshire is one of the best places in the country to cycle. It is relatively flat and has an extensive walking and cycling network for all ages and abilities to enjoy.*

Harrogate is not Cambridge. It is perfectly obvious that it never will be as long as every major road into/out of Harrogate includes a hill and, as the world knows now, our weather can wash cyclists off the road!

So, what will you say when the new scheme for Station Parade ...

... drives traffic into small nearby residential roads among houses that were built for families, not to provide rat runs for drivers desperate to avoid a Station Parade bottleneck? It is not enough for planners to say they ‘do not anticipate’ such a situation, least of all to ‘not anticipate’ primarily from screens in Northallerton.

... crams the single vehicle lane not only with cars but with every form of traffic ... stopping, starting, pausing traffic, letting taxis in and out, belching neat CO₂ type traffic, fouling the air so badly and so up-close that many cyclists may find another way, as other cyclists have done all over the country in the last few years. And ...

... when it becomes obvious that ‘improving walking in town’ is a fallacy? Most passengers coming out of the railway and bus stations will become pedestrians ... young people, elderlies, children, prams and pushchairs and wheelchairs people, people with luggage, people needing a taxi ... all faced with a dedicated bus lane, the single vehicles lane, plus two dedicated cycle lanes – and, presumably, a railed off pavement between them and whatever they have come to Harrogate for?

... appears to show that little thought has been given to how pedestrians are to move on from station pavements, across multi-lane Station Parade? I can’t find any sign of crossings for pedestrians on the winsome images of our new town centre. At present there are three crossings. How are actual walkers to cross Station Parade? How would they hire a taxi? Taxis don’t appear on the winsome images either.

... reveals perhaps the planners’ greatest error, that of regarding millions of through-town vehicle journeys forever as merely peripheral – drivers sidelined for the benefit of a few cyclists who could, and may anyway, use other roads without harm to themselves or others?

Wow! This looks like a plan that could result in a starring role for Harrogate among the top 100 of the UK’s most ill-conceived efforts to accommodate cyclists!

Two more questions,

1. Even at this late stage, please, would you go and have a look at Leeds' superb cycle lanes now, years after they were installed? You would find, for example, that when students pour out of Leeds university in their 1000s at home time, the excellent cycle lanes on the adjacent Clay Pit Lane (the city centre exit to all points North) are empty. Not 'hardly used by cyclists' – but EMPTY! As in UNUSED! Ditto the business rush hours.
2. What plans and funds have been put in place to restore Station Parade to a safe and sensible space, to meet the needs of people in the town centre, in the event of the present scheme's reality proving to be unworkable?

End of Report