



# Harrogate Station Gateway

## Third public consultation

July – August 2022

### Appendices to the consultation outcome report

Transforming Cities Fund (TCF)  
Consultation & Engagement Team  
West Yorkshire Combined Authority  
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This document supplements the Harrogate Station Gateway Round Three Consultation Outcome Report. The appendices are supplied in this separate document to allow for a quicker download of the main Outcome Report due to reducing the length of the document. This document is a record of all verbatim comments received in the survey, via Your Voice email, via the Your Voice questions tool and the ideas tool.

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# Appendix one

## Full list of written comments to open text questions

### Full list of verbatim open-text comments received for free text questions

**[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 foul language, and 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.

How do you feel about the designs for the public space, landscaping and lighting?

**If you would like to tell us why you feel this way, please use the box below:**

the designs make me want to use the town centre more. It will enable more events and attract more people into the town centre

I am positive so far as I can tell and from looking at previous versions, but the designs in Plan 1 and Plan 2 are too low resolution so it is currently impossible to view and understand them

Great ideas and help access for everyone not just vehicles

Harrogate needs a public realm and open space that welcomes visitors. Areas around train/bus stations are normally very depressing, Harrogate needs to avoid falling into this trap.

The design provides a more welcoming entrance to the entire town, will significantly improve the first impression of visitors as a progressive town that also respects its heritage. The introduction of other travel options without excluding the car is more inclusive, respecting of climate change and provides a wider choice of travel options for residents and visitors alike. From many years of delivering regeneration proposals, I would also suggest that any retail units benefiting from being adjacent to the proposals will attract more occupiers and thereby increase in value - this will have a ripple effect throughout the entire town's retail and leisure offer.

its not clear from the plans where the cycle storage will be

The town centre is clogged by parked cars and the environment would be improved if most cars used car parks. The whole scene and vista will improve without cars

everywhere. I', not a cyclist or particularly a pedestrian I just want a clean, modern place to spend time while shopping and visiting leisure venues.
Should not be pedestrianised.
First of all I think this is a great idea, we need to be making the roads safer for cyclists. As a cyclist and a driver, these new plans looks great! The lighting around that area currently isn't that great, so I can only see these plans having a positive impact. Cambridge Street used to be open to traffic, and there was a lot of uproar when it was suggested to change that, but people evolve and now we can't imagine it any other way. I would be very disappointed if this plan was to fail, people love to complain, but in the long run I feel incredibly positive that this will be a change for the better.
It's an incredible sum of money for very little real benefit
Nothing that inspires
At present the Town Centre is looking very dated and unattractive. It needs sprucing up and made to feel enticing again. The reduction in parked cars makes the area far more attractive and less congested. It makes me want to go into the town centre, it was a literal breath of fresh air during the pandemic when the parking was removed from these streets to make space for people.
It's
Generally, very positive. It would be good to see more greenery (trees and raised planters), informal seating and potentially some iconic, local artwork/sculpture on Station Square, immediately as you exit/enter the Train Station. A more positive 'first impression' of the town would be of enormous benefit and the additional greenery would help Harrogate to build on its reputation as 'The Capital of Wellbeing',
A water feature, such as the one immediately outside Sheffield Train Station would also reinforce Harrogate's reputation as a Spa Town and strengthen its reputation with healing (Turkish Baths, Tewit Well, William Slingsby, etc) and be a great addition to the town.
The materials look to be of a high quality. It looks like a vast improvement. I still would like to see more trees to provide environmental utility in the form of shade in addition to improving the aesthetics. This is particularly the case at the end of James Street. We lose trees, the rendering disguises this by showing foliage from a tree in the foreground. Would there be a possibility of introducing a grassed area into the scheme (similar to that around the war memorial). It would reduce water run off and be in keeping with "Brand Harrogate" (the Stray). Could we create a pocket of new Stray grassland within this scheme which we could use for offsetting land required for cycle paths that may require some use of the Stray slips.
The proposals are driven solely by the funding criteria for the scheme and there are higher priorities in the town centre
VERY POOR PLANNING VERY FEW SHOPS ON THE STATION PARADE AREA COULD SEE SEE SOME SENSE IN JAMES STREET . WILL CLOG TRAFFIC UP FROM RIPON ROAD TO KNARESBOROUGH ROAD

Driving through the town centre would be massively congested and push traffic onto skipton road which is always massively congested!
Poor design quality. Pocket planning will not provide an integrated solution to traffic issues in Harrogate. Above all a West and North relief road is required along with Park and Ride otherwise the current proposals are a total waste of funding. It is dominated far too much by cycling - demonstrated by images of cyclists in the report and none of buses.
Not enough shaded space to sit and have lunch a coffee etc
The design for Station Square is not ambitious and does not provide a gateway feeling fitting of a premier spa town.
Little if anything is proposed that will enhance the area or create a harmonious and pleasant feature area. Most of the ideas are dismal and would not improve or encourage sensible use of the area. this has already been tried, with an amphitheatre which was totally unsuccessful.
Fee already have them
I am concerned that the quality of furniture and surfaces will be poor, particularly as recent reports have suggested that cheaper materials than originally planned may have to be used. The images show a concrete wasteland, with very little greenery. If the results are half as bad as the current mess in Cambridge and Oxford Street they will be very bad indeed. Elderly customers (comprising a large sector of Harrogate's demographic) and residents of outlying villages have no choice but to use cars, and the reduction in town centre parking spaces will be keenly felt. A sample of just 294 people on the street is not a representative survey, and cannot be claimed to represent the views of 65,000 people.
Adding a few small trees to a concrete space won't change the aspect.
Smart benches I think would have been a real positive swing - we need more public device charging. If someone can charge their phone whilst enjoying a coffee, they might stay in the town centre longer.
In the second consultation, the scheme was rejected by the public, but you took no notice of that rejection and overruled it [as you thought you know best]. What makes people think you will take into consideration their [less than positive] views if it does not accord with your overall plans??
It's nice how it is now. Faddy fountains that dance to apps are gimmicky and require maintenance. They look rubbish when they go wrong, which they do. We're in Yorkshire - how many days a year will people want a paddle?
I do not believe people will cycle in bad weather which is 79% of the time and people on foot and cycling do not spend money buying goods in the local shops as the can't carry them
It's been stated that cheaper versions of street furniture may have to be purchased. I don't want to see that in this town, I don't want to see the changes as I have no faith having seen results of previous schemes

i think making the town center more accessible by foot and bike will decrease traffic, make town less noisy, reduce carbon foot print due to more journey made with out cars. Generally be nicer to be in town.
Total waste of money . All you are doing is creating a larger wasteland . The current spaces are mostly used for burger vans and selling cars - Bravo!
It appears there's more planting.
An improvement on what we've got now but too much emphasis on cycling facilities and too much hard landscaping.
All part of making the area look better
Unimaginative.
It will cause total congestion. People will no longer sop in Harrogate centre, so shops will close. Total effect on our town's economy, in fact will represent the damage done to shops during the cycle event when the town centre was closed down due to road closures. A recent report confirms damage to economy then.
People with disabilities are being hugely discriminated against with this plan. Where is access for them. People who rely on car transportation. Harrogate buses have been hugely unreliable with massively increasing fares beyond the cost of taxis in most cases. To me it drives any want to go into town at all..i cant join my friends and family who arent fully physically able i cant count on being able to get to town on time being fully reliant on buses and i couldnt afford them even if they were reliable
It all looks very nice but u are sending all traffic up cold Bath Road. The increase already on this road is noticeable and will be even worse with the Gateway plans
Increasing space for pedestrians and cyclists is the way forward
Traffic jams will be a nightmare. You simply cannot cater for town centre traffic with a single lane. It will push traffic onto other roads making Skipton Road a by pass.
First impressions of the town will be greatly improved as people arrive at the station and bus station. They will access an attractive, green space which looks welcoming and inviting for those on foot. This is the future. Walking, cycling and public transport should mean we do not have to use the car for short journeys. This would vastly improve the air quality in the town.
I think there are some good aspects but it is disappointing as there is no out of the box thinking....there are lots of issues in Harrogate and I don't believe this gives enough solutions to warrant the spend.
Modern, welcoming, puts people first not cars
Harrogate as it stands is a mish mash of beautiful Victorian buildings and brutal pieces of so-called modernism. The buildings in Station Parade are testament to that. Harrogate has already been ruined so why not completely finish the job by implementing the current ideas for Station Square.
It will gridlock the town ... you cannot shop on a bike in winter
It appears to be a barren open space, a water feature has failed before and failed. It is not a pleasant approach for visitors from the station who should expect greenery and floral displays. This design has nothing of Harrogate about it

The plans will bring the station 'in' to the town and increase the chances of visitors using non-car based transport
Hopeless and ridiculously expensive scheme which panders to the overly close relationship you have with the tiny cycling lobby. This scheme is totally flawed and all the local businesses are strongly against this terrible scheme. As a business owner on a nearby street this crazylll scheme could put us out of business in Harrogate and cause lots of job losses.
Feel like a positive change with people in mind
I'm sorry, but I object to the whole premise of this exercise. The landscaping is irrelevant-funnelling car traffic into one lane on Station Gateway is simply a recipe for yet another traffic snarl up in Harrogate. You can't put lipstick on a pig.
A lot of funds for very little enhancement as you can see just from your promotion video very few cycle , lots of cars use the road as seen in your short clip, most want convenience of car , would be better spent money on improving infrastructure and transport links for places like green Hammerton , the verges are all overgrown in our villages and no path direct to railway and limited local public transport, area lacks attention in outer v8llages overgrown , signage overgrown by trees and generally very scruffy no infrastructure yet you force major new housing on us , we see little benefit for being high council tax payers
The whole thing looks so inviting, so pleasant to exist in as a non-car user. It is an immense improvement, especially the one arch area.
I am glad that greenery has been a key part of the design
Would be lovely to have more space for pedestrians
Designs look fab, very classy and suited to Harrogate
Will improve look and feel for all
I believe that the modernisation and pedestrianisation of the centre is the way forwards
Climate action
Poor
Cycle lanes, more greenery but keep Library gardens as it is. Don't put in too much flash as Harrogate always goes towards that look and it dates so fast yack,
I can't actually see the new designs. It would have been helpful to provide a link to that page from the questionnaire.
You are turning people away. Many elderly people (large proportion of Harrogate) heavily rely on parking on street. Oxford street in London is declining for similar reasons. Please stop this. Leave Harrogate alone (what's left of it).
Harrogate was famous as a floral town! More grass areas and flower beds, less concrete/paving
Larger waking spaces , I think there needs to be more trees to create a greener space
Things like that are a vanity project
Good effort into landscaping in particular, and the area really needs a renovation
They are more attractive to me than the current arrangements
I am most concerned that new designs will be poorly designed and badly maintained as are existing pedestrianised streets in the town centre.

Based upon historic performance I have no reason to believe it will be good nor awful.
I would never dream of walking down a pedestrianised road when the shops are closed. They're generally full of drug addicts/homeless people/loitering kids/people who hassle you for money no matter how much lighting or plants you have.
Cars are killing the town centres.
I travel in for work only, and then leave. I don;t find Harrogate a remotely pleasant space to spend time. This looks like it would make the town a more open, friendly and pleasant place to be, I might even consider cycling into town
Do not want James St pedestrianised. Precincts are lonely, dangerous places where people sleep in doorways and are frightening to walk through after dark. James St in particular is pleasant to walk down at night and feels safe. Traffic is not a problem in Harrogate and allows access to shops. One lane on Station Parade will increase not reduce congestion. Thevthing that would improve Harrogate is mowing the verges and re-entering Britain in in Bloom. Town currently looks scruffy and unwelcoming and I feel very sad that we are taking such poor care of it.
Haven't noticed any difference
Good to see plans for seating areas and benches - very important.Not sure about the PEL bins.
seating spaces are good, bigger seats. We see this in many towns and cities. it is not clear if trees are being retained at end of One Arch. Would like to see work on One Arch completed early in the scheme.
This is going to create huge tailbacks of traffic and thus a lot of air pollution. No one is really going to swap to cycling or walking as it is impractical if you have more than one bag to carry (eg supermarket shop), large products to purchase , children to manage, elderly people who can't walk far, disability. Also, no one wants to walk or cycle in the pouring rain or freezing cold. Commuting to work by bicycle/on foot requires you to carry a full change of clothing in case of rain, wear waterproofs just in case, and carry shoes for the office. Who wants to carry a small overnight bag/rucksack on every journey?
The new design will make Harrogate town centre look so much more modern and welcoming to visitors...an enviable place to live that can compete with town centres such as Cambridge.
Harrogate town centre is currently designed around the car. It is not friendly towards pedestrians or active travel. Cars parked on narrow streets are unsightly and make access difficult.
Waste if money and time
Not entirely sure the public spaces actually need updating
Adds to safety and attractiveness of town and will bring in more visitors and encourage people to leave their cars at home
It lacks trees



There is nothing wrong with the current structure. Why change something that is not broken? It's ridiculous! Traffic is horrific in Harrogate. If anything we need more lanes and parking not less.
Pragmatic approach to the changing landscape of the high street
In general I think the proposals are sound and will improve Harrogate for visitors and residents. They should improve business and make progress towards reduced emissions.
The reduction to single lane outside the bus station will cause more traffic problems together with more pollution as for the latest statement that it will increase house prices is ridiculous house prices are already too high & to what use is that ! i have lived in & around this town for 45 years this project is a complete waste of money, the pedestrian area will just be more concrete slabs, & who on earth is going to sit there watching the traffic go by ? my feelings here it that you have got money coming to you from the government & you want to spend it on this no matter what the outcome despite all your attention to fool some of the people by the Eco bandwagon. If you really do want to improve this town then consider a western by pass its the only way forward to reduce congestion in the town. I really do hope that this is cancelled altogether.
These facilities do not fix the overriding problems of access to the shops and congestion.
We are in a climate emergency and need more sustainable travel options for our town. More cycling, walking and better public transport will create a much better environment for our town and will be better for businesses
These look like good improvements, which as a cycle based visitor to Harrogate would make navigating the town much more pleasant
The designs look much better than what is there currently. There maybe could be more green space. It is a much more attractive and is a better welcome to our town.
This will cause huge traffic congestion and lead to worsening air pollution as the cars won't be able to move at rush hour (It's bad enough now without taking the main road down to one lane)
Like that it is more pedestrian and car friendly, feels more eco-friendly, bright and open. Should hopefully encourage more people and help revive the high street.
The only negative - it's a shame not to be able to have smart benches which would increase dwell time.
Not enough car and bus space on Station parade
Going around the city centre even having sometimes arriving by car is problematic and an uncomfortable experience on occasions
It will help improve the town centre and thus encourage visitors and locals alike to use it and this in turn will have a knock on effect on the economy of the town and its general wellbeing it will help reduce pollution and carbon footprints by encouraging walking and cycling as well as more use of public transport
More cycle lanes and it looks like you may have made the awful crossing outside the bus station better

Removal of established gardens around the Victoria Monument is unnecessary and not environmentally friendly.
The aim to reduce traffic flow through the centre will not work as people will not cycle or use buses to the extent envisaged. Instead it will increase traffic congestion on Station Parade and alternative routes such as Skipton Rd which is already congested enough. Pedestrian usage of James St does not warrant pedestrianisation. The design is not particularly attractive and simply creates a lot of 'dead space' -any redesign needs to add more value - but arguably all that is needed is tidying up the wall behind the bus station.
Think they are the last things people are concerned about to be honest .I think it's your wording of your last survey pointed them in that direction
Designers drawings are totally ignored when construction gets underway and money starts to be the major factor.
The traffic will get much worse and cause delays and standing traffic. I don't think it will encourage walking or cycling as these are not convenient or as quick as a vehicle. Making the main road one lane will impact on both bus travel (they won't be able to get out or move through town) and train travel (no one will be able to rely on catching the train on time when th road is all snarled up with all the traffic trying to funnel into a smaller area). Taxis will also take longer and cost more when stood in traffic and how will the disabled and elderly who need to have access to the town centre in vehicles if they are challenged in the walking department manage? We have an elderly population and they won't be able to access town as easily. If they went on the bus, see the note above. Same with point about taxis.
Not been involved.
Looks very welcoming and safe
Improved connection between town centre and the bus and rail stations. Improved amenity, a preferable space with fewer and slower cars. Safer cycling and walking. Reduced air pollution.
I'm supportive of any schemes that prioritises walking, cycling and public transport over car use. The whole idea of sending all through traffic directly through the middle of the town centre in two lanes is awful and must be addressed. As soon as a road is marked as two lanes, motorists treat it as an opportunity to overtake and therefore also speed. Doing this in the town centre is dangerous
I don't care about the public space and landscaping. I want to be able to drive to work as now with 2 lanes on Station Parade. The proposed changes would have a negative impact on my life.
I appreciate that aesthetics are important, however for me personally the practicalities of the scheme are of most importance.
Will have a positive impact on the towns image
Far too much hard scaling and not enough garden and trees
It looks like a safe environment to cycle. I currently avoid cycling on the roads as I don't feel safe.

It all looks good. Just don't go down to one lane! How many times do the people you work for have to tell you this.
Traffic needs to flow through James street. It will put shoppers off if they can't access town by car. Also a fortune has been spent on the discs for the App parking??!???
Reallocation of space from Cars to pedestrians and cyclists is essential to encourage people back into the town centre, and encourages low CO2 travel
Fundamentally it is a huge waste of public funds in a time of economic uncertainty. The project stinks of the ego of the outgoing counsellors. So much more could be done to improve the lives of the businesses and people of Harrogate. The landscaping and lighting do not have a basic level meet the needs of the town centre or make it more sustainable.
Because they are a response to a representative majority
It will be better, at the moment Station Parade is a race-track.
The public spaces and landscape is what makes Harrogate amazing and why I want to raise my child here. I feel safe, happy and content because of the public spaces landscape and lighting.
The designs look very well thought out and are in keeping with the overall feel and ambitions of Harrogate as a town - green, airy and shared spaces that put the emphasis on the more vulnerable users (ie pedestrians and cyclists) I particularly like the use of contemporary furniture such as the benches and laser cut panels.
The town centre needs this type of space
Priorities of spending. Large sums are clearly spent on repeated plantings, which look lovely. Equally the (relatively) new council building. Yet our town-centre road had been cheaply resurfaced with chippings 4 weeks ago, which are a skid hazard for cyclists (I ride up to 10,000km a year), are already tearing up under car tyres and look rather like a third world track. I assume that Harrogate Station Gateway won't be chipped - if so, I'm unclear why a different standard will be applied there.
Brilliant. Much needed improvement.
It looks like a modern welcoming place to be.
It's a forward way of thinking and it looks impressive
Would be more positive if it was clear where cycle stands are located and whether they were secure/monitored.
Cycle friendly network will encourage us to use our bikes more
It creates a pleasant and safe environment.
All improvements welcomed
Harrogate is a very vibrant place and the environment is an asset to us all
The green traffic free areas are very important and will enhance the town centre
This is a real opportunity to improve a rubbish, out-dated car-dominated part of Harrogate.
Everything looks great in planning mock-ups, but past experience of implementation suggests that it will be a right mess after a matter of weeks because there's nothing in anyone's budget to do the essential maintenance

It looked a little sparse of seating. Harrogate has an aging population and there should be more seating for the elderly with nice flower beds - too much concrete & stone in the design
Slight improvement only
It does not add a clear large public space for events
The area is in need of a makeover and this is an opportunity to improve the environment and the facilities for pedestrians and cyclists
Too much space is being given up to pedestrians/cyclists. What is wrong with the current garden space outside the Victoria Center - why does it need changing. Why are you changing things that are already working?
More accessible and helps more people choose active travel
The money would be better spent on a bypass from the Pannal roundabout, through Beckwithshaw to Ripley
Nothing is presently being done to stop cycling on footpaths, this plan will make it worse
Great to see improvements for walking
Fewer parked cars and more moving transport space
Anything which prevents litter being left is a good idea. The Design is bright and modern.
I strongly feel that active travel and use of public transport needs to be encouraged and reliance on motorised traffic greatly reduced.
It makes the Centre very welcoming.
Couldn't find the section to look at!
Very attractive reduced traffic Less pollution Quieter
I am pleased to see that the streets have more space for people outside of cars. The car will always be dominant in our lives if we always give it priority. The plans look well considered and hopefully will be easy for people to confidently use.
I Think harrogate Town cente needs to be Moor accessible to disabled people visiting
We would like to allow our five children to use their bikes safely For example : to goto lessons at Bluesky music school on Mayfield Road. Otherwise we're constantly taking the cars to make 2 mile journeys.
Making the town centre better for pedestrians and cyclists is good for people and for the environment
Nicer environment overall and I feel it is important to prioritise cycling, walking and public transport and actively discourage car use in the town centre
Walking around Harrogate is pleasant but in parts it becomes a traffic dodging exercise. It could be improved and the proposals will encourage people to spend more time in the town centre.

Changes made are I feel appropriate
Lots of plants, lovely design, very professional. This has been done by people who care about the environment. Thank you.
The infrastructure beyond the town centre requires more urgent attention
I feel it is a much needed modernisation of the town centre, I feel like these changes will benefit the businesses around the train station area of town and help to bring more footfall to this area. currently with the traffic on station parade and James street junction is always very busy and potentially dangerous for the general public with how some motorists drive around. the plans make the area look a lot more open and pleasant.
Tidy the streets up make a pleasure to walk around or sit have a coffee attract more people for business take Harrogate forward sort roads out make safe cycle lanes to all schools great for health reasons.
Central Harrogate is fine as it is. Do not waste so much money on this new project. Instead use the money to resurface poor quality roads and fill potholes.
Better for the environment, better for health, better for the overstretched NHS. It is imperative that we get more people walking and cycling, people won't cycle unless they feel safe.
very well considered with due diligence on which types of plants, trees, street furniture etc. Aesthetically sound and big ecological uplift. Sends a good message to visitors and residence about valuing quality of life etc in public spaces, enhances civic pride and sense of care and consideration.
I would feel safer in the town if traffic was going through it. pedestrianisation makes it less safe as shown on Oxford & Cambridge st
Waste of money. Just need more bus routes & regular buses
The town centre is a very attractive area with well maintained flower beds, par areas, well kept street and welcomes visitors from further afield.
I feel changing the layout of Station parade to make it pedestrian only the traffic going to been worse than ever as stati. Parade part of the one way system. With the volume of traffic in Harrogate because of new builds people commuting to Harirogate from Leeds York etc I feel these plans for Station parade make over woukd make life difficult the traffic woukd be at a standstill I'm a dog walker so frequently in the town centre to drive thru I have a dog I walk who in the town centre and rely on going thru station parade to the dog house. It woukd cause etc chaos with road closures etc. It woukdnt be practical for car drivers buses etc.
Changing the character of Harrogate as a tourist destination.
It's a good way of deterring cars from the town centre
I disagree with the entire project.
It does not provide any real improvement
Safety issues around lights being turned off after midnight
It looks very smart.
Unnecessary- just needs maintenance
It looks like a bland block paved desert that serves no useful purpose except to divert traffic onto already congested roads i.e the Skipton and Wetherby roads.

The idea of Harrogate town centre catering more for people walking (and cycling) really appeals to me. Most towns and cities have car free areas which are always much more enjoyable to walk down. Cambridge Street in Harrogate is a great example of how people can enjoy car free areas and I strongly believe that more of this in our town centre will make for a much more enjoyable experience when visiting.
Its a good start
Horrific design that will only increase congestion.
Because this monies could be spent throughout the town repairing the poor footpaths and changing some of the footpaths to. A shared cycle/footpath.
There is too much pedestrianisation which makes some of the areas very bland. Modern paving has no character
It makes no allowances for us with disabilities and mobility issues that are unable to get a blue badge
The traffic should be the priority, not benches and flowers. We don't have any new roads look at a Victorian map and you will see our main roads, A59 and A61 have not been improved, only changed.
The TC is suffering from neglect and empty shops this will only make it worse and in the current economic climate is a disgusting waste of tax payers money I am aware that it can't be used locally for anything else but Central Govt must have a better use for it
Poorly designed, dangerous conflicts between users (vehicles/cyclists/pedestrians), restricts open access, increases congestion. Total waste of money. Purely an indulgence for cyclists.
I would like to be very positive, but the absolute pigs ear the council made in respect of installing a cycle lane on Otley Road makes me wonder just how effective the real world changes will be.
Sadly HBC do not keep the current seating and pavement areas well, so I just feel that any new area will just become neglected looking as well.
Waste of money
It doesn't matter what I say this is going ahead no matter what people say. The money would be better used for a park and ride like York
This whole plan is ill conceived and doesn't take into account the vast majorities of towns peoples needs or the changing culture in the centre. There's no realistic thoughts on the vacated shops and areas above the same which are becoming brown site areas. We've built on the green areas on the outskirts with little improvement or apparent thoughts on cross town and through town traffic when the vast majority of services and facilities lie on the southern and eastern sides. It's a waste of money that WILL fail to improve the centre or the townspeoples actual lives.
I can not see any benefits for the general public and major issues for people that live on the north part of town and the skipton road area
There are already some of these things in place
Modernisation is needed, and change is necessary despite the vocal minority who would like nothing to ever change anywhere

I feel my views have been completely ignored
It's a design which takes account of all users of the spaces in question, not just motorists. It should provide a significantly improved environment for pedestrians in particular and will encourage shopping in the town
I am more concerned with the impact on traffic and the shops.
hopefully it wont happen
The proposals do not take account of the needs of the older generation.
I still don't understand why there is an intention to pretty much concrete over the very lovely gardens in Station Square. Plans imply there will be far LESS greenery than there is at present and I can't agree with that. Tidy them up, but don't remove them...
Station Square seems too open and uninviting. Some covered shelters, more groups of seating and consideration as to how to attract young families useful.
Secure cycle storage even more important now I have a more expensive, faster bike that I can cycle into Harrogate on (from Ripon). I don't like leaving it unattended!
I am concerned about putting trees on the roundabout at the Odeon as it restricts visibility and endangers all vehicles and pedestrians. Don't obscure the view.
The proposals are a waste of tax payers money I know of many London/ European/ global companies branching out in Harrogate due to its reputation.( CMS for one). Working in hospitality and the conference sector. I KNOW, Lack of access will have a negative impact on Harrogate and lose us millions of pounds
Investment in the town is needed to improve public facilities and spaces.
We like to see improvements to help make the street a place for people rather than cars. We would prefer to see more greenery.
trying to make the town like places in Europe which it is not
Pedestrian areas with clean air are truly important
Oral waste of money. People need to be able to park near the shops otherwise the town will die. Ludicrous to make outside the bus station one lane. People do not cycle to get their shopping! Station Square is not used for events now so why will it be any different! Love the current little garden where people can just sit and relax.
There will be a negative Impact on local businesses and the traffic will be dreadful. I will.need to leave my volunteer job much earlier to be in time to collect my child from school
It's a pleasant design, but not enough people are able to cycle/walk or afford to use expensive and unreliable public transport to make up for the inevitable traffic congestion.
BENCHES ATTRACT UNDESIRABLE PEOPLE LOITERING WITH MENACING INTENT IN THE QUIETER PERIODS AND HOURS OF DARKNESS - WHY WOULD ANYONE VENTURE ALONE UNDER THE RAILWAY ONE ARCH FOOTPATH ALONE WITH SEATS AT EITHER END FOR THE MUGGERS TO SIT IN COMFORT WHILST THEY WAIT FOR WORK OPPORTUNITIES. NO PLANTING IN THE CITY SHOULD BE ALLOWED AS THE EXISTING TREES ARE LEFT TO OUTGROW THEIR SITING POSITIONS, THE FALLEN LEAVES AND BRANCHES

CREATING A SLIP HAZARD AS THEY ARE NOT COLLECTED DILIGENTLY, ROADSIDE GUTTERS AND DRAINS ARE THEN BLOCKED, THE TREES THEN ATTRACT PRESERVATION ORDERS THAT EVENTUALLY JUST ANNOY PEOPLE LOOKING TO DEVELOP THE TOWN CENTRE - PLANT THE TREES IN A FIELD OR ON THE STRAY. AS AN EXAMPLE THE DRAGON ROAD CAR PARK AND FOOTPATH TO BILTON IS AN OVERGROWN UNKEPT MESS - THE FOOTPATH IS A MUGGERS PARADISE IN THE QUIET PERIODS AND DARK NIGHTS

LIGHTING SHOULD NOT BE ENCOURAGED IN THE TOWN CENTRE AS IT IS NOT ENVIRONMENTALLY FRIENDLY - ALL NEON LIGHTS SHOULD BE MADE TO TURN OFF AT 11PM

CYCLE STORAGE IS NORMALLY FOUND IN A STATE ON VANDALISM WITHIN A SHORT PERIOD OF TIME AND NOT ATTRACTIVE TO USE - THEFTS OF BIKES DO NOT ENCOURAGE ANYONE TO LEAVE A BIKE UNATTENDED AND THE POLICE WILL DESIGNATE IT AS A LOW PRIORITY TO ADDRESS - THEY CANNOT YET ADDRESS THE NOISEY CHAV CARS DRIVING ROUND HARROGATE AND THE ASDA CAR PAR DESPITE MANY PROMISES

LITTER BINS ARE FREQUENTLY OVERFLOWING AND NOT MAINTAINED WELL - EDUCATION TO TAKE LITTER HOME OR DROP IT IN THE NEAREST WHEELIE BIN SHOULD BE ENCOURAGED - SMOKERS DISCARD THEIR BUTT ENDS AT WILL WHETHER OR NOT THERE IS A BIN. DRAGON ROAD CAR PARK RECYCLING BIN AREAS ARE A DISGRACE, UNKEPT AND ATTRACTIVE TO RATS AND OTHER CITY PREDATORS SUCH AS FOXES

There is greater emphasis on greener ways of travel, reducing emissions going forward by promoting cycling and walking

.

Any changes that make the town centre better for traffic, cycling and the environment are welcome

There should be more vehicle free pedestrian areas in town centres.

It's great to see people prioritised over motor vehicle traffic and it will make the town centre more pleasant.

A lot of new hard landscaping, some of which is essential. But it's a shame the scheme isn't more innovative in terms of sustainable planting - no evidence of this anyway.

Why is all the Harrogate through traffic still travelling through the town centre when it could bypass the centre with ease as it used to. Take note of the following comments submitted to Harrogate Council in November 2021.

Next the totally ludicrous scheme to alter the town centre which Harrogate Council appear to be hell bent on pushing through no matter what! In the 60's major works on utilities in the West Park area caused Harrogate Council to put in a temporary one-way system using Station Parade to get traffic through Harrogate. When these works finished the system should have gone back to how it had always been with the 'through traffic' going from Ripon Road, up Parliament Street and along West Park leaving the majority of the town relatively traffic free. Harrogate Council, due to its incompetence had not budgeted for the work and consequently we still have this



<p>insane system where every vehicle passing through Harrogate and every shopper and visitor have to drive through the town centre and up Station Parade. Anyone with any intelligence will know that putting the system back as it was is the best answer to ease traffic congestion and to clean up the air quality. What makes this new scheme even more unbelievable is that they intend to make it 'one lane' and say that a study has shown one lane will not make any difference to having the two existing lanes. Was this study done by the 'developers' I ask myself? It would appear to have been carried out by someone with a vested interest in the scheme.</p>
<p>The lack of parking and additional support for cycling is ridiculous. In comparison to the number of visitors from surrounding villages by bike and lack of public transport. People need to park</p>
<p>To much emphasis on cyclists, as a pedestrian I find them thoughtless and "aggressive" often using roads or pavements inappropriately. Also people cycling into town are unlikely to be shopping as unless extremely fit the routes in or out of town (eg Otley Rd or Knaresborough Rd) are too steep</p>
<p>Waste of money</p>
<p>Stop wasting our tax money on marginal benefit projects My gas bill is crippling me Help by using this money on reducing my council tax</p>
<p>There will be knock on effects and it is not user friendly. Just rearranging the deckchairs on the titanic</p>
<p>I think this is a pointless survey whose views you will ignore</p>
<p>You are spending money to degrade an already pleasant area on station parade, madness, money could be better spent elsewhere.</p>
<p>The scheme is flawed, like moving chairs on Titanic</p>
<p>Will not solve problems and will make it worse. Allow traffic to move.</p>
<p>Sustainable travel is unfortunately not possible for everyone. Many people cannot avoid the town centre when accessing other roads in &amp; out of our town. What happens to those of us who cannot walk.cycle/use public transport? It may look good on paper but in practice it does not work for many people. It will affect businesses and trade in the town.</p>
<p>I don't think the layout of the town should be changed. What we REALLY need is shops, such as iceland, wilkos that everybody can afford to shop in. We have too many pubs, restaraunts,cafes. We're trying so much to be like leeds &amp; we can't, this is a little town not a city</p>
<p>Vanity project. Based on old data. Manipulated</p>
<p>I don't agree with wasting tax payers money on cycle lanes that few people use. Lets look at the same scenario at Sheepscar in Leeds. I travel through there at least once a week every week and haven't seen a single cyclist using the new cycle paths, yet roads have been narrowed and seem to cause more congestion.</p>
<p>On paper it all looks very 'pretty'. However, I feel that reducing roads to single carriageway will cause traffic gridlock and a major concern is buses exiting the Bus Station. Currently there is an element of 'filtering' out of the station, because there is the benefit of two lanes. In future, they will have to negotiate exiting out into one</p>

lane, which will already be having to cope with historic two lanes of traffic. Parked disabled drivers will have difficulty pulling out into one lane of traffic, particularly as the driver will be curbside - having to rely upon wing mirror maneuvers.
There is no reason to change anything a complete waste of money
The designs appear to be unrealistic in terms of expectations as to usefulness and real benefits to visitors and residents alike. Making a better "environment" for visitors presupposes that they (most?) will actually use public transport, cycle or walk and be somehow in awe of the warm welcome that the Gateway will impose. The reality will be different. Where is the evidence of the footfall expected to use the Gateway? For most people, especially those who live in the surrounding villages and towns, the most effective and efficient way to travel into Harrogate remains the car. Multiple bags of shopping?...Elderly or infirm? ...Families with children? Walking or cycling is laughable and public transport does not match the busy schedules of current, everyday life. Train services have reduced (currently, people are being advised to travel only when necessary) and costs are prohibitive when compared to a single car journey for a family of five!
Cycling in Harrogate is dangerous. There should also be cycle designated lanes throughout the Harrogate road network, but the problem being that virtually ever road allows roadside parking with cars parked on pavements where roads are too narrow eg Kings Road.. England is an old country whose roads were not intended for modern motor cars but the Netherlands overcame the problem even though it took decades. I might also add that some roads are so dilapidated that they are not fit for purpose eg Coppice Drive, which is an embarrassment to a town which pretends to pride itself on its visions.
I like the open feel to Station Square and the extension
you listened and the proposals will be significantly better than the current
People don't cycle in the centre of Harrogate because of the hills, not the traffic ! The narrowing of the roads will increase congestion and therefore air pollution. This scheme is going to do little, if anything to reduce the number of empty properties / shop space in the centre of Harrogate. It will also add to the traffic congestion caused by vehicles trying to go through Harrogate, which aren't going to stop and admire the empty shops. Wouldn't the money be better spent creating recreation areas that all residents are able to make use of, particularly younger ones, instead of areas for loitering and graffiti opportunities.
Having lived in Harrogate for many years I am of the firm opinion that the present road / traffic / shopping situation in the town centre works just fine. [Why mend a wheel when its not broken?]
Attractive, better for bike and pedestrian traffic, hopefully will encourage more people to ditch the car
too much paving and too many restrictions you can't improve things by restricting them. You will create an empty wasteland of paving.
It will be watered down when it finally comes to it. Value engineered.

the town centre has too much traffic as it is, without restrictions to one lane. there is too much emphasis on cyclists' needs and not enough for motorists and pedestrians. we need vehicles to get out of the town centre, not stuck in traffic.
Well thought through
No consideration for improvement for vehicle traffic flow and car parking
spending loads of someone else's money on landscaping is great for the Harrogate resident. But there's not too much wrong with what's there now, since the new will be laid out like the old.
I live in [redacted] and am concerned about the traffic increase when the lane goes from one lane to two. It is a busy area in the mornings and I fear it will be really hectic if lanes are removed.
I like the priority given to pedestrians and cyclist. I like the pedestrianisation of James Street. I like the planting opposite the Odeon cinema.
No specificity on type of tree -just a suggestion of several types -does this depend on budget as to the final choice rather than suitability ?I would only go with the 'gold'type bollard as the other suggestion looks cheap and does not blend in with the ambience of the city centre.I can't see where taxis would park near the station -can that be made clearer please .
More space for pedestrians
Yhe proposed plans will limit access to the station causing delays too catch trains
Too much landscaping on Station Parade. Reducing to a single traffic lane will cause huge backlogs on Cheltenham Parade, Kings Road and Ripon Road - also turning right from the bottom of Parliament St.
Waste of money leading to demise of town centre. If I can't park near by I will do more online shopping.
The design appears the very opposite of simple and easy to use. Complex would be the wrong word as it suggests a coordinated whole. What you present is a crammed plan which looks as if it is aimed at pleasing everyone. Flow of traffic, priority for buses, safety for pedestrians are at risk.
We need to modernise the town centre and access to it to concentrate on lowering pollution, reducing carbon release, encouraging physical activity and making it safer for children, families and those who have mobility problems, walkers and those using bicycles. Too much of the town is dominated by car use. We need a greener response and a practical plan to reduce climate catastrophe. The Gateway will be a first step on a long road to net zero by 2050.
One arch looks good. Waste of space at Victoria gardens and loss of parking. It's already increasingly difficult to park in town
when I shop I don,t have time to bother about appearances I want to get away as quickly as possible
Nice idea but it won't stay nice for long.
This will pish more traffic to skipton road which is already too congested, the 2 way cycle lanes on station parade are a guaranteed death trap, cycle priority lanes around the roundabout is also irresponsible. You've done nothing to elevate the traffic

problem, most traffic is going THROUGH the town and not to it, making the centre more inaccessible without offering an alternate route is frankly stupid
I think this is a waste of money. I don't want yet more "events" in the square or on James Street.
I don't think it adds anything and the fact that there are more traffic restrictions and therefore congestion is worrying. Harrogate's congestion and poor traffic / highway planning is already terrible.
I still believe the traffic congestion will be worse & back up as far back as Cheltenham Parade, Kings Road, Parliament Street traffic lights..
Not enough green spaces
If you think that cyclist will stick to cycle lanes then someone is very short sighted, the road closure and single lane will cause more congestion.
They are an improvement
You purposely do not show a fly through for Cheltenham Parade and Bower Road. This is the through route for Leeds traffic and those living on the south side of the town. This is always busy due to through traffic, but also vehicles going back around on the one way system. This is always very busy and causes backups on Ripon Road heading south, Parliament Street going around, and to a lesser degree, vehicles coming from Cold Bath Road, Cornwall Road and Crescent Gardens. The planned one lane is going to delay traffic far more than the 73 seconds currently declared.
It looks great. The lighting and open space feels contemporary and a place I'd want to be. That said, I'd like to see the boundaries pushed further in terms of living plants and structures that could hold them - vertical gardens. The more green we can get there the better it will look and the healthier it will feel.
It will be money wasted. How can I at 79 walk or cycle to Harrogate.
THE PLANTING WILL BE GREAT TO STRAT WITH BUT UNSUSTAINABLE
The proposal will further clog up the centre of Harrogate.
There is plenty of space for people to walk at the moment. The proposed cycle ways do not have to be used by cyclists, they are allowed by law still to ride on the roads. The open spaces created, will only be used by the odd burger van or ice cream van, or company selling cars.
The pandemic has limited one's visits to Harrogate
Public spaces in town centres attract litter, beggars and anti social behaviour. I welcome slightly wider pavements but feel safer with passing traffic especially after dark.
Equal treatment for other road users - walkers and cyclists.
I'm not yet convinced that the level of bike travel will justify the amount /areas of bike paths in the centre
Reducing the traffic around James Street and Station Parade will make all other roads around Harrogate even more congested. Currently, there is little evidence of cyclists around other parts of Harrogate, away from the town centre, even on the Stray. Will all these changes make a difference to the number of vacant shops in Harrogate?

This money could be better spent on encouraging retailers into the town centre, and reducing rent for retailers. What is the proposed access for residents in the James Street area and businesses?
You propose to reduce roads that are already busy most of the time from 2 lanes to one, this can only mean more pollution especially in areas such as Station parade that has no more need for pedestrianisation
It appears to provide a more open feel to the town centre and give cycling more recognition which is very important
Don't agree with the massive amount of pedestrian areas. We need to make Harrogate town centre car friendly.
Not everybody is in to cycling. We've a bad enough traffic situation as it is, cutting down the lanes will only make it worse. It's not going to force people to cycle - those that want to cycle already are
Busy road to cross outside bus and railway station. Poor signage to town centre and main attractions
The communal areas in their initial concept look amazing but there needs to be a new initiative to care for the area and keep it in pristine condition. There are corners of Victoria Avenue and the Library Garden area that need constant care. Where do the road sweepers hide away?
Too little room for vehicles. Does the volume of cycle traffic justify two lanes of cycleway - I think not - and therefore it should be compulsory for cyclists to use them rather than further hindering vehicular traffic. Plus, you cannot spell Square in your video - it doesn't provide us with much confidence about your attention to detail, does it?
They are based on false information. For example, saying that reducing two lanes of traffic will not have a significant effect on traffic flow is clearly nonsense.
Tax payers money should be used for better purpose
I strongly object to the proposals for James Street and Station Parade
Cycle lanes only add to traffic bottlenecks. They are not justified compared to the limited number of cyclists in the area.
There seems to be a lot of wasted open spaces. Bearing in mind that Harrogate is usually a very windy chilly town.
Separation of cyclists from motor vehicles may encourage use of the former.
Very opposed to removing a traffic lane on station parade and James st parking
A lot of money for what is proposed
I avoid going to town centre because of traffic
Don't reduce car lanes. Far too busy !
Roads busier during peak times - more pollution
The pedestrianised area on James street is great, as is adding more trees, e.g. on the roundabouts. I'd question the value of most of the other changes though. Given the relatively small number of cyclists in the town centre and the already busy roads, what value is there in reducing to one Lane on Station Parade? Also, after the utter dangerous mess of a cycle Lane HBC have added to Otley Road, I've a feeling the

cycle Lane design is poor and it won't be long before a cyclist is hit by a bus or someone exiting a car park.
I think that the signs concentrate on the wrong areas. Improvements inside the station and the bus station are more important - first impression count for much more.
Like the cycle lanes and the predestinatan of the area around the shopping centre looks a more pleasant environment for all concerned.
Lighting I could find no details of energy consumption we need to ensure energy efficiency and light pollution would prefer tp see use of down lights and measures To ensure lighting only on when people close by not all the time as a council tax payer I don't want to see increased costs just to light public spaces when no one is around
Not appealing visually
Space, opportunity for alternative transport. My mum can't use her scooter here but with these plans she could be more mobile. I can use my bike more. Are there safe places to lock up bikes included in plans?
It is all very pretty but I can't see a plan for where the current heavy traffic will be diverted to
People are prioritised over motor vehicles.
There are token trees and most of the areas is paved and unsheltered. It would make it a lot nicer if this was a properly tree-lined street with gardens, building on the city in bloom that Harrogate is known for. At present, the proposal looks like Leeds.
More landscaping, green areas, seats and trees please
Design looks in keeping with the area
It is not needed ,perfect as it is now
There is no demonstrated need for this scheme, which will create a huge underused space in the middle of the town centre. The scheme is put forward in isolation, and does not form part of an overview to mNge traffic flows (or the lack of flows) in Harrogate.
Always good to see more planting & improved hard landscaping
The center is already difficult to get into, this will just cause more difficulty.
Its a grandiose, over the top expensive and unnecessary scheme that will do nothing to ease congestion on the main roads into and out of Harrogate. It will not make the town more accessible, or pleasant for pedestrians and it will result in even greater traffic congestion on the Skipton Road and Ripon Road routes through Harrogate. The councillors have not got a clue about what Harrogate residents really need. Better services, improved and more frequent bus routes, and as a major priority - LESS HOUSING.
Don't seem to take into account current improvements being made
if there was more safe space for cycling more people would cycle too and from the town centre. cars have killed the town centre.
Not convinced that the plans are sufficiently imaginative, nor do they extend further down Station Parade. The lower end will not improve as a result of these plans
I'd like to visit Harrogate more often. Public transport is not an option - it would take several hours instead of 30 minutes by car. The biggest deterrent is the availability

and the cost of parking. It's great that you're looking at the "green" actions, but realistically the car is the easiest and best way to travel to Harrogate. Transporting shopping is easier by car than on an infrequent and expensive public transport system. You need to make it easier with better and cheaper parking, access to chargers etc.

Unfortunately there is a conflict between your laudable green intentions and persuading people to travel into a town centre to spend money. The competition for travelling into Harrogate is online shopping - no parking or petrol costs and much quicker. I see how your proposed changes might be ethically good, but don't see how they will help bricks-and-mortar businesses in Harrogate survive in the coming decades. You might end up with a town centre full of cyclists and pedestrians, but will they be spending any money?

i did not take part last time

I do not think the intended changes improve the proposals. I think it is unnecessary to have dedicated cycle lanes as part of the proposals as there is unlikely to be sufficient use by cyclists to justify these arrangements. Wider traffic lane would be sufficient to allow safe passage for cyclists. The current arrangements where the cycle lanes are not separated from pedestrian footpaths will create a risk for pedestrians.

Complete waste of money

When large areas are made with blocks such as depicted then it can look very bland! The pedestrian area in front of the theatre is a classic example!

Great investment in the town centre which is hard to come by. Creates great public space which is currently lacking which will be good for the economy of the town

Overall the scheme seems to be an improvement to the environment, but I have reservations regarding parking as it is not clear whether public parking spaces will still be available near the bus and railway stations. At the moment the existing car park is ideal when visiting Cambridge Street and other town centre shops with my severely disabled brother-in-law.

We seem to be losing a lot of green space. Loss of parking on James St will have ramifications on shoppers

Definitely an improvement. Always good to see greenery used in corridors, very good for well being. The paving will be high quality with a nice nod to locality. I think the open space opposite the train station has more potential. It would benefit from more seating and distance from current design. We need to build a more inspiring vision that will draw people to congregate and stay in the square and not just pass through. Danger of being a little underwhelming and very under utilised.

less clutter and more open

For those visitors and commuters arriving in Harrogate the station parade area is not a welcoming experience being immediately confronted by two lanes of traffic and a current public realm that says little about the best of what the town has to offer - a beautiful and relaxing place with history of health, well-being, spa waters, green spaces, floral pride, events and fabulous independent shopping.

<p>More can be done to improve the public realm of Harrogate, such as pedestrianising Cambridge Rd between Oxford St and the cenotaph, as well as pedestrianising Cambridge Crescent and Prospect Crescent to create a public square. Furthermore section of Albert Rd between Station Parade and Princes St can be pedestrianised as well as Princes Sq to form a vital public realm, allowing for alfresco dining.</p>
<p>It is actually OK as it is.</p>
<p>I think Harrogate rate payers money could be spent more wisely as the Otley Road Cycle lanes have proved they have been an unnecessary expense. The Leeds Road is in need of re-surfacing between the Georges roundabout and the Empress roundabout!</p>
<p>I object to the changes that lead to a single carriageway past the station through Harrogate as I believe it will increase congestion</p>
<p>Absolute waste of money and no need for it you will drive people away. Spend more money making more suitable shops like B&amp;M, Home bargains, Tesco, Clothes shops reasonable priced &amp; shoe shops which are affordable There are too many bars and restaurants which are over priced. If you got money to waste cut the council tax or pay it all.</p>
<p>We had a wonderful gateway when we had our beautiful Victorian railway station ,market hall for local tradesmen and spotless manned public conveniences. I'm not surprised Queen Victoria has turned her back on the shambles we now have and which will get even more shambolic if this half baked scheme goes ahead.</p>
<p>The whole scheme is a waste of money, does nothing to ease access to the town centre and will increase journey times considerably for all cars and busses. All this to satisfy an extremely vocal but very small minority of cyclists. The demograph of the local population and geography of the town mitigates against this vanity plan.</p>
<p>Plants etc gives a sense of relief from the darkness of areas where a lot of buildings are involved</p>
<p>Harrogate survives through easy access for residents and visitors. This will become more difficult after this project. Many people outside Harrogate do not have easy or convenient access to public transport. Families do not want to use public transport. People with money to spend want to travel in the comfort of their own vehicle. Cycling is not a desirable option for many people.</p>
<p>The expensive white elephant of Otley Road cycle path being boycotted by the cycle lobby is not used.they prefer to race down using the normal road. During school term the Grammar school and Rosset the pupils legitimately walking to and from both occupy the full pavement..Talledged station gateway cuts off James street the only entry to town other than Chelternum soalternative traffic is filtered elsewhere,clogging periferal roads. Stop these fantasies and spend the money on more publick transport to villages and outlying areas of town.Come winter the cyclists dissappear when the weather changes passengers want more frequent busses not walking in the wind and rain .Keep your dreems for bed time .</p>
<p>waste of money, I don't want to see station parade narrowed to 1 lane. The argument that the station is separated form the town is blatantly false. There cannot be many places where the station is wing a few 100 m of the main shopping street. I am fed up</p>



with the council's focus being on cyclist who will never represent more than 0.0000001% of the people transiting/visiting town.
Due to living in a rural village with poor transport facilities and we have great difficulty access them on foot anyway as my husband has a disability. We have no alternative but to drive, We therefore feel that we are totally disregarded and made to feel shame that we need to drive. It's always about cyclists and pedestrians, never about us.
I think the new spaces will have a positive impact on the town centre.
I believe that the change to the traffic flow will cause increased bottle necks, stationary traffic, increased pollution. The money would be better spent on implementing a fleet of FREE electric buses. That would take car traffic of the roads with a carrot, instead of always reaching for the stick option first.
A cycle enthusiasts have said they want more bike storage since the tour de France & Yorkshire arrived, BUT most of us don't agree! You're pandering to the smallest of minority groups who are nothing short of self entitled brats!
I would feel safer as it is more open and the lighting is much improved this would make me more likely to go into town as I could go alone at times to meet friends or just to visit a coffee shop by myself
It will make the traffic in and around Harrogate ten times worse than it already is. Crazy idea and complete waste of money
Looks modern
I'd like to see more trees planted and I prefer the contemporary benches
A waste of money as fewer people will visit.
Fine; not really the aspect that concerns me
honestly, I do not feel that my views matter. I have over the years been to a number of public consultations and it always turns out the same. The big boys win!!!!
I like this seating plans and details of the trees
Forget Gateway
Less of an inclination to travel to Harrogate. Will visit local amenities and/or major shopping centres in York or Leeds. A few more local Harrogate people may use the cycle lanes but these will predominantly be "white elephants".
I don't think the issue is being addressed
Doesn't seem to think ahead
Concerns regarding detriment to local business owners and residents
I am a bit concerned that in these dire economic times with the cost of living so high that we could perhaps find something better to spend the money on. I am also concerned that there is too much emphasis on cycle ways, very few cyclists appear to use them, I hardly ever see anyone using them.
I cannot understand why you have such a forcefull following of bicycle storage when people who shop in harrogate centre do not carry all their bags of shopping home on a pushbike!
These plans are detrimental to people like me who have mobility issues but are not officially disabled. I need to be able to park near to where I'm going and will simply stop visiting if I can't.

I do not like the changes to public space at all or landscaping.
It's all show to put an acceptable face on an otherwise unwanted scheme.
I think you are pushing an anti car strategy that will be very negative for the town centre. The recent road works showed the impact of moving to one lane and it wasn't good.
There will be significant traffic congestion because of the reduction to one lane. There is no problem with the existing arrangement, and I cycle and walk there a lot
It looks so much better and encourages cycling, walking and public transport. It gives that area a much needed facelift.
has a good look and feel to it
More pedestrianised area is needed, more green areas
A greener environment with clearer lines of vision
The proposal for one lane by the station will have a crippling effect on the town, I have looked at the survey figures and they are far below my experience. The journey into Harrogate is already so difficult we should not be considering anything that hinders it. To replace the cars with public transport will take an unprecedented increase in bus resources, which isn't going to happen. Quite simply, the disruption during the works and the resulting road system won't be something the town, its residents or businesses could cope with.
As a disabled resident I disapprove of the lack of awareness of the need for easy access to shops and leisure facilities
I don't think we need the new designs
I feel that the whole scheme is an utter waste of money which will impede traffic flow. The block paved areas are totally unnecessary and require more maintenance than a nice smooth asphalted surface. Take Ripon as an example of where a perfectly good road surface was replaced with blocks costing a fortune and which have already had extra work carried out on them.
It could be a more attractive part of the town and this might deliver it.
Less street furniture, more planting, high quality materials, better provision for cyclists.
I have NOT been able to see them!
Will radically improve the town centre and make it a more pleasant environment for pedestrians
Currently part of Harrogate centre looks like a car park, not cycle or pedestrian friendly. Some streets are full of parked cars with cars passing making it dangerous for children.
Designs not in keeping with heritage of the town, looks too modern and urban. Use the Stray for inspiration.
Spend the money on care services and the hospital
A few flower pots don't improve the fact that the town centre is shabby dirty and full of pigeons
Good seating

clean and sharp design please make litter bins compacting ones with sensors so cutting down on emptying costs and visit by vehicles to empty - what about electric refuse vehicles ?
The arch is well lit but couldn't see much light elsewhere although natural light as very open spaces
Its all a bit bland and could be any town anywhere in the UK. I'm not sure how people walking will be kept safe from being run over bu cyclists
Too much is already spent on Harrogate what about the state of Knaresborough high street. No banks, no building societies empty shops and a general run down appearance. Traffic jams and gridlock caused by deliveries in core hours and buses stopping every few minutes on the high street as they are a different company to the bus station. A few extra planters and a cycle Lane in Harrogate isn't going to help us yet we will face the cost of their maintenance. Do something for historic Knaresborough for a change.
Security cameras and associated measures to avoid anti-social behaviour need to be central and budget and the police need to be part of the scheme
I think it is a terrible idea. It will make it a nightmare to get into town people will go elsewhere
Ask people of Harrogate how they want you to design it. I, personally, look at many of current projects/developments/designs and ask myself why...
This is just tinkering with the furniture - the real issue is the movement of traffic round the town!
I believe these plans we modernise Harrogate out of being recognised and loved as an historical Spa town. It will cause more congestion and more pollution causing more health problems. I don't know what kind of report you quote as not effecting business and footfall but they are wrong. lol at Tunbridge Wells - i lived there too - it became a ghost town and lost a lot of holiday visitors! You should use the money to update in small sympathetic way. The council is money greedy
I am a keen cyclist but don't see enough to think that it would be safe and secure to travel from home to town centre by bike; otherwise, it looks good
Benefit of doubt - wait to see usage
Those items are of concern to me.
There is nothing I can see that would encourage me to visit the town centre. I would only go if I had no other choice.
Looks lovely so long as the roads and pathways are done beautifully and the planting is actually done and maintained
Looks like lots of new street trees
The design is not in keeping with Harrogate. Too much concrete. The overall design is ugly, dysfunctional and a waste of money.
impossible to make station parade into single carrageway for veicles
Breaking the pattern of shops, car parking and through road. Opening up pedestrian space and opportunity for trees and seating. Slowing the pace of life.

Good mix of native and non-native plants. Seating designs practical. Open spaces for people to sit and walk in.

It is obvious that you are trying to dissuade car drivers from driving to Harrogate, without having public services in place to allow people from outlying villages to get into Harrogate and have time in Harrogate before having to catch a bus home.

Pedestrianisation is an ideology that has not worked. I am old enough to remember the pedestrianisation of Coventry (an early example). The "Precincts" as they were called, doomed the city centre of Coventry. All ideology fails when it will not see that its vision excludes all other visions. Despite this, the Artists Impressions are exactly the same as Artists Impressions of the last 40 years. They are always a well-meaning "gift for the future" from a grouping of well-resourced individuals.

The newer ideology is much based on a totemic faith in Cycling. This faith is connected directly to the people who commission these schemes. This societal grouping (which is essentially the managerial class) is suffering from the same well-meaning obsessions as those active in the past that: demolished entire city centres, promoted vast concrete public entities, promoted the cars dominance in public life and encircled towns in by-passes, and convenient out-of-town retail parks. Of course, today's group would wholly reject all these actions, but equally they are just as blind to their own obsessions today.

There are consequences to this.

Increasing the the citizen is not receiving these schemes with open arms. There is considerable resistance building that once again a Power Group is exercising their "right" to give the citizen what they think the citizen needs. That is a Political action. This isn't really about public space in towns.

It is Colonisation. With the citizen playing the role of the grateful colonised.

What role does "cycling" play in this? Any group that seeks to impose their will on another must find something to provide a moral grounding for their action.

In an era of dubious ethical stances something must be found to underpin action that cannot be easily shaded with doubt. Who could doubt the efficacy of cycling? Would not Baden-Powell have approved? What are we really pedalling here?

This is the reason for the rise of cycling. For this societal group it is no more than a tangible representation of Moral Superiority. This is the instrument of power.

The aimlessness of pedestrianisation is now backed up by increasing data on the uselessness of cycleways. Cycleways are devoid of cycle traffic. The citizen knows this empirically. The cycleway between Leeds and Bradford might usefully be ploughed up and Winter Lettuce sown. It would add to the Visual Amenity. Will this be the same for Harrogate? Would the millions of people just north of Harrogate find the cycleway up Station Road irresistible? Where are they going?

A bike's role in "life" varies with culture. But it is defined by culture too.

I regularly visit Ghent. Ghent is planning a Bike Station outside the main train station to accommodate 17,000 bikes. Do I hear cheering?

<p>But Ghent has a greater area population of 450,000.</p> <p>Ghent has one of the best integrated transport system in europe (trains, bus, trams). We have an occasional puffer train into Leeds. Ghent is on the dead flat North Belgium Plain, we live on top of a windy hill in Yorkshire.</p> <p>Harrogates response is massively disproportionate regarding cycling is not because of Topography, not because of Culture, not because of Need, not because of Economics and not because of Traffic.</p> <p>Its because one unrepresentative group wants to think of themselves as nice middle-class people. And have the will and resource to demonstate it.</p>
<p>In an older town like Harrogate which has suffered from poor town planning and aggressive residential development with associated tangibly poor support services and infrastructure investment space is at a premium. Therefore authorities now find themselves trying to recover a situation by making easy short term wins of removing valued infrastructure (car parking, car transit routes etc) and giving over the landscape to aesthetic changes while making no effort to tangibly increase traffic capacity or ameliorate current and future traffic.</p>
<p>Wasted space in Station Square</p>
<p>Any loss of mature trees is to be regretted. Vast areas of flagstones or concrete is to be avoided. Large open spaces - as with pedestrianised streets etc attract anti-social behaviour. Tasteful lighting is always an asset.</p>
<p>it looks pretty but the main access road will cause major issues</p>
<p>It gives the impression of wide open spaces with trees and more relaxing areas. The fountains in station square are a brilliant idea (if they are implemented). The lighting in the one arch makes it feel like a much safer place to walk.</p>
<p>Commerce concerns.</p>
<p>Felling mature established trees is bad for the environment. The current trees and shrubs provide a peaceful, shady spot.</p>
<p>I have never needed or wanted to sit in the middle of town. I approve of wastebins and suitable lighting after dark for security reasons but otherwise I am not interested.</p>
<p>the are ok but not that imaginative. Why don't you reopen the amphitheatre by the victoria centre?</p>
<p>Station square has been turned into a vast, hard surfaced, open area with no shelter from the wind or screen ing from view of traffic. The previous gardens, surrounded by hedges, provided sheltered seating and green, restful, surroundings for shoppers to re-energise or wait in pending departure of their train or bus. This is a very retrograde step.</p>
<p>We have lost all the plantings in Station Square except the trees - we've replaced a green space with paving and lost a nice place to sit which was cool on a hot summers day with more heat retaining slabs - hardly green nor sensible with global warming effects on our climate!</p>
<p>No consideration has been thought through for acess other than those who walk or cycle.</p>
<p>An attractive and safe town centre is a positive move.</p>

It just seems very different & not sure how it will look in reality
We need to make this area more attractive to pedestrians and cyclists to move through. The negative impact of large volumes of traffic, needs addressing. This is a very negative aspect to this and other parts of the town. The scheme is externally funded and allows the town to bring in investment. The scheme will improve the shopping and visiting experience and enhance the economy.
In what way is this going to be positive? Traffic is already busy and that's with two lanes. Reduce capacity increases congestion. In addition, I note disabled motoring facilities are low in the agenda - typical of HBC planning, giving loading bays preference over and above Disabled bays. Reinvest this proposed scheme's budget into what locals want!!!
Because in time they will be neglected and unattractive.
Cyclists do not spend money in the town do not pay tax or parking the contribution made by them to the shops in the town centre is low. Remember there are other places where people can spend there money if they are made to feel unwelcome in Harrogate. You cannot force people to give up there cars
Removal of the Mini Tweit well in favour for a generic fountain which are all over the country.
We are not a city. Better use would be a cycle path to and from Leeds. Alot better to remove cars from the roads. Bigger vision especially as trains are becoming more unreliable. A test of 2 way traffic on parliament Street is needed. The whole gateway idea is flawed from the start. You need to back and ask to use the money to link us to Leeds for cycling....
The lack of engagement with town center residents who will be most effected by these so called improvements is very disappointing. The proposed one way system along Cheltenham Mount encompassing Mount Parade and Granville Road (Back and Front) will limit the access to our homes we currently now enjoy. Often we struggle to find space to park on the aforementioned streets and have to drive around the block until a space appears. The way the traffic is being directed in the new plans will make the task even more frustrating.
Great to encourage cycling.
In an attempt to create a flexible "events" space - not a good place for it anyway with an inevitably noisy road next to it, creates a sterile environment devoid of charm. Insufficient planting
There is over emphasis on pedestrianisation to the detriment of the ease of access to shops and amenities. There is no need to pedestrianise James Street because there is ample space in Cambridge Street, Oxford Street and at both sides of the Victoria Centre for any of the events that you list below.
I think the proposed plans will make thehis area look bland and featureless. Acres of block paving soon look tatty especially as it has now been said that due to rising costs cheaper materials will likely be used.
I'm happy with how things are now

This is a massive improvement. It should make the area much nicer to visit.
Changing the Town Centre for minority cyclists is a waste of £10.9m
My experience is that for reasons beyond control, architects and planners designs rarely end up as the original.
Harrogate is crying out for this. It's a lovely town to cycle /walk round but blighted by car traffic.
The centre of Harrogate is very busy. Traffic is very slow moving, so exhaust fumes make sitting on benches, after the alterations when there is only one lane of stationary traffic will be awful
I feel this scheme marks a real improvement to the public realm in the town centre, making it a significantly better place to visit. It will impress visitors, important for future investment in the town as well as benefiting residents and local businesses
Prefer to leave it as it is
A big improvement on existing facilities. Town centre needs a face lift, it is lagging behind Leeds and other major towns / cities.
I am worried about the impact traffic diversions will have on the rest of the town centre.
One of the more positive points of this whole scheme is that the public space in front of the train and bus stations will be made more attractive. It is also good that the area containing Bower Street will be made more attractive, since this has had a run down look about it.
<p>Harrogate Station Gate project</p> <p>The consultation proposition makes reference to the northern relief road and states that the preferred solution, through Nidd Gorge, received opposition comments. The consultation document suggests that the Harrogate Station Gate project, miles away from the closest route for the northern relief road, would address the northern relief road issue. The models used by NYCC on their website for the Harrogate and Knaresborough Congestion measures have not been revisited for the Station Gate project. The model used in the Harrogate Station Gate project does not extend far enough north to include the routes impacted by the northern relief road. Consequently the suggestion is without foundation.</p> <p>Inadvertently the proposal focuses is on cyclists passing through the town as part of their onward journey rather than trips starting or finishing in or close to the town centre. Provision needs to be given to people making trips to the town centre businesses for work, shopping or social activities and secure and safe storage of their transport close to their trip destination.</p> <p>Harrogate has a unique layout and physical geography not seen in other places. Many of the benefits claimed to support trade in the town are not evidenced except that they may have worked in some other places but are not modelled in the Harrogate context</p> <p>The proposal presented focuses on established routes and does not consider potential modifications or upgrading to other roads (e.g. in area between Kings Road and Commercial St-the Cheltenham Mount Area of Town).If these were improved and</p>

upgraded to prevent or limit vehicle usage it could better address the movement of cyclists and pedestrians into and around the town and to and from town locations. This would cater better for trips starting or ending in the town centre, particularly by pedestrians and cyclists.

This would make Harrogate itself more attractive.

#### Economic impact

The proposal does not show improvement to trip times for pedestrians or cyclists (see technical note 1)

The proposal makes use of a WSP simulation model and accepts (Technical note 1 page 3 para 1) that the model is unable to properly model the interreaction between cyclist's and vehicles. From the information provided it is questionable how accurate the model is in simulating the interreaction of cyclists and pedestrians.

Technical Note 1 Page 4 Para 4 states that the project would not result in reassignment but shows that trip speeds would decrease by 50% therefore trip times would increase by 50% (see table 1 of Technical Note 1).

Table 1 of Technical Note 1 does not include any traffic figures (either vehicular, pedestrian or cyclist,). From Table 1 it can be seen that anticipated delays to trips have increased as the proposal has developed. This growth in delays anticipated is likely to continue as the proposal identifies other issues at individual shops, homes and businesses.

#### Operational issues

The way cyclists, vehicles and pedestrians interact is well established in the current town centre arrangement and there still are fatalities and serious injuries. The consultation suggests that changes to the way users interact will take place. As it accepts that the microsimulation does not adequately cater for this there are concerns in the way safety and congestion would change.

Currently a traveller making a trip between Cheltenham Crescent and Roberts St by vehicle or cycle has 2 lanes of carriageway available (plus parking areas when these are not occupied). The proposals would reduce this to a single lane. The increase in congestion and availability of only a single lane would delay emergency responders.

The delay would increase when this single lane was blocked due to the following

- a. Emergency works by gas, water, electric, telecommunications companies
- b. Collisions or accidents blocking the lane especially when access by emergency or recovery vehicles is impaired
- c. Normal repair and maintenance work by gas water electricity or telecommunications companies.
- d. Deliveries.

There would be significant delays to emergency responders, increased delays to all trips and these changes may cause full gridlock as the proposal does not have a suitable diversion strategy.

#### Environmental concerns

The increase in trip times would result in increased exhaust emissions by stationary or slow moving vehicles. There also appears to be some loss in green space though this is already limited on the project route. The proposal makes no reference to



electric vehicles

No mention is made of any environmental impact assessment or of an equality assessment and is unclear how the different types of cyclist, driver and pedestrian would be impacted by the proposals. For example are through cyclists impacted in the same way as those wishing to make short stops on the route.

Cost

The single proposal being offered has an estimated cost of £10.8 m. The consultation document does not make it clear what costs are included but it is likely that it doesn't include administration staff cost, design costs, delay costs to travellers during construction.

The proposal accepts that journey times and costs would increase but doesn't say how business and others would fund these increases (e.g. employee cost getting to work or increased delivery costs) or what business or other activities would have to be curtailed. The statement in the report that this is considered acceptable is not the case.

Conclusion

The modelling of the changes admits that there would not be any reassignment of travel mode and that trip times would increase. There will also be a loss of facilities and overall increase in journey times. The works have a significant cost at a time when public finances are better used funding other activities so I cannot taking forward this project at present

Like the tunnel

Wrong way to deal with traffic, should look at 2 way on Parliament Street. Then Station Parade could be Pedestrianised and buses given priority.

Think it's a waste of taxpayers money at a time of recession

It's now well integrated design

Just brilliant. Forward-looking, modern, bright, open spaces.

It is not clear from the plans exactly what you are doing. The cycle storage seems it be in the (already narrow) cycle lanes in some cases

It is totally misconceived and the proposed cycle provisions are both dangerous and very expensive. There is no provision for safe/secure storage of bicycles. What a massive waste of time and money!

I work as a taxi driver in Harrogate, and the gateway scheme is a dangerous proposal.

50 years ago West Riding spread the traffic from Parliament Street and that has worked.

There is no need to spread it even more. Basic street enhancement is needed.

This is not a Gateway scheme, just traffic rerouting

For 30 years the Gateway scheme was the land development to merge the bus and rail stations and provide a REAL gateway into Harrogate. Because of the various ownerships nothing was ever settled

I didn't notice any changes

I like to feel safe when walking through town

Any plans to make further areas that are currently accessible to vehicles to become non accessible to vehicles raise the likelihood of these areas becoming inhabited by

<p>groups of youths and other undesirables, making the area unsafe for pedestrian use. This is seen now in Cambridge Street, Oxford Street and Cambridge Crescent. It doesn't matter how good the lighting is or the landscaping may be, this won't alter the fact that these areas become 'no go' areas for pedestrians wishing to walk around the town, particularly at night when there are less pedestrians around.</p>
<p>The proposals do nothing for cycling or the car traveler. Mainly why should this be taken from the budget of providing better access for the public</p>
<p>waste of tax payers money</p>
<p>Looks like any other redone centre and is very boring and wouldn't attract the important tourist market</p>
<p>its nothing special</p>
<p>poorly considered and will lead to more congestion. lack of parking</p>
<p>Where are the bicycle parking areas, how secure are they. For large shopping items eg weekly groceries etc will always need car access.</p>
<p>Provision for movement of traffic is more important than this</p>
<p>Most of Harrogate town centre problems are human. Pretty designs and drawings will not remove this problem.</p>
<p>very generic , like most town centre , no heart . Pre 1990 , had impact, although traditional , the area had an easy transport hub , green environment .. grass and flowers , the old design should be used as it worked .</p>
<p>Because you did not listen to concerns of residents and businesses in the town centre. The plans did not include ways to support travel for those who live and work in the town centre. These plans will contest the centre and cause depreciation of estates and businesses. The plans did not represent a joined up plan for eco friendly travel through harrogate, even the cycle plans are incomplete. No support for electric car charging in the centre either when this was asked for. It is like someone had a vision of a pretty station area and has gone ahead without listening or even acknowledging opposition and incorporating other ideas. Even the survey prior to the planning was faulty.</p>
<p>Traffic is bad enough, and you will never reduce people's use of their car, so to reduce car lanes and create more congestion. This leads to greater air pollution with standing traffic, also frustration and anger. I'm also a disabled driver and rely on parking on road, especially near my bank on James St. I do not understand the desire to do everything for cyclists. Again, as evidence has shown, it makes no difference to uptake of cycling. I saw more cyclists in your video than I do on the road!! The farce over Beech Ave and now Otley Rd adds to my view. You can't take things away like roads, parking spaces etc and not replace them.</p>
<p>Additional cycling and walking routes enhance all towns and cities while improving air quality.</p>

I think the money could be better spent in areas such as more play areas, doctors and dentists, police & fire and the horrendous traffic through Harrogate as removing roads will not help this matter in any way.
No comments
Traffic is already bad enough, removing roads will only make it worse, there will be a constant queue of cars all around the town which will 1) be awful to try and drive in, 2) be noisy and not good to look at
I feel the whole project is positive
Not seen many changes
Please do not make these changes. The roads are congested enough and reducing the number of lanes will only add to this. The extended pavement is not necessary. Please save this cash.
Too much emphasis on cycling. There aren't as many cyclists as you think and it's a pain for EVERY OTHER USER.
I believe this is a total negative for businesses in harrogate no cyclists shop in the town center tourists will not stop , it will be a complete waste of money .
Complete waist of money it's fine as it is.
Traffic is a major problem. Reducing the road capacity is not going to help. The town is gridlocked most of the time. Reducing capacity will only make it worse. If you think people will take to bikes or walking you are in a dreamland. It won't happen. Harrogate has a car culture. An expensive one at that. People like to be seen in their 100k cars not on foot. It won't make any difference other than to make congestion worse.
I can see little that will make a positive change
Changing to one lane in front of bus station will cause huge traffic jams
Reminds me of a 1970s new town
Less cars, more access for pedestrians
I think there are really neglected areas in other parts of Harrogate that should take priority.
The council do little to improve infrastructure, roads and public transport.
can't get excited about bins and benches. don't use a bike. Usually visit in daytime so lighting is irrelevant to me.
The design of the public spaces is fine, the problem is creating them on an arterial through route.
I like the addition of the cycle lanes but it seemed like some of them might just stop or not take cyclists where they want/need to go or not integrate back onto the road appropriately.
Concern about ease of access to disabled persons. Concern about water run off and lack of green space and shelter particularly on hot days
Hopefully the traffic will be less but, where is all the traffic going to go..!! Might lead to long lines of traffic?

I welcome the proposed changes which are long overdue. As an elderly pedestrian, I have concerns about the behaviour of some cyclists - who despite cycle lanes, opt to use the pavement. A couple of times, I could easily have been hurt.
The floral displays are always well maintained and add character to town centre
I don't feel that this was the most important about the designs, they are more nice to have.
Will make the area much smarter
no
I can finally cycle to the town center safely
They are not ambitious enough. Cars are still a big part of the picture and not enough consideration for pedestrians and cyclists. This is an opportunity to make big changes to shape the town for the next 20 years and I feel it has been missed.
My wife and I both have difficulty walking and need blue badge spaces near the shops especially in James Street. Judging by the high number of blue badges in James Street we are not alone in this
The town works well as it is , leave it as it is
1. The square - bedding containers too sharp edges, danger to anyone who falls on them. Not fitting to lovely shops. Grey too is awful - buff better. Benches - could some old ones as around the Stray be renovated? Lighting too modern, same reasons. Scrolled lampposts would enhance. Overall too industrial, stark, utilitarian. 2. One Arch lettering utilitarian again. Scrolled/copperplate writing better. Railing above, again utilitarian. 3/ Hope the walling from station to bus station needs improving. Just paint/ a mural welcoming visitors perhaps, images of Valley Gardens, Stray, Mews for example. Overall, the design jars with the rest of this lovely town. At present it is a pleasure to sit there, private with planting around, a small haven. Again, a place for children to play would be great. Need some fun injected into town for adults and children. There must be ways to save costs on eg paving. Push for discounts. This is a great opportunity, it would be so sad to waste it.
No consideration of high proportion of elderly and disabled
Love the plans!
Station Square more a feature
The cycle storage needs to be better
There are other parts of the town that need improving first
Add nothing to the potential to keep traffic moving safely and discretely
The cycle lanes are a positive move if people will use them.
I'd like to see more trees and plants put in the new area to help wildlife as well as offer shade and help with pollution.
Love the lighting in One Arch and the open feel of the square outside the Victoria Shopping Centre. We do need more bins!
Just leave it as it is - it works fine. Meddling will only cause more congestion, which will be really problematic.
The new space on Station Square lacks character and could be any town any where.

On the whole positive. However, the area around One Arch is regularly used by rough sleepers and can be an intimidating place to walk at night. Although under the plans the arch is more lit up, I think more needs to be done to open this up and make it less of a "hidden" corner.
Public space is not enough. Also, the signs on the driveways are faded but seem to be no maintenance of it. Traffic problems are becoming critical.
I don't believe that pedestrianisation is a good idea for James Street. Cambridge Street is already pedestrianised and is a no-go area once the shops close as there is no natural supervision from passing cars etc. The businesses in the town centre survive against the on-line offer by offering convenience: particularly for older residents/visitors. If you remove this convenience there will be a reduction in footfall and even more decline.
Not enough people in Harrogate Cycle, so the Councils obsession with Cycling is ridiculous and enough Money has already been wasted. What is the point of spending £10 million pounds where it is of no benefit to the residents of Harrogate when we have a large number of shops empty, the town itself is filth and we have homeless people living in doorways. Would it not be more sensible to address these problems first?
Nothing wrong the way it is now. Waste of money to benefit very few people, most of who do NOT pay road tax.
These changes are a vanity project as you councillors have bugger all else to do, it will cause so many problems.
Particularly like the improvements to One Arch.
this I think will negatively affect Harrogate city center. I think you will find people may decide to go elsewhere or possibly do home delivery to avoid town
in a word yet agene folk wasting money of what they think is a good idea,
Looks like it will be smarter and that I might finally be able to cycle from home and work to town
Harrogate needs to be updated to stay relevant, and also to promote active living. This proposal is not only helpful but also vital to help promote our town for now and future generations. There is a lot of negativity around the proposals, but people are resilient to change.
Waste of money. You've squandered 12m on offices already. I've seen more people on bikes in this fly through than I see in two months in town. Vanity project than no doubt some one will make money out off.
Designs look sensible, but given the hilly nature of Harrogate, and the number of shoppers who live in surrounding villages who really do spend money, the cycling paths are given too much prominence - there just won't be the cycling that is expected. People aren't going to get on a bike because there are 2 cycle lanes through the centre. They aren't on bikes now. Unless they are cycling clubs- and that's out of town. What we really need is a northern bypass.
Not enough details shown

Because I think considering the decline of our town and commercial offering that that massive amount of money could be spent better . I don't think that the investment will make a difference to the current issues with our town
Good overall but not sure reducing the A61 southbound to one lane will do for congestion. I don't think the congestion in Harrogate will be cured until an Inner Relief Road is approved. Taxi rank spaces near the bus/train station should not be reduced.
great to see Harrogate looking so good in
If there a no shops in Harrogate why would you want to waste my council tax money to build another white elephant. You have priced businesses out of town. You're too busy finding ways to appease cyclists that generating genuine business opportunities in a dying town centre. The fact this is a West Yorkshire titled survey sums it up. You have no idea.
It's a terrible idea, Harrogate centre is already congested this is just going to make it worse. People will not ditch their cars for cycling, it's not a city centre.
This will kill the town centre. You will not force people to use public transport, the local government do not seem to grasp that this system does not work in small towns like Harrogate. It is a affluent town and nearly all households travel by car. When you take that option away, they wont use public transport, they will just go further afield, Ripon or Knaresborough.
Harrogate town has become a gridlocked carpark , journey times doubled to get anyway let alone in or out, constant roadworks/temporary lights , diversions constantly month after months with no sign of any work taking place most of the time .
Lack of cycle lanes
I'm in my 70's and have one replacement hip and am waiting for another. I still like to walk whenever possible but need frequent rests when the hips become painful
It will cause road closers traffic and no regard for people that live in Harrogate trying to get to and from Work
These are very important especially post covid, also key for health and peoples safety.
Far too much space given to cycle paths
Get rid of the cars
The infrastructure in Harrogate can not cope as it is The worst town I drive through
It is important to preserve Harrogate's qualities as a facility for the residents and the many visitors who come here.
I don't think landscaping, lighting really matters but what does matter to me is disabled access and this seems to be greatly forgotten with hardly any disabled parking areas!!
The design will open up the town for people using public transport to shop or visit the town.
The creation of a pedestrianised centre with plenty of benches makes for a much more positive shopping and visiting environment

Lack of aspiration. Yet another formulaic design that does nothing aesthetically and probably creates another pedestrian street that serves no one's interests. I am all for pedestrianisation but where are the opportunities for business to be creative in terms of retail frontage? Why not pedestrianise the top half of Albert Street for f& b units to create terraces? Where are the micro-event spaces? There seems to be a total lack of imagination.
I think that the designs are specific to a very small part of Harrogate, and do not take in to account the wider town, and the TRUE impacts that are likely.
as long a a place looks neat and tidy lam happy
Not sure it will make much difference
simply not enough parking to have events in the centre of town
Harrogate has been in turmoil for years and residents and businesses need time for consolidation not huge development. You can't travel in Harrogate without roadworks and congestion. Cycle paths are not used as much as expected and when does the non cycling population get considered. We need experts in traffic flow, better bus coverage and fewer ego projects from councillors.
Our town is becoming much more active and healthy, we are aspiring to be the once great Spa town that we were.
removal of trees - I would like to see more tree planting to clear air
Waste of our money, Tory vanity project. Should wait until after next general election
It's not what is needed
Some aspects of the scheme appear to contain nothing about car parking which for most people is essential. I also strongly oppose the provision of trees in roundabouts (near odeon cinema). This will result in falling leaves in winter making the roundabout essentially dangerous by skidding as all vehicles will be turning at that point.
I think it may help to reverse the trend towards an increasing number of empty retail outlets; encourage people to take pride in and a sense of ownership of the town centre; and encourage footfall, particularly if the enhanced integrated transport plans happen in the short term. I like the idea of using the town centre for more activities and events - and if people attend, they will also shop.
Needs to complete regenerate town centre, with low traffic, pedestrian roads and east to travel public transport. Meaning people flock back to shops and restaurants in town centre. These don't go far enough
The pedestrian streets should look like pedestrian streets, not a road that has some restrictions. Look at the example of St Helier Jersey. Truly pedestrian streets remove the niggling worry that a vehicle will come up behind you - increasingly relevant with near-silent electric vehicles. Also, cyclists should be obliged to WALK their bikes except where there is a proper bike lane.
Unnecessary expense- just needs a bit of maintenance and tidying
Bring an improved ambience
I feel that you are not offering divers many options for travelling through and parking in Harrogate. There is already lots of congestion and lack of parking and this will make it worse. This is particularly significant for elderly and/or disabled people like

<p>my mother, who is reliant on my being able to drive her into town and park in the centre. Also if there are lots of bikes coming through town this can be very dangerous for pedestrians as cyclists often ride very fast and pay no attention to those around them. Please give this more thought.</p>
<p>Also I don't understand from the plans where the bus station is now going to be. It is handy at the moment for people who are elderly and/or disabled as well as people with young families.</p>
<p>it looks pretty but it isn't practical harrogate is already jammed with traffic putting in cycle lanes for the 20 days a year you can use them and turning busy roads into pedestrian zones is crazy. AS I say it looks great but you haven't done a video showing all the extra traffic diverted into ALREADY CONGESTED AREAS OR WHERE THE EXTRA CAR PARK SPACES ARE BEING PROVIDED.</p>
<p>I cycle</p>
<p>I am concerned about the resulting traffic problems. People will only use public transport if they are not held up in traffic. Cycle routes are not the answer, you only have to look at Leeds they tried it and they get very little use. Most cycle seems to be for leisure use. The one arch improvement is a good idea and over due, but at least the flooding problem seem to have improved.</p>
<p>Generally looks good, but could do with more green areas / plants. A lot of greenery looks to be replaced by concrete. Whilst it looks moderns and fresh, I believe it would be ecologically better to re-address the balance.</p>
<p>Because the picture of the person on the mobility scooter says that this area when developed will not be just for pedestrian use. Mobility scooters and cycles can be a menace to pedestrians.</p>
<p>Recreational building for children and adults . Play area , and those looking for jobs. Or big famous artists such as Sir Elton John, Sir Rod Stewart, Celine Dion</p>
<p>Slowing down the flow of car traffic in the town centre is in my opinion, not a particularly good use of public funds. There is also not many cyclists that go through the town centre and nowhere safe to store bikes anyway.</p>
<p>the public spaces are well maintained and are pleasant.</p>
<p>It's a dumb idea</p>
<p>I welcome any attempt to improve the public space. Arrival in the town is a very poor first impression compared with the Montpelier Hill area. The underpass needs work too so am glad this is included. Well thought out cycle lanes are really useful (unlike the useless shambles on Otley Road, so I hope someone else is in charge of this one)</p>
<p>A pleasant environment is good for all. It affects attitudes. If it looks nice people will care and want to keep it nice.</p>
<p>It too contrived. its all hard surfaces and its all a series of compromises</p>
<p>Reducing the road capacity to single lane &amp; one way will only exasperate the already dreadful traffic situation</p>
<p>Much improved environment</p>
<p>Important features preserved, classic improvements to other areas</p>
<p>Unrealistic, pandering to minority views and/or vested interests</p>



You have not consulted at ANY POINT with disability groups. You have completely ignored any concerns/problems that disabled people may have pointed out. The Gateway Project IS NOT disabled friendly - not all of us are able to walk cycle or get a bus! We don't have any public transport whatsoever!
the representation in the video of the actual traffic and the actual people who use bicycles is misleading. People are now buying electric cars with good meaning and will have more of them due to all the new homes built on the out skirts of harrogate. Getting through Harrogate from the North to South is nightmare now this will cause more issues
Public money would be better spent elsewhere such as a northern bypass.
There are already plenty of public spaces in Harrogate town centre. I go there almost every day. I cannot see any justification to strip other facilities to make more public space.
I think the scheme is a great idea and very well designed
The council have not negotiated or listened to any of our congestion or air pollution comments
I am not sure your changes will improve anything ,you still have through traffic coming through town centre
Lighting for security at night and in the winter drastically needs improving. Many lights ie on the Stray are turned off at midnight! HBC don't seem to realise people finish working in bars and restaurants and WALK home after midnight!
Looks open and spacious. No traffic makes it safer.
Looks great. But there aren't many cars driving on those roads - how are you going to reduce the numbers and not have gridlock?
Putting cycle lanes everywhere won't fix the problem we have with congestion just make it worse
I use James street for the local shops because I can access them using this road. If you do this most stupid thing I will use the shops in Harrogate significantly less Who on earth dreamt up such a stupid plan
Didn't mention these in my last survey so can't comment on them
I don't have a problem with any of it EXCEPT that LORRIES often have to se this road to get through town.
It all looks very nice and good for pedestrians
It is a waste of money. Far more priorities to spend money on.
This is going to cause total grid lock in Harrogate!!!
Narrowing down to a single Lane outside of where I live will cause further disruption & effect my property value
Waste of money, there are more places to modernise than just harrogate
Totally impractical for car users
Lighting is always good for improvement, pedestrianisation only causes gangs to hang out and make people walking home from work feel uncomfortable.
Because I don't think the street are safe when street light goes of as anybody could be hanging around at night
Not required. Not asked for. Leave as is.

Can't see designs but I do know you're not offering what we want
I strongly object to the reduction of Station Parade to a single traffic lane.
people need shops and attractions in Harrogate. The place is dying there are no individual shops any more and the chains are struggling. Footfall since covid has not recovered. Spend money on the Access roads in and out of Town and drop the rates for shop keepers. Keep Station Square as it is. Need to attract people back into Town apart from Weekends
You're planning on turning 3 already congested lanes into one. And exclude disabled people from shopping on St Lames shops by removing their ability to park. Remember that over 60% of disabilities are invisible and many of those can't walk far, less than 20 metres to get the higher mobility on PIP which automatically entitles you to a blue badge. You are also removing the parking from this area for disabled people. By their joy being the lane on Station Parade accessing those disabled stops will also be inhibited. In a town with a large proportion of elderly residents and visitors disabled parking is already at a premium. Making whole areas of the town inaccessible will also hurt businesses on that road.
Will help to make the town center more attractive to visitors and hopefully encourage new businesses to the area.
Given the small number of cyclists on Harrogate roads, this is a complete waste of money. The cycling lobby has far too much influence on Council policy.
Better access and safer for pedestrians and cyclists and freeing up so traffic moves better instead of numerous traffic lights.
You do not care what people think or request
The most important thing is how traffic flows not aesthetics
Spend the money on road repairs in Harrogate and not just surface dressing
Station parade as a single lane is very short sighted with the high uptake of electric vehicles across the district
You only need to look at the pedestrian area outside Primark to see it's dirty and used by alcoholic and people who drop litter. It would just increase the mess and not be pleasing to the eye
cycling hazards always exist when combining vehicles, cycles and walkers on routes. Also the benefits are slight and not worth the cost just to make things look better. Best to spend money on existing roads and cycle lanes which are very poor
Anything that makes walking and cycling safer / more enjoyable should be welcomed.
I cannot walk easily and without the use of a car I am trapped at home. The planned changes do not help my situation
This area is in need of an update. I feel sorry for businesses this side of town as they seem neglected by the council. All businesses have to close to accommodate the drug and homeless shelters in the area. It is about time this side of town gets an uplift.
Your question is deliberately phrased to assume that these things are important to me.
More lighting great, too much emphasis on cycling. Need to stamp out drinking in public areas.

<p>Planting looks good. Some more cycle lanes and racks useful. Additional space opposite the station seems unnecessary and 1 Lane of traffic will cause awful congestion. Who deems what is an 'acceptable level' and do they live here!?</p> <p>I am a cyclist but Harrogate has an old demographic who simply will not take to cycling just because you seem bent on building lots of cycle lanes. It is unrealistic. My own father has COPD and needs to park close by to the shops and so the plan to change James Street will disadvantage him and other elderly or disabled people.</p>
Gardens and planting do look lovely and a cared for well
I live in Bilton where the street lights are turned off when it is dark. Means you can't walk and feel safe.
The question avoids the fundamental issue on the impact of the proposals on traffic flow through the town
Does not reflect any of Harrogates historic feel, far too modern.
cycle lane are not necessary in centre, but surround area
I can't find the designs on your site
People won't cycle to town I've lived her over 50 years and see very few cyclists except on Sunday. We need more shops to get visitors to Harrogate not benches and flowers .
I think the whole idea of the Station Parade development should be dropped.
Traffic in Harrogate is at an unprecedented volume and losing any road at all is nonsensical and will cause further annoyance and hardship especially near the train station. It's a pure nonsense.
Because I love Harrogate was born here ,hopefully the changes will make it look good
I'm really keen oin the changes proposed in the video, however I cannot help but worry how these selective changes will further impact the stark contrast between the very centre of the town and "the other side". The best example would be the One Arch - it looks beautiful and the bus sttion it leads to looks great as well. But what about the *other side* of the One Arch leads to? It's something I walk through daily on my commute to work: dirty, full of rubbish and has an almost slums-like feeling to it. I'm afraid of going that way after dark. So I wonder if instead of excessive renovations of the very centre of the town it wouldn't be more prudent to invest in at the very least cleaning up other parts of Harrogate town centre as well.
I think things need to be updated but i think you have a pot of money and you just want to spend it on thigs that are expensive.
Why are you wording questions that is a forgone conclusion that the development is going ahead? You can change to your hearts content, but If there are no shops..no public. You need to reduce business rates encourage more small independent shops .. and dare I say, large department stores. Pedestrian near the theatre is dismal...James street in the future? Leeds Road should be a two way road to Ripon Road.... £40 million to do so????!! You're having a laugh 😏 . IT WOULD NOT COST THAT MUCH. I suggest you change your Contracts Manager/ Purchasing Manager/ Transport Councillor if that's the best you can come up with. This is TAXPAYERS money and you are not getting value for money. How many people for 8 months of the year are going to cycle/walk to work in the rain, cold and winter months. You'd be better

spending the money on Free buses into town, people would use that definitely. Not that my opinion in this survey will make the slightest difference to an already decided outcome. It's shameful and a waste of public money.
All much of a muchness kind of standard design
The seating and bollards are bland, they could be more characterful.
Some work needs to be done around Starbeck very run down .Lots of Harrogate ( North side) rundown
It appears to allow flexible use of the space while providing additional trees to soften the appearance
It looks attractive in the CGI images but maintenance will be important and I am concerned that this may be cut back in future for budget reasons.
The current system works well enough why waste so much money.
Wider areas for walking and cycling.
Too much money is spent on so called experts who often don't know the town or get to understand the demographic and psychographic make up of the community
Really? More cycle obsession????
It will be a vast improvement in terms of appearance
If it makes walking easier and safer it has to be better
Your plans are going to create a massive backlog of traffic...huge congestion and make it impossible for anyone to go into or through the town
Not enough disabled parking spaces
We need more of it
It tidies up something that currently looks like an inner city motorway.
Don't need it waste of money spend the money on a good bypass plenty of foot paths around town . Stop building so many houses Harrogate is getting ruined bypass is wot we need and everyone in Harrogate knows it
In general I am in favour of making the town centre more accessible for walking and cycling. However looking at the plans I have the following comments. 1 - The cycle lanes are complex, sometimes starting and ending in no mans land. 2 - The cycle lanes are two way on a one way street, similar systems in Leeds cause issues with drivers not understanding this, and resulting in dangerous conditions for cyclists. 3 - The cycleway proposed on the roundabout is very complex and is likely to cause conflict between drivers and cyclists (I know it should not, but if you have ridden the very poorly implemented cycle way on Otley road you would understand very quickly). 4 - Where are the taxi pick up points. One of the benefits for people visiting Harrogate is that they can get a train (well they used to be able to) and then grab a taxi to whatever hotel they are stopping in. 5 - It is not clear that there will be an effective drop of point at the station that will be easily accessible.
Need for imagination and innovation
Waste of money when there are far more important social services requirements. This is a " look aren't I good" scheme which will have very few , if any, benefits to the town or its residents.

All your plans make little provision for people with mobility problems that aren't blue badge holders. The ONLY reason I go to Harrogate is so I can park in the centre of town. When your plans become reality I will no longer visit and may even consider moving elsewhere. The only consultation you seem to heed the the looney cyclists of which Harrogate has far too many
Please so improve the road surface to be smoothly.
Would be great if the area was safer, more accessible for people with wheelchair, pushchairs and slow cars down
It does not need changing big waste of money during a cost of living crisis money needs spending on supporting family not wasting on stupid ideas like this.
Town needs updating and a tidy up, it's very dull for visitors.
Dislike the design of the Station Parade Square and I do not think it will be attractive or make the town more appealing.
Anything that improves the built environment and public spaces for people and the environment is a win for me.
Because these changes will be the death of Harrogate town centre as we rely on customers to be able to shop at there leisure & take home there purchases, bit difficult on a bike.
I feel Harrogate so small and mostly consists of. One way system that already tail backed with traffic daily causing delays the amount of properties recently built in Harrogate the past 5-10 years this creating more pollution damaging the ozone layer further. I've no idea where traffic will travel from the bus station. Thru town as it a major road out of Harrogate to Leeds York etc.
You will kill the town centre, total waste of money
More cars on the road and your taking road away.
With no local bus service through Pannal/Burn Bridge any restrictions on town centre parking would be detrimental
I think the proposed design is not in the best interest of the town, especially the re-design of the roundabout by the Odeon. I think reducing Station Parade to one lane will increase pollution and congestion, which goes against the aim of the plan.
As an army veteran I was sick to see a giant slide next to the cenotaph, Harrogate is becoming a fairground attraction and the only people that are bothered are you councillors making money
I feel landscape is a secondary feature and lighting is a safety feature
There is good litter management and an increase in places to lock bicycles, however not enough motorcycle parking.
I am fed up of sitting in existing traffic jams extending journey time between jobs without this hair brained scheme making things 10 times worse
The increase of residents from age 65 has increased by 23% with a reduction of those in the lower age brackets.
It is a complete waste of money that will result in increased congestion thus increased pollution and highly detrimental to the bus services that will be affected by the congestion outside the bus station. It will lead to increased use of cars as personally I'll use my car more as will then divert around the congestion which means

longer travel distance and therefore again increased pollution. The topography of Harrogate. unlike York and Cambridge, does not lend itself for mass cycle usage especially when considering the high number of elderly residents in this area. Ill thought out plans that will be detrimental but of course it's being "steam rolled" through without any concerns of what the majority of the public want.
We need to be brave and make the leap to a more green society and get people out of their cars and make the town centre a green haven
Making it look more fresh, more modern, more pedestrian will significantly improve the area
Where fo you plan fir the traffic to go, win't you just cause traffic in other roads?
Promotes the economy
You could Invest all that money into something 10 times better with greater reward to the community. Rather than more cycle lanes and larger walk ways.I ride my bike and walk regular and there is no need for this waste of time and money
It's going to cause so much traffic and congestion. Double cycle lanes are being put in and the current ones aren't even in use, cyclists choose to use the road instead so it's just a complete waste of time, I'm not going to lie If this goes through I will be looking for a job and a new home out of Harrogate and will no longer commute for everything I need I will just go elsewhere as I'm sure a lot of people will
I am a business owner In the centre and I feel that it is a bad idea to pedestrianize the areas I feel it will deter people coming in to town.
Bridge is much safer and landscaping more appealing and open
Any cycle lanes are a very positive thing. Far too much traffic in the centre and everywhere in Harrogate, it's a reasonably flat town, there is absolutely no reason for so many people to drive.
Cutting Station Parade to 1 lane will be an absolute disaster. One broken down bus/taxi/vehicle will bring the whole centre to a standstill. I could think of far better ways to spend £11 million pounds. I hope the people who are peddling this madness will still be around to be held accountable once all the shops have closed down due to lack of visitors. Pure lunacy, spend some time repairing the network we already have.
Because there are good points and not so good points
Looks fresh, inviting and what the entrance to the town should look like to attract tourists/visitors. At the moment, it looks tired and needs money spending to increase footfall etc. If you do anything at all, make sure the train underpass is renovated. My wife gets worried around there and new plants, landscaping and plants will give the area a different - less intimidating- feel. We've also found a needle around there recently and it badly needs investment.
No where to shelter from the rain and wind
Why do I have to go searching for the designs. Why aren't they here to see or on the video. Have you something to hide?
Your main reason seems to be encouraging walking and cycling to the town central area.i am aged 86. I would never be able to cycle from my local village or walk to all

the shops from the bus station. A car is essential to get close to where I shop and is the reason for having a disabled parking badge. I believe the narrowing of Station Parade will cause back ups affecting a larger area than you suggest.
Will reserve opinion until tried and tested
To be honest as a disabled person with a disabled husband, unless I can access the town centre and park easily any money spent on the above is ignoring people's needs.
Because you have taken absolutely no notice of what Harrogate residents have told you during the previous surveys. Another waste of tax payers money!!!!
Extra lighting and well designed landscaping is important.
this is a vital step to making the town more human friendly, it is important that it isn't watered down by self interest groups.
It will make their town more pleasant and feel like it's for people not for cars!
Happy to see new look esp pretty!
No safe provision for cycling into town, the car dominates on every route
Making our centre safer for children and all pedestrians is very important
I'm originally from Leeds and all the changes in Leeds city centre have been amazing so it's good to see Harrogate is finally getting the same
As a 7 day a week walker in Harrogate and user of the railway station I have never had any difficulty in accessing any area. The existing arrangements are good. When I do need to use a car to drive through the town centre the existing pinch points are being made worse. It's noted on your designs that cyclists are not being controlled by lights at pedestrian crossings particularly outside the station. This is adding danger not removing it
The key issue isn't any of 'benches, planting, lighting, cycle storage and litter bins'. Reducing traffic to one lane on Station Parade is simply illogical. Similarly, making Harrogate a less attractive place to shop and visit by car is exactly the opposite of what authorities should be doing.
Spoiling town centre
Harrogate needs reviving and bringing up to date it wants to remain competitive with other towns and cities
Harrogate Borough Council cannot be trusted with the long-term maintenance of any open space. Half-arsed wilding projects / Astro-turf under the trees / allowing utility companies to use below standard materials (Oxford Street) etc.
It's an improvement on what it is currently
it seems like we are losing old trees in the Victoria shopping center and I would also like to see more bins spread out around town. there is too much litter and it's hard to find a bin when around town.
I am so pleased to see cyclists being given a chance to access the town in safety, instead of avoiding cycling in for fear of the traffic. Station Parade in particular can be daunting.
I feel you are working on the assumption that everyone will suddenly take up cycling. That might happen in a big city such as Leeds or London but this is Harrogate. The majority of the population are young families who need cars to transport their children and pensioners who are either driven or drive themselves. Most of them can

not cycle. Your plan also does not take into account that the majority of people working in Harrogate do not live in Harrogate and therefore commute by car or bus as for many it is too far to cycle and their places of work do not have facilities for cyclists.
It's all irrelevant. The town centre is landscaped and well lit today. There are already more public spaces, gardens and parks than most towns.
I think it looks very nice but am concerned traffic will not flow very well with only one lane by the stations
Road blocks by lane closures, lights that don't work together,etc.
Aesthetically it looks great, not sure about how the traffic impact with just one lane and a bus lane when already concerns on skipton road which may have a knock on effect
It's about time this area was upgraded. Shame you can bulldoze the Victoria centre.
It appears the main change is to make station parade single lane traffic. So anyone driving is going to get stuck behind buses, buses will find it more difficult to leave the station. The few basic aesthetic changes across from the train station don't make Harrogate seem more inviting. If you arrive when it's dark there are very few open restaurants or shops opposite the train station, this can make the space feel intimidating,
Not a user of public space.
Any cyclist knows to avoid that section of town to cycle through, the traffic is congested at the best of times and trying to drive through town for work at all times of day, not just 1st thing in the morning...can be impossible at times, reducing to one lane in places is frankly dangerous and plain stupidity...
Because the money should be spent on completion of a by pass and the provision of more visible policing - more benches and bins is tinkering with the main issue of a safe comfortable place to spend time
All these things are important. And I'm sure changes will look good at first but upkeep is always a problem. You only have to look at Beulah Street and other pedestrianised areas to see how dirty and scruffy they soon look. Paving is uneven and dirty and beds and trees often look neglected. One arch needs good lighting but there is a garden at the end of there already but that has been neglected and that area never feels totally safe because of people hanging round rundown shops. Litter bins are needed but also need emptying regularly and street cleaners need to be there all the time.
I like the fact that room has been made for cyclists and that the road design intends to slow down cars.
Visualisations look good. Pleased to see high specs of materials
Improve both the look and safety in Central Harrogate
makes Harrogate a better looking place.
Plans look like they are creating a welcoming, usable space for people coming into town. Will be more attractive for leisure time not just functional
Waste of money



<p>Designs do not help with parking or car access. Scheme is costly and in the current economic climate poor value for money.</p>
<p>It will add to an already overcrowded road system .</p>
<p>More plants needed</p>
<p>The town centre is good as it is. No need to spend this amount of money</p>
<p>I do not think benches, planting, lighting, cycle storage and litter bins are the most important factors. The most important issue for me is that the road layout is left as it is.</p>
<p>Reduction in cars in a town centre is always welcome. I would love to see more planting also, particularly of trees</p>
<p>Fantastic to see such positive changes and improvements to the area with recognition for additional disability friendly infrastructure. Even as a regular driver/commuter to and from Harrogate, I recognise the need for these changes, which will not only improve overall access to town, be more environmentally friendly and encourage public transport use, but also generate more revenue for the town. Very well laid out and communicated with the public. It's nice to be kept up to date with the development and the upcoming temporary disruptions, which will inevitably lead to huge benefits for all.</p>
<p>Concerns re the reduction in traffic flow and the priority being given to a small number of cyclists that I dont believe will.increase significantly with the improvements.</p>
<p>Gateway project is 10.9 million pounds of utter failure for the town, as expressed by local residents and local businesses, completely ignored by a washed up council who want their vanity project before they leave their overpaid jobs for a retirement not in Harrogate.</p>
<p>It all looks good EXCEPT for James street. You will kill it if you stop cars going up. Also there will be traffic congestion on kings road, Cheltenham parade and station parade if you close James street to cars.</p>
<p>I know less vehicles would be a positive move forward in some aspects but there are drawbacks for some local and visiting people who have mobility needs and large families. I would like to see more money put into access into shops dropped curbs. I hope that bikers will be careful riding through town as they can cause accidents due to many riders never training in cycling proficiency. I hope that some compromise will be attained and disability needs considered.</p>
<p>More open spaces</p>
<p>Believe driving cars out of the town centre will reduce the number of visitors / footfall rendering the town soulless</p>
<p>Safer space for the children to walk and have no unease about them been knocked by cars. Green space to sit and relax and enjoy the flowers and away from car fumes. Cleaner air quality.</p>
<p>First and foremost Harrogate is a FLORAL town and all the images don't show beautiful flowers they show hardscaping. Outside of the town centre Harrogate is very hilly. I love cycling but don't cycle here because its too hilly, so all the cycle tracks will be used for the few, rather than the many residents. The roundabout at the odeon</p>

<p>will be an accident waiting to happen if cyclists have priority to cross in front of cars. Station parade shouldn't need 2 lanes for cycles. And seeing cycles coming towards oncoming traffic looks dangerous. The station parade concourse should be vibrant, colourful and attractive...not dull with loads of paving. There are many many ways to improve Harrogate without causing all the chaos for years and the poor businesses will have to put up with the chaos and roadworks affecting their businesses that have already been affected by the numerous other issues over the last few years. Please don't compound their problems for the sake of a few bikes!</p>
<p>Better for pedestrians, more relaxing to shop</p>
<p>sny attempt to sort out the traffic mess in Hartogzte a good idea.</p>
<p>So much hard standing. Not at all environment friendly. How will it cope with heavy rainfall?</p>
<p>I do not agree with pedestrianising James Street. The street works well as it is and there have been no recorded fatalities. With the increase in electric vehicles in-line with Government policy we address the vehicle pollution concerns. The area of pedestrianisation near Harrogate Theatre is a desolate place at night and not appealing nor attractive. In recent times it has only added to the encampment of homeless persons pitching tents behind Primark. Please let us continue the flow of vehicles and shoppers along James Street, please do not destroy our town with more pedestriaisation 🙏 I have always taken part in Consultations and supported the enhancement of the Montpellier area to aid ARTS events, it is a natural amphitheatre and would prove successful.</p>
<p>because its a waste of money</p>
<p>I feel the whole Gateway proposal is a bad idea. James Street is unique, individual and pleasantly convenient for people to park on (especially the elderly). With your plans it will become nondescript and eventually end up ugly like Cambridge Street. The paving will become stained and unattractive, multiple pigeon droppings, rough sleepers and unsafe to walk along at night, just like the other pedestrianised areas that I won't allow my teenage daughter to walk along at night.</p>
<p>The whole scheme is a waste of money and time.</p>
<p>Sensitive use of space abs reduction of traffic flow without throttling the flow seems thoughtful and sensible</p>
<p>Anything that helps cyclists, pedestrians, is good.</p>
<p>We need to reduce pollution and get people o use public traport</p>
<p>This area is already congested with vehicles delivering and collecting waste from this area, how will the recycling vehicles reverse to collect from the local restaurants?</p>
<p>Pedestrianisation generally does not work, causes unsocial behaviour and loses the heart of the area.</p>
<p>Making part of James Street traffic free and prioritizing buses will improve the town centre</p>
<p>Waste of public money</p>
<p>I have been completely opposed to the project from the outset. All this latest plan provides are inconsequential tweaks to a flawed concept.</p>
<p>The whole project is a waste of taxpayers money</p>

I feel it's unnecessary expense in times of a lot of hardship and won't bring more people into town. It will just make it more difficult for locals to drive in
In increasingly scorching Summers not only do trees provide shade, cooler temperatures and support nature, but trees and greenery are a quintessential part of Harrogate's character. So why are there so few new trees being proposed? I would suggest at least doubling the eight proposed for north end of Station Parade, plus lining Albert Street (no trees proposed at present and turning the Station Square into something of a green oasis rather than just boring paving.
I have lived in the Netherlands and understand the value of giving more of the public realm back to people rather than dedicating so much space to cars. I believe these designs are well thought through and will bring about a wholesale change to how Harrogate feels when moving around the town centre.
I haven't seen much has changed. Only half cocked cycle lanes that push more traffic to Cold Bath Road and residential back streets and a useless bike lane (that I have tested out) on Otley Road.
The town works well the way it is. Why make more pedestrian areas when the ones already there are untidy and litter strewn, filthy looking pavements (chewing gum all over) and cluttered with folk sitting around on benches, More pedestrian only areas will only make more litter, clutter and it will look generally untidy and bring down the tone of the place. James Street is fine the way it is and looks smart without people sitting around. If it's not their usual habit more people aren't going to be persuaded to cycle just because the road layout is changed. No more food stalls please ! Just makes more mess.
I don't feel the gateway project is a good idea
I feel this proposal is being forced through despite the fact that reducing the capacity for vehicular travel will cause a problem
Pedestrianisation and additional planting that improves the green space effect
I live in the town centre and although you say that you have addressed my concerns, you haven't.
Needs to enhance the resident and visitor experience
I am concerned that making all this open space will make Harrogate's already bad traffic congestion worse
The greenery (hedges, grass etc in hedged compartments) is nice to look at and wander through. Could do with more greenery in the new plans.
Will upgrade make the town centre more positive and welcoming
Because you will do what you want.
It is out of keeping with rest of the town
I would like to see more of a focal point or point of interest. But overall I think the scheme looks good, makes sense, will improve a drab, noisy main road, be more welcoming for tourists and be quicker to walk across to the train station.
Please learn about engagement - its not about telling people what they want or providing surveys with leading answers - you actually need to physically engage & understand that in this case it is your CUSTOMERS who you are engaging with. So far its been an abysmal job on your part!

<p>It all seems to be in favour of the cyclist. Not all visitors to the town centre are able bodied. Also, the provision of public transport to parts of the outskirts of town are none existent.</p>
<p>It all looks very bland and not very exciting or out of the ordinary The buildings around the train station are very plain and someone somewhere should hang their heads in shame that they allowed the stunning station facade and bridge to be replaced by these disgusting eyesores. Add to this a very plain open area is a recipe for disaster in my eyes. Much of Harrogate still has a lovely traditional feel to it but these designs are just plain drab.</p>
<p>I dont think the lighting, public space etc are the main point</p>
<p>Think this whole scheme is designed for a tiny minority &amp; not for the majority of Harrogate residents</p>
<p>My dad is 95, living independently but not eligible for a disabled pass. These plans make getting to the bank much harder.</p>
<p>While I have always admired Harrogate's town centre and think it's a great improvement on many town's of similar tourism attraction, I do feel there could be improvements. Namely, more encouragement of recycling (not just bins), less use of cheaper paving materials/tarmac in lieu of more "Victorian orientated styles" and more variety in floral arrangements than the usual annual mix.</p> <p>My largest concern is the latest visual proposal for the station gateway project; the numbers of trees within hardscaped areas and planting in general seems to sorely lacking. As an architect I'm aware that one of the first aspects of construction is value engineering out of landscape design, especially greenery. I'm concerned that in the visualisations there is already not much in the way of greenery and that most likely this will be even less as the budget tightens. Working in London with new masterplans and squares, there is a much larger percentage of soft to hardscape than in currently shown in the plans for Harrogate, surely we would like to welcome people to our lovely town with greenery, not huge stretches of budget paving? As we are a countryside town, we could be encouraging much more in the way of planting and safe green spaces (that aren't already existing). Elephant Park, whilst a much much larger scale project, has created a beautiful sweeping green band through, what was, a concrete jungle. These green connections have won countless awards and encouraging a huge influx of visitors. Just a thought.</p>
<p>Improve the local environment</p>
<p>It is such an improvement on what is there currently. It would be so much nicer to visit and use. Harrogate needs some investment in this area - it looks and feels like it's been left behind at the moment and the 2 lane road is a really unwelcoming part of town. It really cuts up this bit of town. I'd prefer to road to be rerouted away from this area completely, but this is a good compromise.</p>
<p>A very significant of the users of Harrogate town centre are elderly and are unable to cycle yet your proposals give great priority to cyclists and will make it even more difficult for car users. This would not matter so much if public transport was available at the bottom of Kent Road where I live but it is not.</p>

Open space where people can move (on foot) quickly if they want to but can stop and talk, or stop and think, without pressure in a semi sheltered place. The shapes of the buildings and the open area and the lack of high rise buildings accelerating the wind will be conducive to a peaceful space.
They will cause traffic congestion and deter people from visiting the town centre
Hopefully any mature trees that may be removed will be replaced.
More space for pedestrians and events
Harrogate is a very windy town. To remove the mature hedges that protect the seating from these weather conditions and replace with an open plan area would be detrimental to this area.
This is not landscaping, this is just ripping out established plants so you can use even more concrete
The whole plan is a waste of money, this survey is a waste of money, the cycle path on Otley road that isn't used correctly is a waste of money.
I have a shop and speak to about 100 tourists a week. They arrive by coach, train or car and none want to cycle when they get here. I don't see the advantage of reducing the amount of cars. In 10 years time, we'll all have electric cars so people aren't buying less cars. I'm in my late 40's and all my friends have teenagers. I haven't one friend who has a teenager who isn't learnign to drive. The issue isn't less cars., it's ensuring we reduce emissions. Electric cars are the way forward. The Otley Road cycle conversion that was done is unsafe as the cycle lane just "runs out" or goes into the walking path? If this is anything to go by, changing the town centre would be a mockery of the town. People need to be able to get in and out of Harrogate. If not, they'll just stop coming or worse you'll drive the existing tourism and locals to "online" shopping. Appy Parking is another example of non-performance. It wasn't working again this week and not only me but about 10people came into our shop looking for change as the machines don't work. I love change and I love Harrogate, but this move isn't a positive step for the town.
Anything that prioritises human beings over vehicles is a winner for me.
I especially like the planting plans, species selection for drought resilience and the idea of 'living pillars' to enhance biodiversity. I hope pollinators have been taken into account in species selection as well. I would have liked a more definitive answer on cycle storage - this seemed a bit vague on the webinar.
High quality public spaces are important for event use and to encourage retail customers into town.
The overall feel of the space for those coming into or living in the town will be much more civilised, less dominated by roads and cars; a shared space that will be welcoming and modern.
These are not the main issues, and seek to deflect attention from the big flaws in the overall plan.
TRAVELLING THROUGH THE TOWN CENTER NOW VERY BUSY, WITHOUT PUTTING STATION PARADE DOWN TO 1 LANE. THIS ABSOLUTELY MADNESS . ESPECIALLY IF YOU GET RID OFF THE PARKING ON JAMES STREET. WE WANT TO KEEP THE TOWN

ALIVE WITH SHOPS. NOT HAVE A EMPTY TOWN CENTER WITH NO SHOPS. WE CAN MODERNIZE THE ROADS AND RAIL, BUS STATION WITHOUT MORE DISTRIBUTION TO THE ROADS THAT ALREADY EXIST. WHAT THE MONEY WOULD BE BETTER SPENT ON IS ATTRACTING MORE SHOPS AND A BY PASS AROUND HARROGATE WHICH WOULD HELP WITH THE TRAFFIC.
It looks more attractive than the existing space.
Because of the disruption which will be caused by closing James Street, also disruption caused by removing any road lanes. The closure of one lane would create a reduction of traffic throughput, not only on Station Parade but all connecting feeder roads, all the way back to West Park, Kings Road, Ripon Road, Parliament Street, Oxford Street and lower Station Parade. Also congestion in cases of either vehicle breakdown or accidents.
It starts reducing the historic focus on motor vehicles which has taken-over so many public spaces with all the attendant dirt, danger, pollution etc and towards walking / cycling
<p>The most important feature of the pedestrianised public spaces (particularly the area outside the station) is how well they are maintained.</p> <p>This area should be suitable to be enjoyed by all, (including the disabled / mobility impaired, children and families, lone women, the elderly, those with luggage / shopping to carry), at all times of day and night.</p> <p>It therefore needs to be kept clear of litter, spillages / vomit, well lit and monitored by CCTV, gritted in winter, kept free of undesirable characters (groups of youths, homeless, drunks) and people whizzing by on electric bikes or scooters / skateboards.</p> <p>The plants / trees need to be kept tidy and attractive, fallen leaves cleared, seating areas kept clean and suitable for sitting on!</p> <p>The capital investment of this project will not be realised to its full potential if it isn't looked after properly. I fear it could quite quickly become a "no-go area" for a lot of people who will have to skirt around / avoid it.</p>
Because I don't agree that these were the most important features
It's going to look much better and also be safer
Concept is driven by developers, the finished article is unlikely to be as good as the promoted concept
Looking at the quality of the recent resurfacing work done on the surrounding streets (where I live) it's clear that the council have not exercised any real quality control. Plus it's been very evident that co-ordination has been completely absent given that resurfacing occurred to be promptly followed up a week later with the very same street being dug up. I fear a project on the scale of the one proposed is beyond the abilities of the incumbent management.
The number of cars nationally and particularly using the town centre is excessive for environmental reasons and should be discouraged. It is dangerous to cycle in the current conditions. The plans show a pleasant and viable alternative as long as public transport and park-and-ride facilities are improved to match.
Use of Yorkshire stone and planting
Improvements made for walking and cycling

Anything that improves the environment has to be a good thing and for someone like me with back problems seats to sit on are vital
It will make the area more appealing
Looks glitzy, but not very practical
Bland
i cycle or bus when visiting harrogate on my own my family would like to cycle but do not feel safe with cars lane hopping up station parade to get along quicker. Many parts of harrogate i find myself cycling along pavements as the only safe alternative this slows my journey times due safety of others often find myself having to push my bicycle thus defeating its purpose. I also find myself quite often driving my partner to work when the the bus service lets her down dedicated bus lanes would be a great help
Great improvement, it makes it much more accessible and I would be much more likely to use my bicycle to travel.
Making the A61 into one lane will cause traffic congestion problems, create more pollution, and will discourage people from accessing the town. More cars are already emitting less, plus this will get better with electric/hydrogen technology in the future.
The planting needs to be future proofed for climate change. More trees give more shade and break up the built environment. Harrogate is a traditional town and needs to retain that vintage feel. Currently the flower boxes on railings look amazing but for pedestrianised parts it would be really nice to have more taller plantings
I think it all looks very good indeed. My only comment is could some more trees/shrubs be added to improve the built environment?
Wetherby does not even have a rail service
Lacking character, bland
The works are completely unnecessary and will further disincentive for people to visit and shop in Harrogate. Traffic congestion will increase causing more localised pollution.
I don't like the proposed changes to James Street and the Victoria Garden areas
The existing pavements stones in the town centre are uneven and some are broken. Older residents are afraid of falling most of the time. I see no plans to do anything about the towns current faults.
east Harrogate needs an uplift compared to the western side
The TRAFFIC FLOW projects that apply to Station Parade are based on traffic movement during a Lockdown period and are NOT CHARACTERISTIC
It makes Harrogate a welcoming place, the quicker we pedestrianise the town the better, people shop better and spend more money when they are relaxed and not rushing back to the car ref parking tickets...we need a modern European vibe, outside eating and cafes...park & ride next project!
A major sculpture/ artwork something that identifies the town and where people will congregate and take pictures/selfies something to be proud of when living in the town.

It's a big step in the right direction with much more space for pedestrian and cycling
People in the actual town centre come for a purpose and not to sit on benches
The whole idea is a bad one & a waste of money. Making it harder for people get through/around town by car will be disastrous for commuters who don't work in Harrogate & people wanting to visit the town centre or go shopping particularly those with mobility issues.
Brave designs to remove the focus from cars speeding through. It may not be popular with the vocal minority of selfish drivers but in the face of pollution, the climate crisis and the obesity crisis it is definitely needed. This shows leadership by the council. Personally I'd prefer no cars, but that is probably a step too far.
I don't think the project will improve Harrogate and will quickly be reversed. A vanity project and scandalous waste of money when small businesses and residents are struggling with rampant inflation.
Town centre is becoming empty and not as appealing due to many businesses closing and it does not have the same appeal it once did so lighting and seating seem not as important now
I think what really matters here is pedestrian areas expanding reducing cars in the centre. Love the aerial planting. Love any planting of flowers (and trees especially) My concern though is HBC will spend all this money but without the shops what's the point? The centres trade is crumbling with so many closures. Huge efforts should be made to lower rents, kick start businesses, especially small businesses. How many coffee shops and restaurants do we need? That's all I see.
Where will all the traffic that uses Station Parade at the moment go to that is a sensible alternative?
Green areas are pleasing to the eye, we need to provide areas where people can sit and take in the flowers, areas to rest and relax. Many people live in flats and need green space/
Designs a bit dated particularly litter bins and bollards. No recycling
Reduction of road space will create almost permanent bottlenecks in a town which is already very congested and difficult to get round other than on foot.
I do not feel the area needs improvement or the expenditure is justified on this project.
Pedestrian areas with urban trees
It greatly enhances an area of the town which is looking very tired at oresent
We do not need further pedestrianisation in the town centre. There is plenty of paving as it is. Drivers will still need access to Harrogate, it is just going to cause further congestion both in town and the surrounding areas. The cycle lane is a nice thought though.
Pdf didn't download
Open, airy, space for people, encourages sense of community.
I would like to see more planted areas
Good that it is being improved



I do not understand why there are two cycle lanes in front of the station.
One of them towards to station doesn't connect from anywhere.
Have you considered the approach to Station Road from Cheltenham- with only one Lane the queues will be all the way down the hill with a knock on effect around the conference centre. Your dismissal of this in the consultation response is disingenuous and patronising at the least.
Harrogate needs more smaller businesses..more shops not just big stores. spending money on the streets is not going to bring shops to town centre. new businesses need help not street furniture. they need reduced RATES, and RENTS and just CLEAN street.
It's a waste of money - we need cheaper and more parking spaces not less . I only visit town as little as possible as it's hard and expensive to park and can very rarely get what u want to buy anyway. I often visit Ripon as it's easier to park and cheaper .
At last the needsa of the pedestrian and cyclist are being recognised
This would cause traffic to be worse than the ever
Distinction between cycle Lane and cars. Green and more welcoming for visitors
Open spaces with no through traffic can seem desolate at night when going for a bus
I don't really see that much difference from what is there today
The drawings look nice but don't think they will bring much to the town other than negatively affect shopping and parking
A little uninspired. How do they help Harrogate stand out as unique?
Very little change. Just pretending to do something and spending as much money as possible doing it.
Great improvement
Looks like good provision of public amenities. I think there could be more use of the more traditional styles of benches and signposts. I also feel there is an opportunity to give the cycle racks more local influence and style, perhaps with laser-cut panels in the end racks.
I don't feel the plans consider all age groups. Active elderly people will have access problems not being able to park close to the shops. Even now parking and walking to Marks & Spencers or Boots can be a huge trek for people who can walk but not long distances. Closing James Street to traffic and streaming traffic on Station parade will be detrimental for the town centre. It is a place where people can park up a short time and nip quickly into the shops to get what they need. We need our town centre shops to be supported and closing it to traffic in the way described in the plan will kill the trade. People will no longer shop in town. Some aspects of the plan are attractive and providing facilities for bicycles for those who wish to use them is good. Please also make sure that the waste bins are better than the hideous monstrosities recently placed at the main entrance to the Valley Gardens. I am sure there is a better solution that what has been provided.
Too much hard standing, more greenery/grass needed
I don't visit Harrogate very often.

<p>i am unable to "drum up" any enthusiasm for this scheme. It is a complete waste of money and totally unnecessary. Providing cycle lanes that will hardly be used.</p>
<p>Keep shopping area</p>
<p>I feel this would be a pleasant viwe of the town for visitors but doesnt make any difference to my shopping habits</p>
<p>The designs do not reflect the Harrogate Conservation Area &amp; the largely cohesive architecture of the town. The whole of Station Parade &amp; Station Square needs a more streamlined approach. The designs include so many types of paving &amp; will involve too much signage both on poles &amp; on the ground. The complications for cyclists having to change from one side of the road to the other, sometimes going in the direction of vehicles, sometimes contra-flow &amp; complicated junctions will be confusing.</p> <p>Walkers do not come out at all well, having to cross general vehicle lanes, bus lanes &amp; cycle lanes that could be in either direction.</p> <p>The one lane working is counter productive in any notion that congestion will be eased. The arrangements for the top of Cheltenham Parade going on to Station Parade are complicated with cyclists, pedestrians, bus lane &amp; single general vehicle lane &amp; do not give confidence that they will be efficient or safe.</p>
<p>Wider cycling infrastructure is needed and promoting active travel.</p> <p>If bus lanes are coming into place then buses need to be affordable - currently it's more convenient to travel by car and cheap if you're happy to park on the edge of town.</p> <p>Also, what are the future plans, this is great for the town centre but what about the edge of town and beyond?</p> <p>What campaigns are being done around active travel and police enforcement of dangerous driving (ie close passes of cyclist)</p>
<p>Would be very positive if the Christmas tree is being retained in Station square. Not clear from drawings.</p>
<p>The designs are simple and tasteful. I like the use of natural materials such as wood and stone. What about multi-sectioned recycling bins, though?</p> <p>Are planting choices the most environmentally friendly, the most natural and most likely to support insect life? It will be good to have less old-fashioned holiday-resort style planting and more indigenous, insect-friendly planting, which can look more, not less beautiful.</p>
<p>i have a disability, which is why I use my car to visit the town centre. As I cannot walk very far, I believe that the changes will hamper, if not , completely prohibit me visiting the town centre</p>
<p>Trees are not only likely to suffer damage from those inebriated following a night out also require streets to be regularly swept to avoid drains becoming clogged, also wet leaves make pavements dangerous to walk on.</p>
<p>Use of trees and plants</p>

The print is too small for my eye sight on some of the maps, etc so I do not feel I should express an opinion. The pictures looked fine.
Harrogate town centre is in decline because of the old fashioned view that car parking is a priority. It is holding back the possibilities for active travel and a beautiful town centre, where people want to shop and linger. The quality of the paving and surface detailing is of a quality that matches the buildings.
There is not enough being done to make the town centre attractive and safe.
Money is more urgently needed elsewhere.
The proposals are reasonable but are they future proof? They are addressing issues that are current. There will inevitably be a reduction in car / personal travel the town is still way behind other towns in terms of pedestrian only areas. Public transport within the town. Bus only routes.
The MAJORITY of Harrogate people think the money could be better spent
We need to reduce car journeys in the town, this will help.
The lack of vehicle access to the centre
The consensus might have been as you state but I certainly did not agree with the views expressed. Litter bins, lighting, certainly but more cycle storage certainly not.
I would visit town to undertake jobs anyway
Appears to give the areas a lighter airy outlook
Very concerned that the poor appearance of the current pedestrianised areas will not be addressed and ultimately the proposed new areas will look the same and we become just another poor to average looking town.
Space for pedestrians and cyclists has been prioritised over cars. The designs seem to show the public spaces being more open and softer, but the Northbound A61 does not benefit from any changes.
Tarmac & concrete, looks like every other town or city that has gone through this process. Looks like an excellent job of drumming down Harrogate which used to be a star of the North. Not much green spaces to st relax or ear outside if you work in town....it's boring, very boring.
Lighting adds to safety, plus good to have natural element with landscaping
I do not want any mature trees removed to make way for the new landscaping whatsoever. We are in a climate emergency where we need cool and shade more so than ever. The one arch design shows removal of trees as well as the station square proposal. We should work the new designs around these, and not waste mature planting. Hard landscaping will make these public spaces hot and uninviting to relax in.
needs more trees and greenery, some lawns instead of hard surfacing.
It's an improvement - Harrogate is an active travel desert in thrall to the motor car and 10 years behind London and 40 years behind the Netherlands
More trees please.
It looks faceless like any other town centre
I feel the design is less attractive than it is already. The public space with planting that already exists outside the Victoria Centre is much more attractive now.

The removal of green spaces around the cenotaph and station garden, and the tree near the one arch. The lack of continuity of cycle tracks linking up with other safe cycle routes.
Hopefully it will improve for people who arrive by rail.
It is positive to see that the public input on this has been taken into account. However, I do not agree with one cycle path where cyclists can go either way - even against the direction of the cars. There should be a cycle path on each side of a road. If it is a one-way street for cars, then so should it be for bicycles. I am a keen cyclist myself but I have noticed on many occasions that car drivers get confused with bicycles coming their way. I do not think this is safe. I would very much prefer one cycle path going the same direction as the cars.
Generally, there should be lots more cycle paths in Harrogate. The town centre is deprived of them. Other cities do much much better on this account, e.g. Cambridge, Bath, Bristol, to name just a few.
Cleaner, greener, less pollution.
The infrastructure of the town needs to be addressed first. The town is dying as no investment is being put into what will attract the visitors and residents
Not wheelchair friendly
Removal of the gardens around the town centre Victoria statue is a seriously bad idea. It will reduce the ability of local people to make use of the area.
I think the undue prominence given to cycling is misplaced and if undertaken will see generally empty cycle lanes while other vehicle traffic will be queuing! The age profile of Harrogate and environs does not support this emphasis on cycling, which is being promoted by a minority of 'fanatics' and typical of the present fashion (particularly by Main Stream Media) for pandering to minority views and giving them disproportionate importance.
I remain to be convinced that pedestrianisation works in helping town centres thrive unless such developments include mixed housing
Will improve the currently dispiriting approach to/from the station. Would be good if something could be done about that wall along the station and bus station.
I approve of the general direction, although would like to see more cycle routes.
The way that the public area around Victoria shopping centre has opened up is very positive.
Like the improved sense of space at station but it could do with more trees. Like the bike lanes, hope there will be adequate bike racks. I am planning to buy an ebike so I don't have to use the car to come into the town centre.
Poor design of station square, reinstatement of the gardens, the current design looks like a 70's concrete nightmare. Too much sign, street furniture
Everyone needs to have space to walk safely & engage with their surroundings
Very good how it adds greater emphasis on the pedestrian and cyclist experience for the town centre, and yet still providing access to car users.
The directing of people along James Street on arrival at the train station could be

stronger.

The cyclist route around the Station Bridge roundabout looks like accident(s) waiting to happen.

I am generally speaking in favour of the redevelopment of this area and the move to promote active travel and discourage car use. As, I believe, are many other local residents. It is vital that we do this. However I am doubtful that this scheme is the best that it could be. There is merit in the proposed new traffic layouts and some increase in planting along James Street, near the Odeon etc. However the fact is that for most visitors to the town, Station Square, which surely is intended to be an impactful entrance to the town centre, is decidedly uninspiring.

As a horticulturalist, I feel that the proposed planting in Station Square is unambitious and simplistic. There is more scope for tree planting and creating a beautiful, bio-diversity-creating environment which would do credit to Harrogate's status as a spa town with a great gardening tradition. This scheme is very basic and not particularly attractive. There is too much paved surface and too little interesting planting to make this an attractive place for visitors or town centre workers to wish to spend any time here. I have seen similar places made very inviting elsewhere. For example Brunswick Park, University of Manchester, took a boring, utilitarian street surrounded by university buildings and transformed it into a vibrant, lush green space with interesting seating, trees, lawns, resilient planting, and this is now an inviting space, in which people can meet, relax, socialise, hold events, journey between parts of the university. Harrogate has the opportunity to do something similar with the gateway project, which should aim to welcome visitors with a fantastic approach to the town centre and treat local residents to an improved "town square". The current plan would just be a change rather than an improvement. Many people are against the Gateway scheme, because they do not believe that there will be an improvement in the traffic situation and they feel they will be inconvenienced. If these people are to be won over, the scheme which is on offer has to seem worth the perceived inconvenience.

Also in the Gateway designs I was struck by the impractical "Living Pillars". These will require constant watering and I do not think they look at all attractive. Why not have some more proper trees, providing shade, green space, habitat and the benefit of natural trees in carbon storage, temperature regulation etc. I cannot see why we want a forest of metal planters on stilts!! The plants themselves will be up in the air, where no one will really see them. They will be impossible to maintain, will dry up instantly in wind and dry weather and mostly will appear to be rows of metal columns. As we are now experiencing drought conditions, this approach seems like lunacy.

The plans do not seem to add any planting to the bus station area of Station Parade, which is currently functional but unattractive. This needs to be addressed. The addition of some street trees would do much to cheer the place up and provide some shade.

I feel sure that, with some more enlightened garden design input, a beautiful, sustainable, nature-promoting and people-friendly space could be created. When so much money is being spent and so much disruption caused in order to build this new town centre scheme, it seems a shame to end up with a space which is not particularly more attractive than the existing one, in terms of aesthetics or green landscaping. The cycle lanes, bus lanes, reduction in car traffic, cycle friendly roundabouts are excellent, but on their own they do not make an attractive townscape.
Looks very poorly designed and will age poorly just like the headrow and corn exchange in Leeds already look.
Like the water feature for children
Improvement from current design
A wast of money
The area could be made smarter without all of the road changes. Overall this is a waste of resources in times of financial restraint.
Absurd waste of money. Focus should be on bolstering the shopping and businesses.
I would like to cycle to work but do not feel confident cycling in the busy roads of harrogate.
I feel it will encourage more people to visit Harrogate as a destination. It will give the overall character of the town centre a feeling of a place to relax and stay longer. I think it will encourage a diverse number of enterprises to exploit the new character of the town leading to it becoming a greater draw for visitors.
I like the emphasis of making cycling around town more attractive for everyone. We have to encourage less car use, so making walking, cycling and public transport more attractive, which it seems these proposals will do, has to be a great idea.
I always thought this was about congestion, in my eyes this only going to compound the traffic situation on all the arterial roads in and around the town. I have lived and worked in the town for the last forty years. Both H.B.C. & N.Y.C.C. have spent a fortune on Skipton Road in that time and its still no better. The amount of homes built in that time has nearly double the size of the town and the majority of theses homes will have at the least two cars thus adding to the already over whelmed roads.
Although not an expert on urban planning the designs appear very good
There is nothing specific to Harrogate in these plans and it will look like any other town centre.
Benches and litter bins, we certainly need more of these but not just in this particular area - they are needed throughout the town and especially around the stray areas.
Modern, attractive, innovative. Puts Harrogate as a leader in environmentally conscious infrastructure.
I did not agree with the schemes but the suggested benches, bins and greenery were a welcome addition
Great, the area is very grey and unattractive atm.
Too much concrete eg paved areas with fountains waste water and would be better planted. Planting not imaginative or extensive enough

I'm pleased to see so many well-integrated cycle lanes, and consideration of Green Infrastructure to mitigate water runoff.
Where do I start? When speaking to one of the council workers at the Victoria Shopping Centre consolation about the removal of the gardens at Station Square he proclaimed quite vociferously that the view new arrivers had from the train station wasn't very nice. How so? Is this a line that he has been told to take? As I strongly disagree. When first arriving from the train station you're greeted by a tasteful Victorian style garden, a statue, and a shopping centre, all very in keeping with Harrogate's image. Why then is "the view" being used as an excuse for ripping out an essential and constantly used piece of green space? It's a complete misnomer to try and designate this area as an eyesore, as it's far from it. I find it incredibly disingenuous. Heaven forbid we want to keep anything that makes us different. And to be replaced with what? A nasty cheap looking set of fountains that the majority of the west yorkshire towns/cities have already shoe horned into their centres to try and regenerate them. We don't need to be regenerated, and certainly not in that mould. It's like a slow eradication of the Harrogate identity and is utterly shameful. Harrogate has retained enough of it's charm to not need to copy the likes of Bradford. Why would we want to do that? It cheapens the whole town and will just become a large empty inhospitable space that will be used a handful of times through the year but otherwise might as well have tumbleweed rolling across it. And it will also remove a necessary sanctuary for both birds and people in the process. Aren't we supposed to be increasing green spaces instead of paving them? You should be ashamed.
There is way too much brutalist hard landscaping, too many bollards, barriers and metal street furniture. This will be needlessly expensive and replaces Yorkshire stone, concrete and brick materials on station square and one arch that are relatively new and functional, and would last for decades. There is not nearly enough greenery and the design is counter to modern designs which advocate soft landscape and soak-aways to combat rain water run off and flooding.
Yhe designs clearly show a reallocation of road space away from cars and towards pedestrians and cyclists
Clearly a lot of thought has gone into this with the aim of improving the public realm and takes into account those using it in addition to those travelling through it, whereas historically schemes appeared to favour the latter.
More consistent design than the current hotch potch. Better green infrastructure. More attractive for tourists, residents and those working in the town centre.
It's good to see more space for pedestrians and cyclists. But on the plan it looks a bit muddled - lots of different surfaces, narrowing/tightening of areas. Will it work? Do you need to do a small scale physical model?
Looks like an excuse to try and make Harrogate fall in line with neighbouring towns in terms of development and how you think our town centre should look and be. Obviously all put together by people who have never lived in the town or understand anything about it. Not good.
Greater provision should be made for secure cycle parking. Sheffield stands or cycle lockers should be positioned around the town centre not just concentrated in one

area, AND covered by cctv to discourage theft. Maybe even a secure cycle park like a car park
Not enough greenery. The whole design and project is unnecessary
The current road layout with two lanes of traffic past the bus station can sometimes feel like a race track combined with a narrow path / impeded by street furniture. It looks like the introduction of a cycle way will reduce the road to a single lane (great) and I may be wrong but it also looks like the paths would widen which would be so much better. I am a cyclist so having designated places to ride around the center is a great idea but you still have to get there. I live in the Saints area and the journey along Oatlands drive and Knaresborough Road is far from ideal during peak times and with a young family, I feel that this would rule out using our bikes. I would of liked to have seen some thought around safely connecting the Saints area / Stray to the center for cyclists. It would be good to understand how limiting the flow of traffic will impact the surrounding areas. I suspect this will encourage the use of rat runs so is there any though / consideration around impact.
We need more cicle roads!
Landscaping will benefit everyone, whether resident or visitor and give a good impression as well as being good for the environment. Improved lighting is good from a safety aspect.
I am a cyclist (I own 3 bikes). I was 'cyclist of the year' many decades ago and I know the Highway Code better than most road users. I'm telling you now, someone will die as a result of these proposed changes. Die, dead. This is not hyperbole; the contraflow cycle lanes juxtaposed to main roads will end up in cyclists being badly injured and, given enough time, a death (or deaths) will occur due to confusion about directions of travel and right of way. The same goes for pedestrians being injured (perhaps fatally) by cyclists that do not dismount on pavements. How do I 'know' all of the above? Because I am a pedestrian, a cyclist and a car driver and have observed the worst in all three human conditions of modes of transport. This scheme is a utopian fantasyland that bears no relevance to actual reality and I request to know the name(s) (publicly disclosed) of the person(s) in authority that will happily sign-off on these injuries and deaths by letting this scheme go ahead in the name of progress?
Reduction in traffic access will not assist any necessary future growth of the town centre. People will be deterred not encouraged to visit.
This will crate a more active travel environment and cleaner safer space for pedestrians, which will encourage people to stay for longer.
We need to take into account the needs of everyone involved, and not just one section. It is important to ensure traffic is kept moving through Harrogate, and visitors keep coming to admire our lovely town.
Not outweighed by the effect on traffic congestion unless serious mitigation
I see this resulting in congestion elsewhere in the town.
Appears to be a variety of provisions necessary to cater for people on foot, trees and plants are vital besides others for safe mobility and seating.



Clearly some very good intentions and generally good, if the scheme goes ahead as planned.
The whole project is being rushed through; public and business feedback is ignored as the council want this project to go through despite overwhelming negativity. People do not want this scheme. It is a huge cost and I am not convinced of the benefit. When I attended one of the sessions last year to view the plans, the staff/consultants there either said they didn't know certain facts but when pressed, they admitted how few people had responded. They quoted percentages but that's misleading; a very small proportion of the public knew about it, due to an appalling lack of communication, even down to minor detail of exact location of the consultation. But the council choose to ignore this, it suits them to continue to rush this through. WE DO NOT WANT THIS; there are better ways to use the money.
There are too many different surfaces. Too much planting. As the council is short of gardeners now, and it is highly likely that there will be fewer when North Yorkshire Council takes over, who is going to water and weed all the new plants? Where re all the bins. With so many seats there is bound to be a lot of rubbish. Mature trees will be removed and will be replaced by saplings.
This will increase congestion! Hgte town is basically a one way system pedestrianised areas are totally ridiculous for this town . Adding cycle paths is all very well but there's far too many cars on the road to make it a safe journey from home to town . People either hothead time to walk or cycle to town or don't ! The plans will make Skipton road even worse than it already is !
Station parade needs smartening up and cycle routes need extending and improving. I don't think James Street should be pedestrianised as it provides an essential conduit thru town given that West Park and Station parade are one way. It cd have reduced parking on it, enabling bicycles and disability scooters better access and more space for pedestrians.
The designs illustrate great infrastructure for pedestrians and cyclists - which will really enhance the use of the town centre, encourage active travel and make the spaces around the station and James Street really lovely places to use and convene/enjoy.  They will also create and fantastic first impression for passengers arriving by train and bus to Harrogate.  Significantly, the inclusion of cycling infrastructure and pedestrianisation will really help to encourage more active travel; the infrastructure for which is so very much needed.
I like to cycle, and any improvement to facilities for doing so is very welcome. I only hesitate from 'very positive' because I live on Station Parade and fear the impact on traffic during the improvement works for the time they are taking place.
I think they're designed with people at the heart of them, and that's what is needed.
Station parade is a busy thoroughfare. Limiting access/traffic movement would be a retrograde move. Pedestrian access to bus/rail station would be affected.

I need to actually see the benches, litter bins etc before giving an opinion. A b/w photo is not good enough.
All the features could be carried out without changing the layout
Is there anywhere this council doesn't want to concrete over? Leave trees/greenery alone.
I would tick the VERY NGATIVE box above, but it does not allow me to. As long as a design is functional and efficient, then style does not bother me. Rather the reverse. In fact, anything striking or fashionable would soon become outdated, boring, then even repulsive (like the big red shoes of flowers currently on display!)
Love the emphasis on green/trees/planting and really like the contemporary look and feel of the surfaces and street furniture
Removing Victoria Gardens, which are regularly used and enjoyed by people of all ages, will create a vast, barren area despite one or two trees, perhaps it will become a skateboard mecca -- so old people and those with mobility issues and deaf and blind people -- BEWARE!
Harrogate has a specific design style for benches, street lights etc. to enhance its Victorian buildings. Why change to a "modern design" that is out of keeping today and will be obsolete and need changing in 5 years time. The gardens on Station Parade are much used and appreciated. Rip them out as you are suggesting will destroy the area, the environment and people's enjoyment.
There should be more toilets for the public.
Not necessary. There is already a perfectly good area outside the Victoria Shopping Centre with paving, seating and planting. Just needs a good clean (paving)
The car park wall between the bus station and rail station is unsightly and the council should expect the owners to enhance its appearance. The boules area at Pierhead is drab and should be moved to the Valley Gardens. Coach tours drop off passengers and collect them there. The pavements are uneven and there should be a covered area with seating to welcome the visitors. Harrogate is a tourist town!
Benches without seat backs for the whole width might look nice but are impractical

We intend to use the space in Station Square and James Street for events and activities. What activities and/or events would you like to see held in these areas?

Select as many as apply.

(Other (please specify))

Free activities- for children and families

Farmer's Markets, Festive Markets, Outdoor Cinema Showings, National Sporting Events (Wimbledon, Silverstone, Grand National, Etc)

No change is necessary
None!
This does not need to be an events space. This needs to be a 'front door'. There are much better places around Harrogate for events.
Is this the existing space or the proposed new space? Misleading question as not enough detail
The original amphitheatre at the Victoria Shopping Centre was bricked in as there was no use for it. The pedestrian areas of Cambridge and Oxford street feature only the occasional busker. How likely is it, seriously, that there will be a programme of high quality of events, put on by this council??
Non of the above. They are gimmicks designed to make BID & HIF look busy
smoking, anti-social behaviour, drinking,
Parking
Zero. It is not a market town. James Street is a fantastic place to shop only.
Places for older people to rest
None of these. Oxford Street and Cambridge Street hold these events now. Chess game at Pier Head - why move it? Sports????? I don't fancy shopping with sports events in the shopping areas - are you well insured for any injuries to shoppers. Do you ever consider the disabled?
There are lots of the above that I would welcome but local traders must be given help and priority - I do not want to see stalls from elsewhere taking away from our community!
None of the above.
Why do you have to turn it into circus.
Street Performers
I'd rather see James Street used as it was intended-for cars
Have you even considered that when you bring external markets, food stalls etc into the town you take away business from local retailers. Retailers that work day in, day out on busy days and quiet. Markets come in, clean up and clear off, without paying council tax etc. No you probably have not .....
Farmers markets
Space is limited. Care required before uses such as mentioned.
Dance performances, parades
A high standard of cultural things to see and do. Pianos, art installations, sculptures, ask Harrogate theatre if they want to get involved. What I really dislike is the mainstream tacky food-stalls and events that seem to have pervaded these sorts of project in recent years. If it appears in a large city, then we shouldn't be doing it. Harrogate is different.
None. Leave alone. There is AMPLE space already to hold such events.
Charity events
There is little for teenagers to do in the area. Create areas for them
Traditional market like ripon
I don't agree that James Street should be pedestrianised.
None thank you. I'd like to park and spend money in the shops. These events are a total washout if it's raining. And this is England.
Street performers
I do not want to see ANY activities on James st and station sq I would like to drive there and park
Nothing. Let's keep things how they are. It works and means we don't lose the parking spaces that the elderly and disabled rely on to allow them easier access to the shopping centre.

none
seasonal attractions - ice rink in winter and beach in summer. Also showcase the bands and musical performers from schools and groups in the area
None. It is fine as it is.
sadly this is a silly question
running
A regular market (the farmers market is good, but expensive)
None
Temporary events still leave dead space the rest of the time - particularly evenings when they can become a focal point for anti social gatherings
I would like to be able to sit quietly in the already-established gardens.
Already have a conference centre which could be used more the area is already used at Christmas and food stalls
None really. People go to Harrogate to shop and get things done. Tourists go to see the architecture and visit the shops and attractions, not to be mobbed by buskers or overpriced tat on stalls.
None. Keep things as they are now.
None it should remain a road!!!!
I wouldn't overdo the activities in the Square; society will use the space if it's a good one
It's currently a key route home for us, in an already tortuous traffic system.
NONE OF THE ABOVE- IT SHOULD BE ABOUT REFLECTING THE QUALITY OF THE TOWN AND NOT MAKING HARROGATE ANOTHER CLONE OF EVERY OTHER TOWN OR CITY, OFFERING DIFFERENCE, ALL THE ABOVE ARE CHEAP AND NOT APPROPRIATE
regular weekly markets. Why do you need more space when you don't use the space that is already there?
Something other than already offered by rate and tax paying commercial tenants
James Street for easy access to shops!
Street entertainers, not just for children.
None of these
I would prefer there to be no space created
I do not agree with the layout propose. Thus the above options are irrelevant to me
allow extra space for outside seating areas for cafe's and restaurants in the areas that are being pedestrianised , weather dependent but I feel more people like to have a meal outside, rather than sitting indoors.
Cycle workshops/ebike demonstrations
A good area to add cultural, social and community capital. Wellbeing activities, though the air and noise pollution from the road may limit what works best. Could be public art, exhibitions in the public space. Quality art events, creativity which is often missing in Harrogate. It's generally commercial based culture which can be soulless. The art could be in collaboration with the Mercer gallery or other groups that deliver a high quality experience, as you'd find in other cultural centres or cities. A lot of the art in Harrogate can be shallow and lack the substance you might find at the Yorkshire Sculpture Park or other premium venues. Art that says things about society, the world and makes you think but obviously delivers a quality aesthetic experience at the same time. I've always found Harrogate anti intellectual. Intellectual doesn't mean elite, it means a love of ideas and actually everyone loves ideas when presented with good ones. So there's an opportunity to raise the bar with public art in Harrogate. That can galvanise community if they are proud of the works. It could provoke thinking, discussion, free entertainment, boost morale and add and create wealth.

Maybe vegan food stalls or market which is under represented but fits with climate change needs.
I think it would be nice to see some recovery based things in the town centre that signpost vulnerable people to recovery. There is a lot of mental health, addiction based social problems and anti social behaviour in Harrogate.
I wouldn't entertain activities by the side of the A61 ( station parade ) when their are venues like the Valley Gardens and the Stray available already
NONE
Cars so we can get around the town
Leave as is- we need to park on James Street- and have full access- it's a most important link between Ripon Road, West Park and Station Parade- I use this route at least 3 times a day!
How about some parking?
Leave as it is just keep it tidy.
Keep it so the traffic can flow through. Or, give a couple of bypasses around the town. The town will die if you make everything pedestrianised.
None it's a commercial centre
None
None. It's nonsense.
We do not need these activities in this area ! Valley gardens & the stray can cover these activities
Increased traffic flow, not reduced traffic flow. There is plenty of precinct type areas, especially around the war memorial, Victoria centre etc for all these events you mention above.
Educational activities/ climate change info
we have plenty of underutilized spaces as it is we don't need anymore
A kiosk selling proper coffee / soft drinks / sandwiches etc would be useful. Open from first buses until pubs close. Public lavatories similar hours.
There is enough room here already!! Don't demolish the gardens!
None leave it alone please
Really! It is not used now except to sell cars! Rubbish idea from people with no imagination or flair.
None. We have enough events space in town already
Anything, as long as it isn't woke, political, or "Diverse & Inclusive".
THE GATEWAY PROJECT IS CLAIMED TO BE FOR TRANSPORT IMPROVEMENT - DO NOT THEN PLAN TO BLOCK YOUR OWN WORK WITH EVENTS AND CHAOS - ENCOURAGE SHOPS TO BE OCCUPIED NOT JUST TEMPORARY MARKET TRADERS, UTILISE THE STRAY, VALLEY GARDENS, HIC, GARDENS AT THE BOTTOM OF PARLIAMENT STREET WHICH ALREADY HAS A BANDSTAND AND COVERED AREA
Big TV screen for events like Wimbledon
Don't change anything save the money
Leave as gardens
If the general attitude of a large proportion of Harrogate residents were to be considered, then Town stocks and somewhere to burn witches might be a good idea.
Leave it as it is. The Judicial Review is a good idea.
None too close to major road there are plenty of other nite suitable locations in town for events eg - valley gardens stray
There is no need to use Station Square & James Street for activities outlined above as Harrogate has many existing spaces to cater for all the activities mentioned

Cemetery for all the failed businesses caused by this incredibly stupid idea.
shopping sitting relaxing
just open space, most events and markets and pop up shops take trade away from the towns shops
Things for teenagers to do.
This could be done now. The theatre space at the Victoria Shopping Centre was filled in and the colonnade infilled with shopping, so grandiose ideas now are no more likely to be successful. The "desert" in front of the Victoria Shopping Centre needs some infill with something interesting, and that should've been done years ago.
none of these. we don't want any of these,
Better still leave it as it is
Disabled car parking
Pop-up restaurants
None. Why add activities and events to pleasant spaces and streets, which already have a good feel and encourage shoppers.
none
There is already a market in the town. Giant chess is a gimmick. Sports?!?! Like what?
Not suitable for these purposes
None, it's busy enough.
Nothing as this is not now and never will be a nice space and is the only delivery route into the shops. It will end up being another space for the alcoholics and non-working troublemakers to congregate. The way this is being portrayed is something akin to St Pancras and Kings Cross. It is not a major destination stop, but just a provincial station between Leeds and York.
No to events
HAHA. This is HARROAGTE. When its not raining its breezy or worse
None!
None of these for the reasons above, litter and anti social behaviour. These spaces encourage people to loiter.
Performing arts
Parking!
Harrogate seems to be well provided with ideas to use the ten million but it overlooks the satellite towns which suffer because of the financial focus on Harrogate Town Centre. They are definitely the poor relations when it comes to urban expenditure. Harrogate unfortunately is again absorbing the available funds.
None! Are you seriously suggesting putting more people into an area where there are vehicles and bikes moving about?? Madness.
None of these are appropriate for such a limited space. The Stray is more suitable for most of these activities - especially the section from Montpelier Hill down to St Mary's Walk and Esplanade
None of these in James Street. James Street is the last smart upmarket street in Harrogate. From experience, streets that become pedestrianised become scruffy and the same as all the other soulless pedestrianised towns in the country. Food stalls and craft markets would be acceptable in Station Square.
Very opposed to removing a traffic lane on station parade and James st parking
All of them above :-) Also open booths
Outdoor theatre

I don't think it's needed
None. use the empty shops that are there already.
Cycle/property marking events. Active travel promoting and informing events by the local authority and local organisations such as the local cycle campaign.
I do not believe this is a good area for events. It would make more sense to have them near the cenotaph or the wider Cambridge Street.
None
None of the above which can all be accommodated in existing public spaces. Where is the survey that shows the need for any of the items on this list, and what alternative sites have been explored for these events
would prefer it to remain as a road
I like all the above but not for this scheme - these events could happen in existing spaces
Harrogate is well known for its gardens and floral displays so why not make the the space a place to sit and enjoy the colour
None of those
NONE
None complete waste of money these things need to be outside town Where the ruby ground in. Stop wasting money on five minute wonders.
None of the above. The town is already full of buskers and charity muggers
None.
Access to town
James St is a street - use it as such
A designated area for dog walking would be sensible as so many people own dogs now and need a safe place to let them run around and get exercise, whilst having dog poo bins nearby. This would keep them away from children, cyclists, etc who want to exercise separately.
Health and Social care events such as Awareness days/Charity events such as Cancer research/Dementia UK or local care services promoting business. Raising awareness about health issues would benefit the public.
Event space is not necessary. There are plenty of Venues for those types of event in the town. Specifically the Valley Gardens
None of the above - there are better sites.
car parking
Not interested.
None. This space should not be used for street events. It is a public thoroughfare, not an entertainments venue.
We already have plenty of space the farmers market for example works fine and other events in the Valley Gardens
Nothing - just green area
Dance
I wouldn't want to see any of these, the high street is desperate for footfall and the traffic impact of the change will make things far worse.
They are pleasant as they are. The suggestions would be a retrograde step
No events. Please help boost the much needed retail shops in our town.
None, leave it as it is.
exercise activities, Christmas ice rink, Summer beach
None of the above

Not fussed about any of these! As previously stated, the real issue is traffic movement round the town.
My primary concern is that any changes don't make traffic congestion worse than it currently is.
NONE OF THE ABOVE
I would like my town of Harrogate to remain unaltered
Would prefer no activities or events
open air theatre
Not really bothered about events. The space needs to remain uncluttered so that visitors are not overwhelmed on arrival.
Christmas market
I dont really mind so long as its not Civic Art.
NONE on James street. Its a ridiculous notion to completely stop traffic on this road.
We already have enough space for street markets, events etc in the existing pedestrianised areas and Valley Gardens. We don't want sports and games cluttering up the streets. Harrogate is in danger of becoming a tacky theme park.
Harrogate is famous for its flowers - just make a stunning green environment here, with a beautiful fountain - no need for "events"
Nothing as I go there to shop and stalls etc. just get in the way.
I quite like the existing garden area to sit in - don't see the need for any of these activities or events in this space
exhibitions
The current space has some of these which are frequently tatty and not at all in keeping with Harrogate's image. Who is going to fund these events? Present experience shows that food stalls mean discarded waste food and litter making for an unpleasant and smelly environment.
The area should be lanscaped providing seating etc .
Car free days
I do NOT want the space using for events. James street is a civilised street. So t turn it into a pedestrian wasteland/scruffy market area
Leave it so traffic can move freely to other events and activities on the stray!
We have so many open spaces in Harrogate. We don't need this. Use existing streets, do not create one that has to deal with inward north to south traffic.
I'd rather more time and efforts was spent cleaning up the streets that are not included in these plans. Oxford Street is a mess. The MacDonald take-out corner is also filthy and frequented by drug dealers and a slew of deliveroo drivers who park with out out any consideration for others.
NONE OF THE ABOVE. A RUBBISH IDEA AS YOU ARE REPEATEDLY TOLD
I think all the above will detract from the dignity and purpose of a town centre.
Happy for streets to remain as they are with cars parked
None- I like it unchanged
Leave it as it is
do we need more room for these? Keep James street as it is
The space should be used for secure parking for pedestrian aids, ( facilities for physically impaired eg vehicles) cyclists seating and play areas
None.
not bothered
graffiti workshops



These sort of activities should be in the long term planned Civic Square [presently Crescent Gardens] also in Princes Square with the traffic/parking removed.
Car parking
Plans to use this area for activities and events sound exciting but the reality is that there are many disadvantages for people living, working and running a business in or from the centre of Harrogate. Firstly any evening music events create excessive noise for residents and any pop up stalls negatively affect current business owners who pay business rates 52 weeks of the year and any business they might enjoy is then split between them and the pop up stalls. Then there is the additional traffic into and out of the town which negatively impacts upon businesses relying on the accessibility of vehicular routes around the town to be able to get to and from their customers using their vehicles. I don't necessarily disagree with a seasonal event such as the Christmas Market as this would be only a few days but do feel that the town centre isn't necessarily the best location for this event.
Surly the use of Station Square is outside the remit of the money provided by Government.
James St. changes are useless to the retail health of Harrogate Town Centre.
non of these would attract me
Quiet spaces for reflection
I'd prefer it to be a road
To support the businesses. If we lose all the shops then people will stop visiting
None
have plenty of area for events ,
I do not feel it is a good idea to have events here, it is lovely how it is, just need to keep the planting fresh. This area is a windy area so may not be best suited for events especially craft shows etc, where do the exhibitors park?
None. There shouldn't be used like this. We have the Stray and Valley Gdns for these. They are not precious. They should be used by and for the people.
None!
None. Keep events on The Stray. We do not want cheap stalls in Harrogate.
None
None as it's the wrong area
You're missing the point. Station Parade is not a suitable location for any of the above.
I want to buy from and support the shops in James street not go for a leisure activity
There are already craft markets, how would this impact established ones. The area is not big enough for live music, that's why it's usually held on the stray. Not sure what sports you would be able to hold. There are already food stalls.
Car parking
Important to make stalls colourful, vibrant, decorative. Some of Xmas market, small select stalls with purely seasonal items only, led lights, good presentation of products. Part of farmers market would look good there too.
None, I'd prefer James Street to have Disabled Parking Bays as before, not be pedestrianised. Not everyone wants or can even access the multi storey car parks. Some prefer ground-level parking.
This needs to be an area that brings about vibrancy, and makes it a place that people want to come to and congregate. This is often the first (and last) place that visitors see when they come to the town- so maybe trendy food and drink trailers, registered musicians, etc should be encouraged. Take inspiration from other more established places like Covent Garden in London etc.

None
None.
None - I dont find pop up events like that in the middle of a street appealing (i wouldnt seek to go) and you have to consider the risk to young and vulnerable people having large numbers of people assembling near roads.
None, regime the homeless first and clean the town centre.
We would no longer go into town
none, i don't think James Street requires anything other than good quality shops, just as Montpellier Street / Gardens has
I do not like activities/events in town centres
Events that highlight the wonderful local independent businesses of Harrogate. Particularly those around the Montpellier Quarter which is know as a "Hidden" Gem. Such a beautiful part of harrogate shouldn't be considered "hidden"
It's the wrong end of town for these - people want to have these events further to the Crown/Montpellier area.
Nothing, leave it alone! There are plenty of places to offer events that are already very well attended. I include the Christmas market that you cancelled!
Again what about people that have to get to work traffic will be a nightmare
None we have enough coffee shops, bars, restaurants , takeaways , tourists will not visit if the place is constantly gridlocked
None
It should not be used for events and should be kept clear for easy passage through town
Visual exhibitions, ice sculptures (as per York), activation spaces for thé Conférence Centre near the station.
None
Allow busking, allow brands to come promote and provide giveaways
Affordable space for local mobile businesses
None
permanent pavement cafes
There are many spaces around harrogate for this
Why? What a stupid idea?
None
none of these. there are plenty of good existing facilities in town to deliver all of this without this project
None, we have many areas for this type of thing already, leave it as a road
None, concentrate on traffic flow, cleaning the streets and other basic functions
not bothered, get rid of the "beggars" and "homeless" who blight the town centre which make it an unattractive place to visit now.
Things that are accessible to all & promoting disabilities
Do not want to see activities here
Why does everything ALWAYS have to be only in one place in Harrogate?
Nothing. Plenty of other space to do this already at no cost
Leave it open and uncluttered
It's not needed
I'm more concerned with disabled people getting about. All of the above cost money. There are services that need fulfilling and aren't
All this can be done on already pedestrian areas. You do not need James street as well

Again, you infer that I wish to see more space created in James Street. I do not. I would like it retained for traffic
Car park
Don't think there's a need for the station square or changes to James street
This question presupposes that I want the changes ,again avoiding the key issue
None or perhaps a weekly market.
None. There is already room outside the Victoria shopping centre.
Get the empty shops occupied.....take a leaf out of York's book. Always busy because there is a variety of independent shops . We are saturated with cafes and restaurants. Allow those we have to have tables outside, give it a more continental feel.....after all we have the weather now! Use the stray more for mini exhibitions, local. artwork, craft work / seminars, promote this area more.
Nothing in James st. Making that pedestrianised will have a harmful effect on the environment due to the mile detour to get onto station parade.
None
Car driving
Any suitable activity
Pop up cafes, more seating a normal market
Educational lectures... science, environment, history etc
I'm unsure on what I feel would be good for the town centre my concern. Is where will the traffic be diverted.
None
Why would you when there is space elsewhere in the centre
I think activities and/or events should be reserved for larger public areas in the town, such as The Stray and Valley Gardens, not Station Square or James Street.
none of these
A proper market would please a lot of people
Advertising of organizations the town isn't aware of
None as no one will use it, and no one has the time to use them either, again just a waste of money
Parking is important to me and if you remove access I will travel to shop in Leeds.
A stop for a free park and ride to actually attract people, some with limited mobility in to the town. That would be my preference.
We already have a pedestrianised town centre(Cambridge St. Oxford St, Beulah St) without cutting off more of the town to the people who want to travel to spend money to help HBC earn rates from the still open shops, bars etc.It will end up a ghost town. do any of the proposers of this actually live in Hgte???
None it's fine the way it is
Every one of these suggestions will cause more car obstructions for older /non walking elderly people. We will cease to shop in Harrogate
None
Art exhibitions. Art Classes - have-a-go sessions?
This is a weighted question. It doesn't give an option to say none of these
HaHa . There is already a public space there which generally remains unused apart from the occasional burger van

None of them leave it as it is
This was also promised when there was the 'amphitheatre' outside the Victoria Centre with performance space and water features - quickly removed to add retail space and because of 'maintenance costs'. It will be in shadow within the next 5 years once the Caddick building is completed anyway. Turn it all to gardens and make better use of the Market Square
None
Do not want unhealthy food stalls.
Art installations. Intelligent playful things.
You should seriously look at really creative organisations like <a href="https://www.playablecity.com">https://www.playablecity.com</a>
Support for the homeless and community mental health
We have The Stray , The Yorkshire Show Ground and The Valley Gardens - all capable of staging events already we do not need more . Events don't necessary mean more spending in permanent facilities in the town centre
No activities. In winter this is a cold windy area.
Outdoor theatre, arts
None. It will be empty for most times. Waste of money
Cars driving
none of the above - should be focusing on increasing on footfall day to day rather than special events
anything for disabilities
There are already multiple areas in Harrogate for these activities
None, you are assuming that I agree with this project and pitcing the questions to make me agree.
We already have space for these activities and it works well.
Cafés - outside seating
None as not appropriate. Other spaces are already available
The space already exists for any such activities
Something in keeping with the character of Harrogate and NOT tacky like giant chess or sports. When you step off the train to Harrogate as a tourist you are on the doorstep of the Dales and a historic spa town. Giant chess and other stalls or markets likely do little to reinforce the Harrogate brand and should be carefully screened out. Instead, Harrogate is in large part a doorway to the countryside and country living/life mixed with beautiful architecture and a variety of local businesses. Some kind of a oasis with lots of native plants, a fountain, a quiet space with native varieties of plants - or something similar to this - would be amazing. Of course, it would have to be done in such a way as to allow mobility of pedestrians. But any good eco-designer will tell you they are not mutually exclusive. Indeed, something that achieves space for nature and people is a win-win and there are many examples of it in towns and cities across the country.
A bit of each
None - remain as it is today
some sort off covered roof over james street so all these activitys can be enjoyed all year around
I doubt this will be a very successful use of space
I want a vibrant shopping centre for Harrogate and happy for it to be pedestranised but it is not just about "Events!" as you your paltry list suggests. It is making it a pleasant place to come possibly with al fresco restaurant dining.

I do not see the necessity for extra activities and events. The attraction that Harrogate has is it's uniqueness. Not like every other town! we do not need it turning into a fairground!!
Ridiculous questions
Not sure why we need to host events here. The place will become a place for more drunken people and litter
None - not a good space for such events
None
Farmers markets
Keep these areas for car use
Occasional portable climbing wall events?
We have a stray - Use this for events.
not required, we have the Stray and plenty of beautiful shops. If you put more foot stalls and craft markets, you'll take away business from the shops and restaurants paying rates. this would be very unfair
Outdoor theatre performance, dance or gymnastic displays would be good, dog agility?
JUST LEAVE IT AS PARKING. WE HAVE STREETS THAT ALL THESE EVENTS CAN PUT ON.
Use the Stray for events - leave the town centre to function as a shopping area, not an entertainment centre.
Christmas / halloween / Easter etc displays and activities. Also showcasing of local businesses. A tourist information kiosk for visitors (the other office is far to far away from the train/bus station)
Street theatre
None
Live theatre/shows
Park for quiet relaxation.
None. There is adequate space already in the existing pedestrianised areas.
There is only enough space to see shop windows and walk alongside children holding their hands, so that even passing someone in the opposite direction is difficult, without having other things happening between the shops, especially if mobility chairs are to be used in the area, or if cycling is allowed.
Antiques stalls, brocante style like European cities have, Art, Street Art or other arts....something that brings people into the town regularly!
None, we have the beautiful Stray that is calling out to be used for all the above activities.
Giant TV screen for significant events - Sporting or Cultural
none, there is already Cambridge pedestrianised which can be used
Does anyone really want any of this stuff? Free parking would at least attract visitors to shop in town. Jugglers will not!
None - ridiculous idea. We have acres of Stray that could be used for events, why cram things into tiny spaces like this.
Activity space for voluntary organisations such as Scouts, Guides, parkrun, Sustrans, Longlands Common, etc.
Art displays Plays
None of these!
I'd rather these were left simply as pleasant spaces to relax in
None - not needed
Demonstrations for example cookery, sports (table tennis) have a go sessions.

Thrift events including clothes swishing
It does not lend itself to any events. The north east facing space means it is in shadow from mid morning onwards. It is merely a poor place to pass through. The road and station block off any meaningful connection to the west side. Pretending that it can become some sort of delightful park is naive.
Keep the shops open
Performers - not just music
I do not see the area as particularly viable for events. The quadrant in front of the Victoria Centre has never been very successful as an events space. The quadrant originally had an amphitheatre that was almost unused & so was filled in. This area & the area up to James Street is bisected by a road that it is necessary to keep clear for delivery vehicles. I would much prefer that the area was biased towards a pleasant soft landscaped area with traditional seating suited to the floral town image that is expected of Harrogate, perhaps with a fountain (rather than the water feature currently envisaged). The 'Temple' that forms a balance with the Victoria Monument should be retained. A much more useful thing to do would be to reinstate the underground toilets in Station Square. Over the last few years the town has lost two other public toilets - those at the top of Montpelier Hill & those at Devonshire Place. This, in a fast growing town that is encouraging more visitors! Wouldn't public toilets be a great asset in Station Square if crowds are to come for public events!!
Drama; Poetry/Literature.
None, street activities are reliant on good weather. Some of those proposed would take trade away from local retailers. Would not necessarily increase trade.
Move the Christmas market up here. The acoustics of the space means music/loud sounds reverberate and have impact on the offices - so out of work hours for noisy events would be sensible.
Cars
Keep it as it is
Any or all.
spoken word events
Citizens' assemblies on the Irish model to debate issues of importance - like the Climate Emergency
Garden things... Plants ...
Sorry this will make James St look tacky and access to station difficult for those carrying suitcases
I think that there are already very good spaces for these activities. Additionally, the space that exists already can be used.
The shops needs on James street need to be addressed first
arts generally
Food stalls etc prevent access to other shops when situated on Cambridge street - also a safety issue for those with mobility issues having to navigate around the stalls.
The area around cambridge Street and valley gardens is better suited. This seems a poorly thought idea to justify this spend
It's all very well putting cherries on the top but you can't polish a turd. Without great shopping which historically Harrogate has always had. The town centre will be dead. You can spend lots on side shows and dressing ie entertainment but with empty units and no heart to the town it will feel like any other dreadful town centre. People used to arrive in Harrogate and say wow! you've got a 'blah' shop. We had exclusive shops and independent shops - fabulous independent cafes, bars and restaurants that set Harrogate apart. Sadly due to various reasons

<p>it's full of pop up units, pound shops and empty units with firework/tat etc.. It needs retail experts.. not amateurs at the helm. For example the Christmas market was an embarrassment. It wasn't individual or creative or classy. Harrogate is a classy town with a fabulous spa. We should be behaving like Bath. The Christmas market was tat. Smelly food outlets and cheap tat. It was like any other market. I had a stall holder staying with me for a few weeks. And he was also running 3 other stalls selling his food item at 3 other markets up an down the country at the same time, It was a 'kit market'. Not run cleverly, independently.. The council just shipped in an easy 'market company' to fill the space.. tick the box. there you go a [redacted – bad language] Christmas market.. Nothing like as creative or individual as the previous markets. Lazy lazy. The council should hang their heads in shame. Not clever. Not inspired.. just filling a void with a commercial market company.</p>
<p>The Town Centre should be the heart of the community, not the playground as this survey would tend to indicate by the activities and events shown in this survey</p>
<p>Art installations.</p>
<p>Gtھے are better locations to hold these activities</p>
<p>All of the above plus anything that creates community, social interaction , economic activity or otherwise contributes to the viability of the town centre.</p>
<p>Public service engagement eg energy saving advice surgery</p>
<p>What particular sport are you considering hosting in station square? Nothing that requires grass I'm assuming? Seriously though, is giant chess really the best thing you can come up with? And why would you put children's entertainers right by 2 cycle lanes and a main road. That is not exactly safe is it?</p>
<p>Wasn't this tried before at great expense? Time to learn from past mistakes. Not the place for this. Or is this just people trying to impress their bosses to justify their positions.</p>
<p>As above. The gardens don't need to be removed, and I'm disgusted that it's even being considered. So it can be used for event space is not a valid argument, and anyone who lives in or around Harrogate and visits the town centre on a regular basis will be aware what a well used and vital piece of green space it is. It is in constant use, by elderly, by workers eating their lunch, or just people who want an accessible escape for a few moments. Removing it will destroy all that. A few benches around the Victoria statue on a windy corner does not suffice. The design strikes of someone who has no clue about the town it will be situated in. I'm livid at these proposals and will not be visiting anything that is featured there if these ridiculous plans go ahead.</p>
<p>None</p>
<p>Local produce stalls - swapping, bartering, giving away home-grown plants, vegetables, fruit, &amp; flowers. Gardening demonstration days to encourage children or people who want to learn about growing their own produce or plants. You could ask local allotment groups to help or RHS Harlow Carr</p>
<p>There is no need for additional space for any of the above!</p>
<p>Pop education opportunities</p>
<p>Leave it alone.</p>
<p>Welcome to Harrogate information booth A safe place for people with dementia (if they get lost etc)</p>
<p>None needed we have conference centre / Yorkshire showground and valley gardens</p>
<p>Art/Sculpture installations</p>
<p>All the above on Station Square and already pedestrianised areas, not on James Street. Table tennis please for 'sports'.</p>

.
Do not agree with scheme
None I want James Street to stay as it is, James Street must remain as one it is a fabulous shopping street
All irrelevant. Plenty of room elsewhere
Anything that helps generate "life and buzz" is good!
NONE -- areas already available in Town Centre for such attractions.
Plenty of room for the above in the space already there. No need to change it!

How successful do you feel these designs are in balancing the needs and safety of all road users (people on foot, people who cycle, bus users, private vehicle users)?

If you would like to tell us why you feel this way, please use the box below:

From what I know of the designs, they are generally to high standards. As mentioned above, Plan 1 and Plan 2 are too low resolution, so are illegible.

My main concern is the design of the cycle facilities on the Odeon roundabout, which appears in the technical note document. It is not a Dutch roundabout. It asks cyclists to the long way round and make right-angle turns, which is not good practice at all.

In the case of cyclists travelling towards E Parade, they are asked to go the long way round and make right-angle turns in order to then be abandoned as soon as they start going downhill on E Parade, where the infrastructure stops.

Encourage less vehicle use, more safe cycling and walking

It doesn't exclude cars but at the same time offers a much wider spectrum of travel options for the wider population, it's a lot more inclusive and reflective of a modern society.

Irresponsible around a travel hub

more consideration given to pedestrians and cyclists

Unlike the Otley Road cycle way this scheme is clearly thought through rather than made up on the hoof. Unfortunately NYCC have lost trust from some with the Otley Road scheme. Please do better.

I particularly like the protected cycle lanes and obvious markings on the odeon roundabout

No need to claim any more space for pedestrians. Will  
Only make walkers journey more uncomfortable in surrounding areas where there will be increased traffic.

high bias to near non-existent cyclists and pedestrians. The numbers of both might increase but that cannot be guaranteed

Separating cyclists from traffic and reducing the through traffic down to one-lane instantly makes the area safer for all users.

You're causing more of a problem than we already have!



CYCLIST AND PEDESTRIANS DO NOT MIX WELL.

THE IDIOTIC IDEA OF MAKING IT ONE LANE AS ITS THE MAIN ROUTE NORTH TO SOUTH IN HARROGATE.

The proposals could go even further and reroute all traffic (except buses and taxis) from passing immediately outside the Train Station. The more pedestrianisation the better in general, cars need to be removed from the town centre wherever possible. This would improve air quality, noise pollution and generally make the town a 'healthier' place to visit. Be radical, think what the town could/should be like in 30 years, when cars fuelled by fossil fuels are a thing of the past. Harrogate needs to be a destination which people want to visit for the experience. Traditional retail is dying and this is a great opportunity for the town to be forward thinking and embrace future technologies/lifestyles.

Full pedestrianisation of James at would be better but I understand the reasons why not, for now. Cars should be Guests on this street, not dominant.

It would make every journey I make in the car a standstill! 70 ish seconds delay to my journey is absolute tosh! Who plucked that figure out of thin air?!  
Not feasible, not viable and the surrounding roads can't handle it! It might be money allocated and it's a 'use it or lose it' but our roads can't handle the proposals!!

Same as before - First of all I think this is a great idea, we need to be making the roads safer for cyclists. As a cyclist and a driver, these new plans looks great! The lighting around that area currently isn't that great, so I can only see these plans having a positive impact. Cambridge Street used to be open to traffic, and there was a lot of uproar when it was suggested to change that, but people evolve and now we can't imagine it any other way. I would be very disappointed if this plan was to fail, people love to complain, but in the long run I feel incredibly positive that this will be a change for the better.

Pocket planning. The existing facilities are safe. Pedestrianisation does not work and creates dull, lifeless streets and particularly at night unsafe environments.

This scheme seems to allow a much better balance. In my experience, throughout much of the day these roads are well below capacity and there will surely be no detriment to car users most of the time.

I'm excited that this scheme could kick start the wider use of cycling as an everyday form of transport. It will feel much safer and enjoyable cycling with an infrastructure like this and my family and I would be much more inclined to use the bike for short trips to town - which is good for our health and the environment and people who do need to rely on the car.

The negative effects for car drivers (I am one) seem very small and they seem to be disproportionately reported about in the Stray Ferret etc for some reason.

Until the town has reliable public transport including to and from Knaresborough it will always have cars in the town this hasn't changed after promises of better transport in all the years and once again car drivers will suffer the impact of these changes along with the working person on a daily basis. Cyclists lanes(2 at that)in a town centre-ridiculous-vehicles have had the high way code updated for cyclists but have cyclists had to pass any test-no-do they have to comply with any rules/regulation

towards motorists-no and for this reason the two will never be able to ride along each other safely no matter how it looks on your video.
In the immediate project area, there will be an improvement in safety for all road users - however, the increased traffic elsewhere will decrease safety. We know there will be a bottleneck on Cheltenham Parade followed a stretch of road where drivers will try to make up lost time. This will be bad for pedestrians and cyclists.
Reducing the main public highway through the centre of Harrogate to one lane will achieve nothing but further congestion, vastly increased journey times and utter frustration. There is no other route for HGV's and most traffic. doing this would be a disaster for the town.
You are going to cause massive traffic jams by closing roads and reducing a main through road to one lane! Plain stupidity!!
there is still too much space allocated to cars
Cycling commuters - there are almost none. Recreational cyclists - many of these, but the vast majority not interested in cycling around the town centre, preferring the Dales and surrounding countryside. Please prioritise pedestrians and put some proper investment into the buses and trains.
I hope the scheme does pose a problem for car users, to encourage more people not to travel by car on short journeys.
Cyclists and walkers do not carry heavy shopping in the rain - cars do!
Dreadful for any vehicle users, but not cyclists that we don't have.
Totally bias towards 6 or 7 cycling in or out of town
restricting through flow for cars will inevitably encourage people to divert to nearby residential areas
Because the end result will cause traffic build up, you will not force people out of cars because of their personal circumstances. And the Knick in effect will cause business disruption.
Reducing traffic flow will deter visitors there is no empirical evidence that people want to cycle into town
induced demanded says the only way to reduce traffic on the roads is by providing alternative means of transport, building new infrastructure for cars only makes it easier to drive into town, this will increase traffic. Town would be nicer if there were less cars due to less noise, more physical space for non car users.
I think they work for everyone. I do think we obsess over cycling but the designs look a good balance.
No need and no advantage to change the current system.
Too much emphasis is given to cycling facilities compared to the extent to which non-sporting cycling takes place.It is also dangerous to pedestrians. Basically Cycling provision transfers the risk from the cyclist to the pedestrian.
This design still does not address the fundamental bottle neck that is being created on the A61 from the Ripon road to the Pow roundabout
Will result in traffic jams and increased pollution. Rat runs will develop in unsuitable streets.

To not do this is to continue to make town a no go zone for young or inexperienced cyclists. We commit to a car-culture of which more congestion is the only outcome I can see.
Increased congestion, especially in surrounding areas, and likely confusion to drivers with already low standards of care for other users will do nothing for the safety of pedestrians and unpowered and powered two-wheelers.
People with disabilities are being hugely discriminated against with this plan. Where is access for them. People who rely on car transportation. Harrogate buses have been hugely unreliable with massively increasing fares beyond the cost of taxis in most cases. To me it drives any want to go into town at all..i cant join my friends and family who arent fully physically able i cant count on being able to get to town on time being fully reliant on buses and i couldnt afford them even if they were reliable
Cyclists have become Gods fir this development. As with Beech Grove very few cyclists are seen on these routes. Those that do are usually forgetting how to use a road safely. The number who cycle on pavements, cycle in pedestrian areas and ride across pedestrian crossing in Harrogate is exploding - are they ever caught and fined for these road traffic offences? I know it's not in the Gateway scheme, but try walking on Montpellier Hill with cyclists zooming down the hill from behind you. I walk down there with junior school children who have been in danger from these people.
Cycles are not given equal status to cars on new roundabouts. Should be as Dutch style with bikes allowed to enter and continue on roundabout. Proposal is poor as cycles have to cross roundabout car exit and car entry on every roundabout junction.
Knowledge of the impact temporary lights had when Cheltenham/Station Parade were reduced to one lane. The tailbacks were terrible and NOT only at peak times. The suggestion that only adding 20 seconds or so is way out. The impact report does not appear to have considered the impact on other roads such as Crescent Road etc, and this project will just be causing long delays elsewhere, as well as on Station Parade!
Amendments to the roundabout have to be an improvement as the original design was so ridiculous and actually likely to cause accidents and it was certainly not balancing the needs and safety of all road users - this is Harrogate not Holland
You have not looked at population of Harrogate. There are more people needing a car or bus than a bike. U just want to make things pretty than meet the needs of the people
As above, a single lane of traffic will lead to long traffic jams, particularly at busy times of the day. People won't leave their cars at home!
Cannot understand why the Dutch roundabout has been abandoned. This tips the balance of power back to car users.
I was so hopeful when we were told about Otley road scheme....what has been delivered is a death trap and lots of trees removed to provide it!
Bus priority and pedestrian priority not just cyclists and cars
You have only looked at the minimum traffic effect right? Surely you need to consider people avoiding taking the route through town to get to the other side of town. For example increasing traffic along Skipton road. As well as this recently there was

<p>roadworks near the bus station so reduced one part of the road down to one lane. I travelled through this numerous times and was always in a queue all the way back up Ripon Road. Sitting in this traffic will make people avoid coming to town. They won't change to cycling or walking. Unfortunately we live in the uk and most of the time it's raining. People will not change their habits.</p>
<p>Will make traffic much worse like it did when lights changed at bottom of Station Parade.</p>
<p>Still need a 'dutch roundabout' near the Odeon. And a proper cycle network around town that conforms to national planning guidance.</p>
<p>Harrogate is a congested mess, these plans to reduce traffic lanes will make it worse, it's obvious and your highway officers apparently accept this. Too many lanes and types of traffic in two directions near the stations is a distraction for all and will cause accidents. Other towns are beginning to remove these plans, why aren't you understanding this?</p>
<p>Why do we have to keep pandering to the minority. Please explain why the rights of the few outweigh the rights of the many.</p>
<p>Too much emphasis on cyclists and pedestrians</p>
<p>Simplifies the route for all users</p>
<p>Very poor for vehicles, and those people who are unable to cycle or walk any distance. Should reduce the number of people coming into Harrogate so may result in being safer by virtue of less people using the area</p>
<p>I feel that reducing the lanes for cars through the town centre is going to place more strain on other roads in the area and also reducing the parking spaces in the town centre along James Street as well as the closure of Beech Grove to traffic and parking is also going to put more strain on other side roads which are already busy..</p>
<p>I point to Euston Road in London which I travel along reasonably frequently. The bus Lane which has been snarling up traffic and which has forced cars to use one lane only, is now being removed because of the problems it created. I rest my case.</p>
<p>You have no real evidence that this will work and it is still dangerous to cycle to get to this point so no I will not be purchasing a bike anytime soon , shutting off certain areas will divert traffic and cause wider chaos</p>
<p>Obviously planned by a person who does not understand that Harrogate is a rural hub</p>
<p>You must remember that people need cycle/bus/walking facilities in order to get into town, not just when they are in town. Interconnected cycle / walking routes that finish in town.</p>
<p>It will not be fit for purpose for the volume of residents using the road. This will cause massive delays and force vehicles onto smaller roads not suitable for volume traffic.</p>
<p>As someone who cycles into town center extremely regularly, the proposed changes to motor vehicle flow is immensely positive.</p>
<p>This hopeless scheme puts the usage of those walking, the disabled, visitors and local residents in danger. Look at the disaster that is the Otley Road cycle path which has cost millions of taxpayers money and is a complete failure. It is shameful that you are wasting millions of pounds of our taxpayers money at a time when people are using food banks due to the cost of living crisis. The council seem arrogant and clueless with</p>

<p>this scheme which will waste so much money - please stop trying to force through such a damaging scheme!!</p>
<p>I think it will make the town centre a more pleasant place to spend time, and so will make more people visit &amp; spend longer. I think this will help shops &amp; businesses. I'm Spain (where I have lived) many of the large towns are completely pedestrianised in the centres (other than for vehicle access for deliveries etc). This creates a fantastic, social, tranquil, community-centred atmosphere with people spending lots of time in the streets, shops, cafes and bars. I'd love to see that sort of atmosphere in Harrogate, and see no reason why we can't lead the way for other towns.</p>
<p>Cycling must become an increased priority if we're going to tackle climate change and build a safer and more pleasant town centre. This will decrease overall traffic when more people choose to cycle which will benefit pedestrians and road vehicle users (i.e. everyone)</p>
<p>Cars should share road space with other road users</p>
<p>Harrogate area is largely elderly, mobility concerns( inc parents/kids. Infirm etc) or busy workers/family so need to be able to get in and out quickly and easily. NOT cycle or walking!</p>
<p>I genuinely think private vehicle need to be kept it of town centres.</p>
<p>Proposals to reduce space on major through route (A61) are not acceptable. What we have now is not perfect but proposals may improve appearance but will cause further congestion despite what you say.</p>
<p>Congestion will increase and you are driving more people online. Driving is already hard why make it harder???</p>
<p>I am a pedestrian first and foremost. I don't drive and rarely get on public transport. As a pedestrian living in Harrogate can be challenging. I would love more paved areas and for pedestrians to be given the priority. I loved Harrogate during pandemic when there was little traffic or during one of the cycling events when some roads stopped having traffic on them. Taxi drivers and delivery drivers mounting pavements is really dangerous and yet nobody does anything about it.</p>
<p>I think that the plan make walking more pleasant. I would like to see that the segregated cycle way is less stop start on statin parade and a solid coloured tarmac through the area at junctions with clear signs for cars to give way to bikes</p>
<p>Further priority needs to be given to pedestrians and cyclists</p>
<p>UK urban planning has been far too car dominated for too long.</p>
<p>You can't please all of the people all of the time.</p>
<p>My main use of the town centre is on foot. However, as a blue badge holder I need access by car to the central area.</p>
<p>As a pedestrian in the town centre I'm concerned that cyclists mixed with pedestrians are a danger.</p>
<p>I live out of town beyond public transport. I am physically unable to ride a bike or walk to town.How am I served by this proposal. Is there a park and ride planned maybe? The whole scheme effectively attacks motorists and those of us who live rurally .Based</p>

upon the current traffic disaster that is Harrogate since the last sets of traffic lights were foolishly installed this will bring the town to a standstill. Congestion, pollution, safety all compromised. It is naive to believe cars will simply disappear and if they do then that will severely impact a town centre that is already in a poor state of economic health.
No one feels unsafer than a single woman walking across a pedestrianised area at night.
We need to make it easier for people to cycle into town.
The plans themselves are great, but it would only create a cycle/pedestrian friendly island in the middle of an otherwise aggressive environment. This will need to be the beginning, not the end. For example the greenway should be directly connected to the town centre.
We do not have a traffic problem in Harrogate. If you want to save the planet, allow The money to be spent in another town which does. Spend it on the Armley Gyratory! Whole scheme seems a waste of money which will further destroy the ambience of our CNN little town. Remove the big, ugly wooden flower boxes blocking streets too.
It's impossible to cater for all needs, notably for cyclists and pedestrians with motorists in the town centre driving too fast, searching for parking and often being unfamiliar with the town (visitors). Add to this, the state of the road surface and for cyclists in particular it becomes hazardous.
Harrogate already congested at all times of day. And heavily so at peaks. Does not need a travel scheme making this worse.
Still too car dominant.
The cycle routes are mostly good but compromised in places. Not clear where secure cycle parking is located
Increased congestion on Station Parade and adjoining roads
This is going to create huge tailbacks of traffic and thus a lot of air pollution. No one is really going to swap to cycling or walking as it is impractical if you have more than one bag to carry (eg supermarket shop), large products to purchase , children to manage, elderly people who can't walk far, disability. Also, no one wants to walk or cycle in the pouring rain or freezing cold. Commuting to work by bicycle/on foot requires you to carry a full change of clothing in case of rain, wear waterproofs just in case, and carry shoes for the office. Who wants to carry a small overnight bag/rucksack on every journey?
Until now drivers have been given massive priority over other users in the town centre except in those streets which have already been pedestrianised. Station Gateway brings real balance to the town centre, investing in safe cycling and making it a more pleasant area for pedestrians and with cleaner air for them and for the people working there. There is no need for 2 lanes for traffic on Station Parade. For the vast majority of the time it is not very busy and one lane is perfectly sufficient. It will be incomparably more appropriate with one lane, and make a far more attractive place to arrive into Harrogate at the train and bus stations. The pedestrianised section of James Street will similarly become a much more pleasant place to be. I wish the whole street was being pedestrianised. I was a shop keeper in Beulah Street for 30 years until 2005

and know from our experience how much a street improves for businesses and as a place to work when it's pedestrianised.
The revised roundabout design forces cyclists to make multiple difficult right hand turns in limited space. A true 'Dutch' roundabout would have the cycle lane continuing smoothly around the edge of the roundabout, making negotiating it much easier and hence safer. I ride a cargo bike for errands into town and find tight turns difficult to achieve, particularly when at very low speeds as would be needed at the road crossings you have now created. The Dutch have decades of experience creating cycle infrastructure that maximises easy of use and safety so it seems very strange that this new design is seen as an improvement when it differs so markedly from proven designs.
Station parade is the main north south route through Harrogate, what you are proposing is the create a bottle neck, why ?
I am really pleased to see safe, segregated cycle lanes and wide pavements for pedestrians and less able.
Traffic is already bad. Yours going to good chaos
The designs don't take into account the effect on surrounding areas from traffic that will be diverted around the town centre due to the reduced lanes for traffic. Skipton Road, (which I work near) is already incredibly busy and traffic from the Ripon direction will end up being funnelled onto Skipton Road, down to the Empress roundabout, to avoid the town centre. This will cause more congestion and pollution in the areas around the town centre.
Overall, I think the designs are well thought out and will greatly improve the experience of travelling into and through the town centre for people on foot and on bicycles. Government guidance, and common sense in the face of fossil-fuel induced climate change, dictate that people who travel by foot, bicycle and public transport should be given at least equal status with users of private vehicles. This is definitely not currently the case in our town centre. Here is a great opportunity to remedy this and bring Harrogate into the twenty-first century. The only doubt I have is about the roundabout design at Station Bridge/East Parade. The new design looks awkward for cyclists. But I would happily take that as part of the overall plan, as long as the plan goes ahead. How could we possibly say no to £10.9 million pounds-worth of improvement to our town centre?
Much more encouraging for walking cycling than currently and that's very important to me
It's about time; I don't think it goes far enough.
It will make pedestrians more likely to be knocked down as people try to drive around the town.
In general I think they are very good with the exception of the design of the Odeon roundabout. There are countless examples of a better design following the Dutch model where the cycle path is a concentric circle outside the roadway. The current design prioritises cars over bikes, whereas the Dutch model matches the intent for the recent Highway Code changes and makes the bike infrastructure more visible, usable and generally more appropriate.

Please see last comment
Reducing Station Parade to single lane traffic will cause significant congestion with many motorists trying alternate routes (Bower Road/East Parade, Cold Bath road/Otley Road, Skipton Road) that will only add to the congestion elsewhere. A cycle path on the same side of Station Parade as the Bus Station is idiotic and will increase the probability of accidents between bus exits and southbound cyclists.
Cycling lanes disappear where most needed and do not flow therefore will not be used fully. Private car users will be routed along streets that are unsuitable for the volume of traffic that will use them thus the scheme will move the problem for cyclists and pedestrians to surrounding streets.
Happy with station square but not Odeon roundabout. As a cyclist I use this route quite often. If the revised option is selected (i.e. rejecting the dutch roundabout option) I would continue to use the main roundabout and ignore the cycle specific options.
These designs prioritise active travel and public transport, which need to be prioritised if we are to effectively fight climate change. Only changing infrastructure to make cars the least viable option will improve our communities.
These designs look good. I can still use my car when I need to but it will encourage me to use my bike more for quick day to day trips into town.
I would like to see a much better design for the roundabout on East Parade/Station Bridge such as the Dutch style roundabout in the original plans
Majority of people use cars, and will continue to do so. Small minority use bikes or walk. Usually only in good weather. Commuting by bike/on foot is miserable in the wet weather and needs you to have access to full set of dry clothes when you arrive at your destination. Fine if you are going home. Less useful if you are on your way into work. Most cyclists only cycle in good weather and drive in poor weather. You can't lug six bags of shopping and a small, whiny toddler home from the shops on a bike. Buses will be late as they won't be able to get out into the traffic on the main road so people will be late for work if they use public transport.
I feel that you are taking the views of cyclists as top priority without taking in the needs of elderly, pedestrians, shoppers and businesses.
I like the proposal but I would have liked to see it go further with more pedestrianised areas and wider/more bike lanes.
Tom much cycle space at the detriment of car and pedestrian passageways!
It will create even more traffic jams. The changes on station parade have caused much more congestion. This will add to it.
Pedestrians and cyclists should be prioritised and cars severely limited in the centre and approaches as they make the area unsafe, uncomfortable and distract from the enjoyment of the area
I think the reduction in lanes on Station Parade will make it much easier for pedestrians to cross the road and the cycle lanes will be much safer for cyclists.
Still think there is too much traffic in the center
Station Parade (past the bus station) is part of the southbound A61. It is used by many people travelling through Harrogate on the way to somewhere else (eg Ripon to



Leeds). It is not the fault of these drivers that that is the main road. They do not use the A59 as, apart from it being out of their way, the A59 is the most congested road in the UK outside London. There appears to be an assumption that all traffic passing the bus station has a destination of Harrogate town centre. This is not true. Reducing the main road through town to one lane will not help anyone.
Because people will get angry they can't get though the town stuck behind a bus in one lane when Waitrose has a deliver people are reduced to one lane and it causes havoc .
The design appears aimed at deterring car users and businesses need car users to have access
Traffic will increase. People won't respond by taking public transport, walking or cycling, they will respond by just not visiting Harrogate and buying all they need online. This will hugely impact the small independent businesses in town and cause them to close. These are the very businesses that set Harrogate apart from other towns and cause people to want to visit here.
Assuming an ageing population is going to suddenly take up cycling to do there shopping is unrealistic. It will just force people out of the town centre.
Restriction of traffic lanes will lead to increased congestion, delays and vastly increased air pollution.
Anything that reduces the number of cars and lorries improves air quality, noise, ease of crossing roads and overall makes the town a much more pleasant place to be.
Seems a good balance
I think it is a big shift which is needed to inspire change. The new designs would make walking and cycling in that area much more pleasant and appealing. It also would make the area a nicer welcome for those visiting.
I would describe it as very successful if it was traffic free.
Will cause long delays with traffic. This is common sense if you reduce it to 1 lane
Some further thought needs to go in to maybe simplify the layout, does there need to be so much parking, can the cycle lane be a bit more joined up towards the station bridge area. Can more thought be made into linking further cycle routes at each end.
There is no need to change things on Station Parade. It's fine as it is now. Cycling is very dangerous in any town centre anyway. Keep things as they are now.
My instant reaction has been that vehicular flow will be most adversely affected and not only at peak times, as evidenced by recent lane limitations. As a non-cyclist (too old, too far with too many hills and often too much to carry) I am not convinced how much increase in cycling may result and whether this is the best use of the available space to the detriment of other groups.
Feel some of the changes to the Odeon roundabout seem to be a step back. The initial plan seemed much more like a 'Dutch' model and one I would feel my kids could use safely
Cycle lanes are poorly designed and consequently, they are rarely used in Harrogate yet they dominate this scheme and are also chopped up. The Otley Road scheme is a shambles with discontinuous paths and cyclists forced onto the pavement at intervals. Do this properly (by joined up segregated lanes) or not at all.

I think that a better balance could have been achieved by integrating cyclists into the existing lanes approaching the roundabout by signage both on the carriageway and on post mounted signs. This would have much less impact on the motor vehicle traffic whilst making the drivers aware of the movement of cyclists. Reducing traffic to one lane on the approaches to the roundabout will increase the length of queues & slow the movement of vehicles unnecessarily therefore adding to congestion & pollution as vehicles stand, idling.

Over emphasis on cycling

Roundabout design is not current best practice- a 'Cyclops' or similar has been used in Bolton to improve motor and active transport flow through a junction.

Because a highway officer doesn't need to sit in the traffic most days. The traffic is already unacceptable for most people and half the reason for the decline already. You will make the situation worse, creating better flowing traffic is what is needed. I support more cycle lanes and Dutch style cycle roads but you need to rework the pavement areas, not cut down to one lane. Having lived and worked in the NL previously, they make large roads and cycle lanes, not one or the other.

It is difficult enough with 2 lanes on station parade with buses and lorries and deliveries we absolutely cannot manage with one lane it will be a total disaster and cause mayhem!! It is the main thoroughfare I cannot even imagine why anyone could think it is a good idea!!!!!!!!!!!!!! Where on earth is that traffic supposed to go?????????

I am in favour of increased pedestrianisation and measures that encourage cycling and walking.

Cycling measures need to be linked to be really impactful/worth the investment - if things like cycle lanes just run for a few 100s of metres but then force people to use the roads as normal for remainder of journey they have little impact and will be viewed as tokenism.

I have not assessed in enough detail to evaluate how well these plans are likely to work.

Making it easier for a cyclists and pedestrians at the proposed roundabout is great! Often I feel we are currently at risk as we walk across a Grand Prix circuit!

The balance is wrong. The council is hellbent on cycling being the answer to global warming. For God's sake they probably believe the world is flat too. For the town to thrive it needs to be easily accessible for all modes of transport proving safe segregation. The current plans are skewed towards cycling and pedestrians and will deter cars from the town centre. At the end of the day when I'm going into town to do shopping I am in my car. I will walk into town (approximately 40 minutes) when I'm going to visit a restaurant or cinema. I fundamentally believe this plan is detrimental to the businesses within the town centre and ultimately stop people visiting the town. Not everyone can spare an hour and a half to walk into town and back to do a small job.

I cycle in all manor of ways. For sport but also for commuting. I have noticed cycle path which is great!! However, I still think there is room for improvement with cycle safety. I would love to ride with my kid, however, I still don't feel quite safe enough to do so.

<p>We must consider the vulnerability of the cyclist, pedestrians, and people with disabilities as our number one priority. People in cars are nowhere near as vulnerable and this scheme will encourage more drivers to use other means of transport. In my experience of driving in the Harrogate areas, the traffic flows quite well but the car's (4x4's) need to stick to motorways and farms. The roads are not equipped for them.</p>
<p>As a town we desperately need to move away from the outdated view of total reliance on cars - a more pedestrianised town centre may be an initial inconvenience until the changes settle in and people get used to the new arrangements, but in the medium and long term it will be of huge benefit to both locals and visitors alike</p>
<p>Brilliant. Much needed improvement.</p>
<p>It appears to me there is no perfect solution but believe there is a good level of balance to the design</p>
<p>The roundabout by the Odeon is a disaster waiting to happen. I cycle over 6,000 miles a year so know what I am talking about. Why has nobody from the urban planners actually consulted local cycling clubs? after all they are the ones using the cycle lanes. They didn't consult on Otley Road and look what a disaster that is. Nobody uses it it's dangerous.</p>
<p>Access for motor vehicles maintained, safety for everyone else improved.</p>
<p>James Street and Station Parade are currently 2 primary routes from West Park / the Cenotaph to Station Bridge. They are already frequently busy. James Street is to be closed, and Station Parade narrowed.</p>
<p>Good use of space</p>
<p>The designs for the town centre properly address the need to reduce car traffic in the town and provides cyclists and pedestrians proper protection from car traffic. The designs will encourage me and my family to cycle into Harrogate town centre. Currently, because inappropriate priority is given to all types of motor vehicles (including the lack of any sensible speed restrictions; segregation from cyclists and pedestrians; and safe crossing points) it is not safe to do so. Also, it will have additional benefits such as the improvement of air quality and general well-being of local people in Harrogate.</p>
<p>Harrogate population is mostly over 55. I can't see a lot of point in putting cycle lanes for people who can't walk or cycle. I don't see a lot of bikes with shopping paniers or baskets. Look at the people not your statistics, it won't work you are going to have a lot of underused cycle lanes</p>
<p>They prioritise walking and cycling which is vital. Cars are currently ruining Harrogate.</p>
<p>Because it is clear that funding wouldn't be given if it was anything but detrimental to private vehicle users. At least cyclists will be happy (until the thing is implemented and they find they haven't got total priority over everyone, including pedestrians and buses)</p>
<p>Until you make congestion worse for drivers and ride out the backlash nothing will change.</p>

<p>It has to be made easier, to walk, cycle, bus, even if this involves making it harder to drive, otherwise people will just be lazy. Disabled people have no incentive to buy an electric class 3 mobility scooter whilst the blue badge scheme lets them park and drive anywhere. My nephew, father in law, sister in law are wheelchair users and park their WAV outside town and wheelchair in.</p>
<p>a busy times with only 2 lanes of traffic past the bus station I think will cause lengthy ques, therefor endangering pedestrians. However I do like the cycle lanes that cars are unable to access.</p>
<p>To go down to one lane is CRAZY. Two lanes for bikes? Where are going? the idea is mad.</p>
<p>Limiting traffic to one lane. Two way cycle lane will confuse drivers and is not safe for cyclists.</p>
<p>I think there will be a major impact for car drivers - I do not believe that congestion will be confined to the busiest parts of the day. It is bad enough now.</p>
<p>It appears that the recent improvements have been compromised by a lack of a joined up plan which reduces the importance of the vehicles that create the greatest risk and pollution</p>
<p>The design does not meet the needs of the motorist. Unless cyclists are enforced to use the cycle lanes, why bother putting them in as they do not use those that are already in place in other arears. They prefer to use the space allocated to others - and that includes in Harrogate. They see nothing wrong with cycling on the pavement, the wrong direction in roads, on the Stray in areas clearly marked for others.</p> <p>If you don't want vehicles in the town center, fine, but provide alternative routes for people to use. Despite what you seem to believe, people cannot do a large shop, or by large items, and then take them home by foot/on a bike!</p> <p>What is going to happen to through traffic, is it going to disappear with the new plan? Or do you expect through traffic to suddenly be able to complete their journey on foot/by cycle?</p> <p>The pavements along Station Parade appear to be sufficient for the number of pedestrians currently using teh footpaths, there is unlikely to be a massive increase just because you have put a cycle lane in and/or redesigned the garden area outside the Victoria Center.</p>
<p>I think it takes all news into consideration while accounting for future change.</p>
<p>Reducing car lanes to offer cycle lanes for the three cyclists visiting Harrogate is ridiculous</p>
<p>The Design will allow for better Traffic Flow for all forms of Transport.</p>
<p>Narrowing the road past the bus station will cause more congestion. It is the only route through town. there are no convenient alternatives. Creating a cycle way for such a short distance is pointless, where do the cyclists come from to need that particular route? especially when there are no safe cycle routes that feed into it. Cycling in the winter months is unpleasant and dangerous and is not a viable alternative to other vehicles so very little use will be made of this lane compared to the amount of vehicles that could use it instead.</p>

<p>Station Parade down to 1 lane will not alleviate traffic. It will make it more congested. More people will not cycle into the town centre to do shopping or meet friends. The cycling will predominantly be a leisure activity. Plus this is a main artery OUT of the town centre that commuters use and as 100s of new homes are being built around Harrogate - and judging from the size of them they will be probably 2 car residences there is going to be even MORE traffic! Station Parade as 1 lane is BONKERS!!! Also making James Street pedestrianised is not great because as a single female that may socialise in the town centre I know how vulnerable I feel leaving Harrogate Theatre at night and walking through that pedestrianised area - there is no through traffic that could possibly witness any potential crime to one's person.</p>
<p>I think you over-estimate the numbers who will change to walking/cycling.</p>
<p>Its a start to remove the traffic.</p>
<p>The plans for the Odeon roundabout are not easy for cyclists to follow, I feel they will take the motorised vehicle lines. If heading south as a cyclist from the station I would be looking to cross Station Bridge Road to carry on down Station Parade and then be looking to turn right down Victoria Avenue. Hence looking to get across two lanes of traffic.</p>
<p>Looks like good separation between bike lanes and road. Reduced cars in centre making it safe for commuting / shopping on bikes.</p>
<p>When I cycle into Harrogate I leave my bike at the One Arch and walk the rest then come back for it as I am nervous of cycling on the roads in the centre. I would like to be able to complete the journeys without leaving my bike behind. I also walk into town and like the pedestrianised areas. I rarely drive into town and would like to see less traffic in the centre. Public transport is too expensive compared to car use but if more people used it, the price could be reduced.</p>
<p>Town centres need to be less car centric. The design starts to address this.</p>
<p>The plans are a good compromise for cyclists, pedestrians and implacable car users who will resist any plans that displace them from their perceived right to drive and park anywhere.</p>
<p>Turning Station Parade to a single lane road will reduce the amount of near misses/accidents that happen coming around the corner near the bus station</p>
<p>The previous proposed design for the roundabout based on the dutch approach was much better for cyclists. The new design is inconvenient for cyclists. With the current proposed design for the roundabout, I and a lot of other cyclists, would simply use the road, which defeats the point</p>
<p>I am disappointed to see only part of James Street is to be pedestrianised. The west end of the street would be greatly enhanced by including it in the pedestrianisation.</p>
<p>There are always compromises to be made. I feel perhaps car users are slightly hampered or nefaricrly affected by the proposed changes. But I believe behaviour needs to change toward cycling and pedestrians and this would achieve that behavioural change</p>
<p>The aim of the scheme is better provision for non-car users, funded by Transforming Cities Fund. Be bold, close the whole of James Street. It is confusing and unsafe for pedestrians not to do so. It would be beautiful and a much better view to have the</p>

whole uninterrupted view of James Street pedestrianised. The Council's professional staff would make the whole street jaw-dropping.
After 12 years of budget cuts and austerity plus current fuel prices and inflation the proposed scheme has no relevance to the needs of the majority of our town's population. Prettying town centres has always been the usual sink hole for so much Local and Government imposed spending on the irrelevant. Here we go again.
It is time for Harrogate to move on from its fixation with free movement of cars and parking outside Hoopers!
Safety mainly for pedestrians and cyclists, more open spaces for them to be and better road traffic measures, for safer walking areas
It's so important cater better for the needs of cyclists within Harrogate Town Centre. this is a great scheme.
The central Harrogate road system is fine as it is. Do not waste so much money on this new scheme, which provides many cycleways for the very few cyclists that use these town centre roads and which discriminates against the large number of motorists who use these roads, bearing in mind that this is a high vehicle volume main A61 trunk road. A single lane A61 will cause traffic jams on Station Parade, with a consequent increase in environmentally harmful fuel usage, motoring time and air pollution.
preferred the Dutch style roundabout design as safer/more convenient for cyclists
I would support this further if the plans were more ambitious
More needs to be done to encourage cycling. The new Odeon roundabout design does not prioritise cyclists and should be a Dutch roundabout instead.
helps overcome car excess dominance in Harrogate which in my opinion spoils the town
A single lane major arterial road through the town centre is madness . We are a small town and there are no other routes through the centre.the roundabout idea is also deluded .I have looked at the criticisms of the only other such roundabout in the country and it will be dangerous for all road users
Disabled people not considered. We can't ride bikes or walk. We need more buses!
Too much emphasis placed on facilitating a low use by cyclists. "Improvements" will no doubt be attractive to them, but low need. Maintain free flow for traffic and public transport particularly to access parking facilities.
The move to cycling and active travel is very important to encourage and support, especially for cyclists with limited mobility and for accessibility and inclusivity - tricycles, hand bikes, recumbents. The roundabout needs to have uninterrupted access for cycles.
As mentioned in an earlier question feel with the volume of traffic coming thru Harrogate it would be chaos plus when Harrogate hold events in the town centre ie farmers markets International food festivals etc there isn't enough parking for this volume of traffic.
Looks good

The cart is being put before the horse.
Without provision of a Ringroad it's delusional to think that the reduction of lanes on the A61 (station parade) won't create more congestion and pollution. Rerouting some traffic into surrounding residential areas is very selfish and short sighted. Traffic movements are increasing because of out of control house building around Harrogate aligned with population expansion. The hair brained idea that you can solve the problem in Harrogate with walking and bicycles is ludicrous. Vehicles will become greener over the next decade and will require more roads to accommodate them.
Everthing is well balanced now
Harrogate gets gridlocked on a regular basis, reducing traffic flow will only make things worse.
It does nothing to help pedestrian safety on the approaches to the town centre. Cyclists in the main are leisure cyclists who want to get out of Harrogate not cycle in and around the town centre. No change for car users they will still be gridlocked on inner urban residential roads around the town centre. Bus users can continue to use the hideous fake Victoriana bus station as before.
As you were told previously- any of this proposed work will seriously damage all businesses in the town. It will be the death knoll for the shops on James Street.
I am pleased with the new design but disappointed that you are not proceeding with the dutch style roundabout as originally planned
Discourages drivers from the town centre, especially those from out of town. Job is done for a minority of road users and has been shown by other projects such as the blocking of Beech Grove, Cycle Path on Otley Road causing bigger traffic issues elsewhere.
An older population cannot cycle or even sometimes walk - cars are needed
The East parade roundabout alterations do not comply with LTN1/20 , I would also like to see detailed timings for the pedestrian crossings, if you make them car focussed again pedestrians will walk across when clear , as they do now and cars will have to stop for no reason. Your Traffic Engineers obsessions with car flow is counter productive, that is why you see pensioners with Zimmer frames running so they catch the lights rather than catch hypothermia waiting for the next phase. If they got out of their cars and used the pedestrian crossings perhaps they would understand.
Most of the two lane roads will work just as well as single lane
Research from all over shows how these changes are a positive benefit for local businesses and communities. The dependence on the car is what ruins the high street.
Only seem to be listening to cyclists. Not everyone can cycle in to town. You certainly cannot go shopping on a bike
I'm sure car users won't be happy, but a reduction in cars would be an advantage to the whole environment of the town
The ages of a large amount of Harrogate residents are older and would drive to the town centre and not cycle. Harrogate town centre needs The traffic flow to remain as it is. What is required is a good station parking drop off area and keep the taxi area.

In an ideal world you would see the cycle lanes in full use but this won't happen. By diverting traffic away from James Street you will make other roads more congested e.g traffic diverted from Beech Grove has made Cold Bath Rd very busy.
You have no evidence that cycle paths will increase cycle usage. Most cycle routes in Harrogate are not used
Not enough space for 2 lanes of traffic, plus a bus pull out and taxi parking on Station Parade. You can count the cyclists on one hand that go through this area in 12 hours.
Will cause further conflict at choke points
The main users of this section are motor vehicles and you have reduced the number of lanes to one!
My feeling is that the huge amount of road traffic (cars and lorries) that pass through Harrogate will be unaffected. What the town really needs that the by-pass from Panel to the Skipton road (and/or Ripon road) to lead the huge passing traffic away from town. Until this issue is addressed I feel you are simply moving things around a little.
There are unacceptable conflicts between road users in Station Parade and Odeon roundabout. I've explained this at an exhibition in Harrogate a year or so ago but no action has been taken to mitigate these concerns.
People visiting the town don't arrive by bike, access for cars is essential.? Not everyone thinks green they have to be practical especially in these difficult times.
I feel it will cause frustration when a train has arrived and people are being picked up / trying to get taxis, as this will cause extra congestion due to less road space.
This is a waste of our money on a vanity project that will do little to improve peoples lives here, or make the centre thrive. The internet age and vast changes in the towns use age has been ignored.
Something's got to give.
Could you tell anybody what dangers there are to pedestrians at the moment. I can't seem to see any issues. As for cyclist. Why would you cycle up the station parade. Their are far more safer routes.
I think the proposals will lead to traffic congestion throughout Harrogate & cause more frustration & lack of safety for car users, buses, cyclists & pedestrians
Improved walking and cycling in the town centre should be welcomed. Those who need cars should be able to use them, but cross town traffic should be discouraged from the town centre roads. If only the vocal minority hadn't been able to prevent a bypass
Currently, the road layout favours motorists at the expense of pedestrians and cyclists.
The traffic flow is being reduced, meaning more delays, more stationary vehicles pumping out fumes for longer than necessary. Also, the traffic flow modelling has not looked at one of the main routes that will be severely affected, that is Parliament street going north, especially at peak times. If you had bothered to monitor this, you will have seen that sometimes the lights by Bettys, and further down opposite the old Debenhams store, can go through a cycle of red, green and back to red, with no traffic flow, as the main traffic is backed up turning right at the bottom of Parliament street, and going round up to Cheltenham Parade. As you are closing off the James street route, all the traffic wanting to travel south, starting on Parliament St from Victoria



Avenue, will now all be funnelled straight down an already busy street, but pinched into one lane once it does the circular route past the train station.

Not only have you failed to model this (like you did with disasterously long delays at the Leeds Rd south junction at Scotts corner, which ever since I have to suffer increased delays, daily) you haven't even thought of trialling it out, with planters, cones etc just to see the effect of the traffic changes, before spending all the money to see if it works.

The benefits for pedestrians and bus users are minor and localised. Cyclists might benefit, especially in the warmer days when it is not raining, but those who use other vehicles, cars, lorries, deliveries etc will be disadvantaged by the narrowing of the A61. This is a trunk road as well as a town street. I have seen no mention of this anywhere in the various documents. How many of the examples of places you quote to support the case are about narrowing a truck route?

The few who will benefit in Station Square will be offset by the increase in traffic in the surrounding streets; 12 fold in one case for a residential street near where I used to live.

The traffic modelling has reduced numbers of vehicles using Cheltenham Parade, this is part of the A61; where will these vehicles go? The locals might use the Harcourts etc, but is the the assumption that the through traffic won't come to Harrogate?

There is talk about first and last mile connectivity improvements, but Station Parade is in neither. Its in the middle. The only people who will have improved access to Hornbeam Park and Harrogate are those who are cycling. Everyone else will be slowed down.

No account taken of previous responses, merely cosmetic changes

Still too much provision for cars on station parade this could be made for pedestrians buses and cycles only

Better for cyclists, but no different for pedestrians or traffic.

Not enough cyclistd in Harrogate, too hilly. Public transport very expensive and unreliable due to driver shortage,

Balanced provision for different road users.

I would have used the Dutch style roundabout. All the new cycle crossings on the adapter roundabout will be too slow, I will just cycle on the road.

Bad for business

You are wrong in trying to brush aside negative aspects such as congestion. Station Parade is rarely not busy and the removal of lanes for cars will severely impact the flow of traffic. There needs to be two lanes past the bus station. Why are we building cycle lanes when the latest Highway Code tells cyclists to use the road? How can cars overtake cyclists following the new spacing laws when there isn't enough space?

You are shooting yourselves in the foot. Leave it alone please

We fully support the plan to limit the road space for cars. If a modal shift away from cars to public transport use and active travel use is to be achieved, then less road space will be required in the future.

<p>changing Station Parade to one lane would be a disaster, traffic would back up down Cheltenham round the corner to Parliament street bottom, it already takes 10 minutes to get down Parliament street in a car even with 2 lanes now. Too much priority is been given to cyclists and pedestrians the plan is very much anti car and a lot of people rely on cars as they are older. It is just a vanity project and the money could be put to better use, ie repairing the appalling state of the roads in the town.</p>
<p>I do not believe that there are as many cyclists as the designs will cater for. The provision of cycle lanes will probably not increase cycling. Look at the example on Otley Road!</p>
<p>It's very hard to please everyone but this gives a good balance</p>
<p>Rubbish just like the cycle lane down Otley Road - yet to see anyone use it and waiting to hear of an a it when they do. Let the people who know Harrogate make the decisions and not some idiot out of town who has no idea.</p>
<p>Without investing in more public transport infrastructure people have no choice but to use cars in a lot of cases so the impact of stationary traffic in jams will increase pollution and adversely affect people's health.</p>
<p>I am a leisure cyclist. I actively stay away from busy traffic as I find it dangerous. The town centre may feel safer, but it is still necessary to ride on very busy feeder roads to reach the centre.</p>
<p>The biggest threat to pedestrians &amp; other road users, are cyclists. They are the most anti-social, rude, dangerous, self entitled, arrogant, obnoxious, law breaking, group in society. Everyday in town, I have a near miss with a cyclist on the pavement, jumping lights, hurtling across zebra crossings, cycling in no-cycling areas, being abusive to anyone in their way, and always at ludicrous speeds. The town and the police do nothing about these louts.</p>
<p>There is insufficient segregation for pedestrians/cyclists/buses and reducing the through traffic to one lane is pure madness</p>
<p>There is often significant traffic on Cheltenham Parade, turning into Station Parade past the station. The proposals will considerably constrain traffic on these streets, so what will happen to this traffic? Where will it go? The traffic surveys appear only to have considered the local centre of Harrogate. How will these proposals affect the overall traffic in the town? By constraining traffic in the town centre, this will surely increase traffic and congestion on the roads outside the centre, such as Skipton Rd and Princess Roundabout? These are currently very congested at peak times. What are the proposals for these roads?</p>
<p>From years spent traveling in and around Harrogate I can only conclude that the changes will have a negative impact on retail trade, cause further congestion and cause frustration due to delays.</p>
<p>See 17</p>
<p>Cyclists and pedestrians, especially wheelchair users, mobility scooters and prams will be better protected, rather than cars, vans and lorries always taking priority. This would hopefully draw more people into town.</p>

THIS PROCESS IS CORRUPT AND IS SIMPLY BEING USED TO ACHIEVE WHAT YOU HAVE ALREADY DECIDED TO IMPLEMENT WHAT YOU THINK IS A GOOD IDEA - Heads YOU win, tails WE lose: The Harrogate road network is heading towards gridlock with inconsistent council decision making processes: The Oatlands Drive proposal was dropped following residents objections, the Beech Grove "trial" might yet go on forever despite resident objections and all while the Harrogate Gateway project enters a third consultation and with you the council clearly pushing for it to go ahead. When you claim eventually there are no other solutions are on the table, have you considered a Park and Ride at the Kestrel junction of the A661 / A658 / John Metcalf Way (MIGHT HELP THE CHAOS EVERY YEAR DURING THE YORKSHIRE SHOW TOO) instead of the idiotic proposal for Buttersyke Bar near Pannal which is already served by the No 36 bus and the train station. Ample free parking is all that is required in Pannal and likewise at Weeton train stations with strategic parking opportunities along the entire No 36 route on the A61 now that Ripley and South Stainley have introduced parking charges. Remove all council employees access to free carparking, including the HBC Offices and the bin mens carpark off Claro Road - then see how the rest of the Harrogate population such as shopkeepers have to live, travel and try to run their businesses - practice what you preach - can the public employees work as you want the rest of the population to - by walking, cycling or utilising the bus and trains.

Road junction improvements should have been be a priority following the mass housebuilding in the Harrogate area to alleviate bottlenecks (see Bond End now the lights have been removed) and maintain road safety: a roundabout replacing the traffic lights on the A61 / Follifoot Road in Pannal and a roundabout on the A61 in Killinghall at the Otley Road junction to improve traffic flow, we can all only wait with trepidation to see the Maltkiln development proceed with likely little or no parking provision at Cattal railway station and inadequate junctions onto the A59, while the existing Whixley / A59 junction is long overdue an overhaul.

Why would any rightminded person propose a new cycle path from Harrogate Golf Club to Mother Shipton's Cave, when one already exists along part of the route and remains largely unused, will a cycle path ever be built in Harrogate without an incumbent gradient?

Village roadside footpaths are disappearing into the undergrowth as the council looks to spend capital but not provide for infrastructure maintenance - what will the Harrogate Gateway actually look like in years to come - no doubt potholes and chewing gum will be abound. MAINTAIN WHAT YOU HAVE ALREADY BEFORE PROPOSING A WHOLE LOAD OF WASTEFUL EXPENDITURE

THE OTLEY ROAD CYCLE PATH IS DIRE AND THERE IS NO CONFIDENCE THE SAME AUTHORITY CAN IMPLEMENT THE GATEWAY PROPOSAL ANY BETTER - BEECH GROVE PERMANENT CLOSURE TO THROUGH TRAFFIC WILL GO AHEAD AS THE COUNCIL NEED IT TO SIMPLY TO JUSTIFY THE OTLEY ROAD CYCLE PATH - WITH OR WITHOUT

ANY EVIDENCE. WHY NOT USE THE STRAY TO CREATE GREEN CYCLEWAYS AND THIS LAND IS FLAT

THE TRAFFIC LIGHTS AT THE TOP OF STATION PARADE NEAR THE BUS STATION - WHICH EMPLOYEE THOUGHT THAT WAS GOOD IDEA? NOW THERE ARE TIMES WHEN THE TRAFFIC IS QUEUING ALL THE WAY DOWN STATION PARADE AND ALL THE WAY ROUND BACK TO THE ODEON CINEMA ROUNDABOUT - AS THIS TRAFFIC CANNOT MOVE ONTO THE A61 WHEN NO VEHICLES ARE ON IT - REMEMBER BOND END ANYONE??

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I occasionally drive through Harrogate and a small delay is acceptable to me for the wider benefits.

Your own figure state that a 2% drop in business is to be expected and that a journey around town will increase by 73 seconds.

How is this an improvement?

Do you really expect people who are paying thousands of pounds a year to run a car to walk or cycle and leave their car at home?

What happens when it is winter, dark, cold, raining, snowing and windy? Do you really think they will still walk or cycle?

The whole lot of you must be living in cloud cuckoo land, then again the council is driven by greed and the developers are driven by money.

Waste of time stopped wasting council tax money

Too much emphasis on cycling and walking not considering residents are older/elderly

As before

You could have helped traffic issues and improved quality of life in the town if you hadn't failed to have a housing policy thereby seeing the massive growth of housing and consequently traffic

You cannot carry shopping on a bike and any distance on foot. Car essential

I can't see they will improve things for anyone.

Having had experience as a market trader I know people who walk or cycle do not buy from local traders as it is not easy for carrying purchases.

As above

Whatever you make available for cycling in the town centre will not encourage me to cycle into the town centre, it is simply not safe enough to cycle along wetherby road into town, you take your life in your hands, unless cycling is safe people will not do it. Example " Otley Road cycle lane" possibly fine to use if you can get there, but how magically and safely do you get to Otley Road from Woodlands area, cycle across the Stray, no you're not allowed.

Car drivers are second rate citizens with this. Not enough trains, buses too expensive and not everyone can cycle or walk

We pander far too much to the Cycling brigade. If I'm going shopping or going out to meet people in Harrogate I'm never going to use a bike to get into Harrogate from Birstwith or to move around the town centre. There's no provision for secure storage of bikes when in the town centre plus the weather makes it inappropriate. Why would

I want to be all hot and sweaty having peddled in 6 miles. To me we're not addressing the bigger issues of massive congestion throughout Harrogate overall. I actual avoid going into Harrogate as much as possible and these proposed changes to help in any way. It will drive more traffic onto less routes through the town centre.
We have already pedestrian only areas which allows a good balance.
Prioritises low / zero carbon road users such as pedestrians and cyclists which we desperately need to try to save the planet and improve all our lives. We have to get people out of the habit of always using their cars
For all of the reasons I have already given
There won't be any fewer cars trying to get into a single lane,chaos. All the onus is on Cyclists,why?.People coming into the Town to shop will not come by bike, you can't carry full bags safely..
much better for cyclists and good to see James St fully pedestrianised - the only (slight) disappontment is that this could have been applied more widely
It works just fines as it is!!!!
The plans appear to be unrealistic in terms of anticipated or expected usage by walkers, cyclists, bus users. What evidence is there of take-up in these categories?
It will cause traffic tail back and delays and discourge people from coming into Harrogate
The only way to reduce traffic through Harrogate is to build a decent bypass and everybody (including the council) knows that.
nobody is helped by these plans, nobody wants to wander across empty paving with a few uncomfortable benches, cyclists do not want to go on and off cycle lanes that involve travelling greater distances on bumpy tracks
I have zero confidence in NYCC Highway department. Any negative impact - as suggested is not acceptable to us, and the peak hours are when we visit Harrogate the most. Therefore, it should be quantified more clearly in the 'headlines' what the negative impact will be in terms of delays, and how acceptable is defined.
People are very capable of crossing the road using the existing crossing areas. There is not enough cycle use to justify the cost at the expense of reducing the existing 2 lanes to one lane
I think the single lane up station parade might not be enough as people use kings road/ Cheltenham parade/ station parade as the inner town 'ring road.' 2 lanes filtering into one on station parade might make the traffic appear worse. I do like the cycle lanes though but not sure they'll work if it makes the traffic jam up there. Got to reduce traffic for the future so on balance go for the bike lanes.
The plans shown will result in bottlenecks in road traffic. Rather than easing people through the town, it is likely car drivers will be highly frustrated, and rather than reduce the impact of cars on the town, cars idling will increase the pollution in the town. To place pedestrians close to this seems highly irresponsible.
There's less car lanes which will results in more hold-ups & pollution
People on bikes and walking don't go shopping it's too heavy or difficult to undertake.
It's hard to understand the impact right now

There appears to be no consideration for future trends in vehicle flow. Not everyone wants to walk or use a bike. It's very difficult to carry home shopping etc
Vehicle drivers entering a roundabout are naturally looking right, to check their passage is clear. Cyclists can approach to the cars near side, unsighted and have 'right of way'. This causes a real danger to the cyclist.
Can't see a facility to drop people off at the station or for taxis to park and pick up fares -how would people get a taxi from the centre in the new plan ?
The A61 southbound will be turned into a one lane road with multiple turns or roundabouts. There is an implied alternate path for the A61, either up behind the Theatre and along Station Square, or up Cheltenham Mount and turn right after Asda. How will motorists choose: only by instinct or using the other one when one of them is asked up. Interesting that your four plans do not show the route as it passes Asda and traffic goes round two roundabouts.
Cyclists don't come to Harrogate to shop. Most cyclists around Harrogate are recreational. You never see cycles at Waitrose for example.
On junctions do Cyclists have priority? If so will the road signs indicate clearly that vehicular traffic should give way to cyclists and pedestrians? If not, why not? I am thinking particularly about the Odeon roundabout. I can see some ignorant car driver knocking off a cyclist.
There still needs to be two lanes for cars unless Parliament Street is restored to being two-way.
There will still be a huge amount of through traffic using the A61 from Ripon direction to travel through the town centre. Reducing Station Parade to one lane will cause huge backlogs of traffic on Cheltenham Parade, Kings Rd and Ripon Rd. This will also cause holdups for traffic turning right from the bottom of Parliament St.
The bus station can get very congested, with conflicts between passengers waiting and pedestrians wanting to pass through. Having a pedestrian pavement outside the bus station should ease this.
Car users definitely lose out here. Buses have no difficulty getting round town and there's not enough cyclists to warrant all the space taken by cycle lanes.
Will cause massive traffic problems. Will deter people going into the town centre. I don't cycle. I can't imagine many doing their shopping & cycling home with it.
they are prioritising the needs of cyclists. cyclists already mainly use pavements so where is the study to show they would all use the roads instead.
See previous comment
more cyclists make it more difficult to walk and drive
I think cyclists coming towards drivers of cars along station parade will cause confusion + accidents.
Don't think you'll Have the cyclists as have to change sides of the road in front of the station. That is confusing and also slows you down - as a cyclist I find the cycle lane up Otley rd confusing as it changes from being a road user to a pavement user and use the traffic lights as a pedestrian.

I think you have moderated some of the design to accommodate car traffic. I would want to highlight the need to continue to maximise pedestrian and non motorised transport. So, you could have been very successful, but less so now
Traffic is already a joke in Harrogate. I work the other side of Harrogate on shifts and not practical to walk or cycle routinely. I often have to drive through town as Wetherby Road/ Skipton Road/ Knaresborough Road and Empress roundabout are gridlocked. If going into town for shopping or leisure I walk. I intend to move from Harrogate purely because of traffic issues which is worse than Leeds. Many other people also won't live in Harrogate or visit due to extreme traffic congestion.
Road congestion already and this scheme will likely make it even worse
Dangerous. Congestion. Pollution
More provision for cycling into and around the town centre is needed especially from neighbouring citi4s, towns and villages (Ripon, Knaresborough, Ripley, Pannal etc)
I am very concerned about increased congestion due to roads being reduced to one lane.
Other towns/cities have done similar and it does not work
It will inevitable lead to more congestion and therefore more pollution.
People really do need to use public transport more. I guess I still worry that traffic would back up at peak times but it will do that whatever we decide and more people out of their cars can only be a good thing.
You are assuming that once created, everyone is suddenly going to get a bicycle complete with panniers to hold their shopping, or is suddenly going to become an avid walker. Anyone who wants to cycle or walk is already doing these activities. I travel around the town all day and apart from the non-working idiots doing wheelies on their stolen bikes, have yet to see a cyclist using Cheltenham Parade or Station Parade.
It would be better to limit station parade and surrounding area to disabled driver, buses and taxis only. It is already so busy, and dangerous at the crossings near the bus station. Making it single Lane is going to make congestion worse and cause delays to buses and taxis as well as the regular driver. Making it disabled drivers only will mean those like me who need to park near the shops can still do so, without getting caught up in bad traffic jams, and nobody will be held up
ITs amazing how much money can be wasted solving a problem that doesn't really exist
Significantly impacts road users
Not worth the money invested.
making traffic going into one lane is ridiculous and saying it would only put a few seconds onto your travel shows these people don't know Harrogate at all.
This shows that whilst there is likely to be some negative impacts during the busiest part of the day, the morning and afternoon peaks. This statement says it all. The Highway Officers involved, have no concept of how the centre works, I doubt very much that they live in the area.
The reduction of Station Parade to one lane is a mistake and will lead to more congestion and therefore more pollution from slow moving or stationary traffic

<p>The proposed cycle right of way around the roundabout has blind spot issues and is an unfamiliar traffic pattern for most car drivers. As a cyclist I use these lanes in Leeds and have been almost hit by cars on multiple occasions</p>
<p>Less emphasis on car lobby</p>
<p>Bike paths seem to take more precedence than warranted given the lack of cyclists in the centre.</p>
<p>It is totally useless to provide cycle lanes in the town centre when the rest of the town have little or none. I am a cyclist but would never cycle into town. Walking is safer and is preferable ie no risk of having bike pinched, no need for special clothing or helmets. I live a mile from the centre. Also Harrogate is too hilly for the casual cyclist. Unless there are dedicated cycleways all over the Town this scheme is a total white elephant. It will make the car journey through town totally congested. The existing traffic system north to south is already overwhelmed. Two way traffic on west park and parliament street makes far more sense. These fragmented cycle lanes make absolutely no sense. Otley Road should tell you this, I have yet to see a cyclist using it . It is thoroughly dangerous and as a cyclist I still ride on the road, far safer.</p>
<p>Reducing 2 lane traffic to 1 very negative impact</p>
<p>the main problems are the roads like Wetherby road/Skipton road/Knaresborough road</p>
<p>See above. Cycle lanes begin and end at odd points. Pedestrian crossings so close to a roundabout that it causes congestion on the roads and has people crossing at the busiest points.</p>
<p>roads that are already busy most of the time from 2 lanes to one, this can only mean more pollution especially in areas such as Station parade that has no more need for pedestrianisation</p>
<p>The focus seems to be at the wrong end of the town. The area around Montpelliar and the cenotaph are far busier areas for pedestrians and shoppers, with a greater variety of shops.</p>
<p>Traffic congestion on Cheltenham Parade, Cheltenham Mount, Station Parade (south), East Parade and Station Bridge will all be worse than it is now. Consequently air quality in all these areas will be worse. You should place more weight on the experience of people who drive through Harrogate at all times of day and all days of the week - rather than on 'technical modelling'. If air quality is a priority you should alter the traffic light phasing at the Kings Road/Cheltenham Parade junction to prioritise traffic turning right from Kings Road onto Cheltenham Parade. Traffic congestion has been very bad here for some considerable time.</p>
<p>I mainly walk in Harrogate town centre. The present traffic flow does not present a problem - there is ample opportunity to cross roads via pelican crossings. Restrictions on traffic flow can only create more pollution and aggravation between drivers. Enhancing cycle routes is only beneficial for a few. The whole exercise is pointless and a waste of funding.</p>
<p>Because reducing 2 lanes of traffic to one will cause chaos and traffic jams</p>
<p>Traffic is bad enough as it is, reducing the number of car lanes will make it worse. You seem to believe that this will force people to cycle instead but you need a reality check in that case, not everyone is into it.</p>



Also you're adding a cycle lane to the inside of a bus lane, where the bus will cut across the natural direction of flow in order to enter the station. Cyclists undertake enough as it is without a care; some is going to get hurt on that junction, by a bus
People want the ease of using their own vehicles, the freedom of time and location
Railway station provides a very grim welcome to the town AND NO NEWSAGENT ANYMORE!!
See earlier comments: too biased in favour of cyclists. These people often ignore the rights of way of pedestrians and unnecessarily hinder motorists. It should be compulsory for them to use the lavish space allocated to them on the cycleways.
More grid lock , frustration accessing through Harrogate will increase.
We need two lanes of traffic up Cheltenham and also along Station Parade. Otherwise change Parliament Street and West Park back to two-way traffic as it used to be.
Investment in transport and encouraging use of electric buses.and incorporating an Oyster style system across the transport infrastructure would make a significant difference instead of squandering finance on cosmetic improvements.
Not able to walk, cycle or to use public transport to get from my home to town. Changes therefore have no positive impact on me.
You are reducing traffic flow. You are putting in bike lanes - bike riders will not stay in the lanes if it doesn't suit them and they will ride on the pavements and into the areas where there will be pedestrians! Not exactly safe!
The impact of traffic congestion in the town would be enormous and disastrous.
Anti car left wing policies , most people are opposed to removing a traffic lane on station parade and James st parking
If travelling into town to go shopping and coming home with heavy bags, I will not be on a cycle. How many people do you believe will cycle into town to shop? The roadways have been restricted too much by cycle paths. I'm not against cycle paths, but Station Parade and the road from the Odeon to Station Parade should not be cut to one lane.
Traffic in Harrogate is a joke. If you think more people will cycle you are delusional
Causing too much traffic by reducing roads. Cyclists are minimal in town centre and you'll be causing havoc.
I commute from new park area, through town to Leeds for work by car. I travelled by train for 11 years but had to abandon as the service is so bad and drive instead. I'm really concerned about the negative impact of the single lane, I think this could cause chaos when trying to drive through town from the north. It already takes me 1 hour and 15 minutes to commute to Leeds. I think I'd be looking for alternative routes through town which may just move congestion elsewhere.
no
It isn't broke so don't fix it, just a complete waste of money getting rid of a road and putting in a bike lane that won't get used. Harrogate is congested enough without removing roads.

<p>You are required to make this modified on the video.</p> <ul style="list-style-type: none"> <li>- White font on yellow background is VERY bad.</li> <li>- Must have subtitled for everyone.</li> </ul>
<p>Cost of changes as opposed to benefit</p>
<p>HBC don't understand cycling. Look at your Otley Road cycle lanes, which as a cyclist I wouldn't use as they're confusing, change every 20 metres and are dangerous to pedestrians and road users. Cycle lanes on Station Parade are only going to end up equally messy and dangerous, particularly given the traffic and high pedestrian numbers around the bus station. Also, who actually cycles here? I live in Station Parade and rarely see cyclists.</p> <p>A far better idea would be to place traffic calming measures and speed cameras near lights on station parade to slow down the traffic and dangerous speeders often seen along that road.</p>
<p>I believe this is a case of bidding for a pot of money and then trying to find something to do with. Completely the wrong way round!!!</p>
<p>Looks calmer.</p>
<p>Roads a more important</p>
<p>I feel there will be a negative impact on car drivers. I live in a small village 6 miles from Harrogate we have NO public transport in this area we must use a car but we will have no priority for parking which is difficult enough. This will force me to change shopping habits and switch to Leeds and Otley</p>
<p>Too much h prioritising of cyclists. This will impact on those who travel to Harrogate by car because bus and train services from outlying villages are none existent pr very poor and will also make it impossible for those who are disabled to get into town. It will result in more shopping online which will result on more shops closing.</p>
<p>Heavily laden towards pedestrian, bus and cycle which I understand but it's also a major route through town to Leeds etc</p>
<p>Everything appears to be heavily biased towards the small number of cyclists at the expense of others. In particular there are long sections of road where a cycle lane is proposed offering no refuge or crossing point for pedestrians e.g. lower part of Station parade. It is unrealistic to expect pedestrians to walk all the way up the road to make use of the official crossing points and then return down the opposite side of the road. Similarly, cyclists are being given priority when their numbers do not justify this and in a manner that poses a hazard e.g. the cycle lanes around the odeon roundabout. This presents a hazard for all by presenting a false sense of security that does not match the manner in which these lanes will be used.</p>
<p>Let's wait and see</p>
<p>Your proposals over estimate the amount of cycling that will take place (Greenwashing), and vastly under estimate the impact and congestion for all other types of traffic. Suggest you test this by closing off one lane outside of the railway</p>

station and measure the impact. Don't spend the £11 million until you try this! Or you could just fill in the potholes in our existing roads.
Terrible proposal
Reducing Station Parade to a single lane is totally misguided. The Cycling facilities are a waste of money. To force cars to travel further is flawed, as is any project which increases emissions. To increase traffic on a principally residential road (Mount Parade) is a disgrace.
you will congest traffic more by forcing into one lane are there enough cyclists using station parade to warrant a wide cycle lane?? what road tax do they pay ?
I am concerned the cycle lanes shown are too narrow. Wider and longer cycles (e- and cargo designs) are becoming common. They can replace a car. They are practical - IF the infra supports them. In Cambridge, if you ask people on 'Bakfiets'-style cycles why they use them they say it is because it is the easiest and fastest way to move around the city. Cycle lanes need to accommodate the wider designs comfortable AND enable riders of similar cycles to pass them easily and comfortably. Sociable (side by side) designs and family recumbents/tandems are available to purchase locally - York - and online. These enable families or people with adults they care for to get around by cycle. Further, inclusive and practical cycle designs act as adverts for cycling and the design of cycle so cycling is enabled and supported. Further, because riders and stokers/passengers are not encased in metal (unlike with motor vehicles) you can ask people about what they are riding and get fast impartial practical advice from people who have experience of the design and are not trying to sell it to you. Please build for the future not the present. I am concerned that the huge tree (or large anything) in the centre of the roundabout obstructs sightlines of all users. I can't see additional cycle parking but people will need this to stop and visit the attractions - the cinema, for example. And to stop and use any services - shops, cafes, solicitors, etc.
Logic surely dictates that before committing such a large budget to a controversial and potentially disruptive scheme, the plans should first be given a trial period with lane and road closures. Any resident who has regularly used the town centre over a period knows that the traffic frequently backs up from Station Parade down Cheltenham Parade at busy periods. This already causes a knock-on to the junction at Kings Road and subsequently, the lights at the bottom of Parliament Street. It is almost impossible to see how reducing traffic flow on Station Parade will not exacerbate this issue. Spending a budget because it exists does inherently represent good urban management. Those who appear wedded to the scheme should have the courage of their convictions, and allow public comment after a trial period, not based purely on a hypotheticals and an untested plan.
Design seems to fit all
Less pollution and constant traffic on Station Parade
Reducing station road to one lane for traffic will cause definite, if not major delays, for traffic whatever the modelling says
I assume the same amount of traffic driving into/through Harrogate in the morning, will drive into/through in the evening and have concerns at the fact there will only be one lane for it!

only concern would be the complexity of the street / street furniture on station parade and by station square - it would be better if t were simpler
Making the road narrower would make it unsafe as there would be a constant line on stopped cars.
There appears to be an unstoppable drive to appease a self-selected cycling pressure group or groups. Little or no attention is given to the needs of older members of the community who will not be cycling in the town centre
if you reduce the lanes you will increase the congestion on Station Parade and also on surrounding roads, you are never going to reduce the number of people who need to drive, for instance I only drive in once a week but that is to get my weekly groceries which I would not be prepared to walk to get
with the current road layout and the major problems on Skipton and Ripon roads already there is no way round harrogate center that will work.
Public transport into Harrogate is very poor but you are restricting travel by car and extending bike users facilities but there are very few bike users. We need to be able to access the town centre by car and be able to drive through but your plans will push people to other town centres and create even more of a ghost town
Its going to restore Harrogate as a destination town, somewhere nice to be instead of the centre being blocked up by huge cars containing angry people.
I consider the Co2 emissions will increase overall
Too much emphasis on cycle routes, not enough emphasis on safe walking routes where pedestrians interact with cyclists - especially along Station Parade. Happy to encourage cycle routes to/from the town centre but not within it.
The design still shows the majority, if not all, of Station parade being single lane with bus and cycle given priority. Where do the planners / design team expect the the current volume of cars using Station parade to go? Are you not naïvely hoping these cars just vanish and people all stop driving? This plan appears to just push the cars elsewhere into more residential areas at the detriment of this living there.
Prioritising cyclists rather than other road users - which Harrogate has been doing for years. No wonder so many people go elsewhere to do their shopping
See comments above. Cycle routes that are not separated from footways used by pedestrians and people using mobility devices creates a risk
I cycle into town very often and I think making a cycle lane on that road will not change my route along east parade which is quieter and could be improved at marginal expense compared to what is proposed. I also think the restrictions on station parade fit motor vehicles will be catastrophic as regards journey times as we see whenever any road works are being done in the town centre.
Encourages sustainable transport measures whilst continuing to cater for the car in a safe managed way
Cycling is predominantly a leisure activity in Harrogate and more attention the pot holes in Harrogate would make it safer for those who cycle.
Too much emphasis on cycleways

<p>Your analysis that cars will be marginally affected cannot be believed. To prove the point to Harrogate residents, close off Station Parade in accordance with your scheme for three weeks and closely monitor the results. This will prove your assertions.</p>
<p>benefits outweigh negatives</p>
<p>The current two-lanes prioritises the needs of the car driver over those preferring to use more sustainable means of transportation. The new designs give a desired and greater emphasis on the needs of pedestrians in wider paths and priority access areas for cyclists and buses.</p>
<p>Looks like some very positive benefits for people walking or cycling. Not sure of full implications for buses. Private vehicle will have negative impact.</p>
<p>Cheltenham Crescent and Cheltenham Parade parking can be reduced to widen the pavements, furthermore a bus lane can be introduced on the full length of Cheltenham Crescent and Cheltenham Parade allowing to improve the efficiency and attractiveness of bus services around Harrogate.</p>
<p>Cyclists are prioritised. Pedestrians are not safe with cycle lanes and in any case cyclists ignore them. With the road a pedestrian knows where he/she is safe or not, which is not the case with cycle lanes.</p>
<p>we need two lanes for traffic on Station Parade, there are very few cyclists in Harrogate who will use that lane</p>
<p>I just can't see the point of all this change!</p>
<p>They affect private vehicle users disproportionately</p>
<p>Complete waste of money why not ask the public what they think instead of ignoring or making up what you think. These plans are not suitable.</p>
<p>It does not seem to improve safety at all. It diverts traffic and redistributes congestion rather than reducing it.</p>
<p>Road users need a through route through the town as we still have no bypass. This scheme will strangle the town even if it has the best of intentions. I have lived in Harrogate since 1960. The A61 was fine when it went up Parliament Street and along West Park. Of course you couldn't park the Wange Wover outside Weetons if the obvious solution to Harrogate's traffic problem was implemented today.</p>
<p>Stop pandering to the vocal cycle minority and consider the less mobile majority, for whom the car is a necessity when the paucity of public transport options is regularly unreliable or not an option at all.</p>
<p>I am hoping the addition of cycle lanes will ease the problem of cyclists using pavements to get round the town but needs some form of monitoring to ensure this happens as current cycle lanes in various towns seem to be poorly used</p>
<p>People who wish to walk can already do so. Cycling is not and will not be an option for many. If it becomes difficult to access Harrogate easily by car then people will go elsewhere.</p>
<p>The designs are confusing there will be conflict regarding priorities between all users, accidents waiting to happen.</p>
<p>because car users hugely outnumber cyclists so the road should be designed for them not cyclists</p>

<p>unless you intend to re-route the flow of traffic from the North to South side of town, then this is the main route to travel in that direction so it is crazy to reduce the amount of cars that can pass through station parade. The neighbouring roads will end up becoming even busier than they have already due to other pilot schemes, so apart from making the area in front of the train station look more appealing, what is this really achieving?</p>
<p>As stated in previous box.</p>
<p>I dont want any risk of increased queuing to get to the train station at any time of day. The stress of trying to get to the train station by car will put me off using the train.</p>
<p>Losing one lane can only increase congestion unless alternative routes are offered</p>
<p>Welcome proposals, except for Odron roundabout, which dhould revert to gheprevious Dutch design. It's nor acceptable to expect people to travel up arms of the roundabout and make right angle turns</p>
<p>You are attempting to control road users by cpelling them to your ideas, rather than giving them a preferable alternative. This will cause chaos and reduce the number of visitors to the town and therefore the viability of may of the businesses we treasure.</p>
<p>If larger cities are anything to go buy, cyclists don't use dedicated lanes! Same on Skipton Road, not a single cyclist adheres to the rules</p>
<p>Most people are on foot, especially the young and elderly, or use cars to travel in. That isn't going to change because cycling is not safe for many people and impractical for others, however much Harrogate Council would like to change the way of life; cyclists should not be put ahead of keeping roads as safe as possible for vehicles and pedestrians. Perhaps providing better local transport would be helpful so that more could use trains and buses easily.</p>
<p>One lane for traffic. Seriously! Completely over the top on cycle lanes. The ones on Otley road are hardly ever used</p>
<p>I will be more confident and able to cycle into town if these proposals were implemented. It is too dangerous to cycle now as there are too many vehicles and you are not given respect from many drivers when you are on a bike. The designated routes in and out on a bike are really important. Its intimidating and risky to be surrounded by lanes of impatient traffic. It will be important to ensure sufficient provision of cycle storage to enable people to really embrace cycling as a mode of transport (e.g. not limited to only a few parts of town, secure enough to be able to feel safe as a lone woman when locking and unlocking bikes etc).</p>
<p>In my experience, cyclists don't use the cycle paths that exist already. So what makes you think they would use any new ones?</p>
<p>Congestion already exists around the bottom of Parliament Street and Crescent Gardens Traffic lights, often I will have to wait for several changes of lights to get through, due to traffic unable to get up Cheltenham mount and along Station parade, surely this will be even worse if Station parade is one lane only.</p>
<p>I am concerned about the single road on Station View and how congested it will be due to couriers/shop delivery trucks, taxis, buses and cars trying to use one road.</p>
<p>Clear cycle lanes to keep them away and safe from traffic</p>

<p>As a cyclist, I'm concerned about what happens when a cycle lane finishes eg Station Bridge coming past Rigby &amp; Peller. Also outside the station, if I want to go straight on towards Waitrose, the cycle lane seems to be one direction going the other way.</p>
<p>I am a cyclist. I can't see any merit in the cycle Lane project as designed. Unless there are dedicated cycle routes toward the town centre the proposals are of very little value. Cycleways need to have a physical barrier segregating them from the traffic if they are to be successful. Far better making provision to get to the periphery of the town centre with dedicated cycle parks. The focus has to be on segregating cyclists and traffic on those routes. I am afraid the so called cycle Lane/ route on Otley Road is a disaster. I believe it is far more dangerous to both cyclists and pedestrians than if cyclists used the carriageway. I know that might not be suitable for children but neither is the so called cycle way with the numerous road crossings unless of course like in some European countries the cyclist has priority and junctions are designed as such. More focus on dedicated routes towards the centre would be my priority.</p>
<p>It assumes people will switch from cars to bicycles. Most will not/cannot and previous schemes show little to no increase in cycle use. This is a waste of money and a 'vanity' project just to use the grant. There are many things that money should be spent on!</p>
<p>I imagine you get most negative comments from car users; they may well be disadvantaged, but I see this as a good thing. We need to encourage more locals to get out of their cars</p>
<p>Reducing Station Parade to one lane will only cause further traffic congestion. That makes life more difficult for pedestrians (more pollution from queuing vehicles) and cyclists. It will harm businesses because it will drive visitors away to out-of-town venues and places where cars are welcomed.</p>
<p>Not enough thought for the cars. You won't deter car users. I won't use public transport. Not convenient, especially if I do a shop I need my car. Also not on bus route</p>
<p>This plan still prioritizes movement and parking of motor vehicles over pedestrians and cyclists.</p>
<p>The balance is in favour of foot &amp; cycle which do not safely mix with vehicle users</p>
<p>I think that the roundabout should be done in the Dutch style as the original plan. Changing this will have a big impact on the number of cycle journeys as having to cross traffic without bikes having priority is not good.</p>
<p>Harrogate already has a reasonable number of pedestrianised streets. Access on foot is good and safe. Train services are not good enough and expensive. Public transport is o.k in good weather. Bad /winter weather will deter people using these services especially if they have a long wait for the bus or have to walk a fair distance to get to a bus stop. There will not be great demand from cyclists who live outside Harrogate and even less if the trip includes shopping. If cars are in constant queues, this will deter the motorist from using the town and/or create additional air pollution. Great expense to appease the "green" lobby. In my opinion, the funding is not so much to</p>

<p>develop the town but to create a more anti car environment. Harrogate and surrounding areas has a very high percentage of more elderly people. They are NOT cyclists! By all means develop and update the town and if necessary, create more pedestrianised areas, but don't waste resources on all of these cycle lanes. If anything, cycle lanes will create a lot more of a problem for people with disabilities and impairments.</p>
<p>The issue is how traffic gets into Harrogate</p>
<p>I believe that the proposals will have a major negative impact on driving and cause congestion on what is meant to be an A road through town. Harrogate weather and hills will keep cyclists to a minimum and a person cannot fit much shopping on a bicycle. There are very few cyclists now and I cannot see many more suddenly appearing. Congestion will cause more pollution: the introduction of electric powered cars will more likely address this in time.</p>
<p>Confusing, not safe for pedestrians cyclists etc. Drivers of cars etc expected to give way to the confusing lay out. Cyclists priority when cycling into centre of town is unsafe... the outlet road cycle path is a total waste of money and certainly unsafe for cyclists. Designed by a non cyclist that's for sure</p>
<p>Making Station Parade ONE lane only and closing James Street which would force drivers down Parliament Street then back up past the station is just going to cause traffic jams</p>
<p>Where is all the traffic going to go, there is no bypass to reduce town centre traffic. This is the most stupid idea for Harrogate through traffic you could have thought of</p>
<p>Severely restricted access for local residents and significant increase in disruption, noise and traffic directly by and close to my property</p>
<p>Unless you get a better selection of decent shops into the town centre, people will just go elsewhere. Also, you need to ensure that there is sufficient affordable car parking around the town centre.</p>
<p>Apart from people who live in the town centre everyone else get there by Bus or car. The more houses you build out of town require these two means of travel into town not walking or cycling. More house....more cars....more congestion.</p>
<p>Allowing cycling through the One Arch tunnel is an accident waiting to happen.</p>
<p>You are providing a solution that assumes similar numbers of users in each group. There are very few cyclists who use the town because of the demographic and the fact that apart from the actual town centre it is a very hilly area. We have ample performance space around the stray area and existing pedestrianised areas. Making James Street traffic free would make a no go area after dark, much like the existing pedestrianised areas.</p>
<p>See previous comment.</p>
<p>Planners dreams.</p>
<p>The updated design might be considered an improvement as far as the safety of cyclists is concerned, but it will not make any improvement for all other users from the current layout.</p>



I think the idea of increased cycling is a pipe dream. Its hilly. Many people are old or young families or tourists.
As above, there is no problem cycling, walking, running etc. with the existing arrangement. The proposals will cause a lot of traffic congestion, cars, taxis and commercial vehicles. Stationary and slow-moving traffic causes more pollution than free moving traffic. The proposal will slow cyclists down, currently you can ride through there at 20mph+ this will probably not be as easy or even possible with the new plans.
It promotes cycling, walking and use of public transport which is much greener.
too much prominence on cycling and not enough on pedestrians. cyclists will think they have the right to go everywhere and as is found on the stray and roads they do not give way to people walking and i think this scheme will only make this worse.
Too car-centric
Only drivers are disadvantaged. All other users are benefitted. This should encourage drivers to change their mode of transport when visiting Harrogate
The proposals do nothing to help road users, no matter what transport they use.
a) Narrowing Station Parade to one lane is a strategy of self-harm to the town and its residents. Since the change to the traffic lights where Cheltenham Parade segues into Station Parade traffic has been backing up onto Ripon Road at busy times. This was not the case before. If a further hindrance to traffic flow is created the jammed up traffic will be much worse. Go and see how it is now at 8.30am on a weekday. b) I walk across the East Parade roundabout at least a couple of times a week, motorists are generally very considerate towards pedestrians. It isn't difficult to navigate as a pedestrian. Looking out for cyclists is more of a hazard, so perhaps signage could be clearer?
You are trying to reduce congestion and pollution. In our view one lane on Station Parade will not achieve that. The roundabout changes are acceptable
It will make the town centre less accessible for the majority of residents and tourists. The businesses are trying to recover from the pandemic the last thing they need are roads blocked off to cars and Station Parade (which an A road) becoming one lane! It was cause tailbacks and chaos like never before. It will detract visitors and shoppers.
I think there is a good balance between the safety of pedestrians and cyclists, and the needs of motorists - not just in terms of collisions, but also air quality etc.
I can see accidents involving cyclists, pedestrians and cars.
Traffic will be horrendous town centre already severely congested without closing more roads permanently. The closure of beech road is ridiculous and this will be worse with people forced to use fewer roads
Just a question about cycle lanes on roundabouts - how do they work? Do drivers give way?
I fear the single carriageway will lead to tailbacks and not only at busy times. This is a trunk road after all.
I can't see how reducing the throughput of the A61 would help the flow on it's own. THE ONLY WAY IT WOULD WORK IS TO BE IMAGINATIVE AND RETURN WEST PARK

AND PARLIAMENT STREET TO TWO WAY. THINK BIG and not do a little job. The proposal is a patch on a worn out suit.
I cannot see the designs. Your website? Does not work! I assume this is Deliberate!!
It is impossible to ensure that all people are happy - however there is a real need to prioritise lower car use and this will make a step change by making the area better for pedestrians, cyclists and public transport
Would b3 better if they increased on street parking for badge holders and reduced for others along with a big increase in the cost of parking for 'others' to encourage walking, cycling etc
The whole concept is fatuous - traffic will undoubtedly be slowed down and how that is supposed to reduce pollution is a pipe dream.
Not enough road space for car users. Thus is a busy thoroughfare.
Waste of money.... Spend it on social care and the hospital!!
On balance, I feel it is not necessarily appropriate to base the designs on pre-pandemic traffic levels - simply because post-pandemic traffic levels are lower and so the need for capacity for traffic is no longer so great.
I do think the designs are largely successful, and probably provide a good balance between the needs of drivers and pedestrians and cyclists (in the context of clear push-back from drivers). However, in principle I think the balance would be better weighted more towards the needs of pedestrians and cyclists - simply because I believe it is preferable to actively disincentivise driving.
Areas too narrow. Pedestrians still battling against cyclists. The eyesore of the queen victoria memorial is out dated and wasting valuable space. Be bold with design and don't try to do bad modern Victoriana.
Fear of Harrogate being spoilt
Clear markings separate the different types of users, although new ideas, like cycle lane priority will need clearly advising - not just by road signs but letters/leaflets to residents, many of whom are not upto date with these new concepts.
would prefer increased pedestrianization of area and use of play streets and roads that pedestrians rather than cars take precedence so slowing vehicles down see Bruges Square - Sustainable travel hubs (electric bike storage combined with electric scooters and cycle parking and electric mini vehicles to travel beyond center to outskirts of Harrogate and reciprocal travel hubs in other areas such as Hornbeam Park , Yorkshire Showground, Bilton, , Harlow Carr Gardens , Valley Gardens , Hydro, future park and ride / walk / cycle on outskirts
Like the cycle spaces
I'm not sure how people on foot will be safe from cyclists. What will be done to stop them using them using the pavement as they do in the rest of Harrogate?
I don't cycle when I did I didn't need cycle lanes clogging up towns. People will always find cars the most convenient means of travel, even in the next phase which maybe electric of hydrogen. Public transport is unhealthy and not flexible
I think that you will just push congestion on to other roads
Video doesn't show the effects of buses, vans, HGVs on traffic flows

<p>Just by throwing in a few cycle lanes or "cyclist only" areas you don't solve the problem. Some of your ideas seem to be rather ridiculous. How about dealing with those multiple pot-holes, especially closer to the kerbs, so cyclists would have less frequent visits to see their dentist.</p>
<p>The traffic going up Ststion Parade will be horrendous</p>
<p>Great to create an environment which promotes types of travel as well as cars. Makes the town center much safer and less polluted.</p>
<p>I do not think that these proposals will assist the flow of traffic and encouragement of visitors to the town centre at all.</p>
<p>I hate the intense traffic in the town centre and fully support the proposals</p>
<p>As said previously. Also we do not need to fill the town with 'activities'</p>
<p>Traffic congestion is already bad at times - an issue if travelling by car especially for an appointment (eg at hospital) or a train and also a worry if on a bike and motorists are getting impatient</p>
<p>making station parade one lane will cause congestion &amp; pollution, cars &amp; buses crossing cycle lanes is dangerous you quote an extra 78 seconds travel time this will impact both Ripon road &amp; crescent road causing even bigger tail backs than we have now as the lights at this junction aren't synchronised , to help with traffic coming of Beech Gove that needs to go up Leeds road let it go straight across on to Victoria avenue instead of forcing it back through town centre &amp; also open beech grove up again these closures only ad to congestion as a Taxi driver we suffer these problems every day .</p>
<p>The scheme will cause traffic jams and increased pollution in the town centre, reducing number of traffic lanes is not a sensible option,</p>
<p>Conflict between car,bikes and pedestrians. Huge car use now curtailed, minimum bike use but excessive space allowed</p>
<p>All of these changes feel like Harrogate doesn't want cars in the CBD. Parking is already limited and expensive and making the area less friendly to autos is a disincentive for those of us who live in an outlying area to bring out shopping dollars to your city.</p>
<p>The proposals will only make matters worse. YOU ARE LOOKING IN THE WRONG AREA YOU SHOULD BE LOOKING AT AN INTERNAL RING ROAD, AN OUTER RING ROAD TO DIVERT TRAFFIC AWAY FROM THE TOWN CENTRE, AND THE IMMEDIATE PROVISION OF PARK AND RIDE FACILITIES ON ALL ROUTES INTO HARROGATE TOWN CENTRE</p>
<p>No one cycles but it is predominantly biased towards cyclists. Pedestrian safety and areas are already good. I am unable and unwilling to cycle as I only come into Harrogate for shopping and am unable to cycle with bags back to Knaresborough. The bus station is adequate but NO BUSES run on Ripley Rd in Knaresborough otherwise I WOULD use them. I would have to walk to Knaresborough to get a bus or train which is why I use my car. The trains and buses are VERY expensive</p>
<p>Currently very little cycle provision, so sets a better balance of all modes</p>

I point you in direction of the appalling design of the Otley Road cycle lane. No one uses it or will use it. It will increase congestion and pollution.
these surveys have been done when traffic levels are artificial due to pandemic and people not travelling normally
The emphasis on car priority has shifted
Significant changes in road layouts need to be made to increase the number of people walking and - particularly - cycling, around the town centre
This proposal will massively change the balance in favour of a very small minority of cyclists, while making vehicle traffic much worse (which appears to be the intention). The changes proposed are very unlikely to make a significant change to the numbers of people cycling into town, as can be seen by the recent cyclist interventions that remain in very low use. People going shopping don't go on bikes.
Traders will not benefit at all from these proposals. It will discourage people shopping in Harrogate, who come in by car, as there is no way that my wife and I could travel to Harrogate by bus and carry purchases back home.
Will just make the roads busier
As we know (I assume?) collisions between Cyclists and Pedestrians are almost as dangerous as cars. This is because unlike cars, no-one is obliged to "look both ways" when the two are mixed. Grandmothers and Children feeling safe in walking zone will quickly stop going there if a bike flattens one. Of course, signs could be put up to say that Cyclists Must Dismount! But then they wouldn't be Cycleways would they? As for lines of enormous articulated lorries going up James Street.....does anyone have photo evidence of this? Any evidence of anything really? Within 5 years the proportion of electric vehicles will predominate. Can anyone say where all these toxic fumes are coming from?
Obviously a question deliberately structured to favour a response to support the proposal. There will undoubtedly be some improvement in safety due to restricted traffic flows. However there will be increased frustration resulting from these traffic flows and the increased queues and reduced flows on surrounding roads.
The provision for cyclists and pedestrians/wheelchair users that makes the central Harrogate area safer and more pleasant to use is very much welcomed. Reducing the road space and slowing down the road vehicles on Station Parade will help to improve access to the transport hub.
Two issues: 1) car drivers are the main cause for concern for pedestrians and cyclists, so protected space away from cars is key; 2) the entrance and exits to the bus station and train station need to be well designed as cyclists are incredibly vulnerable to traffic pulling out.
Will cause traffic congestion. Pedestrians endangered by cyclists.
There is far too much emphasis on cyclists - one can't transport children or shopping safely on a bike. If traffic is to be reduced in the town centre, businesses will continue to suffer and residents will continue to avoid coming into Harrogate at all. Let's resurrect a ring road.

<p>Station Parade is the main road for through traffic and reducing to a single lane will create mayhem. I don't have any issues with a paved town centre if there are alternative roads for through traffic.</p>
<p>Previous designs of a "dutch"/cyclops roundabout looked superior.</p>
<p>All of the road space for cars has been dramatically reduced, cycle lanes have taken over the road space with give way for cyclists at every possibility. The demographic of Harrogate is mainly residents of pensionable age who probably don't even drive, let alone ride a bike! I feel that if a traffic survey was completed on station parade over a 12 hour period, say, 7am - 7pm, the majority of users would be cars and hardly any cyclists - as the cycle route proves on Otley Road! I do not feel that the amount of cycle lanes is in keeping with amount of cyclists in Harrogate. The design of giveaways to cyclists at roundabouts is just accidents waiting to happen.</p>
<p>The designs are disproportionately aimed at reducing space for cars &amp; increasing space for cyclists. I am 75, no longer cycle and usually walk to the centre (about 3/4 mile). If I need to collect something bulky and/or heavy by car from one of the town centre shops, my ability to do this will be seriously limited by your plans. Secondly, as a I walk around Harrogate I see many people walking and relatively few cyclists. Where are all these new cyclists to come from? In my view the whole plan is seriously flawed in its heavy weighting towards cycling.</p>
<p>The narrowing of the road to one lane will cause traffic congestion, pollution and delays. Too much priority is being given to the supposed "needs" of cyclists.</p>
<p>A giant traffic jam will be bad for everyone.</p>
<p>If people want to walk there are plenty of open spaces around the town centre where they can walk. I object to the available 'space' allocated to car use being reduced in the town centre and believe it will impair my ability to drive around. it will also cause problems for emergency vehicles wishing to respond quickly as necessary. I don't believe the number of people cycling will increase as they can't carry a lot of shopping safely on a pushbike.</p>
<p>At non peak times successful but at peak times the increase in transit time predicted could actually make it harder to cross the road and will increase NOx/particulate etc. It is difficult to judge. It will depend on how big an area the traffic management system extends. It sounds as though its not going to go out far enough so that the traffic lights in the feeder areas are also part of the system and controlled in a way which minimises stationary traffic within the centre/scheme.</p>
<p>Despite claims in the plans, the project does very little for pedestrians - what changes that are made add facilities where they have little impact . The only possible groups to gain may be the cyclist and I'm not sure a cycle lane across a bus and train station entrance is my idea of cycling improvement. Mostly i think the plan is ill conceived and will benefit none of the road users</p>
<p>This plan includes several areas where cyclists are mixed with pedestrian, primarily at crossings but in other areas too. Experience with mixed cycle/pedestrian areas shows that this is dangerous as both cyclists and pedestrians believe they "own' the space and behave accordingly. This plan seems to concentrate wholly on the very limited town centre area and as the report acknowledges, it has not considered the knock on</p>

effects in other areas of the town. A larger, overall, view should be taken rather than this piecemeal approach if attitudes are to be changed. The provision of a short bus lane will do next to nothing to improve bus travel.
You want us to use public transport to come into H/gate but reducing station parade to one lane will cause traffic chaos delaying buses etc This will cause enormouse air polution
I feel that a bottle neck around the access to the bus station with two lanes going into one.
There are a lot of cycle paths. I feel more emphasis should be on public transport in order to get people out of cars. Where is the bus station in the plans? I am fortunate to have time and ability to usually cycle into town but I don't think this can ever be the case for the majority for lots of reasons. I have always felt the cycle lobby is listened to too much
A good balance has been struck between the needs of motorists and pedestrians/cyclists
I am sick of you all obsessing about cycling. Harrogate is too hilly. Making things difficult for cars will turn the town k to a wasteland
Simple, cyclists are not catered for in Harrogate the same way as York because cycling is not an option for most people due to the hills in Harrogate (and the age median of Harrogate being pensionable). Busses and vehicles are needed, not cyclist infrastructure. This will drive away people from Harrogate rather than attract them. Why would I or anyone local drive into a gridlocked town for goods and items available in York or Leeds which I will be able to get to in a less stressed manner in my car?
Cyclists going opposite way to road users very confusing
The Beech Grove experiment has proved conclusively that very few cyclists used the route yet huge congestion and problems for residents was created. Harrogate is a town of substantially older people who cannot suddenly start riding bikes.
All it does is restrict traffic flow. Nothing in this scheme will persuade people to walk or cycle more. It will simply cause more congestion and therefore drive people away from Harrogate centre.
Often these scheme end up unused and cost more to maintain in the long run.
Safer cycling is important and the new plans will help this
Based on old data. This is not a design. It's a bitch job, making alot of silly road markings that is not linked up.
So much focus seems to be on Cyclist getting around the new town centre. I don't understand why.. how will they carry their shopping. At least walking affords you the opportunity to move freely around the shops and catch a bus or a cab home when you're done. I live in the town centre and I've never see a cyclist carrying their purchases hanging of handle bars or even in panniers. I could understand a bicycle lockup being created in Library Gardens park, away from the busy traffic. Anything else seem just hopeful
far too much pandering to cyclists, lycra clad cyclists dont spend any money.

The roads are congested enough. Decreasing lanes will not aid in resolving this issue and will in-fact cause the problem to become exponentially worse.
Disabled people such as myself will struggle to access the town centre as the walk from place to place will be too far.
THE WHOLE SCHEME IS MISCONCEIVED. STATION GATEWAY IS AN EXPENSIVE WASTE OF MONEY. NO USE TO ANYONE. DO NOT BELIEVE IT CAN BE DELIVERED FOR £11M BUT REVERTING TO 2 WAY ON WEST PARK/ PARLIAMENT STREET (THE OBVIOUS SOLUTION) WOULD COST MORE THAN £30M. TOTAL LACK OF DEMOCRACY. THE CONSULTATIONS ARE WINDOW DRESSING ONLY. A FINE CASE OF "DADDY KNOWS BEST".
There is not enough room for traffic. Congestion will increase because there are not alternative routes available.
The plans and hence expenditure seem to assume a volume of cyclists in the town centre, which will mean that the pedestrians, again assumed to be in increased numbers, will face the increased threat from an uninsured, silent hazard(few, if any, cyclists have a bell or equivalent and travel head down at speed).
It's fine as it is. Don't waste money fixing something that ain't broke!
Happy with things as they are now
The layout of the roundabout encourages cyclists to be reckless if they don't double check that a car is exiting the roundabout and puts blame on the car driver.
Most of the time the effected roads are underused and don't need 2 lanes of traffic. One lane would make it feel less like a race track and much nicer for pedestrians and cyclists.
Its fine as it is. Spend the money more wisely.
A waste of money for a minority group
I have yet to see any existing cyclists riding round Harrogate. You can't do much of a shop on a bike . Where do you park it . Where are all these 'cyclists ' going . To and from work and if you look at the average age of residents I don't think many would be tempted to cycle in inclement weather which Harrogate is known for .
Do not change the current system
Any change to the area is all a complete waste of our money and will cause traffic jams all over. Cycles are not used for going shopping especially in a VERY HILLY town like Harrogate
A better balance between motorists, cyclists, pedestrians
Gives priority to those travelling by sustainable modes.
We need to rebalance the space in Harrogate - more in favour of pedestrians, less for cars. The town centre should be a more 'people-based' experience. Clearly traffic has to have its place, but not be dominant users
Retain 2 lanes of traffic on Station Parade.Forget about the cycle lanes
Again it is a lovely idea to have a pedestrianised area, but what about the areas the traffic will be diverted to and around?
One of the negative aspects of the scheme, from my personal standpoint, is that I am not convinced that this Gateway scheme will really address the overall traffic problem that Harrogate suffers from. On the western edge of the town we are talking about the

best part of 4000 dwellings being built, which converts into 8-10 thousand people, which is roughly 10% of the current population of the town. I have seen nothing in the scheme that really shows clear solutions on how to overcome what will be a significant increase in resulting car usage. All of this before we add the effects of all the additional development that is taking place in other parts of the town. So whilst the aesthetics (the initial `wow` factor) are a positive aspect, addressing the traffic problems remains a problem. I still have a fear that actual traffic congestion will still exist, and it has already been admitted that traffic journey times will lengthen. Even smart traffic lights will not mitigate against the scale of expansion to the town over the coming decade.

see my comments earlier, repeated here  
Harrogate Station Gate project

The consultation proposition makes reference to the northern relief road and states that the preferred solution, through Nidd Gorge, received opposition comments. The consultation document suggests that the Harrogate Station Gate project, miles away from the closest route for the northern relief road, would address the northern relief road issue. The models used by NYCC on their website for the Harrogate and Knaresborough Congestion measures have not been revisited for the Station Gate project. The model used in the Harrogate Station Gate project does not extend far enough north to include the routes impacted by the northern relief road.

Consequently the suggestion is without foundation.

Inadvertently the proposal focuses is on cyclists passing through the town as part of their onward journey rather than trips starting or finishing in or close to the town centre. Provision needs to be given to people making trips to the town centre businesses for work, shopping or social activities and secure and safe storage of their transport close to their trip destination.

Harrogate has a unique layout and physical geography not seen in other places. Many of the benefits claimed to support trade in the town are not evidenced except that they may have worked in some other places but are not modelled in the Harrogate context

The proposal presented focuses on established routes and does not consider potential modifications or upgrading to other roads (e.g. in area between Kings Road and Commercial St-the Cheltenham Mount Area of Town). If these were improved and upgraded to prevent or limit vehicle usage it could better address the movement of cyclists and pedestrians into and around the town and to and from town locations. This would cater better for trips starting or ending in the town centre, particularly by pedestrians and cyclists.

This would make Harrogate itself more attractive.

Economic impact

The proposal does not show improvement to trip times for pedestrians or cyclists (see technical note 1)

The proposal makes use of a WSP simulation model and accepts (Technical note 1 page 3 para 1) that the model is unable to properly model the interreaction between



cyclist's and vehicles. From the information provided it is questionable how accurate the model is in simulating the interreaction of cyclists and pedestrians.

Technical Note 1 Page 4 Para 4 states that the project would not result in reassignment but shows that trip speeds would decrease by 50% therefore trip times would increase by 50% (see table 1 of Technical Note 1).

Table 1 of Technical Note 1 does not include any traffic figures (either vehicular, pedestrian or cyclist,). From Table 1 it can be seen that anticipated delays to trips have increased as the proposal has developed. This growth in delays anticipated is likely to continue as the proposal identifies other issues at individual shops, homes and businesses.

#### Operational issues

The way cyclists, vehicles and pedestrians interact is well established in the current town centre arrangement and there still are fatalities and serious injuries. The consultation suggests that changes to the way users interact will take place. As it accepts that the microsimulation does not adequately cater for this there are concerns in the way safety and congestion would change.

Currently a traveller making a trip between Cheltenham Crescent and Roberts St by vehicle or cycle has 2 lanes of carriageway available (plus parking areas when these are not occupied). The proposals would reduce this to a single lane. The increase in congestion and availability of only a single lane would delay emergency responders.

The delay would increase when this single lane was blocked due to the following

- a. Emergency works by gas, water, electric, telecommunications companies
- b. Collisions or accidents blocking the lane especially when access by emergency or recovery vehicles is impaired
- c. Normal repair and maintenance work by gas water electricity or telecommunications companies.
- d. Deliveries.

There would be significant delays to emergency responders, increased delays to all trips and these changes may cause full gridlock as the proposal does not have a suitable diversion strategy.

#### Environmental concerns

The increase in trip times would result in increased exhaust emissions by stationary or slow moving vehicles. There also appears to be some loss in green space though this is already limited on the project route. The proposal makes no reference to electric vehicles

No mention is made of any environmental impact assessment or of an equality assessment and it is unclear how the different types of cyclist, driver and pedestrian would be impacted by the proposals. For example are through cyclists impacted in the same way as those wishing to make short stops on the route.

#### Cost

The single proposal being offered has an estimated cost of £10.8 m. The consultation document does not make it clear what costs are included but it is likely that it doesn't include administration staff cost, design costs, delay costs to travellers during construction.

The proposal accepts that journey times and costs would increase but doesn't say how business and others would fund these increases (e.g. employee cost getting to work or increased delivery costs) or what business or other activities would have to be curtailed. The statement in the report that this is considered acceptable is not the case.

#### Conclusion

The modelling of the changes admits that there would not be any reassignment of travel mode and that trip times would increase. There will also be a loss of facilities and overall increase in journey times. The works have a significant cost at a time when public finances are better used funding other activities so I cannot taking forward this project at present

Harrogate depends on people being able to access the town centre easily and free flowing traffic is essential. Many people do not live within walking distance. Public transport and cycling are often not possible or desirable solutions. Restricting traffic flow causes congestion and increases emissions.

Traffic will be idling causing pollution. Why send through traffic through the Town. Opening Parliament Street 2 way will benefit pedestrians, public transport and cyclists.

Traffic on Station Parade is slways busy and often at a standstill. These plans will make it virtually impossible to travel through Harrogate Torally irresponsible.

I believe that vehicle drivers are being penalized and that the time taken for them to move through the town centre will be increased

It will be detrimental to car and bus users as well as those doing deliveries to the shops and businesses. Shutting one lane will cause huge traffic tailbacks and more air pollution as a result. People aren't going to want to come into town if they are just sat in standing traffic. It's not going to encourage cycling. Who can bring large purchases, or shopping for a family home on a cycle? People won't cycle in bad weather. It's not practical to walk/cycle to work as you have to carry a full change of clothes in case you get wet and you'd need your employer to provide showers for staff to use before work so it has wider ramifications. Many elderly people rely on car and bus because they cannot cycle or walk very far. The buses that many rely on will get stuck in traffic and the timetable will become unreliable. It will make the journey to work longer for everyone. The businesses will suffer in the pedestrianised area as they won't be able to get deliveries in and out and older people won't be able to park near enough to visit them.

It's important to properly delineate cycle routes for safety reasons

At the moment it is all geared to car users. We need to rebalance that and recognise that lots of people don't use their cars or wouldn't if they had a better environment to commute in to.

The cycle lane around the Odeon roundabout in the plan and the visualisation do not appear to be the same. On the plan it does not seem to be possible for a cyclist to carry straight on from Station Bridge towards the Stray nor to turn right down East Parade when approaching from the east.

<p>There should be total separation of cyclists and motorists. The Odeon roundabout scheme looks lethal. I can't envisage that any cyclist would wish to cycle along Station Gateway rather than use other routes that avoid cars and buses.</p>
<p>Because of volume of traffic that will be congested into one lane on Station Parade, plus the safety of cyclists I feel that the proposed scheme is nothing but a death trap waiting for a victim.</p>
<p>I use public transport so not sure</p>
<p>they are still directly next to cars so if they fall they might get hurt other than that very safe</p>
<p>This is a false emphasis on pedestrians and cyclists, forcing the car to ruin other places. Just 'Street enhance for all' slow the car down and apply quality town landscape, this is all very car orientated</p>
<p>The measures basically make the car the villain.</p>
<p>I don't believe that for the majority, there is much incentive in a predominantly hilly, cold, wet and windy town, to travel by bicycle. I would like to know the statistics relating to the age of residents in the area and believe that compared to other towns and cities there is most likely a larger population of older citizens who are not necessarily fit enough to ride a bike to town. I also believe that there has been a tremendous amount of housebuilding in the area in recent months and would like to see evidence that this been factored in to the pre pandemic traffic data. A fortune has been spent on building a so called cycle path on Otley Road and not once have a witnessed a cyclist using this path, I have however witnessed lots of cyclist choosing to cycle on the main road.</p>
<p>waste of tax payers money</p>
<p>The whole of the proposals do nothing to help Harrogate have a healthy retail sector. Where the park and ride services ?. Where is additional car parking to be provide to replace any lost. An equivalent to the Victoria Multi Story required.</p>
<p>The existing main shopping street Cambridge St. is in a sorry state and nearly unsafe for pedestrians. Oxford St. is not a very good shopping street.</p>
<p>Some very busy traffic areas have too much space given over to cycles, e.g. station bridge (odeon towards Everyman) is always very busy even with 2 lanes but you have removed one.</p>
<p>Pedestrians (I am one) feel threatened by cyclists who do not respect their space, continue to use paths which are marked for pedestrians only, do not announce their imminence with a bell.</p>
<p>Now elderly my days of cycling are over, the appalling availability of a decent regular bus service up Wetherby Road leaves me having to use the car to access the town centre if I want to shop so changes will impact on driv8ng time etc. Harrogate is a semi retirement town so I can't be the only one who finds the lack of decent public transport reduces my options.</p>
<p>cyclists and pedestrians do not mix most cyclists are very aggressive towards walkers</p>

you are narrowing a major north south route through the town without providing a viable alternative. Not everyone is willing or able to cycle or walk
Cyclists and pedestrians don't mix
Zebra crossings on the entrance or exit to a roundabout are likely to be ignored
Having read the consultation notes there is much talk of the roundabout but nothing about the reduction in lanes on station parade. Why will you still not accept a trial closure with cones. Because it might not agree with your plans?
The plans will cause greater driver frustration on Station Parade and this will spill over onto adjacent streets.
Congested centre, no flow, absence of capacity to support local residents. This has been planned with limited input from local residents and little thought and concern.
Station Parade is the main route for traffic passing through Harrogate from North to South and visa versa. A single lane will create huge tailbacks reaching to both Ripon Road and Leeds Road
Still concerned about the Odeon roundabout for cyclists. it's a bit clumsy.
We still have a lot of elderly people who love to retire in harrogate, they like to get out and walk while they are able. Their eyesight is not always great. Our feeling is that it is going to become an awful experience for them. with cyclysts coming from every angle, the cyclists are quick and there is no warning that they are around. Potential for more incidents with our elderly population.
The impact of the cycle way , out ways the pedestrian , of which there are more
People have said they don't want this yet it seems to be going ahead.
In the past, when there have been roadworks near the bus station causing the road to go down to single carriage way it has really backed traffic up. In the above example I have seen traffic queue right down to kings road and it blocks the junction with Parliament street and Ripon Road.
Your info about worst scenarios and issues only at busy times is a joke. It is busy most of the day.
Harrogate needs to evolve
More pedestrianised
Drivers will get more impatient, and distracted as they'd be constantly stuck in traffic
Again a positive project
Very poor design services
Too much onus on cycling. However 'cycle-friendly' you make an environment the vast majority of people won't suddenly become keen cyclists... for many reasons. Also, if commuting getting bikes on trains is a nightmare.
completely negative for the car driver and shoppers who keep the center alive
See previous comments, money could be better spent.
Reducing station parade to one lane would cause long tail backs to at least ripon road
It will spoil the traditional things assoc
Really not suitable
See my previous comment. It won't work. It's a very good ideal but in reality it won't work.

It will drive visitor's away from the town centre and will severely affect businesses that already struggling to attract shopper's. Money would be better spent on fixing current roads and fixing up current bulidings.
More protection for cyclists and thought around the environment
Pedestrians and cyclists better catered for
Cyclists given far too much road space.
Anything that reduces traffic in town and particularly around the shops is good.
Don't think we need a cycle lane in Harrogate. Waste of tax money
The council do little To improve infrastructure and work in silos. Spending this kind of money on the town centre when we have other priorities. You keep mentioning cycling when the vast amount of visitors and residents do not cycle. The town centre needs improvements as a whole. Papering over the cracks does little to help
James Street should not be pedestrianised it will affect business
There is a great deal of focus on cycling. I rarely see anyone other than cyclists who use the roads for sport cycling. I cannot ever recall seeing a cyclist use the roads for shopping etc.The vision of cyclist using the roads to do this type of cycling is I do not believe that this will ever happen is at best fanciful.
still going to see a quart being squeezed into a pint pot unless a park&ride system set up and Parliament street/ West park returned to two-way traffic.
Promotes active travel and still option to drive
We need to move towards a more environmentally conscious town centre and discourage driving. This makes steps in the right direction whilst also respecting needs of drivers
There will still be major congestion
no
Please see previous response re behaviour of some cyclists
Infrastructure nor servicing out of town residents so difficult to attend
The cycle routes and pedestrian walk ways are being fitted in around cars and cars are still being given priority for driving and parking. Until you make it harder for people to use their cars in town, the number of cyclists and pedestrians will not increase.
When I come into town, I come by car as what I am buying would not be practical to carry or transport by bike. You are alienating locals who will just shop elsewhere, leaving Harrogate with more empty shops. I think that having a cycle path going in the opposite direction to traffic and the the cycle path on the roundabout by the odeon will just cause accidents.
Too congested already and removing road space will only increase it
Will mean car travel to town will mean more circling round or discourage tourists who come by car for day and then move on to dales
I feel at peak times there will be a large build up of traffic, at the moment it is very slow and will get worse unless other solutions are been looked at to reduce traffic in Harrogate in general
I walk everywhere so I am not as aware of traffic issues as someone who drives. I do hear a lot of locals moaning about the parking in town though.

2 lanes into 1 lane?! Double the congestion...
Harrogate is difficult enough to drive round without closing further roads
Think the plan is very poor as there is no way to bypass the town and will increase congestion
Successful if it doesn't lead to more congestion in the town centre.
<p>I don't believe your modelling predictions. I suggested you created a single lane for traffic past the station just as a trial and see what happened, but you haven't. You don't want to know!!! I think it is going to create gridlock in the town centre and increase pollution massively.</p> <p>It is a scheme pandering to cyclists and the green lobby which is going to actually make things worse. If you don't want cars in Harrogate ban them, but close all the shops while you are about it, because they won't have any customers.</p> <p>As for the extended period when you are making all the changes - God help us.</p> <p>In conclusion a terrible plan which is not for the benefit of the people of Harrogate or local businesses. It just seems to be a vanity project for the various councils involved...and of course the businesses who are being paid to deliver it</p>
I regularly visit the town centre and it is busy now. The proposals will make things worse regardless of what the findings of your study show. The on street parking on James street is a major reason the shops are busy. To remove this access is ludicrous.
I'm just concerned about people falling and hitting their head on sharp edges around the planting. It is low so impact greater because of gravity - that reason only in this instance [Health and Safety]. No need for walls at all actually, ground, low maintenance planting which would not add costs and work three or four times a year. Looks more elegant, less provincial too. Plenty of flowers elsewhere and there are plantings which could be designed for all year evergreen colour.
Better and more motorcycle parking
For cars it will be difficult to exit the roundabouts as there are cycle lanes on the perimeter of the roundabouts, there will be many accidents.
Roads do not need to be changed. We are a busy town centre with a lot of vehicles and congestion, closing roads increases congestion and increases chances of safety issues.
Like all roundabouts in and around Harrogate, with all that 'foliage' on the roundabout, they are a hazard to drivers, cyclists and passengers. They are downright dangerous. I suppose it's easier to stick a tree in the middle rather than pretty ground plants, but it would help if they were trimmed so drivers can see what's coming from all sides, not just one or two adjoining roads.
<p>There will be long tail backs which will affect Victoria Avenue and the roundabout by the church.</p> <p>Cyclists will also need signs to remind them to look out for pedestrians.</p> <p>Will there be lots of new bike racks in well lit places?</p>
The cycle lanes are over the top and reducing to 1 lane for cars will create mayhem

<p>Despite clear opposition from certain members of the community, we need to rid the town centre of its busy and often congested roads. On both sustainability and public safety grounds. Driving around town, cars drive fast and jump from lane to lane. A one lane system would naturally calm traffic as you can only go as fast as the car ahead. And then there are the obvious benefits of a cleaner, more green environment.</p>
<p>Unless you want to build the Northern by-pass, the amount of through traffic will not fit down one lane.</p>
<p>Affects on blue badge users</p>
<p>OK as it is now.</p>
<p>The whole project is a ridiculous waste of money.</p>
<p>HBC put far too much emphasis on investing in cycle lanes when there are few people who cycle as a means of transport. Most cyclists do it as a sporting pursuit and as such are unlikely to access the lanes in the middle of the town centre. I hardly see anyone using the cycle lanes up Harlow Hill, and so to remove so much parking and disrupt the flow of traffic for a tiny % of the local population seems like lunacy and a waste of essential monies. You have not considered the impact on families accessing shops in the centre; parking with young children would become difficult as you would be forced to park further away from shops.</p>
<p>Single lane on station parade will create congestion all way down to kings road. Kings road and parliament st and Cheltenham Cres/parade junctions already back up</p>
<p>These changes are a vanity project as you councillors have bugger all else to do, it will cause so many problems.</p>
<p>Will cause tremendous congestion there is no need for all this expense just make West Park and Parliament St two way again will amount to the same thing one lane of traffic through the town centre</p>
<p>Car users are becoming a taboo all across the UK. No one seems to think of the many reasons why someone needs to use a car, not just for commuting/shopping but what about all of the carers/unpaid carers, self-employed, contractors, people who take their neighbours shopping, people who are disabled, injured or unwell. We cannot all afford to pay for a car and not use it, to replace with a bike or walk, we do not all have space for a bike to store: we live in flats or a rough area where storage is unsafe, suffer from illnesses where walking or biking is not an option or our destination is too far. Also turning station parade into one lane to allow cycle users easier and safe access is all very well and the negatives to peak traffic flow seem acceptable however, if the car users are stuck in traffic due to the one-lane change then surely the air pollution will suffer as not all people turn their engines off when stationary? The stop-start can also damage a cars engine as cars run better with longer journeys rather than shorter ones. The station parade definitely needs improvement as it's dirty and unsafe but with no other access across town for car users you really are restricting people's access.</p>
<p>The changes made a significant negative impact on traffic in town. Traffic congestion is getting worse.</p>
<p>The sleeping policemen look vicious even in the Flythrough. Are these really effective for the damage they do to cars?</p>
<p>i am not sure any of this is necessary or desired</p>

The average age of the Harrogate population is high and I can't see your proposals encouraging cycling and walking when a lot of people can do neither. Buses and cars are full of immobile people, not young, fit, healthy people who could walk or cycle instead.
its rubbish to think its safe
Looks like it will encourage more foot and cycle traffic rather than relying on cars
The proposals cater for multiple types of travel and transport. Given the location in town (i.e right by bus and railway stations), it's the ideal location as a centrepiece. It also gives people a visual cue, on entering the town, what we are about and how progressive we are.
I believe this will cause congestion, leading to driver stress resulting in accidents.
To much for the cyclist, not enough data available to justify this. We have a lot of traffic going through the town which we don't need, less Road capacity shown so where's it going? Onto roads not shown.
They will aid safety - for all - but again I think it's trying to fix something that isn't a problem. Put a bridge over the road to the Bus Station/Train station and it's a lot simpler for all. It could be really aesthetically pleasing - and make it safer for all
The current provisions are really no that inaccessible for all I can't see that the benefit matches the cost
To much emphasis placed on cyclists. Harrogate is neither a student town or geographically flat with an high age profile. I can't see a modal shift for car to bike happening.
It does maintain safety, for the most part - but still a terrible idea.
There will be more congestion on Cheltenham Parade and station parade despite what your planners think it's congested now so it will be worse reduced to one lane. More cars will be sitting with idling engines spewing out CO2. You rarely see a cyclist in town .
You spend tens of thousands on traffic surveys. Traffic decisions are out of date and don't consider the future sufficiently. Electric charging points and free parking are a must to even start to revitalise Harrogate.
I am concerned that cycleways are not continuous and in some places cyclists, travelling fast, may continue on pedestrian zones rather than joining traffic. The bus stop at 79 Station Parade is a typical point where left turning cyclists may race on the pavement and around the corner to avoid lights. This is risky for older people, especially those with poor hearing.
See previous answers
Bike paths need maintaining, to often they become unusable and drive cyclists back on to narrower roads.
How will it make it easier to get to the the banks and smaller businesses on those streets?
Pedestrians and cyclists will have no problems, the road users, bus travellers are the ones that will be sat in traffic all day long
More provision for safer cycling including hard barriers between the road and cycle path.



I believe that more traffic will use east parade and ancillary roads around there, this causing more traffic problems outside of the station parade area.
The cycle paths are a waste of money as Harrogate they just use middle of every road
Get rid of cars
Reducing traffic flow to Single lane traffic is ridiculous and will only increase air pollution with cars stopping/starting and idling!
i am not sure about cyclist numbers but they could well increase with these proposals.
I find Harrogate Town Centre Access already fine as it is, but the new proposals will cause more problems for traffic in the town - more holdups, more one-way roads just congesting traffic.
traffic will be backed up to Ripon road
Unless better crossing controls are installed little will change
Cannot reduce the road the one lane outside the station. Traffic is already and issue and this will become worse. Whilst some may migrate to using a bike as opposed to car. Not everyone can / will do this. Congestion will be awful in the centre and put people off.
I feel that these proposals will only move local and through traffic onto already overcrowded roads
The busses are to expensive to take. It is cheaper and more conviant to take a car. The proposed changes will make navigating the town via car more difficult and conjested. Due to the again population and hilly area of harrogate bikes will never be a primary transport for most people the space allocated to them in the proposal would be better served for cars of walking. The roundabout design simple seems impractical and dangerous. After seeni g a video for the designes intended use requiring cars to stop whilst exiting a roundabout for bikes this is very likely to cause rear ending or accidents endangering the cycleists.
I think the changes to the current infrastructure on station parade will negatively impact the current traffic situation. Currently hardly any bicycles use station parade so why increase the traffic challenges on Cheltenham parade and station parade further by adding an unnecessary cycle lane. The council has already negatively impacted traffic flow in the town by closing off the Otley Road access to Beech Grove which causes long traffic delays at peak times.
The scheme appears to contain nothing to accomodate residents who have limited access skills and need car parks close to their destination.
It will make traffic even worse
It's not going to solve poultion in the town will add to congestion more standing traffic more poultion whats needed is a proper ring road round harrogate get rid of through traffic
Private vehicle users need to realise that driving into town centres is a thing of the past
It us admitted there will be extra congestion at peak times. That increases pollution which could be avoided with 2 lanes on station parade. The consultants too. Says it has listened but has just responded with unscientific justifications for the original design.

Not sure how well traffic will flow down Station Parade when it is restricted to one lane. There needs to be some kind of pedestrian crossing opposite Waitrose.
The designers are fixated on their original solution, with minor tweaks as a sop to public consultation. Where are the metrics on the vehicle usage of the main through routes?
cycle lanes crossing roundabouts and junctions look like accident hazards. Also reduced accessible parking for disabled who do not hold blue badge.
Take no account of traffic- James Street is essential for cats to drive through and for parking- when there were restrictions during Covid it was a real nuisance- footfall in shops fell and some closed forever- we have sufficient pedestrian areas.
I feel that one lane for traffic up station parade would bring the town to a stand still. It's too busy now with 2 lanes.
One lane through town will cause massive tailbacks causing more rat runs in back streets
See my comments above. There is already dreadful congestion in Harrogate so making it even harder for cars to pass through will not help that as people will still need their cars. Lots of people can't walk or cycle. There are lots of elderly and disabled people who will not benefit from this plan. Also it will cause massive disruption while being developed.
Traffic from north to south harrogate will be severely disrupted by converting station parade to one lane for cars
This will reduce my visits to the town center for shopping. I can't carry goods on my bike. Easier to use Amazon. It will kill the town center/ might look pretty but there will be empty shops. Big mistake in my opinion.
Cars will be more congested, cyclists will be more intermingled with pedestrians.
I cant see why this would be safer than what we have already. 10.9 million is a lot of money just to make harrogate look lovely.
The area should be just for buses, cycles and people on foot there should be no cars.
Because the idiot who came up with the idea obviously doesn't live in Harrogate
I feel very strongly that the current design makes things worse for all parties involved. Pedestrians will be subject to more frequent interactions with cyclists crossing their path and vice versa. Cyclists face an extended journey time as a result of having to navigate around pedestrians at up to five points along the route, as well as facing the possibility of a head-on collision with other cyclists due to the narrow two-way lanes next to each other. I also believe significantly increased queues will form down Chenttenham parade as a result of decreased traffic flow and it also seems there's been no mitigation put in place for situations where an obstruction on Albert Street causes traffic to back up onto Station Parade. I work in an office in The Exchange with a direct view of the junction and observe this occurring on a daily basis, something which would bring traffic flow to a complete halt on a single-laned Station Parade.
i travel by foot bike and car and i can't see how this improves anything and actually makes it worse for cars

I'm a little concerned the bench designs will just encourage more rough sleepers and drinkers. This has really increased over the last few years in the town and needs addressing.
The cycle roundabout outside the odeon looks like it may cause some issues.
Making a busy 2 lane road into 1 lane is ridiculous. Not long ago there was road works which reduced the lanes and the congestion and backed up traffic was ridiculous. So to intentionally reduce this lane permanently seems absolutely absurd. Surely a trail of putting it to 1 lane would make sense before making this permanent!
A few slightly modified roads do not make a coherent cycle policy for the town.
Personally I usually walk into the town centre and walk to and from work every day and make every attempt to minimise my carbon footprint. However, I often have to drive others (elderly parents and relatives) to the train/bus station. They cannot walk or cycle (particularly not with luggage !). Walking to and from work I see the traffic on Cheltenham Mount and through to station parade and the consequent impact on parliament street traffic lights junction when it is busy. Moving to a single lane on station parade is a very bad idea. Traffic will be busier. it will increase (necessary) travel time.
Not enough emphasis for car users
Hopefully more relaxing for pedestrians when they are moving around.
Not lived in the area long enough to compare the changes
The are geared to unproven demand for change.
I am concerned about access for disabled. I am concerned also about road safety re cyclists
Severe restrictions on transiting road vehicles - particularly trucks and vans with no proportionate gain for other road users
No body is going to walk or cycle into town when they have children and/or need to go shopping
all this is promotes cycling and cyclists. Money should be spent on easing the congestion now and not a faux view of getting around Harrogate. Harrogate is rural and people come by car because of the poor infrastructure - sort the traffic flow North to south vice versa
The town is already congested. It is a main A road. To make it one Lane is absolutely ludicrous and one of the worst decisions HBC/NYCC have ever made!! What about emergency vehicles if theres an accident etc? All you lot care about are cyclists - no one else! The disabled & elderly people don't come into any of this - taxis unable to drop us outside the shops anymore; no extra buses for those of us who don't have the luxury of having one - its discrimination!!
Cycle lane proposals are unrealistic
It's a junction that sees lots of use. Adding cycle lanes will add to congestion
The difficult and dangerous junction at the bottom of Station Parade (A61) seems little changed and does not prioritize pedestrians
I don't like the roundabouts with the priority for cyclists - I think they are dangerous. Cyclists are either on the road or they aren't.

Shopping centre still accessible by car but without the congestion allowing safer use by pedestrians etc
Gridlocked traffic is bad for asthma sufferers. No-one hardly uses a bike other than on dry days except Lycra warriors and they will cycle no matter what.
Reducing to 1 Lane will cause more congestion. There is the possibility of gridlock in the case of an accident or breakdown. As a visitor to the town, my mum, arrives by bus and thinks nothing of crossing the dual carriage way as there is a crossing which changes frequently to allow her to cross station parade.
You seem to be more focused on people on foot and bikes more than cars. Taxi drivers still need to work, we still need to drive into places of work, yet it's making it harder for us thus causing more pollution
You still have the problem of crossing a busy road
It's only the lorries going through town which will cause a delay - some of them are enormous and may not find a single lane easy to negotiate
Too much disruption for cars, travel & pollution
Totally impractical for car users - one lane is going to be a nightmare and chaotic with the large amount of traffic coming through harrogate
Totally impractical for car users, one lane is going to cause chaos!
The majority of road users use their car! All this is going to do is cause road rage!
I do not see bicycle traffic to be significant. Actually, I do not see cyclist on the road 90% of the time. The demographic setup of Harrogate is biased towards old (retired) and young (school children) with many driving in from surrounding villages for work during the day. Expending cycle lanes at the expense of traffic lanes is going to benefit very few but depriving many many of their legal rights to use the road in their cars. And naturally creating traffic congestion. This right is based on the Roads Ordinance.
Travelling into Harrogate from the north the traffic is already often held up on Ripon road all the way from Ripley. Unless provision is made to reroute through traffic I can see much longer holdups. Improvements for through traffic should be considered before limiting the existing road space. I cannot agree with your worst case scenarios as being satisfactory for commuters and other business traffic.
It's just a silly idea. Cars and keeping the high traffic demand flowing is more important than cyclists.
Geared solely to the minority who are able, and have time to cycle around. To the detriment of car shoppers with purchases too large for, on foot or cycle
We rarely see cyclists coming into the Town Centre so all of this expense and upset is not justified for the very small number of users when the A61 Station Parade is the main trunk road through our Town Centre
Will undoubtedly lead to hold ups and congestion. A large number of older residents live in the Harrogate and rely on cars and walking and cycling is not an option
Having cyclist go against the direction of traffic where there's pedestrians crossing and road junctions looks incredibly unsafe with predicted increased accidents
Do you have evidence of a similar scheme in a similar place to compare and what was their learning

<p>More needs to be done to plan for the increase in traffic from house building rather than pandering to the cycling lobby.</p>
<p>My main concern is how much traffic will be pushed onto surrounding roads such as the Skipton road which are all ready seriously congested especially during peak hours.</p>
<p>Where is the money coming from all the housing estates being built have no schools and surgeries or cycle routes and the existing road ways are delapidated between Pannal and Town - Green lane is a joke. Look to get the existing system right before spending money on a white elephant</p>
<p>The town will become gridlocked - who forgot it is the A59/61 that are routed through the centre of town...?</p>
<p>There is too much emphasis on the needs of cyclists as opposed to pedestrians. We are all pedestrians at some time but we are not all cyclists. At the moment as a pedestrian I am in fear of being mown down by cyclists using the pavement in my local area (just off Leeds Road) and in the town centre. This is a worsening problem and any attempt to reason with the cyclist results in abuse. They routinely use the 'no cycling' paths on the Stray as well. I have seen many near misses between cyclists moving at speed and small children, older people and people with pushchairs. Increasing cycling lanes and making it easier for cyclists to whizz round town will then enable them to transfer to the pavement at speed. Any town centre management system should put the needs of pedestrians at its heart.</p>
<p>Traffic in Harrogate is already terrible, contributing to pollution and the frustration of residents, commuters &amp; businesses.</p> <p>Despite your survey measuring that station parade would not be negatively impacted, has there been consideration of the surrounding areas as people search for parking and access to shops.</p>
<p>You have this gleaming concept of not having traffic in the area. Traffic has to go somewhere. It may be laudable to walk cycle or catch a bus. It's also extremely short sighted</p>
<p>Don't fix what is not broken and I'm speaking as predominately walking into Harrogate to use the train</p>
<p>see previous comments--you don't understand the dangers of cycling in restricted areas or the distances needed to segregate</p>
<p>The emphasis on cycling is reducing roads for everyone else. Harrogate has more elderly than young. More affluent so less likely to ever cycle. Previous cycle routes underused and I am a cyclist but would not cycle to town. Where would I put my bulky shopping !</p>
<p>Love the new design</p>
<p>We live off Grasmere Crescent. My wife and I walk into town via Otley Road. Myself weekly my wife daily for work. My wife was knocked down by a cyclist riding on the pavement 2.5 years ago on Otley Road and she sustained a double skull fracture and a broken nose having been hit with such considerable force she was propelled into a stone and metal fenced garden boundary wall. My wife is 62 a very trim and agile woman who walks everywhere where possible, she has not recovered from this</p>

terrible incident having periodic flashbacks. The very thought of legalising cyclists and pedestrians to use the same adjoining pavement to us is ludicrous.
There will be congestion on Station Parade at all times. Cyclists will always be a small minority and should not be considered before motorists and pedestrians.
Your proposals will create more problems than they solve.
Too much emphasis on cyclists, make whole town a 20 mph limit
Too much focus on cyclists when the vast majority of Harrogate residents are older than average and can never ride a bicycle and frequently too infirm to take a bus
Congestion, yet more roadworks. Fed up of the town been dug up
Harrogate is full of Range Rovers and an older population- this seeming obsession with cycling is pretty futile I'm afraid. Thousands have been spent on the Otley Road cycle path which is largely unused. It's the biggest hill in Harrogate ( come on planners!). Cycling clubs all use the road 2 abreast. Let's improve the road surfaces for cyclists please.
You haven't considered the number of cars that travel through Harrogate. It will be a disaster if you go through with the plans.
Cycle lanes are not required in the centre of town. Nobody shops on a bike. Plus most cyclists won't use them like the rest of the ones you have built.
I can't find the designs on the site
I don't like being blackmailed by the small vocal minority of cyclist, walkers and councilors who want to spend free money from the government
I think the whole idea of a Station Parade development should be dropped.
Drivers in metal boxes will always push the limits and rules and cyclists will just ignore everything .
Harrogate centre need to be more elegant
There are currently no problems re people walking or cycling in that area.
You're considering everyone in the designs and that's good
How will the road changes affect traffic? Has there been any research done on this and were the results acceptable? What about the bike roads which, on the video, seem to just cut off at points - what's the use of them if they only lead through several hundred meters of the town and then it's back to a free-for-all.
no inopvement for walking and cycling
The amount of traffic on station parade is horrendous merging two lanes into one is ridiculous.
You are trying to make town only for foot passengers. making it pedestrian means you get more money as people have to pay to park to get anywhere. a 5 minute bank run will take 20 min and cost mimimum 60p. although pedestrians may seem to be safer they will be all over making it more difficult for bus drivers, cyclists and anyone else ALOUD to use the road. therefore not safe
Think it will create more congestion than we currently have
People are not stupid, we rarely have pedestrian casualties, if you want more footfall in Harrogate, provide free buses from around the locality. people won't use their cars with the cost of petrol if they can use a free bus...we are Yorkshire folk after all. BE BOLD AND RADICAL in your thinking and actions, LEAD the country with this and

people will flock to Harrogate. Also , VERY IMPORTANTLY, make a couple of park and rides north and south of Harrogate. It is not rocket science just the commitment and courage of some Council Head to stick their head above the parapet.
It will make no difference to me living in rundown Starbeck
To be successful it is important to keep pedestrians and cyclists separate. Having designated footways and cycleways will help promote cycling and walking esp. from public transport bus/train.
As a resident of Harrogate (Just out of the town centre) the disruption of making the changes and the cost are not sustainable
More favourable to cyclists and pedestrians.
I think that most of the population wil either contniue to use private cars or public transport, with increased congestion as a result. Greater number of cycles on the road, such as eBikes will also create new hazards on single lane cycleways. The net capacity is only increased if more people use walking or cycles, neither of which are suitable for older people to do shopping, which is the main reason for visitng the town.
Stop obsessing about cyclists. There has already been enough money wasted on Otley Road to pander to a minuscule few
Not necessary public don't want it and neither do businesses
Lovely to see more pedestrianisation and provision for cyclists
Plans seem to be drawn up as if he topgraphy of Harrogate is level. It isn't, the idea of cycling from harlow carr, down Otley Road, to go shopping, to the cinema, or eat out, and then cycle home is ill conceived at best and naive at worst. That doesn't even amount for age, infirmity, family size, and numerous other factors that reflect the community.
I don't think your pretty graphics give a realistic picture of the amount of traffic which will still come into the town centre.....buses and delivery vans as well as private cars
2 lanes of traffic into one is bound to cause congestion, common sense tells you that.
It's a waste of tax payers money just to pander to someone's ego
I frequently cycle along the route (past the station) and occasionally make the journey by car. I do not generally feel unsafe on my bike but I feel that forcing the motor traffic onto a single lane will lead to more congestion and pollution (from stationary vehicles)
Planning always looks attractive but how it will work is a different matter and I feel that Harrogate has lost its individuality and character - and this will lose even more.
If it limits traffic it will be better because most Harrogate driver don't like to be separated from their cars
This is a disaster for motorists
I will not be able to get my husband into town, park and safely unload his wheelchair. This plan seriously limits the independence of wheelchair users especially if you don't use an electric wheelchair.
Traffic in town is very focussed around the one way system, may cause congestion?
How can reducing the number of lanes improve traffic. Bad idea.
Station Parade splits the town with a wide road and fast cars from the tran and bus stations, and the Starbeck end of the Stray

The amount of disruption caused by the largely ineffective cycle route on Otley Road has left many residents with a feeling that the significant work planned may not be anywhere near as effective as it should be.
It will make Harrogate busier has not been for about
It's short sighted to reduce lanes on Station Parade, it will cause congestion back to Parliament street lights which already cause problems of cars queuing.
Cycling provision better located elsewhere eg East Parade
The over 65's population has increased by 23% since the last survey. Have seen no proposals how people alighting from buses and coming into town from railway station will have easier access to cross the road.(A61). It is as has been acknowledged by Area 6 Boroughbridge a highway to cope with traffic.
Far too many cycle lanes. I lived for many years in London and Oxford both have large numbers of cyclists. Harrogate is a town and I don't see very many cyclists. I see them more cycling out of town, into the countryside but still small numbers.
Safe cycling
There are so few cyclists in or visit the town and those that do will not use the cycle paths proposed. Having spoken to a number of cycling groups they ALL say they feel safer on the road rather than cycle tracks. A further example of self preening when other towns are tearing up their cycle ways Harrogate proposes to lay more congestion causing ways. We want less pollution not more which is what we will get with the current ideas.
The perspective looks good but unsure it will be practical for the daily life.
If you think car drivers will switch to others forms of transport you are deluded. They just go elsewhere
We all have to make sacrifices to move forward.
As someone who walks around harrogate and only uses my car to get out of harrogate I feel worried about the roundabout near the odeon, I don't feel that car users will give bikes and pedestrians priority
I also feel bikes need to be separated from walkers due the speed of bikes and the likelihood of electric scooter growth.
I've never heard such a stupid set up in all my life
I'm not too fussed about making improvements for drivers... it should be pedestrianised as much as possible and people access town by ANY means but cars.
It is not needed, unfortunately this is a vanity project that will turn Harrogate town centre into a ghost town.
It completely impedes the flow of vehicles around the town centre and for through traffic. The money would be better spent on constructing a South western harrogate bypass to significantly reduce the traffic on Skipton Road and through the town centre.
My concern is access for disabled people elderly people
Have you not driven up station parade, with one lane, drivers will become frustrated and take risks
Your bending to cyclists and there aren't that many ie beech grove didn't work



<p>'Acceptable levels' have always been unrealistic and plain wrong. Highways officers are not competent to decide probable traffic impacts - residents are.</p>
<p>This will reduce motor traffic to one lane for access into and out of the bus and train stations where people will be wanting to take bags/suitcases. It will cause huge tailbacks of traffic. Also, all the bike lanes are an accident waiting to happen with many places where cars need to cross the bike lanes</p>
<p>the entire scheme is ridiculous and not thought through . Where else in the country is the through traffic routed into the town centre?</p>
<p>The proposals will greatly increase traffic congestion &amp; reduce the number of people visiting the town centre.</p>
<p>Not one word on disable drivers like myself</p>
<p>Certainly an improvement on the original design but I do not see what the improvements are if this is going to lead to additional congestion</p>
<p>The decision are absolutely rubbish</p>
<p>There is way too little provision for safe cycling and for school children.</p>
<p>Bad for parking that's much. Needed</p>
<p>People who walk and cycle will continue to do so and those that dont won't start. It's a waste of money, to get to the centre from the bus and train station you simply press the button on the pedestrian crossing and cross the road, it's not rocket science. Reducing the road to one lane will slow traffic down causing a bottle neck and more pollution as cars slow down.</p>
<p>Motorist needing to use the through route to get through this town will either have to use side roads rat runs or sit in traffic polluting the atmosphere for all the local residents</p>
<p>not enough emphasis on cars which is the means of transport of the majority</p>
<p>Irrespective of the council views of Harrogate as a tourist vestination not all youngsters wish to be part of this economy. Time NYCC and HBC encouraged companies with better paid jobs which would reduce lmany relocating from the area tin orser to reduce commute time, and expensive rentals and also have better paid jobs.</p>
<p>The increased congestion caused by reducing two lanes of traffic into one will exasperate what is already one of the worst congested areas in the country. If a vehicle breaks down everything will be brought to a standstill until that vehicle can be recovered thus also paralysing the bus services.</p>
<p>I believe that there is far too much emphasis on the provisions for cyclists. An awful lot of money would be spent unnecessarily in these hard times.</p>
<p>My major concern is single lane traffic outside the train station. The traffic occasionally queues all the way down the hill from the bus station back to the Kings Road, and moving to single lane from the bus station onwards might increase that further. It's not enough to 'discourage people driving to town' as a great proportion are just travelling through Harrogate, and this is the only route through town.</p>
<p>More space for pedestrians and cycling must be a good thing</p>

Too much influence given to cyclists who do not pay road tax but use the roads. Ridiculous.
All Leeds bound traffic having to use the towns one way system up Station Parade is not Ideal. Making Parliament Street and West Park 2 way again like in the 1960s would work better
They make traffic conditions worse
I feel they are successful, but there is a problem for the cyclist and pedestrian at pedestrian crossings/ road junctions. The dedicated cycle lane seems to disappear eg at the lower end of the bus station or where people cross coming out of the train station. I can see pedestrians and cyclists needing to use the same space and the result will be confusion with potential accidents. This really needs to be addressed.
The junction between cyclists and drivers in roundabouts may be dangerous to those drivers not used to them
As per previous.
Could cause traffic issues in other parts of harrogate
The majority of tourists don't drive into the centre but walk in or come in on the train. The changes benefit this - and should attract more people to the centre (cyclists etc)
Too many bikes among pedestrians
See previous comments
Why are you inflicting any increase in congestion to another street for the sake of a minority ie cyclists?
Needs of pedestrians are totally disregarded.
Only time will tell if successful
I think this plan will only create more congestion and more pollution. I have one hand and a disabled husband. Using public transport is not an option even if there were the staff to man it. the town centre is dead.The exterior of Harrogate Railway station is just ugly. There is no easy parking for the Royal Hall or Harrogate theatre. Getting to the hospital is a nightmare. When you eventually arrive there is no where to park. No-one understands how our hospital is expected to cope with the huge increase in population in the district. In the difficult times ahead you need shops like Iceland and Wilko. Young people drink alcohol in the day in the street. .
I think Harrogate will become inaccessible for people like us.
Obviously decided by a non Harrogate resident.
its a great start in the right direction . the status quo is not an option - it is bad for people and the planet.
the town revolves around cars at the moment. This makes it more about ALL citizens.
Reducing traffic lanes for bicycle lane will increase congestion at peak times
Much more could be done for cyclists.
I am worried that mixing cycle riders and pedestrians may cause accidents as a lot of cyclists go at speed and do not care about people.

Takes the priority away from drivers, cars have ruined our town centres, urban streets, country roads and people no longer feel safe
Will add to traffic queues
Increased cycles equates to more hazards for pedestrians, especially older people as cyclists rarely follow the Highway Code and seldom give way at a pedestrian crossing. Having just returned from several European cities this is what we have observed recently plus it's alarming negotiating cycle lanes with a young child. And I speak as a cyclist myself!
There is already congestion leading up to Station Parade. This will only worsen with these plans.
With less space for car users (by creating cycle and bus lanes) there will be more cars using the one lane left to them. I feel like the 'side' streets (raglan and Albert street) should be pedestrianised.
They modernise the area and make it useful for the people and visitors of Harrogate. Shame the station itself isn't much to look at!
As per last comment Leeds centre has really taken the bull by the horns and changed the way traffic gets in and around the town making it safer for everyone So I hope it will do the same for Harrogate as this is now where I live
There is already great provision for pedestrians. I am one every day. The issue is not new provision but better maintenance of the existing provision. The cyclist is provided for. They are vociferous as anyone dips to force through their own agenda but the ACTUAL number of cyclists remains low even in areas where more provision has been made for them eg Beech Grove and Otley Road. If demand is as great as predicted then 1000s of cycle parking* places are needed not dozens. The proposals for the road user (oh who happen to be the taxpayer that pays for the roads through road tax and fuel tax) are terrible. Every current pinch point will be exacerbated with longer delays circuitous routes and definitely more pollution
I've only ever walked or cycled and whilst this seems like an improvement for me I'm not sure about road users.
Reducing traffic to one lane (Station Parade) on one of Harrogate's busiest roads is an embarrassingly stupid proposal.
Making roads narrow for town centre
North/South traffic is funneled through Station Parade. These proposals will create a massive blockage. West Park should never have been made one way. Vichy
I prefer the original design for the roundabout which is more like a Dutch design of giving priority to cyclists. For environmental, health, and other reasons we need to encourage a move away from car use to active travel.
Harrogate is already a busy town, the new improvements will make it a safer place for residents and tourists getting around the town
Why do we need cycle lanes down either side of station parade? As you come up from the bus station, the cycle lane is kept to one side but then it splits - it should be kept together all the way up. Why, at the exit of OneArch at the bottom of the bus station, are there pedestrian lights / traffic lights, but the cyclists have no requirement to wait?
It prioritises pedestrians, cyclists, bus & train users over motorised vehicle users

<p>Seems to be biased toward cyclists rather than motorists. I don't actually see many cyclists in the centre of town. So it seems to be a colossal waste of money which could be spent on improving road quality for all..</p>
<p>The study seems to focus on cyclists and cycle lanes with the amendments to roundabouts, I see very few cyclists commuting or at peak hours. I feel this is a waste of money, and won't improve the real problem: traffic flow. We need to address the flow of traffic, not introduce wasted space in the form of cycle lanes.</p>
<p>We need to improve the space in town, but limiting traffic will only produce negative effects at peak times.</p>
<p>Heavy bias towards a few cyclists, pedestrians will see little change, motorists will sit in traffic longer</p>
<p>It's terrifying trying to cycle in town, these proposals offer greater equality to people who aren't in cars.</p>
<p>For pedestrians what you plan is completely unsafe because of the cycle lane, and the inevitable congested traffic. It will be impossible to cross safely and someone is going to have a serious accident.</p>
<p>You need to be more radical. Visit Ljubljana... a circle of traffic free happiness full of shoppers cyclists walkers people in electric buggies electric buses</p>
<p>You will create enormous traffic jams. Cars, lorries and buses will tail back down through the town. The pollution will increase. Some cars will use 'rat runs', making their journeys longer and increasing the traffic in streets that are currently quiet. The whole idea is ridiculous. Not one person will abandon their car and cycle into town to do their shopping. The whole concept of forcing the public out of their cars will not work. All you will do is antagonize people who want come here to spend money. To imagine that all of a sudden everyone who currently drives a car, will be doing their shopping by bicycle or public transport is dreamland. The fanciful computer generated video is laughable.</p>
<p>As a visually impaired person it will be better for general access</p>
<p>They don't address the problems of access.war against car use.</p>
<p>Will be successful if cyclists use the cycle lane, this needs to be mandatory</p>
<p>Just looks good</p>
<p>narrow congested roads or with fast traffic will never be safe for cyclists.</p>
<p>Unless you live and work in town and have done for many years you have no concept of what reducing lanes for traffic to flow actually has... there are several roads around Harrogate that are regularly jammed up and station parade is just one of them. The 'cycle lane' scenario on Otley Road was a very expensive white elephant.. when the 'lanes' come to a grinding halt halfway down a footpath.. pointless.. shutting Beech Road just meant that everyone used the surrounding roads as rat runs.. the traffic has to go somewhere, it won't just disappear overnight</p>
<p>Having observed the usage of the 'cycle path' on Otley Road I would consider it a complete waste of time and money so we don't need anymore cycle paths . Closing off a town centre to vehicles will not improve the economic activity in the town . People will choose to use Wetherby or Ripon both of which are much improved and</p>

<p>accommodate a car and don't expect mothers with children to cycle to the supermarket for the family shop or the elderly to 'get on their bikes'. The proposals seem to suit only the young single profession - is that really the demographic of this town?</p>
<p>Fed up of pandering to the cycle lobby. Some of the most selfish "road users" in the country. They already think footpaths throughout the town are designated cycle lanes and use them with utter disregard and apparent immunity from sanction. Expect the so called pedestrian areas to be infested with dangerous and selfish behaviour.</p>
<p>There are good parts to the design but in some cases you could have gone further. There are two pedestrian crossings close to each other on Cheltenham parade, one at the back of the theatre and one at the end. These cause confusion as people start crossing when the vehicles come to a standstill because of the other crossing. It would be better to have a single set of lights behind the theatre and from there a pedestrianised area (raised and cobble paved) so that it becomes a giant zebra crossing while still allowing cars to turn into commercial street when the light behind the theatre is green.</p>
<p>You can't carry shopping home on a bicycle. People still need room to park or will shop on line or out of town eg St James retail park. Crossing roads can already be challenging for older people; bicycles will add to this. Many cyclists already show little regard for pedestrians or cars. Though I don't really think that many people would use bicycles.</p>
<p>Biggest issue is potential traffic congestion and diverting vehicles to other routes.</p>
<p>I cycle ,walk and drive into town so hard to say.</p>
<p>I think in relation to the scheme itself it achieves its objectives in this regard and that is why I say it is successful. However, I think it will throw increased local traffic on to Coldbath Road as the most obvious alternative route out of town going south. I also think that Harrogate attracts a lot of visitors and that with an already poor parking situation the scheme will make it worse and deter visitors from the town center: visitors will not walk or use bikes: they may come by train.</p>
<p>I think you shouldn't pedestrianise the area. I think personal car access is more important</p>
<p>Harrogate is very hilly for cyclist and this is a very expensive scheme which will increase car congestion and not result in increased cycle journeys. Very few cyclists cycle to the type of shops present in Harrogate.</p>
<p>Feel this is going to effect car drivers negatively, the roads are going to be chocked.</p>
<p>I currently walk my children to school from [redacted] to [redacted] school. The route is currently very congested with traffic, noisy and does not feel safe, especially given that my son is autistic. In particular it is very difficult crossing to commercial Street and I am aware of a recent incident of a pedestrian being knocked down here. The area is busy with shoppers and I think we need a pedestrian crossing here rather than just further down near Asda.</p>
<p>It will impact the motor vehicle by creating more congestion, both in the town centre and then onto already overcrowded roads surrounding the town</p>
<p>I don't think there will be enough increase in cyclists to warrant this. If parking is reduced people will stay out of Harrogate Centre and it will become a ghost town.</p>

<p>Cars are clearly directed in a one way system whereas bikes and walkers have more flexibility.</p> <p>The design is very similar to what I see in Belgium where I work where right of way always resides with pedestrians and then cyclists</p>
<p>The proposals pay scant attention to Business, Shop Keepers and private vehicle users.</p>
<p>Incredibly important to improve walking and cycling infrastructure, even if it has minimal negative impact to rush hour road users. It may encourage different commute times (especially now, with more people having flexi working time options/ working from home) spreading the peak time road strain and increasing spend in the area with more people opting to stay in town and/or opt to use the new pedestrian and cyclist facilities.</p>
<p>It will just cause far more traffic, far more angry drivers and far more danger.</p>
<p>I dont believe it is realistic to pedestrianise the area and assume people will be able to access facilities such as the station with heavy bags by walking, and it seems that easy access for taxis is being removed.</p>
<p>Nobody will change their transport into town.</p> <p>We are geographically challenged (everything is uphill unless you live on the southside aka are rich).</p> <p>Our weather is challenging at best so not good for cyclists or walkers, our public transport is extortionate and dreadful, our aging population don't have the physical capability to cycle into or around town, and they also won't get on a bus as quite often busses are filled with anti social behaviour.</p>
<p>There is no reliable evidence that the vast majority can or will walk or cycle more. They need to be conveyed close to shops and facilities. The old and infirm are specifically disadvantaged by the proposal</p>
<p>You're admitting that there's going to be more congestion, people are going to get stressed waiting in traffic, loads of fumes etc so why not just keep the traffic on James street as it is to ease congestion elsewhere</p>
<p>If, as a pedestrian/car driver, I could rely on the "behaviour" and attitude of cyclists I would be happy to endorse this scheme - with its various cycle lanes including some that go against or across the vehicular traffic &amp; pedestrian routes. However, experience has taught me that cyclists do not always behave in a rational/legal manner.</p>
<p>Bikes and people do not mix safely. Should be pedestration only.</p>
<p>Happy with extra space, but still no solution for North / South cars, it takes to long to travel through Harrogate town centre.</p>
<p>It will divert traffic (not reduce it) to other less suitable parts of town and in some cases deter people from into town in the first place</p>
<p>More people like myself will cycle into town with these safety measures and considerations such as places to lock my bike for cyclists and with this one lane approach I will feel less vulnerable whilst cycling on the road.</p>
<p>See previous comments</p>

It will not work! Driving in Harrogate will not be improved or lessened by implementing these changes. Live her for a month and suffer yourself before going ahead with the proposed changes
i fo not think traffic should be firectrd around the roads of Hsrrogate where people live.
You are not going to get people to cycle. Harrogate is a very hilly place to get to. The weather can be awful at times.
I have concerns about a one lane traffic flow along Station Parade. The knock on effect would lead to congestions in the Royal Hall area where the traffic merges to flow through town by the back of the Theatre. Please do not assume that all people can switch to cycling or walking. We must allow for vehicles to access the town centre so that people can attend to their banking, shopping etc with the support of their car. Cycling around Harrogate is for fit & active and competent cyclists. I have a bike but I would not feel happy cycling around Harrogate. Plus I take issue with the way some consultation questions are offered as a yes or no answer: i.e: would you continue to use James Street if parking was removed.
There is a need for more radical thinking about the volume of motor traffic passing South through the town centre. Northbound is easier down Parliament Street - 3 lanes - but it remains ridiculous to constrict Southbound traffic to only one lane on Station Parade, particularly with the Bus Station staying where it is. As it is clearly north/southbound through traffic that is causing congestion to the town centre the solution is to provide a by-pass to remove it. There is little point in spending even £10m in trying to improve something which cannot be improved - put the money towards a real but long term solution. Once the majority of traffic is removed then look at what's needed.
ridiculous idea getting rid of 2 lanes around town
Changing station parade to one lane is moronic. The traffic is already awful and people won't cycle in bad weather and those carrying passengers and the elderly.
I totally disagree with this project and again you are pitching the questions assuming I agree. A biased survey.
Without reducing traffic flow options it will be difficult to encourage more people to feel safe to use the cycle and other footways
Reduces traffic les and pollution which should make a more enjoyable city centre/shopping experience
Speaking to cyclists in the area, very few cycle up the hill into Harrogate, most like to cycle away from the town.
All of pedestrianisation
I feel car infrastructure should be reduced as much as possible, prioritising bus and foot travel.
Cycling is still not easy enough - the cycle lanes that there are, are disjointed, involve lots of waiting as they are difficult to use involving crossing busy roads, and still require you to navigate dangerous road junctions in the traffic
The proposals cater for a minority. People will use the car to go to town or go out of town to shopping centres or Leeds & York. Even Wetherby with free parking

Creates congestion. Your statistical model is seriously flawed as it does not take into account people's unwillingness to change.
Harrogate town centre has difficulty in coping with existing traffic levels. The reduction in space on Station Parade will only add to congestion and cause more pollution due to more stationary traffic. We do not see how having two-way cycle paths will be anything but dangerous in a one-way traffic system.
Not enough thought has gone into planning successful traffic flow through the town.
You can have no idea how this will affect traffic movements in reality.
I don't know enough to rate it Very successful, although I hope it will be. I like the idea though. Single vehicle lane past the station, where will the current traffic go? Clearly not all into a single lane.
Honestly I would like to see most of the town centre pedestrianised, but I understand why it's too complicated and costly to reroute through traffic away from the town centre.
I am happy with them as they are
I don't trust the consultancy process and planners capabilities after the fiasco of the bike lanes. Even though I welcome a reduction in cars to the centre and safer road measures, I believe the plan to reduce traffic to one lane will cause chaos.
Things are fine the way they are
<p>The technical notes covering the analysis of the impact of traffic appear to be a closed analysis in that no account is taken of the through traffic. It is claimed that apart from peak periods there will be little impact on the traffic flow. However, this is not my experience. Driving through the town centre always takes time. It is effectively like a very large roundabout with a number of traffic lights to control the traffic. These lights lead to congestion. Reducing the number of lanes will make this worse to the point that it is likely that the town will become gridlocked.</p> <p>While the use of James Street has been investigated, there appears to be no analysis of the movement of vehicles into and through Harrogate. Harrogate has a southern bypass but traffic wishing to go north to Ripon or west to Skipton pass through Harrogate. Without studying the flow of traffic into and through Harrogate, it is not possible to understand the impact of the proposals. It may be a ring road around Harrogate or a south to north bypass could reduce the traffic significantly helping to ease the flow of traffic on Leeds Road, Wetherby Road and Skipton Road. If that were the case, the proposals may not impact on the current rate of flow.</p> <p>The premise is that the number of cycling and pedestrian journeys will increase because of the improvements. The town centre is a destination not only for shopping but for leisure. The surveys do not investigate what type of shopping is undertaken. For example, are people buying on or two items that can be easily carried or are they making a number of purchases. If it is the latter, then people are more likely to use public transport, a taxi or their car. Public transport is at best, poor. The taxi service is good but relatively expensive. Harrogate appears to be relatively wealthy; to quote 'Harrogate is prosperous and has some of the highest property prices in England, with many properties in the town and surrounding villages valued at £1 million or more, it is generally considered the most expensive place to live in the North of England.' This</p>



suggests that many people in Harrogate will own a car and use it for most journeys - it is convenient and the cost is not a barrier.

Once people are in the town centre, they walk. It is getting to the town centre that is the issue. These proposals do not address this. Cycling or walking into the town centre is possible now. The plans to improve those journeys are limited. The most notable is the Otley Road cycleway. It appears that there has been no survey of Otley Road users on the impact of the cycleway. Anecdotal evidence suggests, if anything, it has had made it worse for pedestrians, cyclists and car users.

In summary:

There is no master plan which covers the whole of Harrogate.

It is not clear as to the purpose of the improvements.

No account is taken of the through traffic.

There is no evidence that improving the town centre will increase the number of people walking or cycling into Harrogate.

You can't reduce the capacity of the road and expect congestion to be only at peak periods.

Good balance between the needs of cars, pedestrians and cyclists.

The alterations can only be truly judged when they are used in real life situations

Cycling does not appear to be a major issue in the town centre but we are proposing to provide much more space. How does the single car lane improve anything?

Harrogate's one way system already creates congestion, by moving the traffic from one road to another this will not solve anything

This question only talks about needs of road users, it does not in any way address the residents and local business! It also focuses on East Parade roundabout, what about all the other pinch points, Cheltenham Parade, Cheltenham Mount, Strawberry Dale, Mount Parade, Bower Road, Haywra Crescent roundabout?

You say that the traffic flows have been modelled and will be neutral yet supply no real evidence. What seems to have been reviewed is discreet points without looking at the whole scheme which each element has a knock on effect to make the assessments unrealistic.

The issue with proposed traffic use on Cheltenham Mount and Mount Parade is not addressed in the revised survey. These roads are not suitable for increased traffic, in fact they are plain dangerous unless all parking is removed - an important issue in itself to the detriment of residents. The traffic impact on Bower Road, East Parade, the Bridge and the two roundabouts connecting them will be overloaded.

Mount Parade is particularly hazardous to drive as it is now without it being the main pressure release point for the traffic leading off Bower Road going westward. Parking would certainly have to be removed from one side of the road at all times. I admit I live off Mount Parade and I am biased but all the residents will be particularly detrimentally affected by this.

Pushing traffic down Cheltenham Mount leads to the narrowing tunnel and an already busy roundabout at Asda. This is only going to congest Cheltenham Mount right back into the one way system from the bottom of Cheltenham Parade.

Constraining traffic at the junction of Cheltenham Parade and Station Parade will certainly reduce the flow of traffic, increase vehicle emissions, cause environmental damage, cause blight to local residents and will not enhance the centre of Harrogate for any of the focus groups that the council so cavalierly think that they are addressing.

At any given time during the daylight and evening, there are at least 12 cars waiting at those lights in two lanes and no evidence is given that this will make no difference to the current situation. This is blatantly wishful greenwashing by the planners.

The lights at this junction are and have always been fundamentally dangerous. The lights system installed approximately 5 years at this junction 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. As a local resident, even I am still very mindful of crossing the road there. The design was wrong in the first place and it needs to be reviewed in its own right. How this would react with the proposed traffic scheme is not addressed or evidenced in any way.

The tunnel at ASDA is no way suitable for main arterial traffic and definitely not large lorries.

Increase traffic and congestion up East Parade and overloading the roundabout at the Station Bridge and Station Avenue.

Access back down to Kings Road via Strawberry Dale is not addressed. This proposal will make a difficult thoroughfare even more congested. How this major arterial flow is not a major issue in these proposals is very evidence that the project thinking is fundamentally flawed.

My overall objection is that this plan will not meet any of its objectives and will fail spectacularly leading to a worse result than what is currently in existence.

This is a main arterial traffic reorganisation. Pushing heavy traffic flow into residential streets not suitable for this type of traffic is unacceptable to residents, businesses and visitors.

Just objecting without giving constructive suggestions is not helpful so here are a few of my thoughts.

Do not push arterial traffic down Cheltenham Mount. Push cycle access down it and

drive it back up Station Parade from Bower Road.

The project's main premise is to improve cycle access from Bilton and Woodfield so the main cycle flow should be not be crossing traffic but turning left into Station Parade.

If you must have a cycle lane up Station Parade past the Station, this would flow better out of the lower part of Station Parade rather than round the top out of Cheltenham Parade. This may reduce congestion and have a beneficial effect on traffic flow.

Sort out and rethink the traffic lights and all the pelican crossings on Cheltenham Parade.

Have a major think about what can be done with Strawberry Dale. It is a fraught thoroughfare especially when the buses use it but such a important Harrogate conduit to go in any direction. I empathise with any resident on that road.

The above would probably would be a cheaper solution, resolve traffic needing to be pushed down past ASDA and East Parade and residential streets.

Make use of Library Gardens rather that Station Gardens for cycle needs.

Consider what can be done with Crescent Gardens.

Pedestrianise James Street and Princes Square. I know that there is much opposition to this, from whom I am not sure, but I feel that this would be a great win for Harrogate in the long term. Market areas, alfresco dining and improved shopping area.

Make more constructive use of Victoria Avenue. Possible hardstanding Christmas Market Area, summer festivals and cycle events.

Contentiously perhaps make Parliament Street and West Park the main two way arterial traffic conduit through Harrogate. Lots of arguments against I guess but perhaps it could be made to work again.

I a, in favour of closing off James Street as there are too many cars already using this street. Parked cars on both sides of the street make it dangerous to cross

If there is an increase in bicycles they will need to be controlled. Cyclists tend to go too fast and don't like giving way to pedestrians.

Makes untested assumptions about number of people who will walk and cycle into town. Harrogate is hilly town and population tends to be older people or families with young children. These people who come to shop or visit attractions plus those from outside the town are unlikely to walk or cycle. With new electric cars arriving there is not such a need to reduce car usage for environmental reasons.

I am pleased to see the dedicated bike lane.
It is appalling that a scheme which increases emissions from vehicles is being considered.
I don't understand how cycle lanes through the town centre are a good idea. I think the mix of cycles and cars however carefully planned are an extremely dangerous idea!!
This will increase congestion and send traffic on to other routes
Because it seems everything NYCC/HBC does turns to sh*t - mainly through very poor planning. An awful lot of public funds are simply wasted - its criminal and NYCC/HBC leadership will be personally held to account!
Again more to benefit cyclists. People have a need to use their cars on a daily basis for good reasons.
Cyclists travelling in the opposite direction to traffic freaks me out and it looks pretty dangerous on the roundabout too. I also feel that there will be more traffic jams as well as the inevitable accidents with cyclists
Whilst I would love the plans to work I am sceptical and worried about the negative impact and congestion on surrounding streets. Traffic congestion has such a negative impact on the perception of the town we must avoid this. If the impact is minor, as the modelling suggested, then ok. However, modelling and traffic surveys are not perfect. I suggest that this is trialed with closing James street and temporarily introducing a single traffic lane on station road. Assuming this proves it works then great. But if not better to know now than £10.9m later.....
single road and more cycle paths and pavement is very negative to ordinary road users
All is is going to achieve is long queues & congestion through our city centre. It is an unrealistic & expensive idea . A park&ride scheme on outskirts should be considered first
The expansion of housing in Harrogate has been without any improvement in the basic infrastructure of roads etc. this is an added burden.
I think private vehicle users may find themselves disadvantaged however the need to reduce emissions and to encourage walking and cycling is more important.
Regarding traffic, this is a huge topic to cover and not just specifically within the centre of town. As briefly as possible, this is a problem. While I am all for encouraging walking and cycling in lieu of cars, with the huge number of new "lego housing" ever increasing the footprint of Harrogate and a lack of infrastructure to match this population increase, it's becoming much more gridlocked every year. With the one way system dictating much of Harrogate's traffic I don't feel removing one lane along Station Parade is the right way forward. Increasing the infrastructure (doctors, dentists, schools, community centres, new high streets to create mini villages) in the otherwise boring new residential areas will lessen peoples needs to use their cars to get to the centre, so they can actually attend to their needs. That said, until the infrastructure increases to accommodate the larger population numbers, this incessant need to build more (cheap, profit orientated) housing needs to cease to allow the capacities of our schools, doctors and dentists, etc. to catch up and expand.

<p>Further to this, a much larger increase in cycle stands and other similar fixed furniture wouldn't go amiss (see Cambridge as the pinnacle of pedestrian and cycling precedents).</p>
<p>It looks like a much fairer use of space. At the moment it seems that cars get all the space and everyone else has to dodge around them. I've visited Keswick this summer with the family and much of the town centre is car free - with nice traditional stone sets on the ground. It's a much nicer place to spend time.</p>
<p>The existing layout is adequate for cycling and walking. The new layout will cause congestion at peak times and deter visitors</p>
<p>All looks good except I don't understand why the north bound cycle Lane has to cross Station Parade half way along</p>
<p>I'm not sure adequate consideration has been given to people who need their cars for work, such as community care teams. Also people who are older or have mobility issues need to be able to park near to the shops/services they are accessing. Are public mobility scooters being considered? I cannot cycle to Harrogate due to needing my car to transport equipment and because it is very hilly between where I live and where I work. We are too busy during the day to be able to walk large distances to get to and from visits, while we would like to be able to do this where appropriate, current work loads due to staffing problems mean we simply don't have time. There is also not enough secure bike racking or bike rental options for me to want to keep a my bike in town. These need to be more integrated with public transport systems, such as they are in the Netherlands where there are secure bike parks integrated with public transport hubs. Places such as the hospital are notorious for bikes being stolen while racked outside. When I lived in Milan, it was flat and the roads were wide and public bike rental was widely available with 30mins free so I cycled often. There is also an issue in Harrogate with the way motorists treat cyclists and I find the roads poorly maintained and drivers lacking curtesy and knowledge of how to treat other road users, so any infrastructure changes need to be done in conjunction with awareness campaigns. Issues such as pot holes at the edges of roads are more dangerous to cyclists, particularly when they're full of water and you can't guage how deep they are and other traffic doesn't allow you to pull out to avoid them. Cycle lanes should be properly protected, maintained and connected, as currently they often just stop at the end of a road. Cars on Oatlands Drive frequently park over the cycle lanes. Employers need to be encouraged/subsidised to provide secure bike storage, which may encourage more people to cycle to work. I am not leaving my £1500 bike on a floor to floor rail, I've had the experience of having a bike stolen from one when parked outside a brightly lit shop for 10mins.</p>
<p>Because the new road design physically promotes the safety of, and vehicle driver awareness of vulnerable road users, while motor vehicles still have priority of road use in the majority of important locations.</p>
<p>By the time you get to this area ( Town centre) you have already dealt with the difficulties!</p>
<p>Have you actually counted the cyclists using the roads? I walk in town every day and the only ones I see are the idiots riding on the pavements.</p>

Most people travel by car, this doesn't work for them. It will only cause congestion
It will lead to car congestion, all the way from Waitrose to the Royal Hall. This is detrimental to the environment and time spent in traffic jams is unproductive
As per my comments on Otley Road cycle lanes... they just stop randomly. This is exactly the same... as soon as you get onto the Wetherby/Skipton/Leeds Road the cycle lane is abandoned and if you're not careful you'll be hit by a bus. Unless the whole of the UK has cycle lanes it's ridiculous making Harrogate a guinea pig for cycling.
Will cause congestion.
The impact on vehicle transit time is minimal in the model and should hardly be noticed. Worries about increased pollution from idling or slower vehicles should diminish as increasing number of electric vehicles appear
Very little benefit from existing layout- quality of roads crying out for relaying to make cycling safe let alone spending millions on a "nice to have"
Overall I am assessing as successful but I would have liked to see the Odeon roundabout go for a full Dutch model. Again I felt the explanation given for why this was not implemented was vague on the webinar. The plans for separating traffic/bikes/pedestrians looked good. There is a concern that any increased congestion will lead to a return of the relief road idea though, which is the last thing we need.
Very simply because the single lane Station Parade strategy will cause significant delays to through traffic. This was confirmed in the initial on line forums where it was stated that this scheme has been developed in isolation to any through traffic considerations. So, local traffic may dissipate to rat run roads, but through traffic will get stuck in a slow moving stream. The balance has swung too far to the very small number of cyclists on this particular road.
For cyclists there would not be the same danger of collisions, and pedestrians there would need to cross less roads/lanes. For drivers the traffic queues may be longer, but the reduction to 1 lane should avoid the need for speeding up to find space to switch lanes.
Many older people do not cycle or walk long distances
I am constantly astonished at the aggressive behaviour of car users along Station Parade and, indeed, in Harrogate generally. The 'right to drive' mentality is unlikely to be changed by your proposals - well-meaning as they are.
You are insisting on providing cycle lanes in the town centre when they can't be reached safely from most parts of Harrogate. You keep failing to improve the safety of the existing walk/cycle facilities, like safe crossings of Weatherby Road to use Slingsby Way, Prince of Wales roundabout/York Place crossing, access to Bilton cycle path from Kingsley Road ... etc. Lets fix what we have first
I think that the whole plan is based on some very suspect ideas. The town does not need more people on bikes, whose bad road uses are well-known to those who actually walk around the town and don't rely on reports which contain dubious conclusions.

THIS MADNESS TRAFFIC IS BAD AT THE MOMENT GOING DOWN TO 1 LANE STUPID. THIS WILL PUT ANYONE COMING INTO HARROGATE TO SHOP. THE BUS SERVICE IS HOPELESS.
I don't feel your technical note is clear about the tangible benefits of the new design. Any significant transport development happening in the next few years should be aiming to be appropriate for future transport use rather than based on past levels. The major focus of the note seems to be waiting time for cars, with cyclist and pedestrian safety secondary. I would expect the opposite.
The town is growing, reduction of road lanes is a mistake. The exchange is one-sided against motorists.as there are very few cyclists, especially in bad weather. Pedestrians are catered for by two good crossings.
I suspect drivers will get frustrated and rat-run on less suitable routes. The pollution of the queueing cars will also increase in the Station area. The peak hour traffic congestion will spread to cover most of the day (this has not been modelled) as throughput takes longer and drivers try to avoid the peak hours. As long as buses have priority, and are not held up in the congestion, this should encourage efficient bus use and may help.
It is in the right direction. Making it a nicer place for PEOPLE - not just better for CARS as has been the historic obsession
I fail to understand how a project designed to improve the conservation and environment of Harrogate proposes to divert traffic from a commercial area to a mixed and residential area (Mount Parade and Cheltenham Mount) and to make it travel two or three times the distance.
You seem to have covered every concern for the better
Access to the railway station for drop off or collection will be difficult, closure of James St. People coming from South of the town will have a potentially congested route to the station.
I would like to say very successful but that is something which will become apparent! There is no accounting for car-drivers behaviour but I think the plans are as good as they can be given they are a retro fit.
I gave up driving when I moved to Harrogate and walk everywhere, I don't know how it will affect car owners
Improvements made it better for walking and cycling.
Having viewed the maps in Victoria Gardens it appears that a lot of traffic is going to be directed along Cheltenham Mount and East Parade simply to make Station Parade single lane. I am glad I don't live in those roads and I can't see how that solves anything.
To turn station parade into one lane will impact more on traffic-ie slowing it down and creating more stalled traffic,then more pollution!
You focus too much on walking and cycling. The Otley road cycle lane was a total waste of money as is this when people are struggling with the cost of living. You can actually count on one hand the number of cyclists using the excessively expensive Otley road cycle lane, most use the road! This scheme will be equally unsuccessful and a disgraceful waste of money.

<p>These are all extremely busy roads. I live next to these roads and have very rarely seen cyclists which would make this a massive waste of space</p>
<p>Expect numerous incidents of cyclists assuming their "right of way" on roundabouts as most drivers will not expect to constantly check the blind spot when exiting roundabout. Any cyclist worth his or her salt would logically take a commanding position in the centre of the lane to ensure other vehicles know exactly where they are and where they are exiting a roundabout. This design is flawed.</p>
<p>I feel very safe crossing these roads as a pedestrian currently, as well as driving and parking when visiting family frequently. With these changes, having to park further away and walking further to meet my family statistically increases my chances of injury/a road related incident.</p>
<p>Do not agree with pedestrianisation of vehicular routes as this will create more congestion putting visitors off</p>
<p>Reducing the width of station parade to one lane is purely for visual impact and under values the significance of vehicular movement in the town. The same practical outcome can be achieved by reducing it to two narrow lanes from the current three wide lanes including the taxi ranks. This way you get a better balance for all users</p>
<p>We won't know for sure until it happens but it appears a minority group of cyclists are taking precedence over all other road users in Harrogate.</p>
<p>reducing station parade to effectively a single lane will be disastrous for this part of town All Cars coming from the north up Cheltenham mount or from the Franklin road area will be severely hampered and i believe this will cause more congestion leading to heightened pollution. I like that the cycle lanes seem to be properly separated from the car lanes - this is essential to encourage more cyclists (unlike along Otley Road which was a waste of money as it stands)</p>
<p>i prefer the original dutch roundabout design for station bridge making it more convenient for cyclists</p>
<p>Most people do not and will not cycle into town. most people use their bikes for leisure purposes, not for shopping or town centre activities. Most months the weather is unsuitable. Most people I know either walk or use a car, the latter to transport people and purchases and protect from bad weather.</p>
<p>It would deter, or disadvantage, the many private vehicle users on this key route to/from and through the town.</p>
<p>Pedestrianised town centres will encourage people to browse and stay and not be worried about traffic, whether its one or two way. We need fewer kerbs for pushchairs, wheelchairs and bike riders need a safe passage.</p>
<p>The design looks very balanced leaving room for everyone.</p>
<p>Only considers one mode of travel, wrong solution</p>
<p>They will funnel vehicular traffic into too small a corridor and cause long delays for drivers passing through the town.</p>
<p>Improved cycle and pedestrian access will encourage more walkers and cyclists, including myself. We need to move towards a infrastructure that relies less on cars.</p>
<p>The town is too small to apportion such a large area to cyclists.</p>



more cycle infrastructure is good, but don't forget to improve vehicular signals which currently don't synchronise
As a regular cyclist, my experience is that there is little demand for cycling in Harrogate town centre owing to weather and topography. The main risks to cyclist is large potholes which can easily lead to being thrown off the bike.
The 'loop' that will be surrounding the whole town centre, hindered by slower traffic will encourage car fumes throughout.
I do not agree the way forward is the Gateway for the following reasons there are a lot of older people and those with disabilities who will not be able round the town freely if this change takes place and that is the reason I object
We already have a much higher density of use by all users at all times of the day, than was used for the surveys.
Plenty of pedestrian space to walk around freely without a car up your derrière! Not as much pollution!!!n
Do you have maintained space for road users whilst maximising space for pedestrians, leisure activities, and importantly cyclists
Reducing the road to one lane is counter productive. It is a main route through the town
Often bike lanes run out at critical points
They are pushing ahead with a plan that the majority can see that it is not what people want The pollution will be greater. The deliberate mistake made by closing is an example. I drive through town to and from work. Using Beech Grove, to leave Hgt I have to go thru 12 sets of traffic lights/pedestrian crossings, thru Beech Grove route only 4 of these. I am aware of having to make 3 times the pollution due to that closure. With only 1 car lane as proposed the pollution and time taken to go through town will be horrendous. I have seen very few cyclists using town centre roads
Cars are used to being dominant but they have no additional rights over anyone else and are actually very anti-social. It's vital to proactively promote modes of active travel.
I have to use car for my job and skipton road far too busy and dangerous to bike anyway so would hardly go into town now prefer knaresbrough
It is going to have a dreadful effect upon the centre of the town.
reducing station parade to single line traffic will cause chaos whatever the modelling says. James Street works pretty well as it is
Personally cars/vans etc having to cross cycle ways, Odeon roundabout and station car park is not a great idea. Not with the standard of driving these days.
If you live outside the town centre & work in Harrogate or, as is more likely, work outside Harrogate eg in Leeds, Bradford or York you need to use your car, making journeys take longer & increasing congestion & air pollution is a bad thing.
I dont see how the proposed layout will benefit any users. The traffic in Harrogate is already a nightmare and this will just make it worse. Dont do it!
Still too much traffic how about a car free centre?
more space for walking and cycling. Less cars!

Very few can/will switch to cycling - especially if coming in from out of town
I do not believe people in Harrogate will take to cycling in their masses regardless of these changes. I think this will simply drive people to travel, in cars, to outlying shopping malls and be detrimental to the town centre.
It is madness to reduce a busy A road to a single lane through the town centre, Harrogate will be gridlocked most of the day
Please see comment above. I appreciate that cycling should be encouraged but too much road space seems to be being proposed for cycling. People who live in or near the centre of town need to use vehicles to leave town and reducing an extremely busy 2 - and sometimes 3 - lane road to single track is likely to cause appalling congestion. It seems as if some of the current road space is to be dedicated to parking, or at least stopping areas, which will serve no use at all if cars can't get there in the first place.
More dedicated cycle lanes, but they still seem to 'suddenly end' for example at the bottom of Station Parade.
Well thought out and presented.
Can't open the info
Keeping needs of all balanced
capacity for congestion remains
Losing two lanes in front of the cinema won't make better traffic.
That is the lanes for cars to go out to Knaresborough and Wetherby.
If there is only one lane, those cars will be stuck in the queue.
You are obviously punishing people who travel by car
The needs of the pedestrian and cyclist have been ignored for many years. The car is no longer King!
Harrogate town has one of the most pollution inducing town centres as there is with its over the top one way systems this will only add to the problem
as I said earlier, Harrogate needs clean streets and lots of help with RENTS & RATES for small businesses to make it attractive to them.
There are many people that can't walk or cycle into town
This is a hilly town with an older population who don't or can't walk or cycle.
Only pedestrians will benefit but people have to get into town in the first place and this will create problems
Still too car focussed. Additional crossings to prioritise pedestrians would be an improvement
Getting people on bicycles from the outskirts to the city centre should be easy. Harrogate has very wide footpaths that could easily incorporate dedicated, kerbed, cycle lanes. Instead lines are painted on roads, with cycle lanes stopping at every side road (the side road needs the junction setting back behind the cycle lane to work). There is a pretence that charging more for parking will push people to cycle in, whereas all that happens is people find alternative locations for shopping, resulting in reduced footfall and even more empty shops.

<p>It takes too long to study all of the changes and complete a survey so in general - Station Parade should not be one lane. It will cause considerable traffic hold ups. From the bottom of Station Parade across the Stray, at least one of the footpaths should allow cycling.</p> <p>The Stray footpath parallel with West Park is wide enough to a put a line down the middle for two lanes, pedestrian and cyclists.</p>
<p>I am happy to see more priority given to people using public and active transport. I feel this would encourage more people to switch from cars to these options.</p>
<p>See above</p>
<p>It WILL cause congestion and make travelling from north to south and vice versa of Harrogate much more difficult</p>
<p>Emphasis on cycle lanes is very good, but not clear how the new town centre cycle lanes connect to other cycle lanes for those that don't live in the town centre, e.g. cycling from Starbeck up Knaresborough Road, or Wetherby Road.</p>
<p>totally unnecessary</p>
<p>I feel the importance given to cyclists is very overestimated. I live off the stray and very rarely see cyclists on the paths across the stray, On Otley road recently we saw cyclists using the road and not the cycleways provided. Considering there is a high percentage of senior citizens in Harrogate we are not likely to be cycling anywhere!</p>
<p>Infrastructure only goes so far and will only help on those parts.</p> <p>Changes need to be made wider than the town centre on the roads themselves - priority traffic lights, cycle lanes, police campaigns along skipton road for example. This will help people feel safer cycling and walking in the first place</p>
<p>Due to the complications of the cycle lanes &amp; insufficient attention to pedestrians.</p> <p>The impractical reduction of vehicular traffic to one lane on a major through route.</p> <p>See comment above</p>
<p>I feel that there may be congestion in other parts of the town.</p>
<p>The scheme could have a negative impact on traffic speeding in Station Parade south of the scheme (where is becomes 2 lane one way and allows overtaking).</p>
<p>Good to see plans for wider pavements, more safety crossings and some dedicated cycle lanes. Unsure about the 'Odean cinema' roundabout. On some Dutch roundabouts, motorists have to give way to cyclists, e.g. ref. the new Dutch roundabout in Cambridge. Harrogate's new/proposed roundabout seems to rely on motorists watching out for approaching cyclists.</p>
<p>Narrowing the main road through the town centre to one lane for vehicles will cause considerable congestion through the already busy town</p>
<p>It limits visits to the town centre. Shops will close and visitors will have no reason to come. A ring road should be built so that people who do not wish to enter the town do not have to do so. This will ease alot of the traffic pressure</p>
<p>It would be preferable for cycle lanes to be on the west side of the highway opposite the bus and railway station. Makes exit for buses onto highway easier. The design</p>

appears to be the result of software modelling and not to have been tested. At minimum prior to any work being undertaken trials should be undertaken
Can't see how 1 lane can cope with a road traffic without disastrous effects on other roads ie skipton road kings Rd and coldbath rd
Because cyclists and wheelchair users are acknowledged
I think it will be bad for motorists and this could have a negative impact on pedestrians. I do not cycle so cannot say if it would be better for them. Dedicated bus lanes should make public transport more reliable and therefore more attractive to use. People will need to be able to afford to use it though
The design doesn't assume the previous thinking that the car is of primary importance and all other users are secondary.
The traffic in this area is always very busy and can take a long time to drive through. I have never seen a bicycle use this route in all of my 59 years!
Car still have too much priority. I would have been more radical and sent private cars (most power, engine, shortest time in space) along East parade and kept station square for buses, taxis, emergency vehicles and permitted vehicles (like the Headrow in Leeds). The plans are great though so please don't buckle to the "we need to park outside the shop I want to go in" brigade. There is always parking available -just involves people walking/using multi-storey car parks.
It's absolutely ludicrous to restrict traffic on station parade. It will cause so much more congestion and traffic in suburban and residential areas. The plans are diabolical.
All we will end up with is one big traffic jam
There are alternative routes for personal vehicles. Why are we still allowing them to pass through the town centre?
I havent seen them
Getting station parade down to one lane will cause utter chaos, many will avoid going into town at all.
Removing vehicle access from the town centre
Trying to cram vehicles into one lane with access to the station blocked by vehicles occasionally is not a good solution. Two lanes are essential for the length of the road.
Segregated cycle and pedestrian walkways are great. More of those the better. Not very successful as still areas of unsegregated, and it's likely that delivery drivers/highway works will park over the cycle way. They always find a way
Unnecessary to undertake the improvement
They appears to consider the needs and safety of road users.
What plans are being made for the traffic pushed away to other routes by limiting the road to one lane?
Council needs to stop and fine people going fast and with noisy cars going around for hours just to show themselves. This behaviour is antisocial and bad for the environment.
need dedocated cycle lanes, bollarded off if necessary, need large notices to inform drivers they need to give 1.5m distance to cyclists on all roads. this development will

not address the need for getting more people to cycle in to town, at the moment it is all directed at cars and then there is inadequate parking
Useful segregated cycle paths will encourage cyclists, but at the extremities of the scheme, they will have to mix with traffic again. Pedestrians will have plenty of space, which is great and there looks to be a reasonable amount of parking which should go to blue badge holders. I hope the traffic changes don't cause queues in the North of the town, if people really do feel able to switch to active transport or buses then maybe those sorts of impacts will be temporary. I would rather we tried the scheme and experimented with traffic flow & lights timings rather than write off based on assumptions. It would be nice to see Harrogate as a leader in low-traffic urban planning, something which might attract some tourists.
Need to think about everyone...walkers, cyclists, car, buses, business & emergency vehicles . More green to also capture more carbon also. This will go ahead because no one really listens,,,
Reduction in pollution, less reliance on cars.
The new plan doesn't provide a safe lane for bicycles now so this will dissuade people from using their bikes on a dangerous roundabout.
I've never felt safe cycling on this roundabout. I come along East Parade on the southbound cycle lane (why no lane northbound?) but when I get to the roundabout - the most dangerous place - all cycling provision disappears! The original proposal for a Dutch roundabout was excellent. Please bring it back. We need a Dutch roundabout at the Dragon end of East Parade as well.
I can't resolve the plan on my ipad well enough to see exactly what is proposed for Station Bridge but it looks as if the cycle path will disappear before it gets to the dangerous junction with Station Parade. Station Bridge is wide enough to host a motorway so non-polluting pedestrians and cyclists should be allowed to travel the full length of it safely.
There needs to maybe be a breakdown lane.
I am still concerned with the one lane only outside the stations. It's bad now and it will be worse
The traffic queues will be horrendous. All this upset for a relatively short section of cycle Lane. It is not a poorly thought out solution and does not provide a connected, safe cycling solution in and around Harrogate town centre.
Cyclists rarely use the town centre for shopping as it's difficult managing shopping with a bicycle. Elderly definitely wouldn't do it. Shoppers either walk or use the car. Buses are already very good, as are taxis. Traffic reduced to one lane would just sit blocking the roads and creating pollution. I think the existing balance is already good.
As a cyclist the plans need to link up better to other safe cycling routes and not just stop, or swap road sides randomly, so that it becomes fluent throughout the whole town.
Hope it will make a difference but not convinced.
Changing it from all cars to make it better for people who aren't driving will be great.

The traffic is going to be pushed onto smaller roads causing safety concerns as well as pollution in residential areas
The designs do not balance the needs and safety of all road users. They simply pander to the cycling lobby and to the councillors' need to spend the ring fenced money on a vanity project.
Not wheelchair friendly so I'm not able to come to town on my own.
Have you actually asked cyclists what they think of the intended changes as I've never even seen anything before being TOLD about them. I think they are truly awful and whoever is pushing them HAS OTHER AGENDA. These changes benefit no one in Harrogate as far as I can see. The blockages will be worsened. Whoever designed these changes clearly doesn't live here and they have the hallmark of the damn awful changes that ALWAYS come from Northallerton. I cycle everywhere locally unless health or bad weather get in the way, even doing my shopping via cycle. I would NEVER use station parade to get anywhere anyway, finding other routes. It's not necessary. Leave the main roads to the traffic and just keep out of the way. Only the bravest and youngest will deal with traffic. Removing traffic is the way to totally kill off the town centre. Is that the intention? Looks like another Northallerton idiocy.
I don't believe the neutrality/independence of the previous research/investigations, which is being driven more by the desire to access more central government money to be spent on dubious outcomes before local government reorganisation.
I do not feel pedestrianising everywhere is a good idea, It will make the town like any other in the country and kill the footfall into the town.
An improvement for more vulnerable road users - pedestrians and cyclists.
Would like to see better detailing at junctions. Pedestrian/cycle crossings not intuitive/on desire lines. Would be good to see signals linked/prioritising pedestrians.
Good improvements. Would like to see more cycle routes.
Some changes have to be made in order for Harrogate to evolve and progress - you can't please everyone. I would argue that a by-pass should have been built over 20 years ago which would have made things much better. I would be interested to know if those opposing progress in 2022 are the same cohort who opposed the by-pass!
as long as the single lane at the station doesn't cause too much delay. THE TRAFFIC LIGHTS MUST BE SEQUENCED PROPERLY!
There is little demand for cycling so these plans for excessive cycle lanes are unnecessary
It is critical that we all embrace every form of transport - especially those that have a more positive impact on our health / environment...and encourage more people to the town
The cyclist route around the Station Bridge roundabout looks like accident(s) waiting to happen.
It would put me off walking as the police do not control the cyclists who already career through sections they aren't allowed at speed and injure people.
Hope that crossings will be better for pedestrians

<p>Reducing Station Parade to one lane for traffic would have a negative effect on buses. If the single lane is blocked by, for example, an accident, there would be no way through and traffic would pile up. Even in normal conditions there could be a continuous line of traffic along Station Parade, which would make it difficult for buses to exit the station, and could be bad for pollution.</p>
<p>How can reducing two lanes of traffic into one on the main north/south route through Harrogate possibly ease congestion in the town centre? It's a sure way of encouraging motorists to avoid Harrogate completely! Introducing cycle lanes for the currently nonexistant cyclists on Station Parade will do nothing to encourage more people to use bikes - if you don't already cycle, you're not going to start just because of a new cycle lane!</p>
<p>Many people who shop in Harrogate have expressed to me that they will not continue to shop in Harrogate as their needs eg Parking close to the the shopping centre, have been ignored</p>
<p>Too much concentration on cyclists, no attempt made to reroute vehicles. There appears to be the perception that congestion will force drivers to find other routes.</p>
<p>Not considered as an overall plan</p>
<p>W a s t e o f M o n e y..</p> <p>The whole proposal like the Otley road 'cycle to nowhere' scheme is a chronic waste of time, resources and money.</p> <p>The council has spanked money moving buildings then not using them. building houses with no fit for purpose roads/schools/services.</p> <p>Shoe horning this gateway scheme in as a way of using up a fund.</p> <p>As ever wasting our time and money.</p>
<p>I do not think that you should be reducing the number of traffic lanes. I think you are being totally unrealistic expecting people to walk and cycle more</p>
<p>Harrogate Town Centre Traffic should be able to negotiate the main access route though and out off the town as freely and quickly as possible and not have to negotiate lane restrictions resulting in increased pollution and slower traffic movement.</p>
<p>There is too much going on and it will be dangerous.</p>
<p>By reducing traffic flow, for cars, in this area means that traffic will be pushed onto other roads which are already overcrowded, and this will have a negative impact on visitors on an already congested Harrogate.</p>
<p>The way we travel has to change, and without encouragement and improved infrastructure we will continue to behave as we always have.</p>
<p>I did not support the plans but the suggested benches ,bins and greenery were good suggestions</p>
<p>Full Dutch roundabout would be better at east parade. Space between cycle lane and pulling into roundabout is too small for vehicles. Vehicles are likely to block cycle lane</p>
<p>The clear separation &amp; demarcation of cycle lanes is very positive.</p>

I really appreciate the idea that the car and its occupants is not given an exalted status compared to other users of public space. It seems a shame that cyclists going north will need to cross the highway near the station to continue their journey. However, if that is unavoidable, it is a relatively minor criticism, given that currently there is no facility to cycle north of that part of Station Parade.

Space is being taken from the private car and allocated to more vulnerable users of the space. (pedestrians and cyclists). The lower speed limit for motor traffic makes things safer. The discouragement of motor traffic will contribute to help demand for motor traffic, again contributing to improved safety.

Designs focus on safety for pedestrians, cyclists and other non motorised travel and buses. The existing road layout prioritises private car users over all others. The proposed new layout of the Oden Roundabout is however the exception. The original proposal for a Dutch style roundabout would be better for cyclist's safety.

The designs appear to be based on the fact you have some free money and assumptions based on no evidence, that everyone wants to be on a bike, on a bus or on the train with their bike. The reality is that bus use is in decline nationally and train usage has 'found its level'. That is of course if you can find a day that the train is actually running. The local trains running at peak times don't have enough carriages; and when I last used one a couple of months ago were turning passengers away before it even got to the centre of Leeds. Thank heavens there were no bike users on it too!

Abject stupidly. It's already a nightmare getting through these areas by car at busy periods. You use the phrase negative impacts and these negative impacts are estimated to be within acceptable levels by highways officers? That doesn't actually mean anything does it. Two things to think about.. 1 the public are not so easily bamboozled by wordy nonsense designed to get this ridiculous plan through. 2 When the powers that be realise it's been a monumental mistake there will be no being able to fix things. So given time they'll be gone and we'll be left with it.

Not successful at all. With the exception of removing the left turn lane at the junction of Station Bridge and East Parade, which anyone who has had a bus try and barge into them so it can get into the right hand lane before the lights at the multistory will know how ridiculously dangerous that road system is, the rest is utter fallacy. The obvious argument about the unbelievable congestion that will ensue on Station Parade and the surrounding streets (which no amount of modelling can possibly predict) aside, the whole plan is a complete white elephant. Every cyclist I have spoken to has vehemently declared they wouldn't use Station Parade, cycle lane or not, and there are also safety implications for pedestrians, which, believe it or not, make up a large percentage of the town centre users. It will simply be too dangerous to cross. Large portions of the cycling community do not stop for red lights, I witness this on a daily basis, and know people who have been badly injured by this cavalier attitude. A car that runs a red has a number plate that can be tracked. A cyclist? They get off scot-free. Imagine if a child wanders into the apparent safe space of a cycle lane, not understanding, and gets knocked under the wheels of a car by some idiot pretending to be in Tour De France? I have seen too many irresponsible cyclists to



believe that won't happen.

Also, when was the first consultation for this scheme? I certainly don't recall there ever being an initial question put to the Harrogate people. Or was the congestion study an unofficial first consultation? If so, that is incredibly underhand. The first mention of this complete reworking of our town centre was publicised as being already set in stone, no argument, it was going to happen, but then the aforementioned council worker tried to tell me that wasn't so. So which is it? Smells of back peddling to me. I would assert this entire consultation process has not been adequately run. There are too many mixed messages. This whole thing strikes me as being forced through, and to what end? Just so some bureaucrats can get their mitts on some money that's in the offing, no heed to whether it is actually needed? Money shouldn't be spent just for the sake of it.

We also don't need any more one way systems, they won't solve a thing. How can it help our carbon footprint if someone, say a delivery driver, who happens to be at the junction of Cheltenham Parade and Station Parade, wants to get to the lower end of Station Parade? Currently they could just turn left. And after? They would need to circuit half the town. Ridiculous. I am furious about this. Is this because we wouldn't let the relief road through? We were threatened then that we wouldn't like what else the council came up with, so is this our chastisement?

Don't presume that Hornbeam Park etc. are the only ones willing to take legal action, there are a lot of angry people in this town.

Traffic calming measures need introducing the whole length of North Park Road as buses and cars regularly exceed the speed limit

The new design of the East Parade roundabout is a retrograde step. This new design is dangerous. The cycle paths now require the user to make 90 degree turns across the carriage way. Originally the inbound carriageways were reduced to a single lane. These are now left at two lane entries to the roundabout. The cyclist on the cyclepath will be forced by design to slow to a near stop before turning across two lanes. This will in effect return priority to the motorised transport using the road. The original design gave priority to cycles and pedestrians. This design demonstrates a lack of understanding of using the roads in Harrogate by any means other than by car. For the Gateway project to have any real impact, motorised vehicles should be discouraged from entering the town centre unless accessibility demands it. Motorised convenience should not drive the design. Footpaths and cycle lanes should be given priority. These changes should encourage new pedestrians and cyclists, not just make existing users of alternative transport safer. In my view this does not go far enough.

Congestion and confusion will be caused, not to mention the catastrophic impact of the actual road-works.

The proposal is totally unnecessary and will cause serious traffic problems for Harrogate, discourage people from popping in to town, and I'm really struggling to understand how it has even got this far. Utter waste of public finances.

Removing two lanes in that area removes the opportunity for drivers to jump traffic / cut in and drive erratic.

Would be more safe for cyclists

<p>It seems that a lot of journeys within town are quite short so it's important that an alternative safe means to travel is provided to encourage people out of their cars to make these short trips by foot, bike or public transport. Dense traffic makes it unpleasant and dangerous for pedestrians and cyclists !</p>
<p>Our offices are based at the Exchange. It is important to our business that our 70-80 employees have safe and convenient sustainable transport options. As a business we are actively encouraging active travel and lower carbon options for our employees and we support this initiative to enhance the immediate environment to our offices for walking and cycling.</p>
<p>I have already covered this in other boxes above and below.</p>
<p>Public transport not good enough to vast majority of outlying villages and cycling in not feasible as 20 mile round trip with shopping</p>
<p>This proposals 'expect' to meet the needs of all groups, but there are too many different needs to be accommodated. Safety becomes a major issue when trying to meet the hierarchy of needs - from disabled pedestrians to HGV drivers. How safe will Station Parade be after dark, when the car racers come out to play?</p>
<p>Whilst I admire the intention, the reality is that the population of Harrogate who actually live in Harrogate use and need their cars. I could get on board with a good proportion of these changes but the reduction to one lane on Station Parade is a step too far. If the plans allowed two lanes here I am sure they would be much better received. This feels like a full on attack on family car users - I accept that couldn't have been the intention but that is the net result. The best use of space could well be for a safe, moderate flow of cars and not a 99% empty cycle lane.</p>
<p>What scope is there for elderly who want to drive and park near town centre shops, eg James St. Many can't walk far. They will go to other towns and take their business there.</p> <p>Handicapped? ie mobility vehicle users.</p> <p>These pedestrianised areas often attract unsocial behaviour, especially after dark, eg outside McDonalds. How can people walk safely to the train station or bus station?</p>
<p>Too much emphasis on cyclists</p>
<p>Too early to say, but I don't like the idea of vehicles (cars and buses) having to cross cycle paths. With more electric cars on the road cyclists may not hear vehicles as the approach. Ideally keep motor vehicles separate from cycle paths.</p> <p>I'd also like to warn of a worrying trend in electric cycles where some can reach reach speeds of 70mph used by drug dealers in cities - these will not be welcome in the town, whether used by drug dealers or not.</p>
<p>I occasionally drive through town at various times of day from Crescent Road and there are always 'hold ups'. This is especially so when the traffic lights at the junction of Kings Road and Cheltenham Parade are not set correctly. Then there are three pelican crossings and traffic lights at the junction of Cheltenham Parade and South Parade. The delay in traffic movement will also be exacerbated by the top of Cheltenham Parade becoming single lane by creating a bus lane. Then of course there is the reduction to one lane outside the station. These changes will all create a log-jam of traffic all day not just at peak time. And let's not forget the extra pollution</p>

<p>from stationary traffic fumes. It will be a total disaster! Nor am I happy with Station Parade being one way at Bower Road end.</p>
<p>It will cause congestion.</p>
<p>Generally positive about plans. BUT concerned about current build up of traffic on Ripon Road/Kings Road especially timing of traffic lights. Congested junction with traffic turning towards the town from Parliament Street, also traffic coming from Crescent Road. Will this be addressed as traffic flow in this area is slow and harmful to health of pedestrians and cyclists?</p>
<p>There's reduced space for cars and parking</p>
<p>I think the original plans included Dutch/Holland style cycling routes? If these were included I would select very successful.</p>
<p>I don't trust the validity of the assessment instruments.</p> <p>There is likely to be a significant increase in car use due to extensive house building in Hgte.</p> <p>What other measures to entice people out of cars are there...? e.g. park and ride, cheaper buses, more bus routes, particularly round the ring road? At present, to go to my doctors surgery, I drive across town often to avoid Skipton Rd congestion. Going by bus requires two bus journeys which is prohibitive.</p> <p>We need electric bike hire or loan schemes to improve bike usage.</p>
<p>Ideally there would be more segregated cycle lanes but I do think this will make a big difference and I'm glad about that.</p>
<p>Cycle lanes separate to the road and footpath are a safer idea than combining cycle lanes and footpaths.</p>
<p>Too many imponderables: i.e) not including a forecast of people switching to walking, etc. Considered (by whom) to be an acceptable balance.</p>
<p>Should be less traffic between station and shops. If possible traffic free and traffic diverted via east parade.</p>
<p>Scheme only aimed at bicycles. There are only a few bicycles using the routes that have been created for them, and then only in fine weather.</p>
<p>On your 1st consultation answers where given by the cycling community from all parts of the country, not just Harrogate district as it was deemed necessary to include an address, also as usual people not "on-line" were not allowed to take part in the consultation, I am Harrogate born and I resent not being able to participate.</p>
<p>Reduction in vehicle capacity. Close relationship between cyclists and pedestrians will lead to accidents. Queuing traffic will lead to delay, pollution increase and frustration.</p>
<p>I walk this route most days and I rarely see cyclists, except the occasional moron riding on the footpath. Do better / any research.</p>
<p>They do nothing for anyone.</p>

<p>Again, it would be very unsuccessful.</p> <p>When cyclists share a small space with each other, because they move at different speeds according to age, purpose of journey etc. then there are always those who move off into the road-space to overtake, as in Otley Road.</p> <p>But more importantly, mothers who need to hold the hands of their children alongside them, those pushing prams, those with mobility vehicles and those with guide dogs or walking sticks need a greater width than that allowed, even without the cyclists.</p>
<p>As a town we have to move away from the total reliance on private cars -- a small amount of impact in the short term is worth it to see long-term positive impacts.</p>
<p>Private vehicle users will be compressed into a smaller space increasing the risk of collision.</p> <p>The increased density of cars, vans, taxis etc in a single lane will cause frustration as well as making it more difficult to cross the road to the bus and train stations.</p>
<p>These plans weigh heavily in favour of cyclists who realistically cannot carry shopping or will want to get out of lycra to try clothes/shoes, so the businesses will suffer.</p>
<p>To narrow Station Parade to one lane has to reduce potential traffic volume. I understand that the "smart" traffic light system due to be introduced during the scheme should allow traffic to flow uninterrupted from Prince of Wales roundabout to the bottom of Parliament Street and back along Station Parade. How does this solve a continued problem of boy "racers" charging around town centre?</p>
<p>Block traffic coming into town from out [...] area.</p> <p>Should do a trial to see how the road would run through town centre.</p>
<p>These changes are not necessary and will make the traffic flow much worse. There are very few cyclists using this route, but there is no problem for pedestrians (apart from the crossing on Cheltenham and Station Parade which were installed a few years ago and are hopeless.</p>
<p>I am badly disabled and partially sighted and need car transport to within yards of my destination.</p>
<p>The design will impede the flow of traffic and create corridors of exhaust fumes from standing traffic. Extra housing in the district with no infrastructure (shops, community centres, public transport) will increase pressure on roads in the town centre. Cyclists have always been rare and are outnumbered by pedestrians.</p>
<p>[illegible] followed by the Odeon roundabout which now has the addition of a cycle lane in its circumference. All this plus normal traffic trying to exit from Franklin Mount/ Mayfield Grove/Asda and the Victoria car park plus the normal traffic at the 2 roundabouts. For goodness sake keep the existing system, rejig the 2 pelican crossings at Commercial Street to work in unison and you will get your better traffic flow through the town. Saving a huge amount of taxpayers money.</p>
<p>Station Parade needs 2 lanes</p>

What effect do you think these proposals for enhanced walking and cycling infrastructure would have for you and your travel in and around the town centre?

Can you please explain your answer?

Overall, this is the sort of high-quality infrastructure that will make it safe and convenient for people of all ages to cycle into town, and it will effect modal shift.

Safer

We need to all stop putting the emphasis on the car. There is a global climate emergency and the 'Chelsea tractor' driving Harrogate residents need to wake-up and realise this.

I find walking and cycling down Station Parade dangerous and intimidating at times. This will improve that. I currently do not cycle through the town centre as the infrastructure is so car centric, this will change that.

Will feel much safer to cycle into town for myself and with my children

Much more likely to come to town if I can safely travel through the town center by bicycle

The environment generally will improve and the town centre will be a nicer place to dwell and spend time and money

I already go to the town centre on foot

While I cycle in and around town my children are not comfortable doing so. This would make a massive difference to them. It would mean us visiting town significantly more as a family.

Less likely to use a car, more likely to use my bike

As above

I walk to town & usually get the bus home. These changes won't make any difference to that, apart from cosmetic differences

I mostly walk into the town centre so nothing will change for me.

Evidence has shown time and time again that improving conditions for pedestrians and cyclists boosts business, boosts trade and improves opinions of town centres. If anything the plans do not go far enough.

People walk round town daily and don't have any issues, and the cyclist don't use the cycle paths now so what makes anyone think they will use any more created for them?

The vast majority of enjoyable visits to other towns/cities in recent years by us have been places with less traffic, lower road noise etc

I'd love to cycle to town, but the journey today would be terrible and I'd have nowhere to safely secure my bike.

I will still use my car when I need to

VERY FEW CYCLIST WILL USE THIS. LACK OF FREE PARKING NO THOUGHT TO TRAFFIC FLOW. MAY BENEFIT THE VERY WEALTHY WHO HAVE HOUSES NEAR BY. HARROGATE IS THE CENTRE OF A RURAL HUB. NO THOUGHT AS TO RESIDENTS


FROM KNARESBOROUGH RIPON, PATELEY BRIDGE WHO CERTAINLY WILL NOT BE COMMING INTO HARROGATE ON A BIKE. POORL DESIGNED
Less cars = A healthier, happier town. Much more likely to walk/cycle to Harrogate if traffic is significantly reduced and it would be a far more pleasant experience.
Town will undoubtedly be a more pleasant place.
I need to use my car to do the school run etc passing through the town centre at least twice a day, every day. I will struggle in the backed up traffic whichever direction I choose to take!
Currently I feel unsafe whilst cycling on the roads. I have had too many near misses, and I don't think people who only drive really understand the impact of their reckless driving around cyclists.
If I am going into town, usually I will drive because of the above reason, but if this plan goes ahead (which I really hope it does!), I will feel much safer to cycle around town.
They will have a detrimental affect on the town centre and make traffic congestion worse.
These proposals are really exciting. It shows a real commitment to active travel which shows NYCC are taking climate change and public health and wellbeing seriously. I'll be much more likely to cycle into town and so will my children. This makes it much, much safer and more pleasant. These first steps are the hardest. Hopefully this will help cycling become a safer and more socially acceptable means of transport. My one concern is the safety of our bikes once we're in town (I.e. safe place to lock them up) - this however is a step change from worrying for my life when sharing a road with HGVs etc. As a pedestrian, walking around town, this scheme feels like an improvement. James Street would feel nicer (without having to look out for cars) and the Station Square looks much more pleasant, more like a people focussed town centre. It would be great to see this used for craft stalls/ markets etc.
The most pleasant areas of any town are the streets with fewest cars
Parents/caters need to teach children how to cross a road safely when this is done correctly it stays with you for life and having more pedestrian area just give parents more reason not to watch & teach there child plus it can be confusing for children to learn these life long lessons with so much space just for pedestrian. There is no benefit for me as what is already there works well but now I will need to watch out for the cyclists that will probably not be overly concerned for the pedestrian as well as the vehicle driver.
The core of this project is to create a bottleneck on Station Parade. The rest of the project is fine.
Geographically and demographically these plans will not be suitable for Harrogate and will not encourage cycling and walking. Cycle paths appear to be the main feature, which would not achieve a greater uptake as the population is slightly older and the terrain and climate of the town do not make cycling either easy of enjoyable.

The whole proposal would have a very negative and detrimental effect on the town and its shops and businesses.
You cannot force people to ride bikes!
I do a lot of walking already, and am able to get round the town centre with little impediment. I don't cycle into town, as it is too far from my home, and there are no bus or train services from my home.
I will feel much safer on my bike. Having a segregated cycle lane is a brilliant idea.
Overall a positive effect, taking more cars off the road.
The scheme will slow traffic, aggravate drivers, increase noise and pollution. increased air pollution from more standing traffic and consequentially it will impact the air I breath while walking and the
I will avoid town at all costs and spend my money elsewhere
They add nothing positive..
I don't believe half a mile of cycle track will make one jot of difference, But the time and money spent creating it will be extremely disruptive.
You will not force people out of their cars. Not everybody wants to cycle, I've seen the waste of money spent in Leeds. The cycle lanes are virtually empty. People need sometimes to get in and out of town quickly. Most of us lead busy lives. The elderly have not been fractured in.
Don't see any massive number of people cycling into town for business or pleasure. Where is the evidence beyond pressure groups that this demand exists
as answered in question 9
It will adversely affect traffic flow. There is not enough use by cyclists to warrant a change.
Would have been positive in terms of improved pedestrianism but increased cycling provision increases risk to pedestrians from cyclists.
As an elderly person who relies on a car to get into and through town i am very worried that the congestion at the Ripon road / Crescent road/ Parliament street / Kings Road junction
I can cycle in with my kids and partner. Otherwise it's walk or car.
The volume of road traffic will continue to rise rapidly, fuelled by the boom in new, high-density housing. Each new house is likely to add two cars and substantial numbers of delivery vans to the road. Fiddling around with town centre will do nothing to affect the increased risks to pedestrians and two-wheeled road users across the rest of the district.
People with disabilities are being hugely discriminated against with this plan. Where is access for them. People who rely on car transportation. Harrogate buses have been hugely unreliable with massively increasing fares beyond the cost of taxis in most cases. To me it drives any want to go into town at all..i cant join my friends and family who arent fully physically able i cant count on being able to get to town on time being fully reliant on buses and i couldnt afford them even if they were reliable
Both my husband and I are disabled and will be unable to park near the shops. I go along the route to work daily and know how with two, going into 3 lanes, at the

junction with James Street. What about the increase use of electric scooters on the roads?
Will encourage people to cycle in town as routes are dedicated to cycles and safer
See reply to question 10. It is likely just to move traffic and pollution to other nearby residential roads and people are likely to avoid coming into Harrogate if at all possible. Knowledge and experience of the impact past cycling events have had on the town back this up.
More space for people to enjoy the town and not competing with cars
Cold Bath Road is getting busier by the week. Drivers are avoiding centre due to congestion and now u are proposing one lane by bus station. It's crazy. So what will happen or go up Cold Bath Road
Better for the environment and the health of the people of Harrogate. Reduces carbon emissions etc.. Reduces the reliance on vehicles
We live off Knox Avenue off Skipton Road, and traffic will still need to cross the town centre so will use Skipton Road, making an already congested road even worse.
Would feel safer at the Odeon roundabout when I cycle to work, if we had a Dutch roundabout. These changes are not going to cause lengthy delays for drivers. They just have to slow up a bit and take more care which they should be doing in the town centre. Towns are for people to live, work and play, not highways for cars to speed through.
The traffic will go elsewhere so it is not a solution...also as I mentioned above what was delivered has caused so much disappointment in the town we do not need something that is Ill thought out...and I personally believe it is lacking!
Traffic still there and pedestrians having to watch for bikes and cars. Idling cars causing pollution, idling cars more polluting than those moving.
It will stunt economic growth ... you cannot carry your shopping on a bike
This will not change my mind to how I travel to town. If I wanted to cycle/walk or get the bus now I would. Unfortunately you must understand that coming to town it's not always practical to walk or cycle. How we would buy lots of shopping and get it back. Plus the bus is way too expensive for people who actually pay to use it!
Looking at the pathetic Otley Road cycle scheme as an example of how bad these designs are.
People are willing to get out and walk/cycle but need safe spaces to do it.
I will avoid certain areas and use quieter streets to travel around town when the central one way system is congested, ultimately doing more miles than currently
It isn't the infrastructure that needs changing it is peoples behaviours within an urban environment. As the quality of an environment diminishes so do peoples attitudes towards it. Litter, graffiti, anti social behaviour become the norm. Putting in the odd cycle lane and pedestrian area will not change that. Putting funding into cleaning up what we already have would have more beneficial results.
It's already fine for walking. Also I can cycle into the town centre ok at the minute. There's very few people cycling into town.



Need to make the town centre greener
If you are cycling how are you going to purchase any goods to carry home?
These areas need vehicular traffic for Harrogate to function for all residents and businesses. There are many other areas/streets in the centre that would benefit all residents and businesses as well as visitors from being low to zero traffic. If I can't easily get a car to and from the train station when I need a train on wet windy days how do I get there. If there are fewer business to visit why bother coming into town even walking.
I live just outside Boroughbridge but come into Harrogate regularly and have lived in the Harrogate/Pannal area for over 50 years. When I visit Harrogate, if I am unable to park reasonably near the centre. I give up and leave without spending money or utilising the facilities in Harrogate town centre. The traffic has built up in the centre over recent years and I fear that the gateway scheme will increase, not decrease the congestion around the town centre.
Harrogate's one way system is not a great advertisement for modern traffic management. This will add to problems. Car traffic will funnelled into one lane in a road in which cars and taxis will be entering and exiting a busy train station-just like Euston Road in London which I mention above. It's a recipe for disaster. How will cars be able to exit at busy times?
The cramming of cars will mean road becomes more dangerous to cross
Cycles scooter etc should be separated from pedestrians
Like previous remarks, we need safe interconnected routes to get into town.
Will not be able to get in and out of town as easy. Will force you to not go into town.
Two lanes of traffic into one simply does not go, even with changing traffic signalling. Therefore more congestion will mean I will come into town less.
I'd continue cycling and possibly cycle more - more importantly, I'd feel a million times safer doing so.
This hopeless and badly designed scheme will stop me from visiting Harrogate town centre as it will create travel chaos
I think it will make it safer. It will mean that some of the journeys I currently make by car, mainly when I have my kids, I could make on the bike & on foot, as I won't worry so much about their safety.
I would be encouraged to visit the town centre more often if the cycle ride was more pleasant, which would be nice for me and I'm sure other people would do the same
There are far too many unnecessary car journeys made in Harrogate and anything that can reduce them and help reduce greenhouse emissions is very welcome
It would make walking around easier, more pleasant and safer
Greater restrictions for drivers means more difficult to access - it will reduce visitors more than it will entice
I'm a keen cyclist so it would be good to be able to use my back when going into Harrogate.
People need passive exercise and cycling and walking opportunities are therefore positive

I have young children who love biking but I feel nervous bringing them into town on their bikes. A proper cycle route/lanes would be brilliant
I mostly travel at peak times and as explained previously (This shows that whilst there is likely to be some negative impacts during the busiest part of the day, the morning and afternoon peaks) The traffic just about flows as the layout is now. Surely with this layout the traffic will be stop start. This will be unpleasant and unsafe for all. And/Or it will have a greater impact on other roads in Harrogate trying to avoid this area. I live outside of Harrogate so walking and cycling is not an option. The bus is more expensive than travelling by car or I would consider this option.
As I do not cycle proposals will not help me and would not improve journeys by car. I approach 80 years of age and would not be able to reduce car journeys. There are many others in the town in my position. Existing provision for cyclists is not used correctly as there are many examples of cycling on footpaths/pavements which is against the law yet unpunished.
As I said in my previous answer, I'm a pedestrian so to walk about unencumbered by traffic would be glorious!
Looks safer for 
Health reasons mean car travel will be necessary and these proposals will not help
It would mean that I feel more confident riding my bike with my children into town. The speed limit for cars needs to be reduced to 20mph though
I do not live in town centre and therefore I'd generally walk around it anyway. I need to get from one side of Harrogate to the other and I see this as a negative to my current movement
Cyclists can now travel in both directions on station parade which is great.
Fewer cars and less pollution in the town centre.
See above. Vehicle access is important. We'll see deliveries by vans etc mixing with pedestrians (and cyclists).
i very much doubt I will go there if this scheme happens
No one cycles to the hairdressers. No one cycles to go clothes shopping. No one puts their children on bikes and goes to a restaurant from an outlying village. No one cycles in the rain. Or wind. Or hot sun.
Parked and stationary vehicles deaden the town.
I would potentially be more likely to stay in Harrogate for an evening
Our town is small and safe. Why not create cycle ways on the Astra Y?
Any change is better than no change and may lead to gradual improvement/evolution.
People in villages travelling in like me will still drive
Too much traffic in town centre. Priority for cars must end. Stop listening to chamber of commerce that pedestrian only will deter shoppers.
Should make it safer and more pleasant to walk and cycle.
Harrogate needs investment in its infrastructure. It is tired and falls behind other towns. If we do not take this opportunity now there is little chance of future funding. As a former retailer in the town when it was pedestrianised in the 80's and 90's it had

a huge positive impact on our business. It will make the experience much more pleasant. We have to do this.
Anything that reduces the amount of cars / lorries etc. Has to be a good thing as it reduces local pollution and carbon emissions.
See para 9
No one is really going to swap to cycling or walking as it is impractical if you have more than one bag to carry (eg supermarket shop), large products to purchase , children to manage, elderly people who can't walk far, disability. Also, no one wants to walk or cycle in the pouring rain or freezing cold. Commuting to work by bicycle/on foot requires you to carry a full change of clothing in case of rain, wear waterproofs just in case, and carry shoes for the office. Who wants to carry a small overnight bag/rucksack on every journey? Car drivers will become frustrated by the additional 20- 30 minutes added to their journey time (we all need to get to that appointment when it is scheduled, not 30 minutes later) No one should need to allow 1 hour to do a two mile journey just because someone thought it was a good idea to set up the whole town centre to benefit a few people who cycle occasionally but drive a Chelsea Tractor the rest of the time because they can't get all that shopping onto a bike, or manage to deliver Jonny and Jemima to within four feet of their school on a bike so they use the car.
Any design which reduces traffic and gives protected cycle lanes is a definite positive for me.
Pretty much as described above.
Climate is poor for walking/cycling which are poor for carrying luggage/shopping.
Providing more dedicated cycling infrastructure makes the journey safer and more enjoyable. I use cycle lanes already, often going out of my way to access them, but we need more.
The revised roundabout design forces cyclists to make multiple difficult right hand turns in limited space. A true 'Dutch' roundabout would have the cycle lane continuing smoothly around the edge of the roundabout, making negotiating it much easier and hence safer. I ride a cargo bike for errands into town and find tight turns difficult to achieve, particularly when at very low speeds as would be needed at the road crossings you have now created. The Dutch have decades of experience creating cycle infrastructure that maximises easy of use and safety so it seems very strange that this new design is seen as an improvement when it differs so markedly from proven designs.
It's always great to see better support for active travel - I find pedestrianised spaces much more inviting and practical for moving around towns. York is a great example. I think its better for local businesses to increase footfall, and also great to use the space for markets / music / cultural things, as we should all be supporting our communities right now.
cyclists are a law unto them selves, they have no respect for other road or pavement users, more cyclists with out any regulation or insurance is a disaster for pedestrians
At the moment I do not feel safe traveling around the town centre by bike

It will encourage more people and especially children to cycle into and around the town centre.
Time
I can walk into town easily already and by using a motorcycle, will also be able to use bus lanes most likely anyway
I love cycling into town! But it definitely isn't as safe as it could be. I would like to be able to encourage friends and neighbours to cycle locally as well...maybe into town for a coffee with me...and I will be able to do this if we have safer cycling infrastructure. At the moment, they are too scared of being knocked off their bikes.
I could cycle safely through the town centre rather than having to detour around to the Odeon to avoid the current dual carriageway along Station Parade
Big increase in car congestion
As a family, with 2 children, we regularly walk and cycle around the town as a means of day-to-day travel and leisure. The current cycling infrastructure is poorly sign-posted and offers little or no segregation from cars which can often making cycling round the town feel intimidating. Equally, pedestrian access into town takes second place to cars. For example, trying to cross the roads into the Princes of Wales roundabout is dicing with death, the town needs to address its addiction to the car and start to make walking a safe, viable and pleasant option.
The parts of town I usually use are largely pedestrianised anyway. However I do approve of the change of lane structure at the Odeon roundabout as at present it is inviting collisions.
Feels safer
It feels more like a continental design, which is far calmer for the mind than the current layout.
It will not change my travel habits. I'm just outside of the centre but have to use a car to get round. Buses are unpredictable. If the weather is anything but sunny people will drive. Why push for something that isn't broken? Spend the money on resurfacing all the potholes not creating something that won't be used.
A lot safer areas to walk. Crossing the road at the train Station is dangerous
There are sections of the current infrastructure where I do not feel safe to cycle. The proposed scheme is a step change in safety as well as enhancing the area's desirability as a venue.
More people will do it.
Please see first comment
Station Parade and surrounding streets will become more congested with traffic and extend my journeys into town (Waitrose and bank).
It may be more pleasant to be a pedestrian in the town centre but I shall not be able to access it any more easily by bicycle because the scheme is confines to such a small area as to make it poor value for money
Traffic currently has too much priority and traffic calung is required. Too many cars and dreaded SUVs parked on town centre streets by lazy people.

Revised proposals for the Odeon roundabout make it more dangerous for cyclists. Drivers will expect cyclists to use the new crossing facilities and likely to be more aggressive with those that don't.
I'd feel safer cycling through/to Harrogate if these changes were implemented
It would be safer
My husband and I do sometimes use our bikes on quick trips into town, but I'm really not as confident. The proposed design means I'll feel much safer and feel happier using my bike.
It would make cycling into town much easier and safer, especially when linked up with other proposals such as Victoria Ave, Otley Road and Oatlands Drive
Worsening traffic. increased air pollution. Decreased footfall in the shops. Decreased parking leading to more people driving around and around looking for a space. Increased congestion in the areas around town as people try to find a way to get where they are going without having to queue for miles to get into town.
When I go to town I walk, which is easy enough. I take the car when I need to shop, which is usually not in Harrogate Town Centre. There is nothing to attract me as a shopper. By changing the infrastructure you will drive people away due to congestion of traffic. Cyclists are not known to shop
It would be nice to experience less traffic and cleaner air when walking into and around town. It's so important that we do everything we can to encourage more cycling and walking, and get away from our reliance on cars.
Not many people use their cycle either to or via the town centre.
We have pavements already
pollution and bad behaviour from some drivers means the proposals should provide and much nicer environment, I may also if the approaches are safe cycle into town instead of being driven
It would encourage me to cycle or use public transport to access to the town and make visits to the central area a much more pleasant experience
Until emissions are drastically reduced I won't cycle into town due to the danger of inhaling toxic gases. I feel that reducing Station Parade to a single lane will lead to more idling engines and more emissions in the atmosphere, which unfortunately makes it even less appealing to walk and cycle in that area despite the pleasing re-design. I think its a pity the Dutch roundabout outside the Odeon has been dropped as this was one of the most appealing safety features and something I'd like to see adopted at all of the main roundabouts around Harrogate if feasible.
I prefer to cycle in from Starbeck but ususally don't because as soon as I get near town it's awful (even if I go in on the greenway) I would do it more if there was better cycle provision
Lots of new infrastructure for cyclists, which appears to 'take over' eg crossing station parade to reach the railway station will mean crossing 2 separate cycle lanes (one of which is bi-directional) + a lane of traffic. The cars usually stop as the lights go red - I am not so confident about the cyclists! Lots of potential for pedestrian/cyclist accidents especially with those cyclists going against the usual traffic flow.
I'd be annoyed stuck in traffic would put be off coming into Harrogate I'd go to Leeds

Although we walk most of the time we do not think this will improve this but will make matters worse when driving
I do not wish to cycle or walk through a dingy and uninteresting area which will be bleak and dangerous at night.
The town is currently very 'car centric' and if we can change this, it will be for the better
A better connected cycling network will allow me to more easily cycle to work
Snarled up traffic going through town. Fewer parking spaces leading to more people driving around in circles looking for one. No one really wants to walk/cycle in the pouring rain so they won't... they will take their car on rainy days, cold days, and days when they need lots of shopping or to transport heavy items. Cars will end up travelling in the outer areas of Harrogate centre making those areas congested and more dangerous. I don't have time to walk forty five minutes each way to and from town every time I want something from there (I can't ride a bicycle and don't have one). I can't walk my children an hour each way to school, particularly not in the rain as I'd have to take a full set of dry clothes for them to change into at school, and carry that alongside their school equipment. I'm basically not going to give up my car because I can't drop the kids off, pick them up, get to work and get shopping without a car. I simply do not have the time in the day to do that.
If access for cars is restricted and parking is difficult I will not be coming into town. I do not cycle. I am getting towards retirement age. Cannot walk as far with back issues. Public transport is too expensive to use over £3.50 for a return ticket of less than 2 miles. Reduced bus service and no buses after 7pm.
As above - restriction of road space can only have a negative effect on motor travel.
At the moment I don't like visiting the town centre because of the noise and pollution from through traffic.
It will be more pleasant to cycle and walk round the town centre...
I'd use my bike a lot more
I would feel much more comfortable and confident cycling in this area with these changes
The two carriage width road in front of the station is currently like a race track, with cars accelerating between traffic lights. Priority needs to be given to non car users.
It would me more likely to cycle into town from the outskirts. Certainly appreciate less traffic closed to the centre making for a more relaxed shopping experience.
Station Parade is a dangerous place to walk and cycle at the moment, traffic calming will improve the situation.
I have already.
We often drive around/through the centre and a smooth flow of traffic is important for us, it's hard enough getting through the town at the moment without reducing available lanes.
If it looks better and feels better people will use it more.
NYCC are building for the sake of it. Using the money has led to a rushed and poorly supported design. Otley Road is an amateurish outcome. This looks amateurish too.

I have to admit that I am a fit and confident cyclist who is very aware of traffic movement around me. As such I can anticipate and exploit gaps in traffic. I believe that putting all traffic in one lane on each approach would hinder both my movements & that of motor vehicles.
I would cycle more.
See above
Because people on bikes are possibly travelling to work or doing for pleasure. People dress for shopping in town centre and hopefully have bags to carry, probably quite heavy if shopping at M&S, not to mention access to Waitrose! Station parade definitely needs to stay 2 lanes!!!!
As a visitor it is refreshing not to have to battle motorised traffic and to be able to walk and cycle around a town centre with priority over cars
It will encourage more pedestrians, cyclists, and be a safer environment. I would use the town more. It also makes it easier for people cycling to the station from the south. Fewer cars mean less noise and pollution too.
Better recognition of different modes of transport making it safer for everybody
The proposed infrastructure should help less frequent/confident cyclists
I usually travel to the town centre on foot or by bike so improved facilities for these modes of travel will benefit me. I also think they will motivate others to use their cars less which will make the town centre more pleasant
Safer and faster getting into town by bike
Makes Harrogate more sustainable as driving isn't essential to access areas.
It will be more pleasant. It will be easier to cycle. It will be pleasant to drive there as well.
At the end of the day you can do it all you want on Station Parade but there is inadequate bike storage in town and you still need to get to town safely. I live down Leeds Road and the standard of driving is frankly shocking with regards to awareness of cyclists and the recent example of the cycle lane on Otley Road is comical. It is more dangerous to use the cycle lane than to cycle on the road. Fundamentally there are better ways this money could be spent that would enable more people to walk/cycle into the town centre. For example improving pedestrian crossing points at the Prince of Wales roundabout, you are from taking your life and your hands trying to cross at times.
If there is room for walkers and cyclist to commute to the shops, work or into town then road users won't be as angry towards us.
Cycling looks so much safer!
I would feel safer for my family and myself.
Currently despite being an active club cyclist i dislike cycling round town to run errands such as popping to the bank etc as the roads are so busy with two narrow lanes and cars trying to race / squeeze round each other so i feel vulnerable and unsafe - hence i often opt to take the car. These proposals will improve that massively. The changes will also make the experience of visitors and locals walking round the town centre much more pleasurable - and a lot safer as currently cars

daring in and out of parking spaces are a real hazard to pedestrians, particularly slower / more vulnerable ones
There needs to be positive action to create an environment to encourage active travel. The town will only thrive if people enjoy the experience - free from the speed, noise and pollution of the motor vehicle.(and yes, we do own cars in this household)
More people are cycling in Harrogate.
Brilliant. Much needed improvement.
It will encourage my partner and daughter to use bikes to the center
Harrogate has too many hills to increase cycling levels like those i York or Cambridge.
I am currently disinclined to take my and my families cycles into the town centre because 1/ traffic feels dangerous - especially in this area where it feels like many drivers treat it as a challenge to get from lights to lights as quickly as possible with little regard for pedestrians and cyclists - and 2/ there is a dearth of secure or monitored storage. This looks like an improvement.
That post of town needs some investment and plans look to deliver real improvement for cyclists and walking etc.
I like to cycle
Safety to cycle in and leave bikes in town is a reason we don't do this at present
It seems that James Street (my primary cycle route home) will be shut to traffic including cyclists. Station Parade (my secondary cycle route home) will be narrowed to one lane so that cyclists have to contend with increased traffic density, and so increased risk. The proposed cycle lanes on Station Parade are no substitute. First, they are very narrow. Second, a two-way cycle lane appears to turn into a one-way. Third, they twist and turn. So they will not be used by cyclists who ride as a means of transport, only by occasional bike riders (a small proportion of use). That is best evidenced by the Otley Road cycle lane which twists and turns down an otherwise straight road - for that reason I don't use that lane, but stay on the road, as do all my cycling friends. Planners need to consult with cyclists, or the Dutch, not build token gestures which don't work practically.
the already over used "rat Run" of Chelmsford road would become busier as people avoid the congestion at the round about
I think it would encourage some
The designs for the town centre properly will encourage me and my family to cycle into Harrogate town centre. Currently, because inappropriate priority is given to all types of motor vehicles (including the lack of any sensible speed restrictions; segregation from cyclists and pedestrians; and safe crossing points) it is not safe to do so. Also, it will have additional benefits such as the improvement of air quality and general well-being of local people in Harrogate.
It would make walking around the town a cleaner, greener and more relaxing activity
The traffic backs up on Ripon Road, Parliament street and Royal parade now. make Station Parade into a single lane the whole town will grind to a halt



I walk or cycle anyway however it would be so much better to do so in a safe and pleasant environment, surrounded by others doing the same rather than dealing with traffic all the time.
Walking won't be improved, but we do drive as well, and this will be severely impacted.
Air pollution, noise pollution, traffic safety anxiety, heat island effect, driver aggression. More space to just live.
I like the cycle lanes that cars are unable to access. I would be more confident for my child to cycle to school if these were also extended to all the high schools, particularly Oatlands drive for St Aidan's & Fishers
Walking and biking from where??
Would not use the cycle lanes as they are not on a route the majority of cyclists use.
It will make it worse for drivers (I have to drive in as the 24 bus service is useless) and I do not believe that these proposals will result in a large number of people walking or cycling
It will be easier to travel around without being constantly on the alert for vehicles travelling at high speed and manoeuvring without consideration for other shared space users
The infrastructure you are proposing will cause more delays to the traffic travelling through town. You are not creating anything that would draw more pedestrian/cyclists in to the town, just driving people away. People from the surrounding area are not going to suddenly start walking miles into town just because you have resurfaced the pavement or planted a few more trees. Likewise, cyclists are not going to suddenly decide to come in to town just because you have put a cycle lane down - one which probably won't go where they want to go anyway - cyclist want to see the country side - not a bus station. For some reason you seem to think people can do their shopping on a bike; I assume you have never tried to carry a number of bags on a bike and still cycle safely!
When I cycle into Harrogate, I am constantly on the alert for drivers who resent my being there. If there are more designated cycling lanes that has to be beneficial and reduce conflict. I am a confident bike rider but I am sure that if cycling was made safer, the less confident would be much more likely to use two wheels
It would make it easier for me to travel. Options which I would usually drive I could now cycle whereas if I usually walked then I could cycle which would save me more time
As a family we have a few cars but always walk or get the bus into town (20 minute walk). With these changes we will also now feel safe to use our bikes.
Because I am fed up with walking around Harrogate pavement, stray and town centre and being nearly knocked over by cyclists who don't think the law applies to them. And NY police do nothing
Make it safer to cycle
Make it easier to travel by train, walk and bike
I would do some errands by bike that I currently drive for.

I like walking where possible for my health and the Design does that.
As someone who chooses to cycle for transport whenever possible any infrastructure that facilitates this a good thing.
It would also encourage me to cycle in to the Centre more.
The narrowing of Station Road will cause vehicle congestion. I am not a cyclist so I, like the majority of residents and road users, will NEVER use that cycleway, I use that road most days to get to and from work in a vehicle. Cycles are only used by a minority of people so I don't see the point of causing disruption to a lot of existing traffic and spending millions to do so.
Cyclists don't go to shop - how do you get the shopping home? If you've a lot of shopping to do you'll use your car instead of a bus
I would rather cycle into town but have never felt it safe enough and I would enjoy walking more with traffic going more slowly around me.
More likely to travel through that part of town. A more pleasant and perceived safety.
You will make it more difficult to access shops & services in the town centre. Walking/cycling isn't practical for anyone who doesn't live in town.
You feel good when you walk or cycle to town.
I know a number of people who would like to cycle but lack the confidence of their safety to do so, having good linked up infrastructure in place will start to tip this balance.
We've got 5 kids. Currently it's not safe for us / them to ride a bike from our house on Park Drive into town. Need to reduce car volume and speed. Replace with more bike / pedestrian use. Also, regular markets / music / activities and additional pedestrian areas will help Harrogate compete with York and other more pedestrian friendly shopping locations
Proposals give more priority to pedestrians.
I will feel more comfortable cycling all the way into the centre, rather than leaving my bike and walking the rest of the way to the shops.
Car lanes reduced so as the only travel method I use would be potentially more congested in the centre of town. I am not sure how much use cycle ways are as rarely notice cyclists in town.
Any dedicated space for cyclists will help improve the town centre environment, designs should favour the hierarchy in the recent highway code revisions @ priority to pedestrians, then cyclists then cars.
Higher priority for cyclists makes it safer and quicker for cycle borne travellers to access destinations within the town centre
less traffic is always better. it should encourage more people to use public transport, cycle and walk
This would make it more difficult for members of the public to get around the town centre. It would also be more difficult for residents of Harrogate and visitors to access the town centre.
Less danger from cars when walking and cycling

It will make it a much nicer environment and will encourage people to visit by foot, cycle, or public transport
Cycling around and through the centre will be much easier and safer. I now avoid cycling anywhere near Station Parade because of traffic density which makes the environment less attractive and unsafe.
I will come in on my bike with my wife even more than I currently do
We need green space, we need to look up, around and about without turning to see if it safe to do so. I agree we need provision for elderly people but we need to get people out of their cars.
The lack of a coordinated transport infrastructure for walking, cycling and road traffic is not helped in the slightest by the creation of a mini central zone that in turn threatens the smooth flow of traffic on primary through routes. There are so many local issues and infer in need of urgent funding. This scheme verges on the daft like the dangerous and largely unused Otley Road jigsaw of a cycle/walking path.
Pedestrians are too often made to feel unsafe by traffic travelling at an unreasonable speed. Clearly driver education alone cannot make the drivers more considerate - an engineering approach is needed. It works in Holland!!
Encourages me to cycle. Better shopping environment
Health benefits for if we can get more people cycling because they feel safer, mental health benefits for having a much safer and more open seating areas for meeting friends and family.
I love cycling walking very good for lots of health reasons help people get fit save money for NHS .
the scheme willmake walking and cycling so much more pleasant and do away with some current anomalies in the one-way system. i would ask that the odeon roundabout has the opriginal 'dutch' roundabout reinstated. It would be so much f=safier for cyclists in the long run and a real pro-cycling statement of intent by the local authorities. Go for it!
Hopefully less traffic.
The walking and cycling infrastructure is fine as it is. Do not waste so much money on this project, which could be better spent resurfacing poor quality roads and filling potholes.
would make cycling into town centre safer and easier
They would make me more likely to ride into Harrogate.
it would become less dangerous. The town centre would become less polluted so a positive effect there as well.
It will be positive, but it needs joined up thinking. I live in Starbeck and it is very intimidating cycling from Starbeck into Harrogate town centre.
Not very safe currently to cycle with children
make it easy for more cyclists and ebike users which needs to become bigger in the town to reduce pollution, carbon footprint and traffic congestion
Harrogate has a large population of elderly and disabled people who are unable to walk or cycle anywhere. The bus services are poor and expensive. You should be

making these services better before embarking on this vanity project which will end up as a disaster
Many visitors to the town will travel by car or public transport and will require improved short and long term parking facilities. Park and Ride on the outskirts will assistance with improved public transport access. Little use by cyclists.
Any improvements are welcome over the current appalling provision, but this is an opportunity we are likely never to have again to do it right. A full Dutch-style would be the way to achieve this.
I'm a car driver need my vehicle for my business and if I'm sat in traffic it causing lots of exhaust emissions which in turn causes the ozone layer to be worse the taste of the extreme weather Tues 19th July thru the damage to the ozone layer that just given England a taste of extreme weather
I'd be less inclined to use the car for short journeys
It will make traffic congestion worse creating more pollution.
As need disabled parking this would be limited and further from access to shops and parking generally more restricted
I am disabled and travel to the town centre in my electric car. I have used public transport in the past but the bus route through the Wedderburn estate was removed 3 years ago.If the vehicle restrictions in the town centre are implemented I will probably be unable to support local business and will have to shop elsewhere. Public Transport is not fit for purpose anymore in Harrogate so Vehicle use is unavoidable.
Cycling would endanger pedestrians
Last year I spent 6weeks on crutches after falling off my bike having hit a pot hole on one of the better roads in Harrogate. Dont think the roads are safe to cycle on.
More likely to cycle.
I have no problem with walking around the town centre. It's walking to it that is the problem. I drive through the town centre to avoid the Skipton road. Unfortunately I can't avoid the Wetherby road to get out of Harrogate. I don't cycle like the majority of visitors to the town centre.
I drive- I have a business. When I do walk- and I do whenever I gave time the current provisions are more than adequate- only problem is the bikes sharing my pavement-
We visit Harrogate by train as a family and would like to bring our bicycles. I would feel a lot safer if these plans were adopted. It would also be more welcoming when we came as pedestrians.
Would make it harder to get around town especially as a disabled person looking for blue badge parking.
It would simply push the traffic onto smaller roads resulting in more congestion. Car use is not going to reduce. The Beech Grove closure proves this - Victoria Road and Cold Bath Road etc are now busier and more congested than ever.
I look forward to being able to access the station safely by bike from the south west as well as walking round town without having to dodgy 4x4's
I am more likely to ride my bike in when I have my children with me
There seems to be no thought for the less mobile

Walkers and cyclists are always overlooked in planning and a reduction in car exhausts can only be a good thing
Keep cyclists out of the town centre improve the out of town routes. The drive through route Station Parade allows passing visitors to view the town and restaurants.
We have always walked to town - unless it is pouring down or we have large items of shopping.
Reduce flow of traffic
Shops will die. Public are used to driving and parking.
Harrogate has never had a cycle culture unlike York and nothing will change I see the vast amounts of Motet water in Leeds and Bradford on these schemes but have only ever seen two cyclists use them
better layout for bikes/pedestrians
There is already enough pedestrian space, you have reduced the space for vehicles and you are proposing more space for bike riders! Take a look at what you are proposing for bike riders to access these short lanes, which are next to a traffic lane. Do you not see that you are making the road more dangerous? Also, you clearly do not understand that bike riders do not, in general, observe the rules of the road. They will ride in the pedestrian areas! Pedestrians will not be safe.
Providing traffic free cycle lanes should be a high priority, but as I've said the utter mess that has been installed on Otley Road suggests that none of the planners has ever ridden a bike.
If you are trying to improve cycling facilities, a small patch in the town centre is the wrong way to start. You start from the outside and work inwards.
Harrogate is overdeveloped without essential services, why waste money on a centre showpiece which will contribute nothing to the commercial development of the town.
Cyclist will be riding all over the place. Won't be long before there is an accident as they run over a pedestrian
I have no difficulty cycling through the town or walking through the town. Like the unused Otley cycle lane and Bech Grove experiment, I don't see much increase in cycling traffic happening at all. There are lots of back lanes which can be used to cycle through town, these are going to become rat runs as cars try to find their way around, causing residents more pollution and hassle.
Pedestrianization and useless cycleways pushed with no actual majority need will lead to the centre more rapidly becoming a ghost town.
Station parade is awful for cycling at present - for very confident riders only
I always park in the Victoria Multi story so driving in town is not an issue
Why would it. As a cyclist I still won't cycle through town unless I'm a leisure bike ride, and then I don't see why I would ever.
When using my car, it will cause more congestion & driving frustration. As a keen cyclist - I never cycle into town, I go out to the countryside
I don't really walk where you are changing things.
see previous answer
massive congestion and they would be nowhere to park!
I cannot cycle, carry shopping and avoid a heart attack.

More space for walking and cycling will improve travel around town
I live centrally, I walk everywhere.
The town is presently inhospitable for other than motor vehicles. This scheme starts to address this problem and together with other links will make walking and cycling more enjoyable and importantly will provide for mobility scooters etc..
Safer cycling. Greener, more people friendly space when walking and shopping.
Bad for business
It will impede my progress and be more dangerous. There will be increased congestion and pollution since cars will be held up.
The enhanced active travel facilities will improve the air quality, encourage people to be active and provide a street in which it is comfortable to be in supporting the community atmosphere.
the proposals are anti car and will do damage to business,you are not going to carry a large box on a bike or walk with it.
I do use a car to travel through the town & I believe the reduction of traffic space will increase congestion. These proposals do nothing to address the issues of north/south through traffic.
It's pretty easy to avoid these areas driving in by car.
Queues of traffic, more pollution, no visitors, shops closed, empty high street, no revenue. Harrogate has died.
I can't ride a bike and don't have the time to walk.
See previous answer. Not safe to ride next to buses and lorries.
Cyclists are a danger to pedestrians, other road users, and themselves - they ignore every rule and law. The police do nothing and the council give them more and more latitude.
I am 70 years old and will not be cycling into town. I very much doubt that cyclists will be visiting the town centre to do their weekly shop - and I am sure that the congestion in the town centre will deter shoppers and visitors alike
Because I generally park outside the town centre and then walk into the centre. I don't think this will change.
The changes will not make more people travel by cycle or walk. What the politicians appear to be conveniently forgetting is that the vast majority of visitors to Harrogate live in surrounding towns and villages that do not have adequate public transport for people to switch from their cars.
Will have to carry shopping much further.
I've written my answer in the previous answer
SAME AS ALL THE COMMENTS ABOVE - THIS PROCESS IS CORRUPT AND HAS NO EVIDENCE TO SUPPORT ANY CLAIMS MADE BY THE COUNCIL STAFF WHO HAVE PROPOSED IT (NO NAMES ARE KNOWN HERE) - AS WITH BEECH GROVE WHY ARE YOU NOT TRIALING THE ROAD CLOSURE ON JAMES STREET WITH A FEW SIMPLE BOLLARDS AND LIKewise WITH THE SINGLE LANE OUTSIDE THE STATION - THIS COULD BE TRIALLED FOR A FEW YEARS LIKE BEECH GROVE
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Currently cycling into the centre of town is dangerous
If there were cycle storage facilities in the town centre I would cycle rather than use the car
It will be much nicer and safer for me when cycling in or through Harrogate.
Little impact on access to areas I need to visit.
I think the proposals will encourage more people to walk/cycle into the town centre
Harrogate is too hilly to cycle.
One lane of traffic, a mixture of cars vans buses and commercial vehicles all fighting over one lane backing up through the town and belching out exhaust fumes and noise and you think people will still be visiting the town centre walking and on their bikes saying how nice it is.
Go back to the old system of two way traffic on Paliament Street and West Park, spend your millions sensibly and rid the town centre of traffic altogether.
You know it makes sense, but of course you are too far along to change anything and we all know the decision was made years ago when the 'paperwork' changed hands and no amount of objections will alter the final decision.
Less space fore earns worse traffic jams than there are already.
One way system just will be negative impact on moving around town
I will be going out of town to shop etc
Drivers will be confused, pedestrian areas will encourage unsociable behaviour and cyclists will still have problems getting to their designated zones
As previous
Cut taxes by stopping expensive vanity projects like this rubbish
No more cycle ways, please
traffic is terrible and the lights at the bottom of the bus station are horrible take so long to change
The problem is not cycling round the town, the most off putting aspect is the busy roads getting to the town.
People need transport to carry any items they buy. Hospitality, coffee shops etc are the only ones who will benefit from this scheme.
More restrictions poorly thought out. A bit less herd mentality an group think on behalf of their usual suspects would be welcome.
Whatever you make available for cycling in the town centre will not encourage me to cycle into the town centre, it is simply not safe enough to cycle along wetherby road into town, you take your life in your hands, unless cycling is safe people will not do it. Example " Otley Road cycle lane" possibly fine to use if you can get there, but how magically and safely do you get to Otley Road from Woodlands area, cycle across the Stray, no you're not allowed.
Will not visit Harrogate in the future. I struggle to carry much shopping so car is the only option for me
cycling in Harrogate is a dangerous event. I hope that safety will be improved with motorists/buses allowing cyclists more room on the roads.

More cycles routes won't make my experience of Harrogate town centre any better. More pedestrian areas will help though. But making access to the bus and train station more difficult, doesn't help.
Loosing parking, more congestion, Out of town shopping centres will benefit and town centre shops will loose out.
I walk a lot now and am often passing queues of smelly traffic. There needs to be a ind and step change including amongst our business community who seem to think people only access their businesses in cars which is simply not true.
Self evident
I walk the 1/2 hour into Town down back streets to avoid cyclists and cars
There will be reduced Town Centre parking - not good for elderly and disabled people, and it may reduce footfall into businesses in the center of town, we already have too many empty shops!
I use public transport to get into Town, and am satisfied with the present facilities.
it makes much of the centre safer without preventing incoming traffic - a good compromise
Harrogate is one of the hilliest places ever. It is NOT suitable for the older part of our population to walk frequently or even worse - cycle
My wife and I are retired and simply can not walk or cycle from home to, and around Harrogate. The public transport services are not appropriately scheduled in terms of either regularity or journey times to make a trip to Harrogate worthwhile.
The people that want to cycle or walk and can walk to the town centre already do so now, it will not encourage anyone else to, only discourage others from driving to Harrogate
You will just change one bad situation for another, possibly worse one.
The town centre would lose its individual character, parking would be harder and the spaces created would feel impersonal and underused.
I just want to get on with my life, its busy, and this won't change how often i have to come into Harrogate, but will delay me - cheers!
There will be additional congestion causing increased pollution and journey times for private vehicles, commercial vehicles and busses
I live on Franklin road. At present I wouldn't cycle on station parade. A bike lane would encourage me to use it to get to the top of the stray.
I find no difficulties in walking through our town centre as it is.
They are already sufficient
Too many failed businesses. Only coffee shops and charity shops will be left.
I'd be more likely to cycle in
Again it assumes everyone wants to cycle or work
HBC and NYP have lacked any long term strategy for Harrogate's roads, they have allowed thousands of new houses to be build without improving the infrastructure for road users. It appears that their strategy is to allow total grid lock for vehicles in an attempt to have vehicle users give up on driving? Again, this scheme reduces vehicle capacity by taking away lanes.



I am too old to consider cycling, and only walk in order to get from the car park to whatever shop or utility I require.
Please see my answer to question 9 -I can't see such a facility for drop offs being made -if it is please make it clearer on the proposal
The cycle paths and pedestrian routes are so complex that people will be intimidated by cyclists flying by or pedestrians stepping in the way. And where will all these bikes park once the cyclists have got to town?
If proves more difficult to park in the centre then we'll shop elsewhere.
I think cyclists are separated from drivers by raised kerbs. I think this is what is required. too many car drivers think they can drive closely to a cyclist and they are safe. Cyclists can wobble for any number of reasons and car drivers do not take this into account.
I don't use a bicycle. There are plenty of pavements for pedestrians to walk on already. There are plenty of pedestrian crossings in order to cross the main roads. No change needed.
I'm not cycling into town or walking 2 miles with shopping and not will anyone else. You watch , 30% of town centre shops will be closed within 2 years of this scheme.
See response to above re congestion at bus station. The cycle routes, although nice to have from my point of view as a cyclist, are nice to have rather than essential.
People are not likely to cycle to town to shop. If they already cycle to work levels are not likely to change. I currently feel safe walking in town.
I don't cycle & therefore the proposed changes will make accessing the centre worse than it already is.
Any improvement in cycle infrastructure is a step forward and welcome. It would be great to see it spread further, particularly between Outlands Corner eastbound on Hookstone where cycle infrastructure is sorely lacking especially between the train station and school.
Currently, cycling around Harrogate town center is a nightmare, drivers on phones, speeding up station parade, jumping lanes because the lane separation isn't clear outside Zizzis, trying to avoid buses coming out of the bus station, drivers jumping lights at the bottom of station parade/ cheltenham parade, and forget navigating the odeon roundabout. I wont take my kids anywhere near the town center because there are no protected routes into town. Crossing York place from the stray is dicing with death, even when the cycle lights at the crossing are with you as a cyclist. Cars just dont stop, and going towards the stray from waitrose when oncoming drivers expect that to be one-way, its just daft.
again you are focusing on cyclists to the detriment of everyone else.
I already do not use the on path cycle routes as its safer on the road. The new lanes on Harlow hill are a prime example of a complete waste of resources. I can stay on the main road and flow with the traffic or o can run the risk of being hit every junction I cross in a priority lane... no thanks
Harrogate Town Centre has gone down hill dramatically it's not a nice place to visit or shop ,money needs spending on these areas also

I visit the town as little as possible and shall go to nearby towns even more than at present. There are too many crowds already.
Still walk if not carrying v much and still drive if going to buy stuff in town
We do not have a car but are members of the local Co-wheels car club. This suffices for out of town trips and visits to the waste centres. It is an efficient and collective way of minimising car usage and parking and with the introduction of fully electric vehicles will continue to limit environmental damage. Otherwise I and my family walk or use a bicycle. Station Parade is currently a dangerous two lane speeding route out of town. We need a pedestrian controlled crossing for Waitrose access at a minimum. Gateway will make Station Parade a more safer and congenial access route into and out of town. It must be enhanced by a new 20mph limit as part of the Gateway planning.
The cycle paths where proposed don't assist me personally.
The existing arrangements are fine for walkers. I live near the Otley Road area and from observation very few cyclists are using the new development and continuing to use the road. The Councils need to evaluate the use by cyclists of these recently introduced schemes before spending money on more developments. As a resident it seems to me that a lot of us do not agree with these schemes but the Councils are not really listening to us and are determined to continue with introducing more
Congestion and pollution. Waste of money. Money should be spent on more urgent needs such as cheap bus and train fares, public health, education, public services
Any improvement has to be positive. Often a third of my journey time can spent getting from the Royal Hall to the bus station or car parks and I travel from Ripon!
I don't want to cycle or walk up and down the hills and arrive at work in a sweaty mess. I also prefer to spend as little time travelling as possible. I have a free company car park.
Cyclist that ignore traffic lights and no cycling areas.
How do I walk or cycle from Pannal .
At the moment those few streets are not great for walking. I feel like these proposals will open up the space especially for inclusive access.
See answer No 9.
I am a blue badge holder and condensing all traffic to one Lane is just going to make it harder for people like me to get into town due to congestion. And because of this it won't make it any safer for cyclists or pedestrians and will increase pollution due to stationary vehicles having to queue
I walk every day in this area without any issues. How many you waste this much money when its not yours to waste.
Less likely to come to town, although this would only be because it's a bit inconvenient to take shopping home.
I have to travel by car into town because of a lack of bus services on my estate (new development). The proposed changes are just going to make the town centre more congested and harder to park in.
Not necessary already lots of walking areas

The access roads into Harrogate are not cycle friendly, and public transport is not up to the standard required to support car free environment including fare charges.
Generally people acknowledge there is an ever growing congestion problem. People have stated they would like to see more sustainable transport but the infrastructure is not there and/or they don't feel safe. Towns are for people, not for cars.
as a disabled person allowing bikes etc on pavements and open spaces and the attitude these people have makes me shop where these don't go supermarkets or shopping centers.
The impact one cyclist has on a busy road, is catastrophic, with the long queues of cars trying to get past. Multiple this by 10 and it will be a waste of time coming into the centre.
I am 80 years old and will not be walking into town or cycling. Anyone coming to town to shop will need to be able to carry their purchases home probably by car
I already cycle around town with little problem
More inviting, safer.
Enhanced walking will be good
I am a cyclist but would never bother cycling into town. For a mile journey it's not worth donning cycling gear helmet and then having to park and lock a bike. Far better to walk. Also no cycle ways exist OUTSIDE the limited few streets in town so absolutely no safer, and certainly not suitable for children or casual cyclists. Also Harrogate is hilly ! I walk into town except on very rare occasions I take the car if collecting large items. A better bus service would be far more useful to most people to forego their cars.
Buses are far too expensive to use to travel to town and back. Have to cross town to get to work. Car necessary. Only walk in town itself.
as a walker in the areas you outline i see cyclists as areal hazard
I am trying to be open. My sense is that it will have a negative effect because it is not simple or straightforward - overcrowded with aims and messy.
roads that are already busy most of the time from 2 lanes to one,this can only mean more pollution especially in areas such as Station parade that has no more need for pedestrianisation
Walking around the town isn't an issue at the moment, and cyclists are more likely to use the stray areas around town.
I mainly walk into town and these proposals would make no difference to this. However when I drive south through town coming home after visiting The Hydro (2x per week) or shopping in Aldi/B&Q (1x per week) I will have to negotiate the new (worse) traffic flow through the centre of town. When the new Tesco store is built on the old gas works site this is also bound to increase north/south traffic through town (It won't only be people living to the north of town who want to do their shopping there). If you would only do the sensible thing and make the A61 two way along Parliament Street and West Park you would eliminate a lot of the traffic through the town centre - thus making walking and cycling easier and more pleasurable.

even more congestion
I am keen to increase my own cycling in and around Harrogate rather than use a car for many reasons - health impact, cost, environmental impact etc so I'm very much in favour of making walking and cycling safer, easier and an attractive alternative to using a vehicle.
Cycling through the town centre is like gambling with your life. Always in fear that you won't make it home. Road surface and pot holes on all town centre roads mean you must move from the edge to avoid. So you have to determine which one to risk hitting a pot hole or a vehicle hitting you.
Stated above.
Don't pedestrianised James Street, not everyone can or does cycle and walk
Traffic is bad enough as it is, reducing the number of car lanes will make it worse.
I live in the town centre so walk everywhere but hear all the negative comments from my family of the proposed development .
I more often than not cycle into Harrogate so the new plans would be of huge benefit to me on a safety aspect.
.
See above - it will be bedlam. The choice for motorists (despite your modelling) will be to endure ridiculous delays on Station Parade, or to find alternative routes through and around town. What are the impacts of that, and have you considered and modelled this?
There has been no tangible evidence to justify the astronomical cost spent to date on cycle lanes. Otley road is a prime example of money wasted. I use this road and can count on one hand the number of cyclist using these ridiculous lanes
Traffic is already badly delayed by the traffic lights at the bottom of Parliament Street and around the corner along Kings Road and up Cheltenham
There are in Harrogate and the surrounding area numerous cycle tracks which come to an abrupt end without thought. An instance of this occurs near the Harrogate Golf Club. At great expense a cycle track was newly installed on Knaresborough Hill the track ends without any further direction near Forest Lane Head. More collaborative radical ideas are needed.
I would be unlikely to go into the town centre again due to congestion and lack of parking. There's no public transport links where I live
I am 60 years old with limited ability to walk into town from my house near the Army Foundation College. I cannot cycle and there is no public transport from my house/estate to town. Limiting car access will have a detrimental effect on me accessing Harrogate town centre facilities.
I often walk in and around Harrogate these changes would definitely improve my journeys. I would even consider cycling from town to the hospital in the future.
See earlier comments re cycle lanes.
I'm a cyclist

if you had bothered to observe the behaviour of bike riders you would see that they just go where they want! They rise on pavements, which is against the law but who stops them. Your proposals will make walking less safe, and disabled people will be put at great risk. Pandering to bike riders is not a good idea.
See above. A cycle lane should be possible.
Less likely to visit Harrogate as congestion will be further increased and removal of James st parking will be the last straw
Less noise and air pollution, better accessibility for walkers/cyclists and a nicer feel to the city with more green spaces
Traffic is heavy enough when taking the route from the conference centre, up to the bus station and out to Leeds Road. These proposals would increase the traffic nightmare. Think of all the people that won't use bikes, especially in Winter.
People will not cycle, the weather is bad, Harrogate is hilly and traffic is dangerous
Longer journey time. Increased congestion. Less parking
Dedicated cycle lanes look great in the design but they are such a small part of the town, I'd feel confident cycling in town but more nervous when the lanes finish and I have to use the road. Struggling to see how this will persuade me to cycle into town (from new park area).
no
Hard to move tools and ladders on a push bike.
You are required to make this modified on the video.
- White font on yellow background is VERY bad.
- Must have subtitled for everyone.
No parking in Knaresborough train station so not easy to use. Car parks often full near bus station
I wouldn't use Station Parade cycling lanes for fear of being hit by a bus or pedestrians straying into the lane.
I don't cycle. I can walk anywhere I like now.
Looks a cleaner, less stressful environment.
No point in changing as nobody will cycle
feel there will be a negative impact on car drivers. I live in a small village 6 miles from Harrogate we have NO public transport in this area we must use a car but we will have no priority for parking which is difficult enough. This will force me to change shopping habits and switch to Leeds and Otley
More likely to travel to Yorks outlying shopping centres to shop or to do more ahopping online
More pedestrian areas is greatly improving the town centre. Desperately needed cycle lanes are a great improvement. The cycle lanes need to be spread further than the town centre to encourage more cycles into the town.
I'm sick of being part of so much traffic- 3 lanes at the top of station parade!! I am concerned about east parade. My mum lives in arthington court next to tge ocean

and there's another flat complex nr asda roundabout. There's already alot of traffic there and these plans will put more on.
I live 10miles out of town in a village with little bus service. Can we please address that problem before beautifying the town (more than it is)
See above. It travelling by car the measures will make it significantly slower and difficult. The same goes as a pedesstrian where you are actively creating a more hazardous environment by the focus on cycling.
Easier and pleasanter to walk away from traffic. Also healthier. Through traffic will take other routes which will suffer a deterioration. Not sure you have enough disabled parking.
It's very little when you look at the wider road network in the town. It's a start, but it doesn't go far enough. What about The Stray road, West Park, by the Conference Centre, Cheltenham Parade etc etc
You are assuming that everyone is going to get on their bikes or abandon their cars. It just not going to happen.
Leave it as it is
Walking won't change, although renovation the One Arch is a good idea. I am not convinced that changing the cycling infrastructure is an improvement, and it is likely to create queues of cars polluting the air.
more congested traffic everywhere else as station parade is a main road out of the town center are you going to make parliament st two way ?
I would still cycle or walk or drive depending on need.
Need to encourage people out of their cars where possible
I could cycle with the young children in our family. The children as they grow can cycle independently so have more choice of schools, colleges, training, jobs including 'Saturday' jobs, volunteering and workplaces. They can take themselves independently safely and conveniently to after school activities and to social occasions. I could continue to cycle into much older age and/or infirmity. People can collect their own shopping and takeaways reducing the cost to themselves and local people by removing unnecessary motor vehicle journeys from the streetscapes. The changes will facilitate (if the cycle lanes are sufficiently wide) last-mile deliveries by e-cargo cycles. Prioritising people over vehicles makes for a more inclusive society and a social one. People like to see people. Places where you can stop and chat or at the least wave are safer for everyone and at all hours. People underestimate the importance of tiny social interactions... until they are removed or stop. I believe most people do not realise how much the active travel part of our lives is being eroded. We need to build in encouraging and supporting people to cycle, walk and wheelchair for our long-term personal health and to reduce the effects of preventable diseases and resulting isolation and unhappiness and to reduce what local authorities spend from Council tax on these. If the streetscape is safe and safe-feeling, people can ferry family and friends to appointments and social engagements for example on 'sociable' (side by side or one behind another) or on wheelchair carrying cycles. Cars destroy, dominate, exclude and intimidate - not least as they are getting heavier, longer, taller and wider.

It will have an impact on my shopping in Waitrose as the traffic will be slower, when I use my car. I don't come into Harrogate enough to have a bigger impact on me.
Increased congestion during busy periods. Subsequent increase in journey times and stationary traffic. Knock on to a potential gridlock scenario round the town centre.
May be easier to move around the town
Harrogate is a wonderful place to shop and with the proposed changes will enhance their visit
see 9 above
As I am retired I can visit off peak and therefore enjoy the "new" facilities.
pedestrianisation of James St positive (more would be better)
The majority of Harrogate residents are not of the age for cycling or walking into town. Both cycling and walkers have little facilities for carrying any purchases home. As the shops in town require to sell goods to survive, cyclists do not help in any way.
Yes I can, but is there any evidence that the NYCC planners will pay any attention?
added congestion
People don't just start cycling in older age, Harrogate is high in these age groups.
I am not in a position to walk or cycle everywhere you are not considering the majority only a very very small minority.
As a keen cyclist and walker I'd much rather take my bike to town than drive, people cycling in safe places always smile.
Because I generally walk to the town centre
Happy with increased pedestrianisation & changes to James street. Installing car, bus & cycle lanes on Station Parade North seems sensible, but Station Parade itself would benefit from a 'controlled' bus filter lane from the bus station exit through the proposed single lane past the train station.
My only practical access to Harrogate is by private car. These measures appear to be anti-car.
I shop by car
I visit the town centre by bus (if one turns up)
I walk to town from Leeds Rd area so at best no change and I still walk. On the odd occasion I need to drive into town I cannot see these changes helping that. E.g. more awkward so less likely to drive to town, but I drive when the need to buy something heavy etc arises, therefore I am likely to spend less money in Harrogate town centre in the future
I want to get into Harrogate easily - which is impossible, park cheaply which is impossible, shop in excellent shops and then go home easily and not take forever to get out of town
The proposals will not improve traffic flow and will increase risk to pedestrians and people needing to use mobility aids

It is a lot of money and it will not encourage more people to cycle in town . The money should be directed to improving a more wide area to allow cyclists to get into town rather than a few hundred yards.
As a user of the town centre for leisure and retail, the changes will make for a much more pleasurable experience with a greater degree of priority provided for the pedestrian.
will probably walk into town more
The vast majority of Harrogate's population do not cycle with a few doing it as a leisure activity
see above answer re access for disabled
How many residents will cycle to town. There is a big difference between saying and doing. Also, can the Police please enforce the Highway Code. Cyclists are NOT allowed on pavements! See also the results from Otley Road and Beech Road, they do not appear to be well used by cyclists.
more open and less clutter of trees and shrubs
I prefer shopping in areas that are pedestrianised and would use my bike more if there were more cycling lanes.
Much nicer environment on James Street, without all the parking.
Self evident.
I think driving will get worse, but I may feel more comfortable cycling and so cycle instead.
Potential to introduce a contraflow cycle lane along Cheltenham Crescent and Cheltenham Parade, as well as along Station Parade.
See above
I mostly cycle and walk, except for heavy food shopping and this would remain the same, despite any changes. I think for people who live further out, especially if they are not already cyclists, the new layouts won't necessarily encourage them to start cycling.
I think it will look pretty but none of it is necessary.
I don't find the current infrastructure a problem
It's not suitable nobody wants it
It will make very little difference to my walking in town and marginally complicate my motoring.
The question is irrelevant unless it included cars and busses. Our wonderful bus service from the Duchy runs hourly Monday to Friday. First bus 9.30 last bus 2.30 in the afternoon. Pathetic . No option but to walk outside these hours. Nothing at weekends.
I have almost been run down by:- 1. Cyclists ignoring the rules of the road (RED Traffic Lights), 2. Cyclists on the pavement. 3. Electric scooters & bicycles on the pavement and pedestrian areas, travelling at high speed All of these are ILLEGAL activities that are NOT controlled or prosecuted. I fear they will become more common if this scheme goes ahead, much to the detriment of the



pedestrian. If Station Parade becomes a single lane then the queues of traffic on this A-road (A61) will regularly stretch back along Ripon Road making the Kings Rd, Parliament St & Ripon Rd junction a nightmare to negotiate.
I will continue to access the town as I do now
I usually walk into the town. Some tasks e.g. shopping require the use of car. If this becomes more difficult I will go elsewhere or online.
The centre of Harrogate would be much more pleasant without cars. There is already plenty of parking spaces. We need to reduce pollution and our reliance on the car.
The combined councils are too focust on grabbing government money you have missed the whole point of keeping vehicles moving not clogging up the town centre. Allowing mass building on the outlying areas of towns create extra cars as no public transport the family car is the only way in
I will never cycle I don't want to get wet or sweaty or tired and I need to carry stuff with me. I suspect, no I know, that 99.999999% of the locals will think the same
Because of physical limitations, I am unable to walk or cycle into the town centre, so I need to be able to drive and park close to where I need to be.
As stated in previous box.
I cycle and walk into town which involves crossing Station parade but not using that street directly. It doesn't really go where i want to.
Personally I would not change my habit and cycle into the town centre....but others may.
A more pleasant environment for walking
I like it as it is.
Would make me more comfortable as a pedestrian, and more likely to cycle into Harrogate.
I live in the twon and I don't want to live in a grid-locked, polluted town with closed up shops.
No one wants this as its a damn waste of money, like the new council offices!
Increased traffic disruption
The landscaping and open areas would make me more likely to walk as it would be more enjoyable than walking through a dark dripping one arch (as an example). I would be more likely to cycle into town to meet friends, go to the shops etc. I live 1.5miles away from the town centre and I mostly travel by car as it is safest and most convenient as you know you will get a parking space. I don't go by bike, which I would prefer to do, as it is too dangerous on the roads and I don't know where there is safe cycle storage.
Narrowing carriageway in front of bus and train stations is totally barmy.
Walking is currently no problem at all, and I don't cycle. And from what I see very few people do commute by bicycle. The vast majority of cyclists are doing it for leisure. IE non essential journeys!
I live just 1 mile out of town on Penny Pot lane, Queen Ethelburgas estate, but do not have a bus service and have not had for 15 years. Due to the hill I am unable to walk

or cycle into town, so have no option but to use my car, access will be troublesome and parking options reduced.
I drive an electric car as I work in the community and cannot cycle to work. My office is also on Victoria Avenue. I will still use my car whenever I go into the town centre. I am worried about disabled drivers and lack of parking for them if streets are pedestrianised
I walk in town a lot already and this plan won't change a thing
Having a separate cycle lane, should make drivers more aware and therefore I will feel safer
I cannot see the benefit of the proposed cycle lanes as designed. See previous comments to preceding question. Maybe improved pedestrian circulation but marginal
I cannot ride a bike and walking is difficult. I do not think the proposals are an 'enhancement' which is just 'spin'.
It won't change my method of transport (mainly by bike) but the segregated bike lane should be a bit safer
See 9 above
It won't change how I come to the town centre
Anything that makes cycling safer in the town centre and avoid parts of the tricky one way system will help
Cycling round town can be frustrating and feel dangerous - this will help reduce that.
The protected pedestrian road crossings are insufficient. At the Station Bridge/East Parade roundabout, requiring cyclists to leave the flow of traffic and cross the arterial roads with pedestrians is inefficient and dangerous; I will simply ignore the bike infrastructure and ride with the motor vehicles in that scenario. The two-way bike lanes are too narrow. I don't see this design greatly improving the primary issues I have when moving through town on bike or foot.
Do you really think that shoppers will walk & cycle instead of being able to place purchases in their vehicles
It will mean that I will be able to access and get around the town centre more easily and encourage more browsing for shops.
See my answer to 9 above. I don't think it will bring more business to Harrogate. We already have issues in accessing the town due to "The Stray" and congestion on Skipton Road, Wetherby Road and the Otley Road. People will take the easiest option which is, if it is not convenient, trade/shop where it is
Think capacity is being reduced in Harrogate but not addressing key roads in ie Wetherby and Leeds road
Better air quality. More space for pedestrians & cyclists.
Much greater travel congestion is likely to be caused, creating more pollution and slower journey times in an already frustrating town road system.
Cyclists are unsupported.
I don't cycle so I would be driving and I don't see any improvement for the driver
As above
Shopper need a car or bus to transport their purchases home.

I do not cycle for shopping purposes. Try carrying a weeks shopping on a pushbike with my wife running beside me. I am not super fit and find walking into town and back with loaded shopping bags out of the question.
Congestion on the road as my usual journey through the town centre is by car.
I walk into Harrogate mostly over the Stray so it will not make any difference to me, James Street should not be pedestrianised. Other town centre streets that are pedestrianised are soulless. James Street has real character plus how else are people going to drive through town?
Harrogate is already congested during busy times of the day, I think that the proposals would make this intolerable.
See previous response.
I won't be walking/cycling into Harrogate town centre. All these changes are looking at the technical aspects of people / cycle / vehicle movements. They don't address the basic psychological question - do the majority of the residents of Harrogate really want to (and are they going to) cycle into the town centre with all the inconvenience that entails of carrying everything they need both inwards and outwards on a bicycle. I would suggest not.
As above. Travel by car is already poor. You will make it worse.
The proposals will cause a lot of traffic congestion, cars, taxis and commercial vehicles and will slow cyclists down, currently you can ride through there at 20mph+ this will probably not be as easy or even possible with the new plans.
Cycling is healthy and enjoyable, and enhanced by better urban cycle planning.
I would love to cycle more but don't feel safe enough in town.
you really are not pushing walking to and from places. just cyclists!
Making small steps towards making it a nicer place for people, but more is needed and quicker
Pedestrianisation of James Street (part) will make my visits pleasanter and safer
Considerable part of Harrogate is already pedestrianized, but difficult to access because of parking limitations and traffic congestion. This merely makes it harder to reach those areas.
a) When the Hydro is open I drive there once a week to go for an early swim. If you make the proposed changes to Station Parade I would no longer be able to get back home again in time for work. This is because the traffic lights where Cheltenham Parade segues into Station Parade traffic already cause a back up onto Ripon Road at busy times. If a further hindrance to traffic flow is created, the jammed up traffic will be much worse. Go and see how it is now at 8.30am on a weekday! b) I walk across the East Parade roundabout at least a couple of times a week, motorists are generally very considerate towards pedestrians. It isn't difficult to navigate as a pedestrian. Looking out for cyclists is more of a hazard, so perhaps signage could be clearer?
Restricted or reduced parking for disabled people will adversely affect me
They'll be no point walking in to shop as more and more shops will end up closing down. They'll also be more standing traffic as the flow will be restricted - More pollution.

I spend a lot of time on foot in the town centre and I think the new proposals will make this both safer and pleasanter.
By your own admission it will impede traffic flow so why even consider such a scheme?
Traffic flow will be a disaster
Easier to commute through town by bike.
I walk round town and do not find it difficult. The changes might widen pavements a bit but this is a by-product of traffic slowing down in a single line.
I can't walk far so making hings more walker friendly doesn't work for me. I'm afraid that cyclists and pedestrian don't mix
I cannot set details of changes.
I don't cycle and are unlikely to change the amount I walk
I've answered this in question 9 but to repeat - traffic will be slower.
I'd like to travel to centre by bike more, currently after the Nidderdale Greenway three isn't any safe way to get into the centre without using the path.
Due to the weather, or carrying items eg shopping and passengers. Car is used most frequently.
Anything that makes it easier to walk or cycle is an improvement.
There will still be litter pigeons and homeless people feeding pigeons
Most people don't go shopping on a bike
The current one-way traffic flow is an impediment to cycling around the town. The changes on Station Parade will have a positive effect for cyclists
I already walk to the town centre instead of driving, so these changes will not make me walk more frequently, however the road crossings will be more pleasant.
unless combine with sustainable transport facilities and park and ride/ walk/ bike on outskirts of Harrogate
I would be more inclined to cycle
For goodness sake this must be the most boring and repetitive questionnaire of all time.
Don't cycle find the present pavements adequate maybe could be maintained better. I think it will make it worse for car users who are the majority. Loss of town centre parking James street area and thorofare.
A thriving local shop and business sector are the most important and why people visit harrogate . I don't believe that these proposals in any way enhance business prospects - despite your assertions- or could lead to anything but higher rates
Easier to cross roads at busy junctions
Will avoid because of the traffic proposals
Makes other users of the town center safer and a nicer place to be. York city has fantastic infrastructure for cycling and walking which Harrogate lacks. This would make shopping in the town more enjoyable, and commuting to work safer and less polluted air to breathe from the cars.
It's likely that Harrogate residents will avoid the town centre if at all possible.
They will make walking and cycling safer, and improve ambience
The changes will stop me going into town!

The improvements for cyclists are not enough in town centre (eg at roundabouts / junctions) and need to extend to the outskirts to impact me
as stated above pollution & added dangers of vehicles pulling across cycle lanes . to think this would make more business's open up in the town centre is naïve how often do the councillors backing this project drive in the town on a daily basis ?
People don't cycle or walk into town from a great distance anyway, so there is a very limited number of users who would benefit
Our only means of transport is car. No buses where we are and too far out to bike - plus dangerous.
There are thousands of people who live in North Yorkshire who DRIVE CARS to get to Harrogate. We spend money in the shops and restaurants. We aren't interested in sitting in your traffic bottlenecks and hunting for parking. We chose where to spend those dollars, the decisions made but the city will decide where those dollars are spent. Has anyone noticed how few people ride their bikes to do their shopping?
The walk through the town centre will be less pleasant with stationary traffic clogging it up
I DO NOT WANT CYCLISTS IN THE TOWN THEY ARE CAUSING HAZARDS NOW AND THE MAJORITY HAVE NO CONSIDERATION FOR OTHER PEOPLE REMOVING THE CYCLISTS WOULD ENHANCE WALKING TO A DEGREE BUT I WOULD STILL RATHER SHOP ELSEWHERE THERE IS NOTHING IN THE PROPOSALS THAT MAKES ME EVEN THINK OF VISITING THE TOWN CENTRE MORE YOU ARE MORE INTERESTED IN GETTING THE GOVERNMENT MONEY THAN LOOKING AFTER THE LONG SUFFERING RESIDENTS. WHY DO YOU PUT THE TOURISTS, CONFERENCE CROWD AND ENDLESS ARMY OF VISTORS FIRST! I DID NOT CHOOSE TO LIVE IN HARROGATE AS A SECOND CLASS CITIZEN
My only method is to drive (as explained above) so removing a lane would only make things worse
I would be able to cycle into the town centre, rather than parking my bike further away, as I currently do.
I already walk. However, with unnecessary cycle lanes I believe it will cause added confusion amongst many.
Making station parade single carriage will make all other routes congested
I won't feel, hear and sense cars always around me
It would be much better to walk around the station area and James Street without as much traffic noise and the obstruction of cars
Car is the most practical way
It would make no real difference for walking or cycling, but traffic would be much worse - which means more air pollution if you are walking or cycling.
All the construction for it will congest the roads and will make it difficult to travel
Walking in the town with less traffic a positive especially when you have young children with you. Seasonal planting always nice to see while walking around the town centre. Should attract more visitors

<p>I walk into Harrogate maybe 3/4 times a week either for a specific purpose or to browse.</p> <p>However, Harrogate has to be there as a Place in order for me to do this. It seems likely that unless far greater imaginative vision is employed, Harrogate will become parody of a place.</p> <p>"Lets cycling into a Parody of Harrogate" doesnt seem appealing too me. Maybe its just cyclists who like the idea?</p> <p>Hlgh levels of access never guarantees a places success. It is the hidden and covert that intrigue. A mash-up of transport wont solve a thing.</p>
<p>I use Harrogate for heavy or bulky items purchasing or moving and live too far away to use cycle facilities and without viable out of town centre cycle facilities would not consider cycling to Harrogate.</p>
<p>Cycling on Station Parade is currently unpleasant and potentially dangerous. The proposals will create much safer conditions and will make cycling a more attractive option for me.</p>
<p>More likely to get a bike and start cycling around. People should be able to go everywhere safely on a cycle in the district.</p>
<p>It's exactly what Harrogate needs more of. The infrastructure for cyclists is very limited and the main roads are very dangerous - overally, Harrogate is very poor for cycling. The town centre roads are very busy with cars. My only concern is that it is such a limited stretch of road that is being developed at such a high cost, but hopefully this is the start of more forward thinking developments for Harrogate.</p>
<p>I walk in the town centre. Restricting traffic will cause congestion. More fumes and traffic to negotiate.</p>
<p>Facilitates safer travel for more vulnerable road users.</p>
<p>Access by foot for many is difficult, buses are few and far between from certain parts of the town. I would never cycle. Already I have reduced my trips to the town centre to the minimum, preferring to shop elsewhere, where parking is easier - or, increasingly, online.</p>
<p>I don't cycle and don't intend to - there is too much space for cyclists.</p>
<p>It will just create more congestion, more frustration for motorists, a lot of accidents involving cyclists for which the car owner has to pay for personally because cyclists are not insured!</p>
<p>See above</p>
<p>One Arch a cycle lane dangerous!!! Simple not enough room for cyclists and pedestrians. Also raised curbs between cycle lanes and roads dangerous for pedestrians - trip hazard.</p>
<p>Pollution due to traffic congestion.</p>
<p>We normally enjoy our 15 minute walk into town, several times a week. We have no problems walking in town. I fear that allowing cyclists to use One Arch will be dangerous for pedestrians.</p>
<p>As already written above, the changes would negatively affect my ability to drive around or through the town centre. And i anticipate being angry about the traffic build-up causing delays whilst barely used cycle lanes remain empty.</p>

I tend to walk when visiting this part of town and do not have any problems now. I can't see what significantly changed to make me hang around this area and having cycles going both ways means I now have to look both ways and not just 1- that actually might make it worse.
There is very little changes to the walking infrastructure - I never had any trouble as a pedestrian with either James street of Station parade. This is more about cycling with walking tacked on as a cosmetic addition. There is evidence of any real concern about what walkers want or need.
I live on the edge of the built up area and would have to climb several steep hill to get to the town centre. At the age of 70, I do have the physical ability to cycle up these inclines with a load of shopping and would in any case arrive in town drenched in rain or sweat, not a pleasant experience! If travelling onward by train (or bus), I would not be bringing my luggage on my bike.
Living on the Ripon side of Harrogate we will shop etc even more in Ripon than than we do now.
I particularly like pedestrian areas which are safer
I usually cycle into Harrogate from Starbeck -somesimes along cycle track to Asda where I leave my bike. I suppose I might now cycle up Station Parade but probably still just walk to other shops. Sometimes I come along North Park and would probably now try and avoid that new roundabout!
Better designs will improve the flows of pedestrians and cyclists across and through the area. At present this is a very hostile area to use.
You will just clog everything up. We don't want this. Leave us alone.
I will be travelling to more convenient areas with shopping facilities rather than gridlocked Harrogate. I won't use public transport - it's not convenient enough.
I sometimes have to use my vehicle. It will be more difficult and slower getting through the town. In particular by the bus station on station parade around the busy traffic times.
I am over 80 and becoming less mobile not more active
Because I simply won't come into Harrogate if this scheme is built.
People will go to places other than the town centre to do there shopping
I am a safe cyclist and road user. More taring given to new cyclist and the elderly would be advantageous. Also more education to Car user about other.
It's the way forward - we need to reduce car usage - all of us
This is a leading question. That in itself shouldnt be allowed.... People want to cycle from Leeds and vice versa. Develop that idea. The cyclists want this. Otley road is not functioning after spending so much. Where are the ergonomics in this?????
You can walk around ALL the surrounding Stray parkland in around 40 minutes I know because I regularly do it as an extended dog walk. Setting off from my home on Granville Road, heading up West Park, across to Stray Rein and the over the 200 acre Stray (South Park) on to the Empress and Church Square and then down Walker Passage back in to town via the One Arch. On the other hand, I can set off in my car to get to York (A59) and on a busy day it can take half an hour or more to get out to Calcutt. I feel you're trying to fix a problem that doesn't exist. I know folk that walk in

to town from Woodlands (20 to 25 minutes) and folk that walk in from Harlow Hill (20mins). You can walk up through Valley Gardens, up to the Pinewoods and then down to RHS in 35 - 45 minutes. We already have very good access for pedestrians and cyclists. What we're lacking are suitable safe storage areas for cyclists on the fringes of the actual town centre.
more traffic queues
I cycle in Harrogate centre regularly
It would cause great disruption to my commute and travel
It's not going to stop people using cars nor will it increase walking and cycle use as the weather will put people off from walking/cycling for much of the year. Traffic will get busier with one lane through town and then people will be frustrated. Air quality will also decline as all that standing traffic will create fumes. Electric cars aren't practical as they are so expensive that people on a pension can't afford them.
SEE ABOVE.
i walk because there is virtually no bus service to take me into town and I avoid using the car. Public transport should be a first priority to reduce the volume of cars. The large elderly population does not cycle.
The plans would result in more congestion on main access roads to car parks and the hazard from speeding cyclists would be increased.
I make frequent journeys from Ripon to Harrogate. Once the proposed scheme is implemented I feel I will be pushed into avoiding using the A61 through Harrogate and will travel via the A1 and A59, adding another 12 miles to each journey.
There is no problem with the provision for walking as it stands. Cyclists are now told to travel in the middle of their lane. So, for example, past the station, Cyclists can use the middle of the inside lane. This effectively makes it a cycle lane, since cars can only pass in the outside lane. But crucially, when no Cyclist is using the inside lane (the vast majority of the time) it can still be utilised by cars! It's dual use and the most efficient use of the space!
Likely to be put off going to that area
The designs make the area much nicer to use as a pedestrian and cyclist. At the moment James street and outside the station feel like they're designed for cars not people. James street is not pleasant to navigate with cars whizzing up it would be better if this was pedestrianised. It would be a much nicer place to use - especially if the area was used for other activities. It could really help bring this area to life.
Pavements are ok at present. Cyclists can safely use the roads, they now have priority. Traffic is slow moving in towns anyway, and when no cyclists around roads can be used by cars.
10.9m should be spent on the majority of the Harrogate population and NOT on minority groups
I am quite happy with arrangements as they are.
Harrogate is very backward in its active travel plans at the moment compared to other towns and cities
Terrible for local businesses.



I'd feel a lot less intimidated by the volume of traffic.
Safer for pedestrians and cyclists
The walking areas are already good. I almost always walk when I go into the centre of Harrogate, it is too hilly to cycle.
I mostly cycle into/through Harrogate town centre.
Reducing traffic in the centre will make the area more pleasant for those wandering around, shopping etc.
It makes the town centre more of a place to meet and to linger, with greater use of outdoor space. We should be encouraging more people to cycle to and within the town centre.
wouldn't affect me
I fear it will add time and congestion to my daily work commute
Eight times out of 10 when I need to go into town I walk. The Gateway scheme will not change this.
SAFER WALKING AROUND THE TOWN CENTRE, REDUCED POLLUTION.
I prefer to walk or bus rather than drive into the town centre.
More cycleways are required as traffic is getting worse and makes pedestrians and cyclist unsure and unsafe with fast moving packed traffic/
Making more space for pedestrians makes it easier and more pleasant to get around the town centre.
As above. If you restrict traffic it is bad for business and then there is less reason to visit the town. Everyone suffers from congestion which will increase as a result of these plans. Successful towns encourage visitors and offer some free parking. Visitors want to be able to drive into the town and not catch public transport. Cycling is not practical for many and not desirable if you are socialising. I am a cyclist but would never cycle to a restaurant or to go shopping.
Because I live there
I can ride my bike into town without going on pavement
The small area being consider has little impact on Pedestrians or cyclists and gives no advantage to buses.
Very few people would cycle into town. Would be much better to have good safe cycle routes to the senior schools
Due to lack of public transport from Masham I am a car user when travelling to or through Harrogate and the move from two lanes to one through the main area of the town will slow traffic flows.
See above
It would provide a more relaxed walking and cycling environment
James Street is awful with parked cars either side and having to watch for cars speeding in between them. I barely shop on their because it is so ugly looking. At least some of it will be pedestrianised which will make it a street I want to walk around.
I think it will make the town centre more pleasant to walk around. But yet again we have some isolated infrastructure rather than a coherent plan for the entire area.

They will create an illusion of 'safety' that could lead pedestrians and cyclists, children, the elderly, etc. to be less vigilant in looking out for traffic.
I fear there will be a fatality if this goes ahead, and I work as a taxi driver off the rank on Station Parade. I currently see on a regular basis cyclists who ride down the road or the pavement at speed, with no regard for their own safety, or that of others.
Too old and afraid to cycle to reach the new cycleways
I don't live in town I travel by bus 10 miles
we rarely travel in town center
Never cycle past station at present but would do after these changes
How long will this take, chaos. James Street needs a similar treatment to Kirkgate Ripon and Silver St Knaresborough. Remove all asphalt and kerbs and have wall to wall finishes for pedestrian priority over car, but full car access through
The majority of people come into Harrogate from distance, public transport is poor and parking is difficult and expensive at the best of times, this will desimate the town, however judging by this article with this email it looks as though anybody who isn't in support will just be ignored and ride ruffshod over.
The proposals, by reducing the road to single lane, will have a negative effect on traffic flow through the area (I believe at all times and not just peak times as suggested) and this would affect me hugely in not being able to access clients outside of the town centre using my vehicle which is necessary as I carry equipment. I also believe that when walking around the town centre, this will be less safe as mentioned earlier in the survey. There will also be a negative effect from increased emissions due to standing traffic caused by increased congestion and standing traffic.
waste of tax payers money
The Station Parade proposals are a waste of time and money, it will serve very very few cyclists. Basically it comes from nowhere and goes to nowhere. Station Parade is almost devoid of any shops, is an eyesore with the wall between the Bus Station and the Railway Station.
The "killer" for me is that there is no provision for the security of any cycles, a secure storage compound for say 200 bikes at the Railway Station plus similar maybe 100 near Betty's ( In the old underground toilets after being extended) There is a decided lack of public toilets in the town center and those that exist are out of date and disgusting.
I could go on but I would be wasting my time. The scheme should have been ditched in 2021.
I usually park around Jesmond house and walk from there, I don't park much in town but do drive through e.g. to Waitrose
I would rather go to Knaresborough or Ripon which would be less congestion
Speed of cyclists makes pedestrians feel unsafe
increase in pollution levels more cars,lorries etc looking for short cuts to avoid the traffic

Cycling isn't an option for me and walking is fine unless I have heavy shopping
who wants to walk around the run down part of town with no shops utterly pointless
Harrogate has a large number of leisure cyclists who just love to dominate the roads and they have no respect for anyone else, pedestrians or vehicles. The number of cyclist's who commute or do their weekly shopping on a bicycle is at the most minimal.
I believe the area along Station Gateway will become clogged up with lorries, vans and cars. Emissions will be unhealthy for pedestrians
I don't walk near the East Parade
As a disabled person who uses my car all the time to access the town it will be harder to get into the town
The large and ongoing residential developments will significantly increase the volume of traffic entering the town. Cycling and walking will not be an option accepted. Dream if you like but reality will be the continued use of the motor vehicle.
I work in rural parts of North Yorkshire where travel infrastructure does not support transport by bus/train within the working day. A car is a necessity. I must travel from the centre every day.
I cannot use a bicycle due to health issues.
Will encourage me to reduce car use and increase bike use as it's safer and better for parking the bike in safe spaces.
Would encourage me to walk or cycle more often
Cyclists although are bound by the highway code are not held accountable for the lack of respect for it. Maybe its time for CCTV to be installed around these areas so if there's an accident, there is accountability. However, any accident for an elderly person can be life changing.
allows cycles in pedestrian area
I think it will be devastating for Harrogate as people will visit the centre considerably less often.
Harrogate particular hilly and not suitable for many cyclists.
People go to the town center shop and can not do this on Bikes as they need to take the goods they have bought home, so having nice lanes for them to do this will make no change. The proposal gives the town center new cycle lanes but to really encourage cycling it needs to be a full joined up network.
As before
I need to use my vehicle through the town centre
Additional cycle routes have dramatically improved other cities such as London
Still too many vehicles
Reduced flow of traffic in town. Have to cross town multiple times a day. Skipton Road already at capacity so where does the extra traffic go that's trying to avoid the back ups in town?
Don't cycle, and walking around isn't a problem as it is currently
I know many residents are worried about driving in town. There has been a climate emergency declared, not only will this aid our reduction of emissions but create a nicer community

Too much emphasis on cycling. Cyclists aren't using Harrogate town centre other than for cycling through - focus on pedestrians and drivers who are actually using the town.
Poor services
It will add to the growing traffic issues.
As somebody who walks a lot it would hopefully be positive, but the obsession with cycling is always worrying - how many people actually cycle (or would cycle)?
Would discourage car use etc and encourage walking and cycling which is physically healthier and better for the environment
I will still go into town at the usual frequency
i wont cycle or walk into town from where i live, but i also rarely drive along the streets mentioned
Always use a car, elderly people cannot carry heavy shopping and many cant cycle
It will make Harrogate a ghost town. The people who live in Harrogate are mostly traditionalist and will effect business along James street
the issue is not with the town centre but the relief roads- until those are dealt with any improvements will be marginal at best.
You need to get traffic off Wetherby Road and Skipton Road especially you need to come up with a different route into Claro road or close down the industrial estate there.
All business are going to suffer as it takes away shoppers
We travel across town every day along Kings Road onto Bower Street and this will cause major disruption whilst being built and afterwards
Congestion Congestion already. Removing capacity will make it worse.
Because most people don't want to walk or cycle into town !!
Less pollution in the town centre
The problem is not the town centre, it's the busy roads leading to it
I would probably stop coming into Harrogate unless it was strictly necessary.
If pedestrians are prioritised in the town centre I'm more likely to want to visit - there are so many massive 4x4s around and it doesn't feel safe.
However, there doesn't appear to be any cycle parking included. In Yorkshire it needs to be covered and preferably secure. A secure cycling hub near the station would be ideal (like Sheffield and Leeds) - I would then feel more confident about cycling into town and leaving my bike while shopping.
It's already small as it is easy to cycle on the road it's not busy enough to need a cycle lane
Most people do not cycle or walk. The major roads entering the town centre have no provision for cyclists.
The flow of traffic up Cheltenham and into Station Parade is bad now. The proposal will make it worse
I think it would make for more traffic waiting times than we have already.
I walk and I have no problems walking - no need for enhancements or change - waste of money. Cyclists don't buy from the shops as they cannot carry shopping on their

bikes so additional provisions for them will be at our expense and won't feed back into the profits of the community.
The only thing these proposals will be successful in is to gridlock the town centre.
No. I can't see into the future
Will mean more circuitous routes around
no
I will stop coming to Harrogate - this plan will kill the centre of Harrogate
Hopefully.
The plans don't go far enough to ensure ease and safety for pedestrians and cyclists. Cars are still being given too much access to the town centre. I don't think this will change things in a big enough way. I am also concerned about the large pedestrianised area on James Street. Currently Oxford Street and Cambridge Street are tatty and not pleasant to walk down at night.
I think the cycle path on the roundabout by the odeon cinema is just dangerous.
The road network needs all the available space, alternative provision should be made for cyclist without impacting the road network
Disabled and would not come to town as couldn't park by shops
More pedestrianised areas would be a plus . ie James Street
Should be quite and a nicer feel for walking in the centre and for shopping
I would be encouraged to cycle more often and would feel safer knowing that I have a clearly marked space for cycling.
With limited mobility I rely on my car for access to town centre facilities and attractions. I also rely on the route past the station to travel Farther afield
Cycling should not be the main consideration, no matter how easy you make this people will still travel primarily by car and if this is not easy then they will travel to other towns.
the is no real link with places outside of town centre to cycle safely
The roundabout will be confusing and the closure of Jams Street will increase traffic elsewhere
It would make it easier to access areas of the town.
as above
Whilst I come into town every day I don't have to drive through the middle.
When I visit town I usually drive and park in and around James street. It is close to the shops and extremely convenient. Pedestrianising James street will reduce footfall to the shops, certainly mine.
Just because I would regret the lost opportunity every time I saw it. I'd not want to sit there. Would be a great pity and loss of a lovely pleasure opportunity. More seating for events and opportunities for more people to relax would be good, and provide screening along with the planting, saving on wall costs.
Better flow
Motorists will have to be extra careful when exiting the roundabouts as they will have to watch out for the cyclists and on giving way to them there will be lots of tailback & accidents.
I think it may take longer to cross town by car.

much longer cues round Harrogate
Definitely encourages walking and cycling.
unless there is a town-wide network of safe segregated cycling lanes then this is a pointless waste of money that will do little to encourage people out of their cars.
Difficulty accessing shops and facilities for disabled people
Will not bother coming into town centre.
Because they are not required, cycling and walking in the town and surrounding areas is perfectly acceptable as it is at the moment.
Despite living on Wetherby Road, with two small children it is more problematic walking and getting the bus into town than it is to take the car and park. All you will see is a reduction in footfall amongst people of working age who will turn more to online shopping and Knaresborough as a local shopping destination. I prefer driving to Ripon and shopping there than going into Harrogate.
If cycling, when in town I dismount. I don't have a need to cross town.
These changes are a vanity project as you councillors have bugger all else to do, they will cause so many problems.
I can see no benefit for me
Have no objection to James Street pedestrianisation
i don't feel there is any problem with the current situation for pedestrians, cyclists or motorists
I already find driving in and around Harrogate a nightmare. Worst potholes, cracked road services, and congestion I have experienced in any town centre in 40 years of driving. In my view the proposals will not improve any of this. Fix the potholes for drivers before spending money to improve things for cyclists and walkers.
As I live near town, I can walk
we have seen first hand the new cycling ways in action, total ignored just all riding the cycles on the road so that's not working
At the moment there is little to attract cyclists to use their bikes in town regularly
This is the nearest thing we have to 'multi modal' transport in town and a link point for walking and cycling with public transport.
Traffic is already extremely heavy in and around harrogate. Personally this is very frustrating, and this can be off-putting for visitors too. I think we can encourage local walking and cycling, without discouraging visitors who are vital for the local economy.
Already have previous question
I walk into town, or I need to drive out of town - no impact on me personally.
I currently walk and ride these routes and have no issues
I walk or cycle when I don't have anything heavy to carry but take the car or bus when I have heavy stuff to carry.
Well it does improve travel cycling, but the positives are outweighed.
I've said it already
You just have to see how little the new cycle Lane is used on Otley Road to understand you have reacted to a minority and ignored the majority.
Increase in risk from cyclists on pavements would outweigh any benefits.
I am a pedestrian and see no change to how I use the town centre

See previous answers
If I have read correctly there will be more cycle lanes
I live in Harrogate and work n Leeds would you except me to cycle??
Doesn't help me in the slightest either getting around harrogate in a car or getting on or out
I would feel safer cycling, and so more inclined to cycle
In spite of my hip problems I still cycle from time to time. Also increasing cycling should reduce the amount of motor traffic which will make the town centre a much more pleasant place to visit
Harrogate needs to support more waking and cycling options. We had the UCI here we lost an opportunity to make this town more progressive.
Waste of money
Much more pleasant and no traffic fumes/pollution
Reduces free flow of traffic
Harrogate is small and compact enough that cars aren't a necessity within the town center. Improved cycle lanes will make it far easier to travel around Harrogate in a more carbon conscious manner.
the congested parking and traffic on the roads to be pedestrianised makes it more dangerous to get about, and the toxic fumes pollute the atmosphere.
i may be persuaded to use the bus instead of my car. I cannot say for sure.
People will still use their cars no matter how things improve, I use mainly train/bus or cycle to town. Moving the cars on James street would not stop me shopping there, I have never stopped on James Street to park or pick something up. My main thought is there are now limited spaces to visit the banks quickly. I enjoy the town centre and would love to see more events among the streets, not just at christmas. When Oxford and Cambridge streets were pedestrianized people soon got used to it and will do again
Its OK having walkways and cycle paths but has anybody considered how this affects disabled people and how they access Harrogate Town centre?
I cannot carry 6 bags of shopping walking or on a bike
See last answer
Already hard to find a place to park.
These proposals to not take in to account the wider town, and what is needed. These plans are very narrow. I'd rather have more smaller improvements that support making travel into and around Harrogate easier and safer, than one big vanity project that shall ultimately make the things that it aimed to improve, worse. This is a very narrow project.
As per the above. Less traffic flow and greater congestion.
See statement above.
The constant changing of sides of the street for cyclists is a faff. Having lived in Amsterdam where cycling is enabled rather than simply tolerated (as per these plans) this feels like another book of designs dropped onto a map.
I rarely travel by car within the centre of Harrogate, preferring to walk, cycle or use public transport (bus or train). This suits me and I hope that the increased focus on

these modes of transport will encourage others to use the car less. The cumulative benefits are huge for the environment and for the general sense of wellbeing for the town.
No need for cycle lanes on Station parade
I am medically unable to cycle. I can walk but when shopping and doing chores I don't have time to wait for buses so need to drive. Changing town layouts doesn't necessarily improve things and wastes money that could be used for more needy areas.
It seems that far too much attention is being paid to cyclists and walkers. In many areas cyclists are a menace and a serious danger to pedestrians. They often come up from behind no noise and certainly no warning.
Walking is getting harder/painful
The traffic will be worse then now
Walking and cycling is fine as it is
Would cycle more.
As someone that drives around the town for work it would add additional time to my journeys adding to my fuel usage
Need to drive sometimes and that will be more difficult
I already use public transport, so my mode of transport will not change, I might be encouraged to come into town more often though so, to that extent, there may be a positive effect.
I am not sure that bikes and walkers are a good idea going through One Arch. I am quite deaf and bicycles do not appear to have bells.
It works fine now. Spending 11M of government money on prettification could be worthwhile, but it has been dressed up as transformation. There should be MORE pedestrianised streets, and less pandering to the bike lobby.
reducing traffic lanes with double queues on single lanes, slow down movement, make cycling and pedestrian crossings hazardous
Safer
As an occasional leisure and commuter cyclist I welcome improved cycle routes across and within the town centre. As a pedestrian I welcome improvements in road crossings and pedestrianisation schemes for safety. We are behind the times in Harrogate in promoting more sustainable forms of transport. There is too much emphasis with car users having priority.
Less cars in the town center the better
It will encourage me to cycle through the town centre
Majority of people living and coming to Harrogate do so for shopping and work. Majority of inhabitants are young families and older people. Young families drop children at crèche, schools and head for work in Leeds and other areas- they do not use public transport, cycle or walk. Older people walk. Those who live and work in Harrogate are using their car- in my case to access shops



to re stock for guests, taking linen- too heavy to walk or bike. Grocery shopping- too heavy to carry on public transport.
It will be a lot harder to drive through the town due to less lanes and the same amount if not more traffic.
I don't cycle
See above.
Less pollution from vehicles, nicer place to be.
When on foot I have no problem walking around Harrogate. I think there will be a lot of frustrated motorists which will impact on their behaviour towards the improved cycling measures.
I don't cycle to the shops. I drive and this will make me shop elsewhere.
There is now more crossings for pedestrians (roads and new cycle paths) which is likely to cause an increase in collisions
I cant see how this would change what i do. I use the bus to get into Harrogate as often as i can because of the ridiculous car parking charges. I will continue to travel as i am doing now.
without getting rid of cars they will always presume right of way.
Because its dumb
I primarily cycle or walk to work in The Exchange each day. I believe the proposals in their current form will actually make my journeys longer and less safe in both situations.
Less traffic so less particle and noise pollution
I think it will cause chaos and keep people out of the Town centre. It will do nothing to help the woeful retail scene. It seems to only benefit pedestrians and maybe cyclists. We seem to spend too much time pandering to cyclist's. Where will visitors to the Town park? Why not spend the money on something practical like upgrading the terrible roads.
Cyclists are always a menace.
I think a cycle lane running opposite to direction of traffic is dangerous and serves no purpose
I might cycle more, despite living on the edge of the town centre I find it hard to navigate on a bike.
Better cycle lanes and a pedestrianised area on James Street are good ideas.
The road will be busier as the lanes will be reduced causing backed up traffic.
I walk now and will continue to do so in the future
It will have no impact on how much walking I do (I walk as much as possible already). It will have a very negative impact on the service I provide to others (elderly) who cannot walk or cycle to the train station with luggage.
Walking around harrogate is not an issue
I will shop elsewhere
Good to not have to cross roads with traffic on, a more leisurely feel. Just got to be careful of cyclists in these areas as we are not used to looking out for them.

As long as there was sufficient /accessible parking for business deliveries/ customer collection
Too much focus on cycling.
I can't cycle or walk far
i have always wanted to cycle into the town centre and be able to secure my bicycle. However, despite attempting it many times I have found it too dangerous - with my only option for road safety being travel on the pavements, (not the roads). Plus little to no secure bicycle parking available. I prefer not to use my car (parking is expensive and time limited and obviously polluting) so I walk/get the bus (if inclement weather). An improved walking/bicycle experience is a godsend!
I don't cycle (at my age it is positively dangerous) and there are currently no practical restrictions on walking.
See above
it's OK as it is
As previous.  I am extremely disabled & deaf. Im unable to walk cycle & have no bus service as it was taken away from us leaving disabled and elderly residents isolated and lonely. We can't afford taxis so have to ask for lifts in cars if available which often they aren't. We are just forgotten about in this town its disgraceful! All you care about are cyclists!! This project is ludicrous and a complete waste of time and money!!
I would still do as I do now.
So a handful of people will be able to cycle but you will bankrupt and destroy the remaining shops. Clueless!!
Road traffic proposals unrealistic - traffic congestion a problem
It won't have any effect for me I can already bike and walk around town fine, but will affect motorists
fewer cars, more on street things to do. more relaxed atmosphere. we need to modernise and not be stuck in the 18th century.
Less congestion and noise. Looks cleaner and less cluttered without cars
I walk around the town centre often with my dog and baby
I live in an outlying village. I am not going to clothes shop/visit the hairdressers/take my drycleaning/buy groceries/gifts on a BIKE!!! Not now. Not ever. I am over 60 and it is totally impractical to even SUGGEST that! HBC totally out of touch as usual.
I am disabled, there are no buses near where I live so have to use my car and will get stuck in traffic for even longer. Can not walk or cycle even if I wanted to.
Harder to get to work as queues will be longer
Restricting traffic will cause congestion and make Harrogate unattractive to the best majority of visitors who will not be visiting by bicycle.
I dont see people wanting g to walk or cycle to town to do there shopping
I did use to cycle to and from town - there is nothing in this proposal which will be encourage me to do that again since it only affects the town centre.

Cycling into town from Church Avenue in Bilton would still require me to take my life in my hands on King's Road, Mayfield Grove or Franklin Road, none of which are suitable for cycling on.
It will therefore make very little difference to me personally - I usually walk into town and often get the bus back so it has no impact.
I am against this project for multiple reasons
I would still come into the centre as often as I do now using the modes of transport I do now
Using more petrol getting from A to B - due to sat in constant traffic. Negative effect on the environment and overall niceness of the area
Wasting so much more time, fuel that costs so much money and is only getting higher. This also has a negative impact on the environment!
I will be using so much more petrol due to the grid lock / back log of traffic, along with wasting my time!
If you walk or cycle into town how are you supposed to get any shopping you may have bought home!
With increased cycle traffic, the conflict between pedestrian and cycle flows is going to be worst than that between pedestrian and cars. I do not see parents being more happy with their children running near the new cycle lane than the current traffic lane.
Great for the town centre but not for those of us who cannot walk or cycle into town
I still need to drive in, it is too far to cycle.
Make it safer, less pollution and more attractive and more interesting.
Traffic! Traffic and more traffic through ALL of Harrogate will be impacted. Nobody cycles around town centre enough for this to be even slightly worth it. People wanted bike storage, not full bike takeovers
Again, to the detriment of elderly who need bulk shopping. By car. You will force people to visit shops, see what they want and order on line as won't fit on cycle or carry on foot.
These changes will cause severe delay to traffic for hours on end.
See 10
As already explained you've just cut off large areas of town to disabled visitors and residents
Reduced air pollution and more pleasant public space will encourage me to visit more often and encourage others to do so too
Safer and easier
My pattern of life will not be affected by the proposed changes.
It will be easier to negotiate the streets on foot without so much traffic.
Your cutting off the centre of Town and the movement - another roadway will be used and congestion build up. Just make it look nice and repair the existing infrastructure. Rates in Harrogate are a joke last week none of the streets in the Otley road side of Town had a litter collection. Why not? Need to make Public Transport free so people use the BUS. All buses should be electric --- Harrogate should be leading the way not spending on a white elephant

<p>Who walks/cycles to do shopping? Most people shop for heavy items once a week and you can't force them all to use out of town supermarkets. So, the small independent shops that rely on trade will find the footfall is much reduced, putting them out of business, reducing the rates finances to the Council and generally assisting in the run down of our beautiful town. Furthermore, there is no obvious provision for disabled parking so how are they supposed to benefit from this?</p>
<p>Too much emphasis on enabling cyclists to move quickly and easily around town and not enough care for the pedestrians who will be marginalised and bullied even more as a result.</p>
<p>I am a keen cyclist, but the current plans mean I will not be travelling into Harrogate as much. If you are shopping, meeting friends etc then it is unlikely you want to commute on a bike as it would be difficult to use with shopping bags.</p>
<p>The removal of a second lane and pedestrianisation of key areas will naturally put people off as they want to be as close as possible.</p>
<p>Its pandering elitism and portraying Harrogate to be an attractive and aesthetic place. Underneath this facade is crime poverty food banks - I even hadtgis conversation with a health care worker. she was shocked</p>
<p>No need for change</p>
<p>I will continue to use the car as public transport is unreliable and I am of an age where cycling is not an option.</p>
<p>At the moment the town centre is dangerous (fast cars) and polluted (too many cars)</p>
<p>see above re cycling risks</p>
<p>I do cycle. As above if you buy something you need to transport it - a main element of the town centre is shopping. I am not going to cycle in the rain and meet a friend looking like a drowned rat or conversely a sweaty Betty. The best option to sorting this problem is get a bypass round Pannal - upset the councillors it's half built round then side of Harrogate</p>
<p>More business for all the cafes, gyms and other businesses in the area</p>
<p>As above.</p>
<p>I cannot always walk far and need to park close to certain shops and the library. The proposed changes will limit my visits to the town centre.</p>
<p>Walking in town is not a problem and therefore does not need enhancing. The few cyclists I see appear happy ignoring red traffic lights, and cycling on the pavements whenever it suits them</p>
<p>I walk in already and have no problems, rossett to central area</p>
<p>The focus should be on what would benefit the majority of residents and people passing through Harrogate to go elsewhere. What is proposed is parochial and only works for a narrow minority to the detriment of all others. Accept people need to use cars and act accordingly</p>
<p>No need for change. Reduce business rates to encourage more shops into town. Pedestrianisation isn't going to bring more shops. Rental costs and business rates are the issue</p>

It placed more emphasis on walking and cycling than on using cars
As long as I can get to parking I can walk from there at the moment. But as I get older and less mobile it might stop me coming into town and spending
Great when I cycle. Likely to be appalling if I drive. Very inconvenient to have James Street closed to traffic. Has anyone actually asked for this who lives here?
People will not come into the town centre if they can't park. The disabled bays will not be available on James Street. We have more shops closing. The proposed hotel on James Street will not have any parking or dropping off spaces, think taxis.
If I walk it won't change anything. Plus I can walk into town now on existing footpaths.
more cycle lanes make it much safer
I don't cycle and increasingly find it difficult to walk into town like many ageing people. You seem to fail to recognise that an ageing population is unlikely to cycle walk more irrespective of the proposed new design.
I think the whole idea of a Station Parade development should be dropped.
It is not dealing with the problem area, just trying to help buses. What about the hundreds of electric cars.
Aesthetically pleasing
for revive the centre car park it should be free for 1 hour that will make visiting , is not the money ,if you think will cost before leaving home you think twice
Just because you want people to walk or cycle more doesn't mean they will. This new pedestrianised idea will be a death toll for some businesses.
I walk everywhere anyway but this will be better
As I said above, if you don't address the glaring issues in the - very close I might add - areas just outside the scope of the planned renovation area, then all this will do is serve to further highlight the contrast between said parts.
Most people drive to town. Where are they going to park? We have a dreadful bus service in my area.
It will make everything more difficult
Currently walk to town centre redesigning the layout is not going to make any difference to me.
See above for all the reasons supplied.
No
I use the bus on occasion. Having designated footways and cycleways will help promote cycling and walking esp. from public transport bus/train.
In the current economic times what a waste of money it should be spent on social care.
When not commuting to work 25 minutes beyond Harrogate centre, I walk in or cycle.
I would not use my bicycle for heavier shopping or bulky items and already carry smaller and top-up shopping by foot. Most supermarkets are out of town.
I will still drive but it might make me go into town more
Not many people cycle or walk to town, they take car or bus
Walkers and cyclists already do walk or cycle. Harrogate is too hilly, NYCC don't look after the roads adequately for safe cycling, there is an elderly contingent some of

<p>whom who aren't able to cycle or walk. There is a affluent young section, most if whom wint walk or cycle. Bullying the populous hasn't worked so stop trying as to expect different result whilst continuing the same strategy is the definition of madness.</p>
<p>Pedestrian access is fine as it is....for me anyway. Also I feel that very often pedestrianising streets is detrimental to the overall feel of a street and can encourage antisocial behavior</p>
<p>Traffic will be congested. Make Parliament Street two way again then you can put your cycle ways through town and Station parade.</p>
<p>Where's all the traffic expected to go that currently uses two lanes?</p>
<p>Making it safe to walk &amp; cycle</p>
<p>With more cycle storage and dedicated cycle routes I would be more inclined to cycle instead of using the buses to/from work</p>
<p>Walking in and around the area proposed for the changes seems to me to be generally unimproved. There is little pedestrian congestion at present and this would mean pedestrians and cyclists would be in proximity to queuing traffic (not generally the case at present. Buses coming along Cheltenham Parade and Station Parade to access the bus station will be delayed in traffic queues, likewise buses leaving the bus station heading towards Victoria Ave are also likely to affected to a greater degree that at present as all traffic is funneled into a single lane.</p>
<p>Plan justifications are usually better in theory than practice.</p>
<p>Will not go into town for shopping anymore if it's difficult to take the car &amp; it will be a constant traffic jam if this happens</p>
<p>I don't think it have much effect on cycling into town to do shopping you don't see many cyclists on ordinary cycles like you do abroad</p>
<p>The money needs to be spent on repairing all the roads in Harrogate instead of this useless waste of money.</p>
<p>It'll be safer to cycle or walk</p>
<p>Having badly injured my leg falling off my bike due to a pot hole, I an concerned that the cycle ways will not join up.</p>
<p>Promotes a greener environment with less cars and more cyclists. It will feel much more relaxing to be able to walk in St James street if it's pedestrianised and May promote more restaurant and bar outside seating areas.</p>
<p>Have family with health conditions</p>
<p>Calm the traffic down. Make it easier for buses to get out, so they don't need to block the pavement to get out of the bus station. A narrower road will probably make traffic flow smoother as people will not be skipping randomly between lanes.</p>
<p>I really hope that they are positive, but the council needs to make sure that the cycle lanes are workable, and interconnected to longer routes.</p>
<p>You can not get a weeks worth of shopping on a push bike</p>
<p>Elderly people will not suddenly be able to walk!</p>
<p>Major pedestrianisation if whole central retail area required</p>

I not onlyh believe but also have a relative, a keen cyclist who does more miles on his bike than in the family car would not even consider shopping jusing his bicycle.
Too many cycle lanes, if I'm driving.
More cycle tracks less space for vehicles hence more congestion and danger to pedestrians.
There are walking path enough and securely in Harrogate but parking and road surface are needed to improved.
As someone that mostly walks to and from town this feels like it will make the experience more enjoyable
Currently I work in town centre and need to drive. When your plans lead to travel mayhem in rush hour I'll be looking for a new job. Also, traffic sitting in endless queues on Station Parade will increase air pollution
It would not interfere with the bus schedule.
I walk around harrogate every day as I live so close to shops etc.. However I have concerns about the impact to parking in my street and I am concerned about congestion and pollution
The whole thing is a total cock up
I walk, cycle and use public transport more and want these enabled and encouraged.
People who travel to Harrogate have no where to park & shop within the shopping area.
The council seems to be totally obsessed with promoting cyclists at the expense of all other road users.
As the traffic built up so much in Harrogate with new properties people commuting to Harrogate to work my concern this woukd create further holdups
It will just make the whole experience better for folks on foot. Go to any town or city in the UK and you will see that, once motor traffic is removed from central shopping areas, the whole feel of the place changes and folks can relax.
Relax is what you cannot do in Harrogate town centre - you have to be on your guard against motor traffic at all times.
Are you people really that stupid, it's self explanatory
Less pollution Less car noises
I currently walk or take the bus to the town centre
See previous answer...put marketing people in the town centre get them to ask how many came by bike..look at the demographic of Harrogate how many are of older generation and have no intention of riding a bike
I have no trouble getting round now. Increased cycle use presents an added danger to pedestrians. Drivers are much more aware of pedestrians.
The town centre is for the majority for eating/drinking people do not cycle for such. And shopping- people do not cycle or walk for those activities probably more the 80 % of the time
We have to move away from congested, polluted spaces in town centres - and everywhere!!

I feel there is already ample space in the town centre for me to walk around and conduct my business.
I do not have the time to cycle walk or take public transport
Your asking disabled drivers to park away from the centre and walk in
This again is for the cycling brigade vehicles including buses will find travel more difficult
Rubbish
As a very experienced cyclist, having been cut up by cars on Harrogate roads and as a regular traveller to Holland and Belgium, I simply despair at the lack of vision and backbone. Harrogate has hosted major cycling events and those making descisions seem to have their hands tied. Added to the fact that it is not safe for children to bike to school, is the ending of some essential bus services to HGS and Rosset schools.
Bad for the disabled
I walk already and no amount of money will make me able to walk more. Money would be better spent mending the death trap pavements in and around town centre, the council couldnt care less when I fell and ended up in A&E after tripping on uneven pavements. If you want people to walk more you should fix the pavements
As i have already said extending travel times even morwho pays for workmen and delivery drivers sat in traffic
The existing pavements and paths are absolutely fine for my needs.
There has been an increase of 23% of the over 65s since 2011. Not everyone cyclist wishes to use it asa travel permanent year year method of travael. For ,many it would be unstainable. Cycling is good exerc ercise and should but discouraged but not at the expense of the local economy.
I will shop more online and use out of town shops rather that have to endure the congestion this completely idiotic scheme will produce.
As only being able to access the centre of the town I firmly believe that the proposals will cause undue congestion and confusion. For example having cycle lanes going round roundabouts is a nonsense. I do not believe that more cyclists would be encouraged to access the centre, especially given the climate. Also shoppers will not use them if they have to make bulky purchases.
I am concerned cyclists will become “arrogant” riding in non cycle designated areas and pedestrians will be even more threatened by 2 and 4 wheeled traffic than we are now
As above, traffic concerns
As I have children I will feel more comfortable in letting my children walk around town, in this safe space
Better for the environment and people's health.
I walk and will not be improved. Except if cyclists are in my way or you disrupt the bus service which i use to Travel to Leeds. .
Any increase in cycling lanes and footpaths will only slow traffic even further
The main thing is to promote increased foot traffic and more shopping. This needs to be backed up with the correct amount of parking required



More cycle lanes and less roads will equal more traffic on the roads, jams causing more pollution. The ratio to drivers and bike users/walkers is hardly feasible for such huge reconstruction when the majority will still use cars
Wasting petrol and time with more complicated routes and more congestion and delays
The traffic will become more congested and people will avoid coming in to town.
I don't think more people will walk, and the cycling lanes are not safe enough to use as explained above. Cars still seem to have the priority then pedestrians and cyclists sharing a space where pedestrians will be queuing to cross the road.
Because my only other way into town is bus and the fares are very expensive so I prefer to get a lift by car
There seems to be some thought about the cycle lanes at the moment... but not much. They tend to be great until you get to a big junction then it's every man for himself. This is an improvement... point being unless you do something similar to all roundabouts surround the town Center people will still be too scared to cycle into central Harrogate
I don't have time to walk in to town, walk around town(spending money) and then walk home. I just won't bother to be honest.
Would make easier passage round town centre by not having to wait for or avoid vehicles
Tourists walk everywhere. That's who the shops need to target. It also encourages cyclists. I genuinely also don't think the plans will reduce footfall generated from cars (ie why would they be put off).
Bloody cyclists again!!
Don't cycle and can't walk very far
People who cycle do not shop by cycling when shopping. If they did how would they carry say grocery shopping home?
Yes I travel by car as it is the most convenient and cheapest way to do my shopping in the town centre. Too much shopping and too far to use a bike. Much more expensive by bus
Harrogate town centre is not a place I choose to visit unless absolutely essential. There are far too many charity shops and cafes and restaurants.
I am elderly so cannot cycle into town from my village. Bus service has been reduced or non existent at night so rely on my car to access services in Harrogate
For me this is a complete waste of public money when so many infrastructure public services are crying out for improvements. The Otley Cycle Path is another huge waste of money. Unless it was always meant to be a way of creating a third land at the Harlow Moor /Otley Road traffic lights. Where are our promised smart traffic lights? Why would anyone want to spend their time cycling and walking in a town centre.
Harrogate just removes trees, where are new copses of trees. Thousand of houses but no new parks. We need to have new parks where all the new houses have been built.

Builders should have to plant more trees and not build right up to fences of existing open spaces. Take a look at Horticap.
There is no payment to Harlow Carr once you leave the Otley Road!
Not thought through.
I don't have a problem with walking around the town centre now.
I will feel safer cycling into town and will therefore chose this mode more frequently
it will make the town more appealing and safer. i will start to cycle if I feel safer. You need to extend this though.
Feeling unsafe in traffic stops me cycling in town... but that's assuming I can first get to town without being killed
There could be problems with speeding cyclists.
People that walk and cycle always smile at each other
I love all the proposals apart from one lane on station parade
It's hard to know what it will be like. It could be great but cyclist are generally quite selfish and don't want to stop or slow down so it could be awful having them zooming past you in all directions. And then there might be the electric scooter brigade as well...
I have a car and drive in by car as I live near ripon as I couldn't afford to rent in Harrogate. There is no adequate public transport. I have a disability and a young child so I have to travel by car. I work in Harrogate and visit the hospital as well as other activities. I'm extremely worried about the impact on the traffic. I don't have the luxury of walking or cycling in.
Increased conjestion for little/no benefit
This design will not promote increased cycling and walking. It will only create increased frustration with car drivers.
As above. Walking is already great
Making cycling feel safer is always a good thing.
In future these changes make it less likely I will travel to / through Harrogate to spend money in retail and entertainment facilities.
Cycle routes are still fragmented.
Replacing the current excuse for cycle lanes up to the roundabout is essential for safety and accessibility
I do not feel that it is a very safe place for anyone walking or cycling around the area. The current volume of traffic is a major safety concern especially for the elderly and young children
You are happy to tell us that you are going to increase the time a vehicle is stopped in traffic, and that cars will be forced down more residential routes increasing the risk to public health. Cyclists already cycle wherever they want - investing this much in cycle paths will not stop them cycling against the flow of traffic on one way roads / in pedestrian areas.
Hopefully fewer cars & trucks on more streets in the town centre
Only go to and from bus station to shops banks and restaurants. Could do with more buses in day (last bus 2.30 pm ) our well being class ends 3.30 so it's taxi or walk from town . Also no bus on Saturday or Sunday .

I don't see that there is a walking of cycling problem in the areas that the changes are proposing to 'fix'.
I rarely cycle through town but I would use my bike more if I felt safe.
I have a young family of 4 and so cycling / walking just isn't a practice option. These plans look pretty but in reality will mean I love more to online shopping and avoid the town as there's no where to park.
People will walk and cycle if they have time – at weekends. This will not change any behaviour at peak times.
I tend to cycle to and from town, so better cycling infrastructure is very important to me. The plans look positive from a cycling point of view. My main comment is to *please* make sure that best practice is adopted on the cycle lane design - it's hard to tell from the plans so I assume you have done this. Seemingly small things (like the type of surface material, the angle where cycle lanes join and leave the road, signage and painted road markings etc) can if not done properly, make a cycle lane hard to navigate, and at worst more dangerous than before.
It won't make any difference, except maybe more pollution from idling cars in longer queues
When I go into town I am either doing the weekly food shop for which I need a car, or I am going out with friends for which I usually walk or drive. I can't see myself fitting the shopping bags on the back of a bicycle (I am shopping for three adults). And when I go out I want to look nice and get home safely.
It will increase car journey times. It will create congestion. It will make life more difficult, not easier.
As a visually impaired person I am dismayed at the number of cyclists who ride through pedestrian areas and pavements. There does not seem to be any action taken against them. They rarely show consideration to people. I have the same issue with mobility scooters that drive fast and expect you to get out of the way. I have had near misses with both
The access to the town a station parade is difficult to navigate as a cyclist and a pedestrian due to the speed of traffic, parked cars pulling out and people trying to beat the traffic lights. The traffic lights at intersect of station parade and Cheltenham mount are very long duration so you then get pedestrians just walking across when it suits them which feels dangerous.
Certainly in the centre but the majority of the journey to this part. Still not as safe until a wider cycle network is put in place.
I never walk or cycle; when visiting GP I need free parking.
See q10 comments as they're all linked
Refer to my answer point 9
It is very difficult to get around the town centre now with the amount of cars so cutting the lanes on one of the busiest road would have a knock on effect on all other roads

I don't have any problems at the moment travelling to Harrogate on the bus from Wetherby & walking round Harrogate. More disruption whilst you make these changes for no good reason.
I would walk more and take the bike into the centre
I'd still drive, bus or walk depending on my reasons for going to town. Even though I live so near I don't go into town very much as it looks so run down and drab in parts. The character of the town, which has attracted visitors in the past, is being undermined by the lack of regard for appropriate signage and shop facades. Visitors arriving at the station or bus station are faced with the worst part of town. Cheap looking shops with tacky signage. I'm not advocating expensive shops or being elitist just for things to look clean for all Harrogate residents. The council should exercise more control over signage.
Should be much better for cycling, walking. From the cyclist viewpoint its a pity that Beech Grove link to Otley Road cycle route has reverted back to motorised vehicles.
Make it more pleasant for pedestrians and reduce air pollution
Walking to and from centre would be easier and more pleasant to the eye
More likely to use bike and have storage near where I want to go in town.
anything to improve the life of a cyclist is great.
I mainly walk into the town centre and that will not change but if I need the car because I have somethkng bulky or heavy to carry or it is raining, I will take the car as now.
The busy roads mean I don't cycle to town, I mainly walk. If better infrastructure I will cycle and come into town more frequently for eating and shopping.
I think it's nice to park on James street and easily access the shops and amenities
Do not like the cycle lanes coming down past the upward traffic on Station Parade. I feel that to new drivers or older drivers this may be confusing.
I will not be cycling along this are@ to shop as I live out of town. Also as I age I will need to get closer to the shops.
Hopefully less vehicles and less pollution. If I'm walking from One Arch to the main shopping area, it is not a pleasant walk and you really need to watch out for vehicles.
Roads will become chocked.
Anything that reduces traffic on the road would make walking to school safer.
I am a capable road user and I'm aware of when it's safe to cross a road and where crossing is appropriate. I am responsible for my own actions.
A better environment for all. Designed for people not traffic.
The reduced parking and less lanes on Station Parade will make me go elsewhere
Fresher environment, less cars, less noise, less pollution
I am an enthusiastic cyclist but I never use my bike to go shopping or visiting the ever diminishing attractions of Harrogate. I walk, but if I lived out of town how can I get to the Town centre from say Follifoot or Darley. My options are one or two buses a day, a taxi or private vehicle. Private vehicles are all but excluded from the plan.
May encourage me to use public transport more often. With the cycle to work scheme and these new facilities, it will also promote healthy lifestyle not only benefiting the environment, but also my wellbeing! Time to get a new bike!

It won't encourage anyone to walk or cycle. It will have the opposite effect and people will eventually stop coming to the town centre because they'll have nowhere to park.
Massive disruption and expense for the sake of a very few cyclists
It will make absolutely zero difference to my life.
I already walk and cycle to and in town centre and am in a very small minority of over 60's who can do so
The designs encourages the safer use of cycles, and with the advent of ebikes I would visit the town centre more often.
I walk every day into town centre and the changes will make no difference. If I walked through the one arch I would be v pleased but I don't go that way. There are not many cyclists, despite their loud voice.
As a car driver I would be nervous about dealing with the enhanced cycling priorities. As a pedestrian I would be wary of any increase in anti-social cycling behaviour.
I choose my method of transport according to what I have to do, carry or whether I'm transporting my husband and his mobility scooter and what the weather is doing.
Cars will still come in and have to go somewhere.
I believe it is very important for us individually and as a community to have walking & cycling infrastructure alongside good public transport. we need to rely less on private cars.
Those already cycling have greater access, but you can't do a weekly shop on a bike, you can't take your babies shopping on a bike. Most peak traffic is trying to get from one side of Harrogate to the other, schools, shopping, work. Only alternative being Skipton Road can take 20 minutes.
More limited access by car on the occasions I drive into town ie when I am short on time
Cycling from the Saints area to town centre is great as far as either One Arch on East Parade or to the Odeon if heading to the top end (Albert Street etc). These plans should continue my bike journey right into the heart of the town which will be brilliant. Please include plenty of bike parking!
I would enjoy the same shops that I use in the town centre. I would take my bike into the centre a lot more and I would feel the children would be in a healthier and safer environment. Walking and cycling are my priority for the promotion of a healthier lifestyle. The children would cycle with me and this would be a better shopping experience with my family. My travel experience would be much more pleasurable. I would also use the train into town and enjoy walking in a nicer and cleaner Harrogate.
See previous comments
Accessible shopping. Less pollution
There seems to be a certain separation of car, cycle and foot users
We need a bypass
I don't cycle so unlikely to use the cycle lanes. When I am not working I tend to walk into town and back from my home so unlikely to be impacted on the changes to the roads.
I regularly cycle for pleasure in the countryside. I cannot do my weekly shop by bike. Upwards of £40. Haven't seen any secure lockers for bikes so put off by that as well.

The sensible approach is to allow vehicles to access the town as it does at present as not everyone can switch to cycling or extensive walking. I witness cyclists on the pavement all the time, even when cycle lane provision is available. Creating extra cycle lanes does not mean they will use them!
See above
More congestion, more pollution, negative affect on local businesses due to lack of convenient parking. Cyclists mostly males who aren't shopping or travelling with young children.
I occasionally come into town in my car, my doctors is on King's Road and dentist just off King's Road. I also occasionally shop at Asda, this scheme will just make things more difficult.
36 bus cancellations . Are having a real impact on my business! my commute from Leeds to harrogate. I gave up my car for the environmental impact. To do my bit. 36 service was amazing now dire!
As we simply walk through the town centre and have no particular special needs, any direct change will be negligible. My only concern would be if the changes simply shift the inevitable volume of traffic elsewhere causing congestion and chaos in another location.
I'll feel safer and enjoy the experience more so as a result will use the facilities more
We need to get rid of the dangerous drivers by slowing them down throughout.
The town centre will feel more welcoming, give it a stronger heart.
Should create a better city centre environment
Speaking to cyclists in the area, very few cycle up the hill into Harrogate, most like to cycle away from the town.
Lack of traffic flow options if issues
We need to actively disincentivize car use in order to change behaviour
Look at beech Grove and Otley Road cycle track. Both hardly used. Causes inconvenience to car uses and cyclists speed on the main road many ignoring red lights and often overtaking cars especially in 20mph ares.
They will bring more life to the town.
We do not cycle and walking is currently ok.
We do not use Station Parade as we use the free parking provided by the disc system.
Stopping vehicle traffic will kill the town centre.
I have lived close to town since childhood. When time permitted walking. When a busy working mother with children driving. For recreation walking. Now as an elderly person having some walking restrictions, I rely more on the car.. Throughout all these years, there has never ever existed any problem in walking in & around town. There is no need for any changes.
I don't think it will encourage more people
I cycle through town and there are not enough dedicated and - importantly - connected up cycle lanes. The cycle lane in the proposal terminates too early on Station Parade - can it not go past Clarendon House (Waitrose) all the way up to the Stray?

Having lived in the Netherlands, my first instinct is always to cycle. I do not feel very safe doing this in Harrogate at the moment and definitely don't feel safe to let my kids cycle. Any steps towards a joined up cycling and walking infrastructure would help bring more people out on foot rather than vehicle.
As long as I can still walk and use a bus when I need to I am OK with it.
i do not use a cycle and it would not alter my walking routine
I could safely cycle around the centre with my children.
As above, I don't trust those in charge of fulfilling the vision and I am concerned of the (over) spend affecting our council tax and business tax. Public transport needs to be better, cheaper and more accessible and flexible for the plan to work successfully.
Please use the money to keep our town clean and tidy not change what is working already. There are plenty of pedestrian crossings in town serving the shops, the station and bus station. If you want to cycle around town there are already ways to go which are quieter. Let's save this money for more important things for keeping the streets clean and safe and reduce anti social behaviour. I would rather walk on my own in the evening on streets with traffic than on pedestrian areas without question.
It looks like it would make travel safer for cyclists and pedestrians. Town centres are not all about cars. All car drivers are pedestrians but not all pedestrians are car drivers.
These designs will make the already horrendous traffic in town even worse and will discourage people from visiting
If the area is pedestrianised I will likely travel to town less
I work every where in hgt and less traffic around the town would make it a lot calmer place to enjoy neen out and about
The failure to address the through traffic and the number and distance between traffic lights on what is in effect an inner ring road means that traffic delays are inevitable. Failure to address these and reduce the number of lanes will make the situation worse.
Traveling around Harrogate is easy enough by foot and bike, travelling by motor vehicle is frustrating and it still will be.
it would improve the waking experience as less traffic in the main shopping areas.
Until the changes have been made I can only make an assumption that they might make a change. The only real way to improve Harroagte centre is to remove all traffic but as the road infrastructure currently uses the town centre as part of its system to get from east to west and north to south then any change has to be carefully thought through so as to minimise expenditure and disruption to businesses etc
Too many cycle lanes - and cyclist don't treat pedestrians with respect - not your issue here but a change of attitude an some accountability for safety would be ueful.
I only come in by car when I have heavy things to transport, I don't want my journeys to be worse than they are now
As a cyclist, I don't ever use and definitely don't see loads of cyclists coming up Cheltenham Parade or Station Parade. Just think about it for a second, where are these local cyclist coming from? If it is from Jennyfields, paths through the Duchy and up across Montpellier or round the Stray is better. If I am going towards and coming

from Bilton, Kings Road and other routes suffice. It is very hilly that area and for that reason it is better to avoid.
Too complicated, don't like the idea of cyclists going opposite way to traffic on station parade. The trees and plants obscure line of sight on odeon roundabout. The layout outside the Victoria shopping centre is bland and boring
I think few people cycle in Harrogate because it is too hilly and not enough provision for cycling safely on the busy roads.
Assuming bad behaviour by more cyclists speeding by, walking won't be such a pleasant experience.
See above. Proposals will inhibit car users in favour of those on foot or cycling. Surely there will not be that many cyclists; where are they now?
Would make my walk more pleasurable-ie less pollution and traffic hazard
Dedicated bike lanes would encourage me and my family to cycle around town more often. However would ideally create more dedicated cycle ways by creating one way systems around town. Leeds road and Coldbath road are crying out for dedicated cycle lanes.
Increase in emissions makes walking more dangerous
Don't think it will enhance my walk into town!
It is perfectly easy to walk now. Restricting traffic in James Street will make it intimidating.
I walk across to the train station a lot and always have done. It will be nice for the station to feel connected to town and not divided by traffic that's hard to cross. Also it will be a vast improvement for visitors first impression of Harrogate (after exiting the already shabby train station). Hopefully showing Harrogate to be more calm and tranquil, as most parts are.
Pedestrianisation is a great idea. The way NTCC/HBC are doing it is disastrous. Traffic will be increased in other areas as we've already seen! Utterly useless.
I live too far out of town to walk and I have no intention of cycling.
Cyclists travelling in the opposite direction to traffic and crossing in front of the roundabout
I walk or cycle into Harrogate almost daily ( as well as drive) and have no problems currently
There's already plenty of space to walk across the stray and we never have problems. Cycle lanes Placed along all the stray paths would be better.
Making the town safer for everyone to enjoy visiting town
It makes navigating towards the town centre and especially the main entrance of the train station more intuitive and much safer.
The majority of Harrogate is hilly & realistically folk are not going to cycle into town to do their shopping or go out! What proportion of Harrogate residents are over 60?? Attending the last consultation I was told that only 0.5% of people arrive bike at Harrogate Station. I certainly won't be cycling around the town centre & the changes will not increase my walking habits. If I do need to drive through town despite what is said it will only extend the time of my journey by a lot longer than 75 secs!!



Harder for elderly people to negotiate
I currently walk or cycle into town
I feel that a lot of effort has gone into designing the roadscape to encourage cyclists but what puts me off cycling is not the fact that there's no cycle lane in town centre but that the roads around town are busy, and HILLY....even if you put a cycle lane from my front door to my workplace I wouldn't be able to use it unless I bought an electric bike.
I would feel safer with dedicated cycle lanes
I now live in Knaresborough and will not be walking to Harrogate town centre. I do not cycle as my balance is poor and so I will continue to use the bus or to drive.
Any move towards getting away from polluting vehicles towards healthier lifestyles, walking, running, cycling can never be a bad move. This however needs to be sorted before more housing continues to require people to drive from their distant new builds. I'm lucky, I live centrally ish and can walk into town in 15 mins. For most people living in the outskirts, the concept of walking 45 mins isn't going to happen. In order to shop or take their child to school for example, most people have to drive from their soulless boxes into town. It's a vicious circle, keep building housing without a hub within it the more and more the centre will become jammed with people driving.
I think town will be much nicer to travel around and spend time in. I don't use the bike at the moment, but maybe I would if it felt safer. I used to use a bike a lot when I was a student. My neighbour uses an electric bike a lot and loves it.
As I have said they adversely affect elderly car users and more provision should be made to make car movement easier.
It will deter visitors and increase traffic on other roads as drivers avoid station parade
The main reason I access the centre of town is to work, for which I need my car during the day. I feel it will add to journey times as I won't be able to places as easily. However I do agree in principle that more walking and cycling should be encouraged and that the infrastructure is long over due for improvements.
I am not a keen cyclist, but I use a bicycle for transport, sometimes, to visit the town centre, perhaps if I need to carry a load. During a journey into town, I often have one or two interactions with motor vehicles which make me very anxious about a possible serious accident. I look forward to the day when I can make a journey without returning home in a state of stressed anxiety.
I do not use the buses or the train
You make an already congested two-lane road into a single lane and you expect there will be easing of traffic? More cycle lanes do not ever mean less cars but they do mean more congestion and pollution due to stationary vehicles waiting to move. Get a grip.
There is nothing wrong with footpaths now. Cycle paths aren't used and are a complete WASTE OF MONEY
Sometimes I'm partially disabled. This means at certain times of the year i can't walk far ie. i can literally lift my leg out of a car and limp into a shop., buy what i want and leave. But if the town is pedestrianised I won't be able to do this. This won't be good

for people like myself. In Harrogate we have a high population of disabled people and this proposal almost is discriminatory.
I would like to cycle more, and to feel safe cycling with my daughter on my bike (which would cut out daily car journeys to and from nursery), so better bike lanes would make that more likely.
No expensive so called improvements needed.
My non vehicle journeys should be safer and quicker. My rarer vehicle journeys will take slightly longer but it is a price I am willing to accept and factor in
Keeping active for health reasons
Would cycle if the roads were pothole free, Harrogate a traffic flow is safe enough to cycle regardless of dedicated lanes
Personally I try to cycle anyway and use the Greenway but it will be better coming through One Arch and up Station Parade with the new design. However why could we not have had a proper cycle lane from Asda?
I will probably think twice about popping into town for a quick visit for retail purchases.
For myself as a cyclist I would feel less competition for road space with vehicles. As a pedestrian I would hope to find fewer cyclists on the walkways.
I already walk into Harrogate from my home in Knaresborough (when I have the time). Although I'm a keen recreational road cyclist, I generally avoid cycling in the town because it's just not pleasant. I'm sure less confident riders have even more concerns about it than I. I would be more likely to cycle as a practical way of travelling into Harrogate if the infrastructure is improved to make this safer and more conducive to cycling.
I will still need to drive along Station Parade
Better road crossing when on foot.
I will not cycle into town as it rains for most of the year and the access to the town centre is not safe
Prefer not to have road traffic dominate
The plans reduce the traffic flow!
I TRAVEL AROUND HARROGATE BY CAR AS A DRIVER. GOING TO 1 LANE IS MADNESS. WE NEED A BY PASS .
Crossing the Station Bridge/East Parade roundabout as a pedestrian is currently not a pleasant experience. Changes to it would help. Reducing the speed of traffic approaching the roundabout is essential. Removing the mid-road curb that tries to function as a left-turn filter would help. Prioritising pedestrians and cyclists above cars would make it a more positive change.
Mainly congestion, as the knock-on effect to outer roads would be huge and consequently unhappy motorists. People would choose to go elsewhere to shop and the town would suffer for it.
it depends on how the new infrastructure is maintained (as I mentioned above) and if local businesses / residents are listened to and any adjustments made if necessary after installation.

Going in the right direction: Reduced pollution (carbon, fumes, noise) and making that area of the town centre more attractive, but could be so much better if part of a coherent, well designed and communicated traffic / travel "master plan" for Harrogate! But what is it?

At present we seem to have piecemeal changes (Beech Grove, Otley Road and now this) which are all going off at "half-cock" and simply annoy people as they appear intended to make life difficult rather than be part of a clear plan we can all understand and move towards (albeit in stages). Is the vision for example to cut traffic by (say) 80% and make local traffic minimal or.....?

Take all the developments towards Beckwithshaw and all the traffic they will add as it is just a bit too far for many to walk or cycle. Lets for example get a free bus shuttle along that road every 10 minutes and it will reduce traffic volumes massively and preclude the need to spend on much infrastructure! Similarly to and from Starbeck etc. Have a bit of vision and ambition and get people excited about it!!

Look at Beulah street as an example of how tatty and untidy a street becomes after pedestrianisation.

It will be nicer to visit and safer

The percentage of the population that cycle is unlikely to change, age and desire. Walking will be not different to current, more space but no major benefit or gain.

Reducing Station parade to one lane will have horrendous impact on traffic time.

See above.

Stopped driving 4 years ago, walk everywhere, no intention of buying a car again

Improvements have made it better for walking and cycling.

I will still catch the bus

Will not go into town. If I'm working and have to travel thru town I will be reluctant to! Harrogate is bad enough just travelling one side to the other for work, maybe synchronise the traffic signals rather than cut thru traffic to one lane

It will only bring more congestion on the roads in the town centre, bad enough as it is! Doesn't seem to be any improvements to pedestrians, only cyclists. The cycle lanes on Otley Road have only caused confusion for all, wasted money spent and hours upon hours of disruption during the roadworks!!!!

I will choose to shop elsewhere because I need to drive and park easily with my elderly mum who cannot walk far.

Walking and cycling in this area has never been a problem, there is very wide paths with plenty of room for pedestrians. When driving roads like station parade are constantly busy which will only increase the travel time by cutting down these roads.

Still have a job to do and will still need to access town centre in a vehicle to do so. The new plans will simply cause yet more delays.

When in conversation with friends/family/colleagues, people seem to use multiple modes of travel when commuting in and through Harrogate centre. Substituting a car journey for walking for half a commute, would have to be made-up for, with a bus or taxi. Monitoring and restricting vehicle access on smaller roads will cause longer, inconvenient reroutes (and in turn increasing road rage and likelihood of traffic collisions).

As above
I will have to rat run more to get through town to my usual destinations avoiding the traffic delays the reduced lane will cause although locals will soon adjust and the complex rat runs will become clogged with cars
Increased congestion, insufficient parking and too difficult to get in and out of town in a car.
I like that the cycle lanes seem to be properly separated from the car lanes - this is essential to encourage more cyclists (unlike along Otley Road which was a waste of money as it stands)
make it quicker and more enjoyable to visit the town centre I am likely to use the town centre alot more
I currently struggle to use my bike for travelling into town, this makes it much more straight forward.
Walking yes, cycling no. Restricted car use - bad for business. I am all three: walker, motorist and cycle but I rarely cycle into town. Maybe 3-4 times a year compared with 2-4 times a week on foot and by car.
Minor negative effect for the times I need to use this route by car.
Harrogate town centre is fortunate to be as small as it is. There are fewer empty shops to disguise and its relatively easy to walk around the whole town centre in a session. If deliveries need to be made there should be clear times when this is possible and then the pavements should be there for people, not cars. Hopefully we will have fewer petrol/diesel cars so less pollution but if cars are limited there is more space for people to enjoy
I ride my bike regularly around and through the town centre. I think this design will make it more pleasurable and safer. It will also be good for my mental health. I also walk, as above, with my wife and the same argument applies, more pleasurable and safer.
Cars and bikes still preventing good safe access across station Parade from Bus and Rail Stations
When I do use the car it is for transporting heavy or bulky items in or out of the town centre and the proposals will make this more difficult. Cyclists now tend to ride on the pavement anyway and will not be affected.
I feel encouraged that I could choose to cycle more easily into the town centre for some of my visits.
a lot of people live near the town centre and bike sales are rising...
Empty cycle ways and traffic congestion as I have witnessed in Leeds and London.
Harrogate town is largely a settlement of older residents and I do wonder why you think, or what will encourage an ageing population (confirmed national stats) to jump on bicycles or walk distances of more than a mile?
I would travel else where to shop at the moment Harrogate is an attractive place to shop but if the changes are introduced then I would shop else where
Cyclists, when mixed with pedestrians are DANGEROUS. They arrive silently and weave in between folk. This could easily cause walking-stick users, children, and family groups to collide with them, causing accidents.

Healthier all round for general public, more exercise for everyone walking.
Much more space, a very airy field, and the shopping centre becomes almost entirely pedestrianised.
Please note I do regularly drive along a proposed road which would be pedestrianised, (James Street) but I think this is a small price to pay for the improved utility
More room for people, less noise & pollution from traffic
I will drive or walk into town depending on weather and health conditions
We all need to move more. Walking and cycling are the way forward. Too many cars are a bad thing
It causes less pollution and it's better for fitness.
It's not affected me
I have in a previous question. Why when I am parked at lights/crossings can a cyclist come up on the inside, not the 1.5 meter distance from my car and then sit out in front of me for an early take off. I am not permitted to go that close to them with my car and sometimes they are only a few inches from scratching my vehicle
Hopefully make it easier to cycle to e.g. the station and into the shops, cinema etc.
I like to cycle but there is an excess of large 4x4 cars in Harrogate drive by entitled people. It doesn't feel very safe.
Safe cycling to town and more frequent bus times needed from Rossett Green area
I live too far away to walk
See question 10 answer
I cycle into town when I can and feeling safe on the road is important to me. The new design where cyclists can travel in relative safety is a positive bonus.
There is no requirement for changing anything in the town centre to enhance walking or Cycling in the town.
It's a far more pleasant experience to walk in York where there are less cars in the centre than in Harrogate town centre. It's noisy. With children it's dangerous. More pollution. If the centre has a more tranquil and cultured feel, it will bring in tourists too.
walking around isn't that bad to do, cyclists aren't always considerate of pedestrians or other road users. Traffic will be worse when it is all forced into one lane so walkers will have to be even more aware of frustrated drivers
I can only get to town by car & you are trying to make this more difficult.
Harrogate is not York. It has many hills and not all its residents are "Lycra Warriors". The Otley Road Cycle Lane does not appear to have swamped with hordes of cyclists. I walk 1000m a year and the current number of pavements is adequate. A waste of money.
I tend to park outside town centre and walk in.
I usually walk into town anyway, so no change
Likely to slow down bus services
I do not believe the proposal will alter habits/improve things.
You have to deal with traffic successfully before you can start to enhance anything
I want to use my bike more

See above.
We generally choose to walk into Harrogate from Starbeck
I wish to cycle to work more often from Jennyfield to Hornbeam Park, this will make the cross town segment safer.
I am much more likely to come into town by bicycle
Can't open etc
I have a disability and struggle to walk distances
I will still travel as I do
will stop car drivers coming into town to shop and just add to decline in shopping in town. Some people can't walk or cycle (the elderly and infirm) and the state of the bus service at present is dire. I waited thirty five minutes for a 36 bus the other day and this is becoming the norm. Visitors will be discouraged and go to more car friendly towns. I'm fed up of arrogant cyclists thinking everyone must get out of their way.
The area around the roundabout has not much impact for pedestrian as it is wide pedestrian space in front of cinema currently.
More pollution especially around Cheltenham
It will make shopping and lieure a much more pleasant experience
I just want to pop into town quickly do my jobs then leave , I don't want to have to add time on by being forced onto public transport or making negotiations of the one way system even longer and time consuming
referring to my earlier answers, the streets are fine as they are. they just need cleaning but money to make Harrogate fancy looking should go to help bring small businesses back to town not just big stores.
Less traffic in the town centre will make it a more pleasant environment for pedestrians
As above
If it is easier to use public transport and congestion may be an issue I would always use the train rather than the car to get from Knaresborough to Harrogate.
Will cause even bigger traffic hold ups than we have now when crossing town.
I will no longer be able to drive to nip in to a shop,paying for 20 minute parking and so I most likely will shop online more
It's a step in the right direction, but a small step.
Playing at the surface doesn't change the woeful infrastructure.
See above.
Cycling into town is a much more attractive and encouraged option.
I live in town
Unless cycling lanes are everywhere it is still not safe for children getting into town and there are no safe facilities for locking bikes. I wouldn't want to try and carry shopping on a bike!!
It should disincentivise drivers from short journeys in town centre, using bikes/buses instead.
I tend to go to Thirsk or Ripon a lot more.
It would make a difference for us if there is a safe cycling route from near home (Starbeck/Forest Lane) into town.

I only drive if I'm limited on time or buying bulky/heavy items (ie wouldn't get on the bus with them)
I do not see the proposals as any enhancement for walkers or on the few occasions when I need to drive through town. Clearly delays & traffic congestion benefit no-one.
Better bike access and storage
Anything that makes it easier to get around on bike or foot would be great
More pleasant to walk near to station area.
It will feel a lot safer and more pleasant to walk and cycle to town and in and around town. The air quality will also improve.
The proposals are detrimental to both the motorists and the businesses in that area in that it will create massive tailbacks, pollution from standing traffic and will result in less people visiting Harrogate. The majority of cyclists are passing through and will not benefit the businesses of Harrogate. One only has to look at the pedestrianisation of Beulah Street to see what a faceless area it is.
A park and ride system such as has been suggested in this weeks Harrogate advertiser (18/8/22) is the way forward, making it easier for motorists to access the town centre negating the need for the Harrogate gateway project that will possibly become an enormous white Elephant.
Park and ride or park and use hired bike facilities through the town would help but lots of people coming into Harrogate have to use their car due to very limited bus services and it's too far to cycle from many of the villages
having cycle lanes and the highway will make crossing the road more difficult especially since they are adjacent to the bus station. Leeds bus station does not have cycle lanes on the north bound dual carriageway next to the station. Many experienced cyclists will still use the highway.
Because I cycle and walk in town.
Because the print on the screen is too small. I would like to see a hard copy
I walk across the Stray to town & walk round town then back home so fewer cars on roads would be beneficial but as a driver I'm concerned about town centre traffic congestion as lanes in Station Pde are reduced. Traffic will therefore be slow moving, causing more pollution & creating frustrated drivers.
I would cycle into the centre more and use the facilities. I do not do that during busy periods now. The shopping areas would be more pleasant as a pedestrian.
Pedestrians will have air that is choked with fumes from all the cars and buses that are stuck in what will be a continual traffic jam. Cyclists? What cyclists?
More pleasurable experience due to reduced car movements
The landscape of Harrogate is utterly spoilt by the dominance of traffic. It is an 1970's style approach that most other cities and towns have ditched. Gehl (Architect) said "Cities are like parties, people stay because they are enjoying themselves". Your plans

make Harrogate town centre much more attractive, less of a car park and will have a positive benefit on the trade and events in the town.
I still need to travel freely in my car. I can't walk to clients because I have heavy equipment. These plans will cause more congestion and pollution in residential areas.
See previous
I can't ride a bike anymore so I'm likely to catch public transport and walk but I hope that the compromise you are making does not give people a false sense of safety. You are still permitting cars into an area with vulnerable road users.
Give pedestrians a better life and cyclists more safety.
I haven't seen the proposals. Where are they?
As long as parking is sufficient, the town centre should be pedestrianised.
Great for walking but driving around Harrogate is already a major issue and will be made even worse by closing off roads to pedestrian use without the correct road infrastructure! I already live in a very busy road and it will become busier so what about health hazards and fumes in these roads?
I would visit the town centre more often.
I already walk everywhere.
Most parking is already a charge put on local residents and this would exacerbate that reducing the flexibility of the town centre
It would limit the availability of parking for someone who is not as mobile (albeit not disabled) as the average user.
Will slow up passage through town and increase traffic on outer routes
Travel by bus most of the time. Find Harrogate easy to get around.
I walk in and around the centre, I work in Leeds- I get the 36 (bus), so this would be largely unaffected.
I believe the cycling requirements and demands are massively overplayed. Walking access is already very good.
I don't feel it would affect my bus or occasional car journeys.
The "gateway" area will be more cycle/walker friendly but getting there is not so friendly with very limited cycle paths and even less that separate cyclists from cars.
We try not to use the car where it's possible, instead I can see other people use the car all the time, hence I am a bit concerned about the traffic if we don't support a change of mind too
With cycling becoming safer, I am more likely to bike into the town centre
as above. need complete re think, and cyclists and pedestrians should be most important as in European cities. even London is now improving- go and take a look even near Kings cross station there are bollarded off cycle lanes- great
I'd be more inclined to cycle if there were safe places to put my bike with the improved cycle lanes. Also, I would expect walking round the town to be more pleasant, quieter and with cleaner air. I think this would be helped by low speed traffic, managed to reduce the frequency of stopping.
It's bland/stale, who wants to spend time in this sort of environment?



I own a car, but generally choose to walk or cycle into town centre. Others should be encouraged to do this, to adopt healthier lifestyle, accepting those with physical needs may not be able to benefit in same way.
Walking and cycling into town at the moment feels somewhat dangerous. Some roundabouts don't have any crossing and the roads are too full of potholes to be able to cycle on
Dedicated cycle lanes will make it easier and safer cycle through town
make it easier for me but more importantly it would encourage other people in my area to leave the car at home and walk or cycle, which would reduce traffic volume and make it more efficient still to walk/cycle/take the bus.
as above - anything that improves is a step towards civilisation
We always walk or cycle anyway.
I walk anyway.
Cycling will not be increased as all that want to cycle do. Wouldn't want the cyclists who race to be attracted because of the pedestrians - Cold Bath Road is already a danger with racing cyclists
Extra traffic Extra pollution Disjointed cycling lane will still not make it safe to commute into the town centre No good for disabled people
I think they are more geared to cyclists than to pedestrians. It would be far better to enhance the walking experience with something to help pedestrians cross York Road at the Prince of Wales roundabout, which currently is very dangerous and frightening to cross.
As long as the routes are user friendly and become fluent routes that link up and don't just randomly stop, they will become useable routes.
I rarely take my bike into the town centre. Feel it is safer to walk or bus. Station Parade may improve but no mention of connecting routes
We need to encourage more cyclists and create a safer and more environmentally friendly environment
I would like to cycle but can't when it isn't safe on the roads.
I live in a village with no bus route or foot path. It is also too hilly to cycle. Plus the road is not safe due to it having a 7.5 tonne limit road which is not adhered to so the road is crumbling away making it unsafe
I am much more likely to cycle to the town centre and/or use the town centre as a safer route to get from where I live on the north side of Harrogate to the south side of Harrogate
The proposals will make it a lot harder for me to travel in and around the town centre
As above. I don't cycle around town centre if I can avoid it and not just because I'm older and have some common sense.
I have never cycled in Harrogate and at 75 years old will not be doing so; increasingly I will be walking less in Harrogate and will require closer parking facilities to do facilitate this.
I have lived in another town which was pedestrianised and it kills them.

As I don't need to drive through town only to town the loss of a through road will not hit me. Taking out capacity - for cars in town - without increasing capacity for vehicles to bypass town seems to me likely to cause problems
Provides some segregated infrastructure in the town centre.
I would cycle to town far more than I do currently.
Hopefully enhance environment for my grandchildren - I feel strongly that today's planners are custodians and should be aiming to reduce carbon emissions / make Harrogate a safer and greener place for future generations.
I have always wanted to cycle into town, but it has never felt safe enough
Cycling is not practical, so lack of parking and accessibility for cars will mean I don't use the town as before
See above comment
More likely to walk or cycle.
Pleasanter environment for all when walking and cycling are made easier and safer.
i have concerns about the pollution levels in the town centre and also the attractiveness and general vibrancy of the town and believe that pedestrianisation and cycle friendly initiatives, more well kept green space and seating is the way forward
As above only seems to be for a few cyclists who are a danger to cyclists. Interestingly never see any of these in lycia shopping
I use my car because convenient, to carry my shopping
You cannot carry shopping on a bike. Older people cannot walk very far, usually due to restricted mobility, therefore will not be able to visit the shops as often as they do at present.
More queuing cars = more emissions = worse air quality in town.
Living as I do in a village outside Harrogate, with no real public transport, this scheme will not induce me to come to Harrogate to shop, as the scheme is most definitely anti car, especially in the area where the good quality shops are. Traffic will undoubtedly back up on Station Parade, if it becomes one lane.
You will kill the town centre once and for all.. The retailers are against this. The residents are against this. Yet you plough on..
I feel anything that encourages my daughter and I to get out and about safely on bikes is a good thing
The proposals are likely to create a more sociable atmosphere to the town
They would give people more confidence to cycle directly into the town centre.
I do not think that you should be taking away parking on James Street, pedestrianisation makes the area look like a ghost town at night and dangerous
Fine as they are presently
I lived in Harrogate for 25 years until recently. One of the reasons I moved out was the increasing car congestion on almost all roads even at off peak times. I moved to York where cycle lanes are far more accessible. As a cyclist this means I do not use my car as much as I would have done in Harrogate. Cycle only dedicated lanes as outlined in the proposals have to be the way forward.
Whoever voiced the opinion that these would have a positive impact on businesses is in my opinion living in cloud cuckoo land.

<p>Adding cycle lanes just in this area doesn't help cycling on other roads, as once you get onto other roads there is no provision for cycling lanes. Hence, it will not attract people to cycle in this particular area. To get to this area in town you have to travel on busy congested roads where there are no cycle lanes at all. Also, it is very hilly around the centre of Harrogate so not of any use for those who want a steady cycle. I can not see how this scheme will improve walking around this area.</p>
<p>I wish to cycle (and walk) as much as possible and avoid using my car. The better the cycling infrastructure is then I and others will find it easier to cycle.</p>
<p>Safer crossing from one arch to town centre.</p>
<p>Limited in visits to town and walking</p>
<p>Traffic moving away from town centre will making walking more pleasurable</p>
<p>If these measures can reduce congestion from vehicles, and provide more space for activities that will enliven the station area, this will be for the good.</p>
<p>I would feel safer with more segregated cycle routes</p>
<p>As a car driver, pedestrian, cyclist and bus user, I feel any increase journey time when driving will be more than offset by the overall improved experience when not driving.</p>
<p>As an academic working in sustainable transport planning I am acutely aware of the need to move from car dependence to active travel to reach net zero and achieve other co-benefits from reducing the demand for car travel. I am also well versed in the academic and professional literature showing that enhanced walking and cycling infrastructure is a key enabler of mode shift away from motorised transport bringing with it economic social health and air quality decarbonisation benefits. From a professional point of view the enhanced walking and cycling infrastructure would be highly beneficial (As is well known, active travel projects often have better BCR than road schemes). But on a personal level the effect on me would that it would make me happy that sound planning is being carried out in the town I grew up.</p>
<p>I will feel safer cycling in segregated cycle routes rather than on a dual carriageway (Station Parade) where it is difficult to know what road position to take, especially when changing lanes on a bike in fast flowing traffic.</p> <p>I will enjoy walking and shopping in a calmer car free environment.</p> <p>It will be a more pleasant environment to bring friends to visit. I will be less embarrassed by the poor first impression of Harrogate when meeting visitors at the station.</p>
<p>I think that closing James street to traffic is sheer folly as it means that road users dropping off rail and bus passengers in town from the south and west would have to go around the entire one way system.</p> <p>Most importantly James street provides well lit and busy safe west-east passage for women at night. Compare this to Oxford street and Cambridge street. These are positively scary at night - even for men.</p> <p>The ability to park outside the shops on James Street brings revenue to the shops. Just look at how footfall dropped off when HBC dumped all those planters and cones onto</p>

the street to prevent parking in the pandemic. It killed the atmosphere of the street stone dead.
Would be more likely to cycle in town centre
You're trying to fix what isn't broken here. The town just isn't big enough for this kind of development. How many different ways do you want to ask the same question?
It will make visiting the town centre completely unviable.
I will continue to cycle into Harrogate, but am likely to use the road rather than a poorly designed dangerous cycle path. I am confident on the road as a cyclist and advanced driver so will choose the safest option.
I don't like shopping precincts. I much prefer smart streets like James Street is at present.
Massive delays, traffic jams, reduced parking. I am an essential care user for my job, and also walk in to town regularly from home. The existing pedestrian areas are already unwelcoming due to anti social behaviour of group gathering, this design would encourage more electric scootering, homeless begging, I would like to see evidence that Harrogate needs this space for outside events, when events have been attempted they have been very poor.
Feeling of being safer with the removal of two lanes, for example, with the current road layout, a car in one lane may slow to let you cross but it would be all too easy for an impatient driver to use the other lane at speed leaving you in the middle of the road at risk. That can't happen if there is only one lane . Only caveat is that people will need to get used to giving way to cyclists on roundabouts so there is a risk associated to this
Less cars and traffics
I shall feel more relaxed, it will reduce noise and the air that we breathe will be less polluted - so better for all, and this is a bonus if we are trying to encourage people to return to living in the town
Traffic not choosing to continue to use this route will simply be moved further out which will not assist any type of traveller getting in/out of the town centre and safety.
Currently there is no easy or safe access by cycle to the station or our offices in the Exchange. Walking access routes are also currently dominated by priority given to vehicular traffic.
It will encourage public transport and active travel. It will also make the town centre a nicer place to be.
I hold a disabled badge and unfortunately I am unable to do a lot of walking and no cycling. Accessibility is the most important thing for me
As a car driver, the traffic lights at the bottom of the bus station at Soam's Barbers that were "improved" a few years ago are NOT an improvement at all. Traffic is cumulatively stationary in all directions far longer than before (think fumes), even when there are no pedestrians crossing any of the roads. And, indeed, this 'improvement' sadly resulted in the death of an elderly pedestrian due to poor design. A single lane for cars up Station Parade cannot possibly be spun as an improvement and an increase of 73 seconds in journey time through the whole sector is both woefully underestimated and will add to the frustration already experienced by drivers

<p>delayed at the traffic lights mentioned above. As a pedestrian, the new 'directions of threats' that I will have to be aware of to accommodate the new cycle lanes will not improve my walking experience. As a cyclist, I am already aware of the road and cycle-lane layouts and do not need any more provision to be 'safer'. I will be going against the flow of car traffic and crossing pedestrians more. Every single visitor/user in each transport group is going to be put at higher risk. We are talking actual people's lives here! It will impact on businesses too and may cause some to fail. This benefits no one at ground level. Who actually, really believes these changes are a good idea? Truly? Just the born-again cycling lobby (I cycle a lot but I do not affiliate to this group). I am an individual pragmatist that uses my feet, my bikes, my car and...my brain. Something that no one else involved in decision making seems to be prepared to do regarding the folly of this scheme.</p>
<p>I would cycle into town more. Currently I walk or get the bus</p>
<p>Public transport not good enough to vast majority of outlying villages and cycling in not feasible as 20 mile round trip with shopping</p>
<p>I will continue to walk into town to do my shopping and, if necessary, get a bus or a taxi home, but I expect traffic congestion will increase my travel time. I shall not be doing my weekly shop on a bicycle. Nor will I be cycling into town in the evenings to attend concerts etc.</p>
<p>It would improve access, with more ground space freed up hopefully, more comfortable and congenial, healthier and safer</p>
<p>I'm afraid they would add significant time to cross town at key times of the day (school run mainly). It's not possible to rely on buses to get children to school so it must be a car (many parents already try and do their bit and car pool already). Also, honestly, cyclists are the last set of users to adhere to rules and manners - this has been proven time and time again in every major city. I would win money all day betting that there will be more cyclist and pedestrian collisions in the first year of operation of the new scheme than in the last ten of the current layout. Cars and pedestrians understand each other and stay out of each other's way.</p>
<p>Despite statements saying the traffic won't be a problem, where do all the cars disappear to? The A61 is a main road going through the centre of Harrogate, it is busy and takes a lot of through traffic. There will just be congestion, far worse than now.</p>
<p>Too much emphasis on cyclists</p>
<p>I can't say for sure, I appreciate the aim to reduce traffic and make the centre more safe and pleasant for cyclists and pedestrians, but station parade and cheltenham parade are through routes for buses and cars going between Ripon, Harrogate and Leeds - there is no useful alternate path to route such traffic and will result in more congestion on Cold Bath Road. Also putting unseparated cycle lanes next to motor traffic seems to be inviting collisions.</p>
<p>Cyclists generally do not adhere to traffic regulations. There are too many areas where accidents are likely with pedestrians and by cyclists running red lights and staying onto the footpaths and paved areas. It is guaranteed that cyclists will ride through the Station Square area.</p>

Te one way system around the town centre causes congestion and this will make it worse.
I still wouldn't have time to walk in or cycle what ever u built !
See above.
I feel the changes are more cosmetic than functional (see 9).
We live on Woodlands Avenue. I want to avoid using a car going into town. I have a young family and want to encourage them to cycle into town. I am concerned at the safety and current levels of provision though and am delighted with the proposals. Thank you.
I like to walk and cycle whenever possible. Feeling safe encourages me to do so. The more cycle lanes and pedestrian areas the better for promoting my healthier habits.
There would be a positive change but I have two small children and lice off wetherby road. Those moms in arteries into town need cycle paths to make sure we can get into town safely to enjoy the other safe cycling provision
Traffic is slow and congested through the town so making these area more accessible with greener forms of transportation will improve air quality and pedestrian experience
As long as cyclists abide by the rules and don't think they own the roads especially at roundabouts.
Mobility becomes an issue with age. I cannot see this would help.
should be traffic free inc bikes. EU cities do it - why not us?
Making it dangerous to try cross cycle lanes. More fumes for pedestrians from cars stuck in traffic.
Too many cyclists who pay no road tax and do not have to pass any form of driving- indeed, are not taught to drive/ride there cycles, imagine if road vehicle users were allowed on the roads without strict laws or supervision!!
When walking into town I find the current arrangements quite satisfactory and don't welcome cyclists being in closer proximity.
Just look at the plans. Just because you put in cycle routes doesn't lessen the amount of cars. Just increases congestion and pollution.
I frequently use a walking stick, which often gets almost knocked out of my hand when someone passes, or if slightly changing direction for any other reason, because the street pavements in general are not wide enough. It looks as though those for the new station Gateway, shared by so many groups will seem even narrower. The biggest danger is when someone else in a hurry wishes to pass both me and another person alongside, such as a fast cyclist suddenly arriving without warning from behind us.  You will understand from my comments that this project has outlived its usefulness, and it should not now go ahead. We cannot afford, as a town, to spend any more money than that which is actually in hand on changes that are not required, and NYCC has already indicated that it has enough financial problems in hand locally and is unlikely to be able to assist a

<p>failing 'parish'. We cannot be left as an unfinished building site, so PLEASE don't start to fix anything that is not irreparably broken!</p>
<p>The proposals will make it safer and nicer to walk and cycle around town - the current traffic and road network means you feel like you are running the gauntlet every time you want to cross a road!</p>
<p>People with limited ability to walk will find the walk from where they are parked to the shops and return carrying shopping [sic]</p>
<p>Walkers will have to be even more careful as again the cyclist rules. A lot of people come into town to take advantage of restaurants, bars, shops and other services but a lot of people need their car to be able to do so -- so where do they go? Ripon? Leeds? Businesses will disappear. So many shops and businesses have gone, look at all the empty premises, and more will follow suit.</p>
<p>The cycleways along Station Parade will make life for pedestrians more dangerous. In my experience cyclists are always inventive in the way they use the roads/pavements and open space and are likely to come into the vicinity of pedestrians.</p>
<p>Currently feel safe on pavements when walking except for cyclists on pavement and electric scooter riders also on pavement.</p>
<p>Block traffic from Ripon Road coming into town Kings Road. Why not try a pilot scheme Need a bypass There be more air por We know bus service from the village you need a car</p>
<p>Having lived in Harrogate all my life, I have never had a problem walking around any of the time. The pavements are wide. There are several precincts with easy access. The area really just needs a facelift, cleaning paving, more litter bins. The funding for this project seems to be mainly for cyclists, but Harrogate has a much older population who need to be able to drive into the town centre. Would cyclists even use the lanes, they don't use the newly-built lanes on Otley Road!</p>
<p>See above</p>
<p>See previous answer. A minority but vociferous lobby (cyclists) is being totally unrealistic.</p>
<p>First of all let me say that in 50 years residing in Harrogate the only problem I have encountered when walking around the town was caused by NYCC altering pedestrian crossings at Cheltenham/Station Parade and certainly not for the better. Footpaths around the town are generally wide and there are several precincts offering safe, if untidy, access. The only thing required here is some TLC and power washing. It is obvious that a large part of the funding for this project is for cycle lanes. I was therefore very surprised to be told by NYCC staff at the recent pop up shop that cyclists are not obliged to use them and, indeed, can not be forced to use them. This is senseless, far better to save all the time effort and money and let the few cyclists there are ride on the footpath as indeed they do now.</p>
<p>The additional congestion has been underestimated. I will probably travel to Wetherby or York rather than to Harrogate.</p>

How do you feel about the likely impact on businesses (shops, cafes, markets, offices)?

Please tell us the reasons you feel this way

Parked cars get in the way, and vehicles travelling along James St cause danger and delay to people on foot.

People will linger longer with fewer cars on James St, and be more inclined to visit Harrogate town centre more frequently on foot and by bike.

Most of the traffic on Station Parade is people driving and not stopping. It contributes nothing to town centre businesses, except noise, danger and pollution.

Safer with more pleasant surroundings

Making streets 'pedestrian only' does not stop people visiting shops. These naive people need to look at public realms in other towns to see that it works.

I have worked in urban regeneration for 27 years, I have first hand experience of values increasing as a result of such schemes. The town centre market has become a lot more fluid in recent years, traditional retail units are now regularly used by leisure operators, serviced offices or even retail. None of these require parking outside but they do require a pleasant environment within which to access them and circulate around. Pedestrian friendly areas are the answer to this. increasing dwell time is more valuable to town centre uses is more value creating than being able to park directly outside.

You are alienating the grey pound and those who cannot walk far

it will make the centre a more pleasant environment for everyone. It will be easier to get across the town when cycling or walking. When I cycle or walk into town I spend more time there as I am not on a parking meter.

James Street will be a much nicer place to walk around to different shops without the stress of the road and all the parked cars

Schemes like this have happened in many places and despite fear and doom mongering from some vested interests almost with out exception the result has been improved space and busier locations.

As a retailer with 25 years experience I know what impact this kind of revitalisation can have. As a retailer we need a vibrant, socially inclusive enviroment that encourages people to spend time (and money!) in the town. I always think about continental town squares and how engaging they are.

People will forget about shops along the street. Visitors pass by in cars and see things that make them

Want to return

I think limiting or removing vehicular traffic will result in fewer people using town centre businesses

I feel the proposals will not change anything for the businesses



<p>Because all of the evidence around Europe, and elsewhere, shows that reducing the number of cars in town centres boosts people's dwell time, boosts their spending and makes them more likely to return, more often.</p>
<p>Vast number of past examples that show most businesses benefit in the long run from lower traffic schemes despite their initial fears. Schemes like Bristol, Paris, New York have all shown increased footfall, increased turnover and reduced number of empty units after lower traffic/pedestrian areas</p>
<p>I feel that greener cleaner spaces will increase visitors to town and encourage people to stay and shop for longer</p>
<p>LESS PEOPLE WIL BOTHER COMMING TO HARROGATE TO BATTLE THE INCREASED TRAFFIC ALREADY MANY SHOPS EMPTY.</p>
<p>They will all benefit from the increased footfall, intrinsically linked with Harrogate becoming a more desirable, accessible destination. The lack of pedestrianised streets is currently off-putting for people shopping and the vehicular access around Harrogate only benefits a small minority of the population who are afraid to accept change.</p>
<p>If tourists and residents cannot arrive, park and move around freely, they will not come. Somebody arriving by car and spending the day is going to spend more cash in town that someone who is fairly local and has walked or cycled!!</p>
<p>I don't think this will have an impact on businesses, and I think people who live near by that usually drive to town will be more likely to walk or cycle in as it will he safer. I know it wouldn't negatively effect how often I go into town, for me it will make it more likely that I venture in.</p>
<p>Let the businesses explain. They are the experts, not you the Council.</p>
<p>I think these changes make this area of town centre much more attractive and will make the area more vibrant. I believe this is a real positive change. It shows commitment to the town centre as a place to shop, do business and spend leisure time.</p> <p>The more successful town centres are taking this kind of approach.</p> <p>I honestly can't see any significant negative impact for businesses. Cars can still get to town, there's still tons of parking in town and a bit of the town centre gets a much needed facelift.</p>
<p>No one ever spots a shop from inside a car and then stops to go in. People on foot do this all the time, the slower they pass through an area, the more likely they are to use what is there</p>
<p>Would it impact you in any way to carry your purchased goods further let along cycle with them!!it will be easier to purchased goods in another town or a shopping centre.</p>
<p>This will drive more people to Leeds.</p>
<p>You say that you surveyed a relatively small number of shoppers. I would argue that asking people if they would still shop on James Street if these Gateway proposals go ahead is a biased indeed skewed question. If they could easily park elsewhere of course they would continue to shop there. What you have not set out or explained when asking this question is the proposed removal of huge numbers of town centre parking spaces which currently make access to shops on James Street and elsewhere comparatively easy. Ask the correct question and you would, I feel sure, receive very</p>

different answers. Why not ask if people would continue to shop on James Street if they could only access the street, and indeed the town centre, on foot or on a bicycle? That would produce a more meaningful result.
You are restricting access! ALL the business groups and retailers are against this
I have no confidence that any designs will be executed to a high standard, as I only have the examples of Cambridge and Oxford to judge the local councils on. Until these can be smartened up, there should be no money spent on other projects.
I would prefer to shop/drink/eat away from traffic.
People may buy less when they can't park nearby.
Car is King. Leon, Starbucks, M&S Food. Bettys Harlow Carr. etc. etc. Temporarily suspend car access to these sites and you'll have the top legal teams in the country after you. Car is King. This scheme will kill off James Street and no amount of street jugglers will correct it
If my car journey time is increased, I will take my car some where else to shop
This town struggles geographically, environmentally and financially. Our geography makes every cycle/walk harder as they are mainly uphill unless you live on the southside. Our climate makes walking/cycling in problematic in 11 out of 12 months, we also have an aging population of rich people who will not use our poor public transport system.
It will create a town centre traffic jam - unpleasant and unhelpful.
Nobody I know of has been asked for their opinion whilst shopping on James Street. So I tend to disbelieve this. I know people with businesses on and around James Street and they are against the Pedestrianisation. So I'm not sure where this support has come from.
Harrogate is not at busy town and is currently easy to walk around
increase of walkers will probably translate to more sales,
I can't imagine much impact on James St but I can't help feeling the negative impacts posited by the actual businesses situated there must have some validity.
It will deter customers from driving into town.
People will not want to come into town
Disincentive for car drivers to visit Harrogate, the main mode of travel for out of town and countryside residents.
My only experience of pedestrianisation is Fossgate in York & it's now thriving! I can't think of an instance where this type of initiative has been met negative for businesses. I'd go into town more if I could on a bike, otherwise once we're in the car there's other options.
The roads surrounding Harrogate are already choked and this already discourages visits to the town centre. Try reaching the town centre from the East or North! I now avoid Harrogate because of this and diverting a few lanes near the station will not help in the slightest.
People with disabilities are being hugely discriminated against with this plan. Where is access for them. People who rely on car transportation. Harrogate buses have been

<p>hugely unreliable with massively increasing fares beyond the cost of taxis in most cases. To me it drives any want to go into town at all..i cant join my friends and family who arent fully physically able i cant count on being able to get to town on time being fully reliant on buses and i couldnt afford them even if they were reliable</p>
<p>I have repeatedly read that these surveys were not representative of the town centre community so have no faith in what you are planning reflects the feelings of the people of Harrogate. You are representing cyclist groups over the majority of the people of Harrogate.</p>
<p>Encourages people to visit town centre</p>
<p>More dwell time more spend</p>
<p>We need to get to our destination without a queue. James Street needs convenient parking to get to shops. We are not all on bikes. Dread it when segways catch on</p>
<p>Victoria car park is already mostly empty much of the day, parking is much too expensive so people will go to Ripon or Otley to shop where it is cheaper. This development will make no difference.</p>
<p>A more attractive town, making it easy to walk about, encourages people to linger more and spend more time and money in shops. Traffic and parking are barriers to going into town.</p>
<p>I seriously believe it will take away from the town - and people will stop going into the town</p>
<p>Long term centre will be a nicer place. Hope it drives through change for main shopping area which is very generic</p>
<p>Safe place to shop and enjoy.</p>
<p>Worse traffic.</p>
<p>Pedestrianised and low traffic areas encourage browsing</p>
<p>Current pedestrianised areas in town look terrible and do not attract prime retailers. If we do not provide a quality shopping environment quality shops will not come</p>
<p>There is nothing in the proposals for Harrogate Gateway that would attract me to this part of the Town.</p>
<p>Once the so called improvements have been made I'm sure there's be little change.</p>
<p>Business will thrive after the changes</p>
<p>My personal experience of towns (very different in cities) is totally different to your review on shops and numbers of people using areas without vehicular access. The areas of Harrogate that are currently pedestrianised are poorly utilised, look dirty and are uninviting. There is a real chance this scheme will do the same to these streets</p>
<p>From a personal point of view I feel that if I can't be close to facilities, I tend not to utilise them. I usually have limited time so the further away I have to park and then walk to shops or offices, the less likely I am to visit Harrogate.</p>
<p>There is no public transport out to our outlying villages-how are they supposed to get into the town centre now? What about the elderly and the disabled for whom bikes and public transport aren't practical? These are plans drawn by the able bodied, for the able bodied. Businesses are largely against these plans-why does the Council consistently refuse to engage with their concerns? I'm lucky, I live close enough to walk into town, but if these plans go ahead-not a given due to the pending judicial</p>

review-and town businesses suffer, I will simply go to York or Leeds for my shopping, they have a better selection of shops anyway ...
It will divert custom to free parking out of town shopping and online
Better environment free of traffic pollution, atmospheric and noise.
People will stop driving to Harrogate and go to other towns instead.
Surveying a few people on James Street does not an accurate or effective report make. Removing parking, causing extra journey times and traffic congestion is not conducive to a positive impact on business. Trying to force people to walk and ride a bike to shop May work in warmer climates but frankly nit in wet, windy, cold Harrogate, particularly in the winter months. Shoppers will go elsewhere with plentiful, free parking.
Pedestrianising areas has consistently been shown to increase business takes.
This scheme will reduce the amount of people able to access Harrogate town centre so businesses will go bust.
As I said, in cities in the continent and other pedestrianised areas that I've visited, the atmosphere and feeling of safety and relaxed enjoyment is massively improved, attracting people to the area and making them spend more time (and therefore more money) there. I cannot think of one pedestrianised town where this has not been the case. In fact, I would go further in harrogate if it were me and make more of it pedestrianised for the benefit of businesses and the people who visit the them.
More people would be encouraged to visit the town centre on bike or foot because it would be easier, and more people might spend longer in town just hanging out and probably spending more money if it's more pleasant and pedestrianised. "Town" becomes a place to visit by itself rather than just "shopping" for the things you need. Plus people will be saving money on parking so can spend it elsewhere.
I moved from East London where there are many LTNs. The area (Walthamstow) has been transformed for the better and businesses report positive impacts (in spite of worries before the scheme was introduced). It keeps getting bigger and better and I would love to see similar in Harrogate.
I think more people will walk and visit areas they might sometimes just drive near, and in turn increase business footfall
You say they Tend to have positive or neutral effect - so there is no actual proof that it will be better
less parking when we need more I have to now because I can never get parked
People on bikes love a cafe. Also people will be able to save money on fuel and parking and other vehicle costs if they use their bikes instead therefore more disposable income to spend in the shops.
Nice clean modern vibrant environment and gateway to the town has got to be a positive
More people can easily get to town by bike
Further traffic congestion in town centre is likely to encourage shoppers to go elsewhere, e.g. out of town supermarkets, retail parks or even other towns.
Easier to shop online if less accessible...

I have no interest in this argument about businesses needing parking and everyone needing to drive into Harrogate. This British mindset is really damaging to our quality of life and our environment. We don't need to drive everywhere. The shops in Harrogate are thriving since lockdown. I'm in town every day and it's never been busier. We have more UK tourists here for longer periods through the year than ever before. Most tourists do not drive to the town centre. Businesses need to realise that if they provide a good enough product or service customers will visit them regardless of whether parking is available. I would ask businesses to provide hard evidence of the argument.
You say nearly all, that means less ! You do not demonstrate effectively any survey evidence that says more people will come to town because of the changes
It will make the town a nicer place to visit , business will go up
Again, If I am visiting town centre I'd go anyway I'm more concerned how it will affect me leaving Harrogate, not everyone has jobs in the town , and I need to get out of Harrogate for work
Research shows that increased pedestrianisation and cycle infrastructure always increases footfall, and whoever denies this is a gammon.
Higher footfall, more pleasant atmosphere.
Businesses rely on delivery vehicles and also shoppers. Moving access away will be problematical.
the town will become congested and people will stay away
All the above reasons already mentioned.
It will encourage people to walk cycle into town.
I have also seen research from European and US case studies showing the positive effects of pedestrianisation on footfall and dwell time.
People with cars will stop coming into town
People nip into town and park for a few minutes on James St just to buy something.and leave. They will not do that.
James St parking is often more akin to drop off. Pedestrianisation would be great for business as people could freely walk about without worrying about stepping in front of an oversized range rover driven by a parent, searching for their child (who has been buying stationary in paperchase).
There is already wide pavements in harrogate. No need to stop parking.
Too many cars. Should use edge of shopping area car parks.
I avoid town as there are so many cars.
it makes the whole experience so much cleaner, safer and pleasant. Look at Leeds, it has been transformed. I shop frequently visit doctor dentists etc in town centre and all easily accessible by bike or walking or by bus. Children will feel safer, less pollution.
Look around the country at other areas that have done this. The benefits are overwhelmingly obvious.
Convinced by your survey
There needs to be enough central parking for the elderly and disabled to be able to access the town centre. We have a significant elderly population and they would not find it as easy to access the town centre. Many rely on regular trips to the town for

<p>social purposes and to get out of the house to relieve loneliness and the withdrawal of central parking would impact negatively on that. Also, reducing parking and adding various traffic calming measures such as the one on Beech Grove will (and has in the latter case) lead to huge increases in pollution in other areas as people try to drive around them. They take a longer route, creating more congestion, more air pollution and more dangerous road conditions.</p>
<p>Less cars travelling through the town centre does not mean less people visiting shops/events etc.</p>
<p>As described above.</p>
<p>Cars and pollution are not what I want to see when sat outside a cafe. Having a better environment would encourage me to use the shops and cafes more and, to be honest, Harrogate needs some help.</p>
<p>Case studies consistently show that people who walk or cycle to shops, visit more often and spend more overall than those who cycle. In addition, creating a pleasanter environment for people (rather than cars) with encourage more people to visit or linger in the centre with the associated benefits for businesses.</p>
<p>I find York a really pleasant place to shop and the atmosphere is totally different to somewhere more commercial like Bradford. (I feel Leeds has a good blend of the two?) We already have a town centre with minimal car access, why not extend it? It's better for the planet as well as air quality and public safety. Only thing I'd be concerned about would be access for staff who work in town, as sometimes parking is difficult to come by.</p>
<p>I wont be coming in to Harrogate town center unless i really have to</p>
<p>A nicer environment to shop and socialise will encourage more footfall.</p>
<p>Make it free parking instead</p>
<p>Reduced parking and access will affect businesses negatively and likely reduce their trade from occasional or tourist traffic</p>
<p>I am a utility cyclist (basket and panniers, no lycra) and I am far more likely to pop into town, even just for a few items, than my husband who doesn't cycle. I also think that Harrogate will be in a much better position to attract visitors if the station gateway area is modern, welcoming, and pedestrian-friendly. A pleasant town centre is a leisure destination in itself. I also think office buildings will be more attractive to businesses if there are sustainable travel options for getting there. The health benefits of cycling to work are enormous; it is also inexpensive, and better for the environment.</p>
<p>All other town centres that I know of (eg Herne Bay) have been pedestrianised for many years and have seen huge commercial benefit (despite initial resistance)</p>
<p>Big increase in car congestion</p>
<p>The creation of more open public space opens up the possibility of more out door seating, pop-up events, more planting/landscaping and a generally more pleasant environment. Leeds is a great local example of the transformation that can be achieved through investment in Public realm, widened pavements, pocket parks and cycle infrastructure.</p>

It will make the area more inviting especially with outdoor markets etc and it will be more used, encouraging those shops to become more part of the town centre
I think it will encourage more visits to the town because of being safer and more attractive to walk about
Any city where this has already been applied has seen people spend more time as the pace relaxes.
I will just avoid going into Harrogate and using any local businesses. They're all closing anyway due to the high rent prices.
Safer
I think it will encourage more people to come in, especially if the social spaces attract additional activities and events.
More footfall big win
I see no difference will be made at all
The business community have said that it will have a negative impact on their shops. I do not wish yet more town centre shops to close.
There will be a positive impact for retailers on the station side of Station Parade but an overall negative impact - the problem is getting in to Harrogate rather than accessibility once one has got into the centre.
The town centre will be a more attractive place to visit, and stay a while rather than feel the need to escape again. In other European cities, similar schemes have had a +ve effect on business. It's a question of getting the balance right.
Cleaner, safer town centres attract MORE people, not fewer. Looking at Hebden Bridge in Calderdale, their town centre is entirely closed off to private vehicles, and is always busy, so restricting access to cars clearly has no effect on footfall.
Will encourage people into the town centre as it will be a better environment
I think people are nervous of change. There are hardly any lost parking spaces. When I come to town in the car I normally park in the car park anyway rather than trying to park right outside a shop. The changes make the area much more attractive to me. I'd be more likely to spend more time in Harrogate if it continues to improve with schemes like this. The new pedestrian areas could be lovely with events like the Christmas market. A safer bike route into town would make me and my husband more likely to pop in on our bikes for coffee etc.
Studies in the UK and abroad have shown time and again that improving the public realm in town centres by creating more cycling and walking, and less vehicular traffic have a positive effect
Reduced footfall due to reduced parking and congestion making visiting the town centre unpleasant. If you continue to make Harrogate difficult to visit, people will just shop online.
The pedestrianisation of James Street will kill the town and make it look as desperate and soulless as Oxford Street. Spending money on Oxford Street and Commercial Street (which is full of independents) should be a bigger priority. Allow cars to use James Street for pick up/drop off but not for parking
If the town centre is a nicer place to be then there will be more visitors hopefully staying for longer.

<p>If we make the town centre more attractive to people, people will want to visit and will stay longer and spend more when they do. Cars don't spend money - people do! Give people the priority, not car drivers.</p>
<p>People from out of town come by car. The increased congestion will deter them from coming. People from Harrogate can't shop for anything other than small or light items without a car.</p>
<p>I find it much more pleasant to walk and shop with less traffic</p>
<p>Far from discouraging shoppers etc I think the proposals will encourage shoppers and others into the town centre</p>
<p>Car users tend to spend less time in town on each visit. If you walk or cycle it takes a lot longer to get there so you tend to linger longer to make the most of the effort, e.g. stop for lunch or a coffee. However if making a bulky or heavy purchase people do still need access to a car and somewhere nearby to park at a reasonable cost. For example, if I were doing a food shop at M&amp;S I couldn't safely carry it home on a bike..</p>
<p>If I cycle in I like to stop longer for cuppa.</p>
<p>Lots of wealthy people shop on James street as they can park directly outside. The shops on James street cater to that demographic. If their customers are put off by lack of parking, these businesses will soon suffer.</p>
<p>We should be using the money for helping the shops regarding rates and trying to get more public in like reduced car parking fees</p>
<p>Motorists will avoid Harrogate altogether if congestion worsens</p>
<p>You ruined Oxford Street, Harrogate with a similar scheme. It moved from a busy, vibrant shopping street full of attractive shops and happy shoppers to bleak area devoid of pavements. Observe how pedestrians walk down the centre of a road devoid of pavements. This is useless for businesses.</p>
<p>Less cars, more time to stroll, more likely to shop and spend money</p>
<p>More pleasant shopping experience. Better cafe seating outside.</p>
<p>People won't go into town to shop if they can't park conveniently, or drive there without sitting in traffic for hours on end.</p>
<p>People will stop coming into the town centre if the road infrastructure doesn't facilitate easy access.</p>
<p>Shoppers will not cycle uphill to town centre and carry bulky shopping home on a bike, especially in bad weather.</p>
<p>If it's less a highway and more a people place then it's a better place to visit and to spend time and money.</p>
<p>A more pleasant and less car dominated environment is more pleasant to shop in and will attract shoppers to stay longer</p>
<p>easy and safe access</p>
<p>More pedestrians is more footfall and increased spending per trip.</p>
<p>Studies have shown that increasing pedestrianisation and encouraging active travel has a positive impact on local businesses, with people spending more who arrived by foot or by bike.</p> <p>It would also make the area a nicer area to be in for longer, which again would benefit businesses.</p>



Shops receive more customers from traffic free streets than from those filled with parked and moving cars.
If it is safer to walk round, people will be more likely to shop in the centre. People will be attracted by craft markets and entertainment, street food etc and will then visit the rest of the town. The christmas market could be centred on the new square.
Not being able to park in town or drive up Station Parade will discourage visitors and locals alike.
I expect I will continue to use the businesses in the same way as now.
It is obvious that most if not all business will benefit
It is already difficult to park in town and there are plenty of multi storey car parks so losing spaces on James Street won't affect footfall.
Harrogate centre is a popular destination for leisure & shopping amongst older & possibly less ambulant people. they value being able to park vehicles close to their intended destination. The proposed measures will reduce the opportunities for this. Therefore I feel very strongly that an alternative has to be put in place in the form of Park & Ride. This would enable further opportunity to change the traffic density in Harrogate for the better.
A more people-friendly environment will encourage me to spend longer in the town centre
People can cycle in and out for errands and visiting cafes.
If I cannot park, I won't shop and will go to Leeds, as I can park easily and not much further. Unless you live in walking distance of the town centre, everyone else will do the same. All the local villages and residents are being punished for having an out of town house, instead of a cramped apartment, as you changed all the lovely big town houses to apartments.
It will increase footfall and economic activity.
There are enough pavements access is needed for cars!!
Businesses will be able to spill out onto the pedestrainised streets. People are more likely to wander around the area or longer. It will create a sense of community with in the centre of the town
I think Harrogate already is a vibrant town centre and this can be further enhanced by making it even more visually attractive, craft markets, outdoor dining spaces etc.
I'd come into town more often if I knew it was safer to walk and bicycle (I am a car owner too btw!)
There are countless examples where the reduction of cars and prioritisation of bicycling and walking has proved positive to the local economy such as Paris, Cambridge, York. Why shouldn't that also apply here in harrogate
I am aware of the research that shows that changes such as those proposed have a positive impact despite peoples fears and resistance to change
More cosmopolitan. Cafe culture
Less fumes
Makes everywhere more accessible for different types of people

It will be pleasant, so people will visit more often and will stay longer.
This is the worst point of the initiative. The council are not listening to the businesses or the people of Harrogate. Removing the parking on James Street will be detrimental to the town centre as we already have very limited parking in the town centre. For me it just shows the true arrogance and incompetence of the team behind this initiative.
The parking will be displaced to other adjacent streets pushing people further out. I am telling you now if parking gets much worse in town I will no longer shop in town. This will not only impact local visitors to the town centre but will deter tourists from stopping in the town centre as well. Previously living in Leeds and coming up for the odd day in Harrogate it was already a daunting aspect trying to find a location to leave the car
Because people potentially will feel more comfortable to ride their bikes to the shops which leads to healthier community, which influences everyone in all business environments. Happier healthier employees and customers
Plus people may be more inclined to go into town to spend time there.
This is moving the town in the right direction to bring in good footfall. A proper food market (with real local producers like the one in Stroud) would be an amazing asset for the town.
It will make the visit a more positive experience so more visitors would want to come to Harrogate.
All evidence from other towns and cities shows that once the initial "anti change" hump has been negotiated, businesses benefit massively from this type of pedestrian friendly infrastructure. And you don;t even have to look far afield (there are numerous examples in Europe) - but just look at York - pedestrianising their main shopping streets has made it a huge success and any business would struggle to say they have been disadvantaged because of it!
I would definitely spend more time and money in the town centre, if it was a pleasant environment. James Street is exactly the opposite of that at present....a strip of death between rows of parked cars. Share the road space more evenly....remove parking, widen pavements, remove through traffic entirely, and you would have a far more pleasant shopping/leisure proposition
Going into town will be much more pleasant - enticing and encouraging.
It will create a nicer atmosphere in the center which will in turn increase footfall and expenditure
I am more likely to use the town centre.
NYCC SHOULD LISTEN TO THE VOICE OF BUSINESSES IN THE TOWN-THEY KNOW BETTER THAN COUNCILLORS WHAT IS BEST FOR THEIR BUSINESSES.
YOUR SURVEYS ARE SKEWED . ALL BUSINESS GROUPS THE CIVIC SOCIETY OVER 1000 MEMBERS OF THE RESIDENCE GROUPS JUST DON'T WANT THIS SCHEME.
WE ALL FIRMLY BELIEVE THIS WILL HAVE A VERY NEGATIVE IMPACT ON ALL OUR

BUSINESS AND YOUR SURVEYS WILL NOT CONVINCING US OTHERWISE BUT YOU WILL JUST PLOUGH ON REGARDLESS AND WE WILL HAVE TO LIVE WITH THE CONSEQUENCES
Accept the conclusions of the review referenced above.
I think less traffic makes it a nicer place
More families could access businesses without the need to drive in and spend more time in town without the need to spend on parking
Pedestrians trips arriving on James St from other parts of town will be unchanged. Pedestrians who currently arrive by cars which park on James Street will be eliminated. There will inevitably be less footfall on James Street.
I think if people want to come in they will. I don't think it will alter this.
Forward thinking businesses will be able to adapt to the proposed changes. It will encourage innovation and provide a stimulus to the local economy.
If the centre is free of traffic it makes it much more relaxing and creates a better environment for shopping or visiting restaurants
People use their cars to shop, you can't shop on a bike. Elderly people can't carry shopping far. They will go out of town shopping. absolutely logical
All areas that reduce cars and increase humans benefit. It will be the same with Harrogate. Could you sort out Cold Bath Road next please?
Harrogate, like it or not, is a visitor attraction. Visitors do not come on their bikes, some come on trains, but most come by coach or private car. If the latter methods are to made so difficult, the impact on businesses will be severe.
I have worked many years in Saxony. Back in the 1990's Saxony pedestrianised and the shop keepers were terrified. Once pedestrianised the public found it was nice to go to the city centre and sales in shops went up dramatically.
Less traffic, less people, less business
How do you shop on a bike?
Reduction in parking. No benefit to visit shops.
Increased congestion will certainly discourage me from shopping in the town. I will be tempted to drive to supermarkets in Ripon instead
It has been shown in numerous locations that restricting access to larger vehicles encourages more pedestrian and cycling activity and people tend to stay longer in the area.
If people can't get through town due to congestion, they will just go somewhere else. The people who park on James street do so because they cannot be bothered to walk any further; they will just find another, more welcoming town to go and shop/park in.
I'm inclined to believe your research. Yes, some car drivers may be less likely to drive into town but this would be more than offset by others using efficient safe and rapid public transport, bike or walking
I feel that if people wish to attend certain establishments they will. Simply adding alternative routes of travel won't impact that
If we ever do go to town in the car it normally involves one of us staying in the car while the other nips into a shop. Under the new proposals we will go on our bikes, do some shopping and then have a drink and a bite to eat.

Was the survey carried out by the same people that did the UCI survey? It certainly sounds like it.
In a calm traffic-free environment people want to spend time and this usually increases spending
Schemes that priorities walking and cycling have been shown to boost business significantly
I am more likely to pop into a shop I walk past, whereas if driving by there would be no chance I would stop and pop in on a whim.
Some will benefit, some won't
Any Town Area choked with traffic is detrimental for any Business whether it is A Cafe or an Optician.
Data demonstrates that where better access for pedestrians and cyclists are implemented spending in local businesses increases.
More people will be encouraged to come in to the Centre.
Pedestrianising James Street should make shopping there easier. However, a lot of people are currently dropped off / collected in that street so they can get to the shops and town centre (I work near there so I see it a lot). If getting to places by vehicle is made difficult then less people will bother. What information do you have on the demographics of people who currently actually visit the town centre? From my observation, active shoppers tend to be older rather than younger. They do not use bicycles or scooters. They have a limit to the distance they are prepared or able to walk. Forcing them to walk further because vehicular access is reduced may actually have a negative effect on businesses (not necessarily in James Street itself but on others that will now be further from current drop-off points - just asking people in James Street for your research is not the full picture)
Harrogate would be an even more pleasant town to visit and I would likely go into town more often
I think it would make the area more accessible and welcoming for all visiting the town, especially via the station/s. At the moment there's a real barrier of fast moving traffic.
You are over-estimating the increase in walking/cycling but catering fir this. Focus on better public transport that runs to time/is reliable and at a reasonable cost.
I don't enjoy shopping in Harrogate due to the traffic and parked cars
Harrogate town centre is in a state of slow decline, providing a place people are more likely to want to visit can only help business, albeit maybe a different mixture.
It will make HarroGate a more enjoyable shopping destination. No need to goto York any more.
The improved environment will encourage greater footfall in the town centre.
People like to walk on pedestrian only roads.
Less cars means more space for people.
Since the first pedestrianisation plans in the post WW2 era retailers have resisted in the mistaken belief that removing traffic reduces footfall. They have always been proved wrong.

<p>hopefully will encourage people to leave their car at home and spend some time in the town rather than just dash and grab trips. The whole area near the station will look so much better than it currently does and feel safer</p>
<p>I am a retailer in the town centre and have discussed this scheme with many clients and it is felt to be an act of madness leading to the death of Harrogate town centre. I am unaware of any retailer in James Street who supports the scheme. Harrogate has a fantastic amount of open spaces where events and leisure activities etc can be held.</p>
<p>Businesses people are always pessimistic about pedestrianisation but it invariably almost always increases footfall once people get used to it. It makes a more pleasant environment for shopping.</p>
<p>Removing parking will make the environment nicer to visit and spend time, especially if the cafes etc have outside seating. This will encourage attendance and result in more trade</p>
<p>In European cities pedestrianisation has been in place for many years. Their town centres thrive and with it's leisure/Spa town atmosphere Harrogate should build on this and enhance it.</p>
<p>A better environment in which to shop.</p>
<p>Surveys say it all. Facts are no adverse effect. Furthermore, why should shopping dominate the scheme. Open free space, meeting friends, sociable designs.</p>
<p>Retail is threatened by Internet companies. Business rates apply to retail outlets but not to Amazon and others marketing from their huge distribution hubs. Local infrastructure and retail is under threat from illogical rating and taxation systems plus Central government budget cuts not because Harrogate needs prettifying. Illogical schemes such are simplistic none answers to the wrong questions as usual.</p>
<p>Pedestrians will feel safer. If a car is 'passing through' it is not buying from a local shop.</p>
<p>Safer space for pedestrians to come and browse shops they may not normally go to away from the supposed town centre, for me James street is more of a shopping street now with all the shops it has compared to the centre just having larger stores, like M&amp;S, Primark, WHSmith's, etc.</p>
<p>Think more people would visit which creates business look at York always busy.</p>
<p>The adverse effect on traffic flows and associated environmental pollution, associated with this new scheme, will discourage people from visiting Harrogate and therefore harm local businesses</p>
<p>Improved public spaces will encourage people to spend more time in Harrogate.</p>
<p>People who have to drive can still drive but others will be encouraged to take public transport, walk and cycle</p>
<p>because once change becomes normal and accepted it will bring high footfall and make it a more positive environment</p>

Fewer people will visit the town centre as more pedestrianisation will mean more cycles, skateboards, scooters and other forms of mechanised transport zooming and weaving about around pedestrians.
If it's harder to drive in due to more traffic less people will visit the town centre. Plus the disruption if all the road works.
Many visitors will require short or long term parking, particularly of Park and Ride is to be improved.
Visitors using active travel are much more likely to browse and shop with pedestrianisation
People with mobility problems need to bring their vehicles into the town centre for parking. If Disabled people cannot park they probably will not bother shopping in the town centre. Elderly people need to be close to the town centre and if bikes are racing up and down this is intimidating as older people disabled people are slower than able bodied people
I don't see it as having a negative effect on businesses - less cars makes for a better environment
I'm less likely to come to Harrogate.
Shops do not rely on cyclists! but you are trying to encourage visitors to town yet most will come by car not public transport and find parking difficult, businesses will be severely impacted
I feel the review was flawed. Without Temporary restrictions of the area involved for change, a realistic impact assessment cannot be proven. The project risks a negative impact on both business and vehicle movements and probably a worsening of congestion and pollution. People on bicycles Don't do shopping.
People would not use James Street without the car
I won't be able to access them if I can't drive.
Having a space that welcomes pedestrians and cyclists will lead to people wanting to visit and remain in the area, rather than just driving past in their motor vehicles.
Remove the cars and you remove shoppers and users of other services. It's also an unwelcoming bland desert of block paving that loses all of the traditional atmosphere and style of the streets involved.
I have spoken to the shop assistants in most of the shops on Names Street- when the flower containers were in place in 2020-21 shops were empty because people could not access the shops adequately- we need to be able to park - shopping is heavy and women's hands are not designed to carry weights! Car parks are often full. And are too far from James Street shops.
People tell surveys that allowing large amounts of traffic encourages visitors even though the opposite is the case. This will make Harrogate a more attractive destination for me and my family
People will not come into Harrogate to shop if they can't use their cars and park easily.
Visitors to Harrogate and also local residents will have a much more enjoyable experience with less traffic.

I have read the same research and seen the impact on many towns in both the UK and abroad. There will of course be some losers but most shops will benefit
More people are likely to come to the town
Preventing access by car, causing further congestion and removing parking spaces; how the fuck will it help local business? There needs to be more parking and easier car access, not less.
People will feel happier to be in a car free environment
The retail areas are dying now and are not going to improve with playing with Station Parade. More retailers will leave the town with or without this scheme going ahead.
People will not cycle into town to do their shopping. People will not cycle or walk into town to eat/drink - especially ladies in high heels and nice clothing. Everyone will continue to take a taxi in those instances. People will not walk with young children and even less likely to cycle. Harrogate is dying and this won't revive anything.
People can't carry the heavy/bulky items / large shops home as pedestrian/cyclists
Businesses have found it hard to survive during the last 3 years.
People will stay away whilst it's utopia to get people out of cars it won't happen
more footfall
I think your premise is false. Your plans will make it more dangerous for pedestrians and footfall will reduce.
More open , walking space will aid local business, provided that people can get to and from easily. We can walk into town to pick up a coffee, but we cannot walk home with a family shop.
Look at other town centres. Those that are dying quickest have all been largely pedestrianised.
Obvious to the commercially minded !
People can't get easily from the outskirts to the town centre
Businesses have voiced their opinions already and are concerned that it will have a negative effect. I don't feel that the pavements are that busy that pedestrian area is needed. The pedestrian section on and around Cambridge Street has not been kept smart, vegetation is planted and then often neglected in litter strewn containers.
Shops are disappearing daily, banks too, what market do you refer to ( the pop up one? ). The actual market long since vanished. Offices are in actual decline. So pubs, cafes and leisure may benefit but looking at turn over I doubt that'll be the savior either. You should be looking at populating the area with suitable dwelling conversions. That is the town and city of the future.
The people that come to park in the town centre are usually tourists. They'll find somewhere else to park.
No change
People like to park close to where they are shopping.
I would prefer to shop on James Street without all of the parked cars and traffic. Nobody needs to park outside a specific shop, if they do, then they are bringing very limited value to the town centre as they are only using a very small part of it.
I think an improved environment will encourage shopping and improve trade for cafes and restaurants.

Harrogate will become even more of a ghost town, many people only feel safe to travel by taxi or car at night, and the reducing of the routes around Harrogate for these, will only increase this sense of desolation out of the 9-5 daytime hours.

As to more elderly people, (sadly, my Mum especially) cant walk very far, so can only go by car or taxi to get shopping, so the reduction in on street parking, and streets available to drive on, will reduce the welcome felt by these people too.

Finally, and perhaps most importantly, the engineered in increased delays, will put many drivers off visiting Harrogate completely. Certainly, when I work from home (I live at the Leeds rd end of Tewit Well rd), in my lunch hour, I find it quicker to drive to Knaresborough retail park, where I can park close to various shops such as Boots, Marks and Spencer etc, than drive into town, park further away from the shops, and walk in.

I previously used to do this a lot, parking around the war memorial, using a parking disc, could do a trip to the bank, chemist, and car shop, Hoopers etc and still drive back home with in my lunch hour. These changes will be the death knell of my weekday trips into town.

Also, the extra delays to all traffic (well cars busses etc) will be an eyesore around the town, as instead of the open inviting spaces shown on your diagrams, it will be a 'car park' of queuing cars, lorries, vans and busses (whos numbers are due to increase year on year according to all of your reports), all travelling increasingly slowly around the rapidly reducing road space.

If the traffic is slowed down people will shop elsewhere.

no one can park!!!!!! how can you buy anything and take it home on a bike or walking especially if you have children or are elderly !!!!

I do not agree with the statistics regarding the consultation. Too narrow a sample group

A nicer space will make people spend more time in town and spend money

I think it will look much nicer. I just hope the reduced parking doesn't deter the public from supporting those businesses.

Taking parking spces away negative for an ageing population who obviously do not cycle

The town will become a pleasanter safer destination / place to enjoy. Some adjustment to existing pedestrian areas required eg allow cycles including bike racks within Victoria Centre.

People still need to shop! They just need to get used to the change. Hoping that some local people choose to walk and cycle instead of driving because of the nicer / safer environment.

Parking charges have already increased, make access more difficult and locals will not go into town as often

Parking is a necessity.no one carries shopping on a bike!



Parking will be more difficult so people will be more inclined to shop outside town at retail parks and supermarkets. If you are coming into town to shop and need to carry several bags, you need to park as close as possible - and you can't carry shopping on a bicycle. It will discourage me from coming into town.
See above please.
We are aware that businesses often feel nervous about changes but in reality the extra ease in walking outside shops and cafes encourages people to go in.
i do not agree with your research it appears very different to actual local views.
The right business will always survive.
Easier walking around these areas would improve my shopping experience
No one will come to Harrogate. The town centre and its shops will die, no footfall, no money. Dead.
People will shop in places they can get to easily
Cyclists and walkers won't make up for the loss of trade from drivers.
included in answer above
It will make shopping and visiting the town centre a better experience.
As previously mentioned, if you make it difficult for people to access by car they will go elsewhere.
More likely to shop out of town. See 11 above.
As described a more pleasant environment with planting and open spaces will draw people into town
WHAT USE IS A "REVIEW OF AVAILABLE RESEARCH" IF THE RESEARCH IS INADEQUATE - PLEASE STOP PLAYING WITH WORDS. YOU ARE CREATING A DISASTER FOR THE TOWN BASED ON POTENTIALLY INADEQUATE INFORMATION SOURCES (PLEASE DO NOT CLAIM OTHERWISE) - MENTIONING INCREASED HOUSE PRICES - HAVE YOU LOST THE PLOT? - FIRST TIME BUYERS DO NOT WANT PROPERTY PRICES TO INCREASE. ONCE THE HOUSE PRICES HAVE INCREASED IN THE TOWN CENTRE AREA THERE IS MORE INCENTIVE TO CLOSE THE SHOPS AND RETURN THEM TO RESIDENTIAL USE - DEBENHAMS IS YOUR EXAMPLE HERE BTW. WHEN WAS THE GATEWAY IDEA ACTUALLY DREAMED UP? - AND BY WHO? (SURE YOU WILL NEVER TELL US) ON WHAT BASIS WAS THE DREAM CREATED - ALCOHOL OR SOMETHING A LITTLE STRONGER?
.
I think project fear is driving negative comments on social media and the press, less traffic can only be a bonus
Greater pedestrian traffic = greater footfall for businesses. More motorised traffic = less footfall for businesses
If driving through Harrogate I rarely stop, when on my bike I usually go to a cafe.
I think it will make the area more attractive - outdoor seating in warmer weather would be nicer as there's less cars etc.
Your own figure state that you expect a 2% reduction in business so how is that positive. And you have just stated "most of the people" so you are just shooting yourselves in the foot.

Both myself and my wife are disable so if the car cannot get to a shop we go elsewhere so to us Harrogate will be a no go area. Has no one given a thought to the disable during this money making scheme?
I'll be going elsewhere where I feel more welcome
The average age of residents and visitors to Harrogate are not of an age to cycle
If we have to spend our disposable income on increased energy costs we will spend less in town Wasting money on this project rather than cutting taxes will hurt business
You cannot collect shopping on bike or foot. So visitors will view and then buy on line. Shop loses
more people will be walking arund and seeing more shops the only people that drive into the centre are the ones that just need to pop in to one shop
I don't think it will affect businesses either way
Your survey is not correct. Release all the information you are withholding.
If there is less parking nearby by for short length of time people won't bother, they will go somewhere else, I will.
As above
The town will have a more modern, relaxed and cleaner feel. I would view this positively.
Where are all these cyclists everybody talks about. I'm a fairly fit 70 year old but have no intention of cycling, I'm sure I'm not the only one.
I think it will increase footfall overall in the town centre not decrease it as it will be a more pleasant place to be
People will continue to shop online unless something extremely radical (eg loss of GPS ) occurs
Reduced parking encourages 'out of town' shopping. Reduced parking and access could reduce visitors to the Theatre and evening eateries.
removing parking from areas of the town centre,should be compensated for by making disc parking available closer to town. Parking Charges for most areas within walking distance is just a council cash cow, if this plan is to benefit pedestrians using the centre parking should be free outside a half mile radius.
I can't see this changing footfall
I know from long experience that statistics / surveys an be bent to give the answer the council wants.
The expenditure of in excess of £10m (guaranteed to be in excess of the budget if and when delivered!) reflects research that there is a tendency for a positive or neutral economic impact on businesses. This actually suggests that the impact will be between positive on the best upside and neutral? Not much return for such an "investment".
It will discourage people from driving to Harrogate
They are already suffering and will continue to do so as do many other town centres due to internet shopping. You need to find other ways to encourage people to come to the town centre, either to work, or live.

Your survey is rubbish and created to get the result you wanted. I do not believe it truly reflects the views of the public and business.
I may have to avoid town and may as well drive to York or Leeds instead.
People will be less likely to come into Harrogate and use the shops if the congestion is increased
Not sure of the effect.
People will obviously continue to shop on our main shopping street. But what will end is the ad hoc quick stop which often becomes more than the purchase of the single item intended. Having moved from a large city where it was not easy to park close to the city shops, Harrogate is something which is very positive in the parking on the shopping streets. I cannot see in a time of recession why anything would be done to jeopardise a vibrant town centre.
It will put people off driving into the town centre
Creating a logjam of traffic on station parade will undoubtedly drive away the very people with money you want to shop . Just look at knaresborough or ripon no places to park so nobody visits to shop and even the locals drive somewhere else.
More people will use town centre shops than shopping online if access is easy
Access to the town centre fro vehicles would be diminished and goods purchased from shops would be difficult to transport home.
I rarely go into Harrogate town centre as it lacks any real appeal, it is easier, cheaper and more convenient to shop online. This scheme would not affect my current habits as getting along Skipton Road, Empress roundabout or Wetherby Road is very challenging at the best of times.
The type of retail unit in James St requires shopper who expect to be able to park reasonably adjacent, and will not walk from multi-storey parking in all weathers.
Your surveys do not specify when they were done nor a cross profile of those people (class ethnic status etc etc )interviewed that I can see .I do not see the surveys as accurate nor valid therefore .
Some businesses only exist in Harrogate centre, so if you want to go to them you will, regardless of street layout. The unattractive pedestrian area at Oxford Street East has not drawn lots of people into that race, and the worryingly narrow pavements on Oxford Street West are a disincentive. Make Oxford Street East no parking and narrow the road in favour of wider and safer pavements. Put in some some street furniture in Oxford Street East and BAN vehicles totally in shopping hours. This is not difficult - look at other cities that have done it successfully.
If people can't get to the centre easily they won't bother coming.
Look at major streets in Leeds which are pedestrianised and remain major shopping areas. Clearly this works.
A huge number of people come into the town centre on a daily basis in order to shop there and use cafes and restaurants. If parking is further reduced and traffic is gridlocked all the time, this will deter people from coming into the town centre - whether by car or cycle or walking.
I've seen the same half baked plan close most retail shops in sauchiehall st Glasgow including the flag shop marks and Spencer's.

Oxford Street and, even more so, Cambridge Street, which are pedestrianized, are usually busier than James Street, which isn't.
The lack of free parking has affected people going in to Harrogate and this is evident by the closure of so many shops.
Less people will visit the town & will go elsewhere for shopping etc.
I was not concerned. all the evidence shows if you make town centers people freindly, there is more business.
if you are going to make it harder to travel through the town centre, we will avoid it.
No effect we have a rubbish town centre with rubbish shops no wonder people shop online , it's not a nice place to shop any more.
If I shop I do not want to have to carry heavy goods home. Even 3 or 4 books can be very heavy to carry a couple of miles so I use other libraries and thats a reason to go into the town
Less parking available on streets. Not everyone is able to cycle or walk far.
It stops being possible to drop people off for the station at that end of James St.
Less likely to nip into use the James St shops like I do at the moment.
Pedestrianising James Street will significantly increase the attraction of the area and shopping in town. It is unbelievable that Harrogate has not done this before or set up an efficient Park and Ride Scheme. it is ideally suited to that. we should also be looking for electric scooters as a means of allowing more efficient and environmentally sensitive travel around town.
I don't personally park here but I know people do for quick pick up of deliveries etc
Lack of current impartial surveys
They should make visiting Harrogate a more pleasant experience and increase footfall and length of stay as a result.
May benefit some but be detrimental to others.
It's obvious.I will be going to the out of town shopping centres.
I never believed it would have a negative effect anyway. It would actually make me feel more likely to visit that part of town.
How are people that are disabled, have mobility issues or are sight impaired going to access the shops and restaurants being cut off by your planned pedestrianisation?
Your review is trying to justify the unjustifiable.
I think that there would be a negative effect on businesses initially, but for the future of the town, county, country, and the world it's essential.
It will reduce the number of people coming to shop in the area.
Rather than people driving in/out for a specific reason. This change will encourage people to stay longer, and the flexible spaces can add variety.
you need shops that encourage people to want to come for variety and that you can find what you're looking for.
People may say that it will have no effect on them, but in the middle of winter, it will have a massive impact, and push people to out of town retail parks, where they can park close to a good selection of shops and stores.
can't really see the benefit
Centre more attractive, calmer and traffic less obtrusive.

James Street is the nicest shopping street in Harrogate. If it is pedestrianised it will become dirty like Cambridge Street and Oxford Street where people litter and hang about. People who park there as your survey suggests are short term using banks offices etc. I would be happy to see parking on one side only but definitely NOT full pedestrianisation.
I don't know what the impact will be after such a dramatic change in the tone of the street and the area. At present it is spacious, leisurely and has a good feel.
Business owners will find it difficult/not cost effective to get supplies and have necessary maintenance and improvements done
Car use impedes ability to move around with ease, especially when also accompanied by children
I feel like these proposals will affect people using that end of town, as I have said earlier the other end of Harrogate has more businesses and more shops that are attractive to both locals and visitors to the town.
Some people who come to town by car may be put off by the worsening traffic congestion but on the other hand once in the town centre some people might find the partly pedestrianised James Street more attractive for shopping.
reduced ability to get to shops
Difficult to know if encouraging less car use will lead to a reduction in footfall in businesses. I believe it would probably be beneficial to shops and other businesses.
With the changing culture we should support more safe outdoor entertainment which does not impact the safety of pedestrians, disabled or pushchairs. For example West Park where they are allowed to put life's at risk. .
It's pretty obvious - why do out of town shopping facilities thrive. Shoppers need easy vehicle access.
Some people need to park near shops and banks, we are not all lycra clad and fit
The demographic of customers using the retail outlets on James St are not public transport users.
.
It will put off motorists but perhaps encourage more pedestrian browsing.
I know that many businesses in the Town Centre object to these changes because they will inhibit smooth traffic flow through the Town Centre
Until there is radical changes to the transport system to dissuade the use of cars in any area there is likely to be a limited improvement in business improvements. Park and Ride, Oyster style ticketing across all forms of transport would help.
Same as above
I think changes must be made to improve the town, but any negative impact will probably be short lived.
Little change anticipated. Limited car parking will continue to have a considerable impact on shopper numbers.
Because businesses have already said that they are against these proposals. As their livelihoods depend on their businesses I think they should be listened to.
James Street is our Bond Street. If you pedestrianise the street it will soon become full of cheap stalls and singers busking. This is not a snobby way of looking at things, it is

just we need to keep Harrogate different and smart. Look at the difference between Oxford and Cambridge streets and James Street.
Removing a traffic lane on station parade and James st parking , makes it harder for people to shop cyclists can't carry much shopping!
I think it will encourage people to spend more time in the city centre rather than the surrounding area of the stray, therefore businesses can only benefit
I can see that shop owners might believe that not being able to park on James Street could impact their business. I can also see how pedestrianisation would be more pleasant for people walking
I've no idea
I would just go Leeds instead
People will avoid the town centre
You are required to make this modified on the video.  - White font on yellow background is VERY bad.  - Must have subtitled for everyone.
Unsure if businesses will benefit
I will not be travelling to Harrogate .. I'll change town for shopping
I know the shops are bleating about parking, but I think they'll see better footfall in pedestrianised areas. It might be a tiny bit more inconvenient for their customers to park their gas guzzlers, but it will improve the vibe of the whole area.
I'm sorry but most surveys I have have seen show removing access for cars does not assist businesses.
People who use those shops are rich, lazy gits who like to show off their wealth with their cars and fancy clothes. Remove the parking and they will shop elsewhere out of petulance. We'll still use these shops but our very infrequent levels of business may not be enough!
If you look at cities with big pedestrianised areas eg Leeds, Canterbury in the U.K., Melbourne Australia Lannion France people go where there are good outdoor pedestrian facilities, big screen tv sports and social events (eg Millenium square Leeds shows soccer, Melbourne shows the cricket, Canterbury similarly ) Paved areas are easier to access for wheeled users - buggies wheelchairs mobility scooters - and don't get trashed if it's wet!
Cycling will not improve matters
It needs more than a redesign of the town centre to support local businesses. There are too many empty shops, the Harrogate is now dominated by coffee shops, eating places and bars very little in the way of shops - need to encourage independent shops
Less car use will result in more shipping been done online.
Improvements to bus services and train that are affordable and even free would change completely travellers habit.
Shops benefit from customers being able to spend time I think the layout will mean we fiend linger in the town centre, browse and buy
I really can't envisage any difference to businesses.

Why bother coming into Harrogate when it's going to be so difficult and unpleasant to get around. you are making an incorrect assumption that the available public transport, walking or cycling is a viable travel option for everyone. Harrogate sits in the middle of a rural area and for a great many people the only practical means of travel, especially when shopping, is a private car. You may well get tourists but the local residents are likely to abandon Harrogate for Leeds or York.
People will be encouraged to visit Harrogate.
More congestion means less people will want to come into town.
Ask just about ANY business owner, and they will tell you!
cyclist don't tend to shop when is the last time you saw a cyclist with shopping bags ??
More relaxed, walking environment.
If you make the area appear more attractive, more people will visit
On a cycle, or when walking or wheelchairs, you can stop where and when you want to (as long as there is inclusive, convenient and practical cycle parking). This spontaneity enables you to eat at the cafe (for example) when you see it or research it for a future visit. I think this will be good for the businesses (of all kinds) and tourism. People like to be active (including wheelchairs) when they are on holiday or on business.
The Council would be better spending this money on encouraging retailers into the town.
The scheme risks making the town chaotic and unpleasant for visitors, both leisure and commercial.
People may spend more time in other parts of the town
Less pollution and obstruction from vehicle parking
Not having a business in Harrogate, I don't feel qualified to comment.
People need access by car to carry purchases home
The business listed all require access by their customers, most of whom will not be impacted by the proposed changes. The adverse comments on the proposed scheme appear to support a view that businesses of many types are opposed to the proposed plans.
people may still shop but not if they can't carry their purchases back to their cars easily
restoring Harrogate as a destination town will encourage people into the town centre
Unless there are Park & Ride facilities visitors will be put-off coming into Harrogate
I cannot see how pedestrianizing part of James street will have a direct negative impact on existing businesses, but I would advocate increasing the amount of disabled parking available in Princes Street &/or Princes Square.
Most people don't park on James Street so clearly don't care - what a ridiculous survey question. Did your survey address the general availability and cost of parking? Bottom line - will there be more or less business in the town centre if travel by car becomes more difficult.

The snarl up that one lane will cause will discourage people coming to the town centre
Available research tends to be biased to the people asked, the people asking the question or the desired outcome of the research. I would be surprised if James street business's see a marked increase in business following this change
As above. I do not know who runs transportation in the council but they want replacing with someone who does not have the ambition to remove cars from the Harrogate area. It has been going on for years and puts people off coming to the town
The changes are unlikely to improve things for businesses.
It is an important parking facility for disabled and elderly people.
Open pedestrianised pleasant environment will enhance users of the town centre for the benefit of all businesses - retail, cafe/dining and commercial
As long as the paving is right where you are going to pedestrianise. My hometown did this and it was a disaster for the shops, looks horribly tatty now
People want to park as near as possible to their destination and to remove local and especially shopping parking will force people to go elsewhere. The great selling point of Harrogate is that you can easily access the town and immediately and cheaply enjoy its facilities.
As above. Although using a blue badge we always park in a designated disabled space and would not dream of parking where no disabled space was available
There is a substantial number of people visiting town who do not live here. They will not be cycling. If we make life difficult for them, they will go elsewhere.
more visitors and even nicer atmosphere
I would be more likely to spend more time and money on James St if the on-street parking was removed and the road pedestrianised. More planting would also add to the experience of visiting the area.
Self evident.
Although their mode of transport may change, there will be plenty of people in town center, possibly more on foot, to spend money. The improvement to town center may see more visitors.
Improves the public realm and willingness of people to stay within the area. More can be achieved by pedestrianising more streets such as Cambridge Rd, Cambridge Crescent, Prospect Crescent, Albert St, and Princes Sq allowing businesses to overspill onto the pavements for alfresco dining.
Why don't you listen to the actual businesses rather than rely on 'research' They know what they are talking about and they are strongly opposed
You would be extremely lucky to get a car parking spot just on James Street, when you wanted it, so it won't make any difference, to most people, if there are none available there. Whenever I have to take my car into town, I use a supermarket car park and walk from there, without a problem. To stroll around on a pedestrianised area is much nicer than a street full of parked cars.
People will not come into the town centre if these proposals are put in place
It could put people off shopping there.
I suspect the lack of parking will be a problem for those wishing to use the town



Nobody will want to shop because there won't be any shops
It will suit some traders and not others/
Customers will go elsewhere
People will be deterred from visiting an area that they find difficult to access, due to traffic jams and dangerous due to non-motor vehicle traffic.
No way of knowing until proposed changes are implemented
People visit Harrogate as a leisure activity (cafes, restaurants, shopping etc.) and most cannot walk, do not wish to cycle or take public transport so it has to remain very convenient to visit by car.
James St would be lovely without cars. Many more people would shop there. I think you should also look at Malcolm Neesom's suggestion of turning Princes Square into a tree-lined square with seats, which could be seen from James St.
Attracting businesses into town not making it difficult for people to access.
congestion will cause less people to visit town
have you actually spoken to those businesses? what was the "available research"? I get the impression that you have simply asked a few pedestrians on James Street one day and classed that as your research.
Difficulty parking especially for blue badge holders.
I think town in general will be quieter. If shops are harder to access then people will go online
The gateway gives a first impression of visitors from the train station. I think the proposals including the pedestrianisation of James Street will make the area more attractive to tourism and therefore positive for the local businesses.
Pedestrianisation makes for a more relaxed shopping experience
Never park on James Street
It would encourage me to shop in Harrogate more often. I'm sure there are others in the same position.
If people don't come to the town because it is so unpleasant, the businesses will suffer.
Because it's a stupid idea, that will discourage most people going into the town centre
Like the pedestrian area
I think it will be good for businesses if the town centre is promoted as a place for people to socialise through the improved public spaces. I don't really see why it would be negative for business to do something that makes it more attractive and easier for people. The wider streets (from not cramming multiple lanes of traffic and have risen pavements etc) will make it more accessible and safer for those with mobility issues
James Street businesses may not suffer directly but less parking will affect all town centre businesses negatively.
Elderly residents and disabled rely on their cars to get to shops. They can't walk far.
There are more footpaths so people walking past shops not driving
Having space on James Street for eating establishments to spill out onto the pavement will I feel bring a more continental feel and, as a pedestrian having no cars actually makes me feel safer when walking, especially in the evening. There is plenty

of alternative parking around town and I think with people walking, they are more likely to pop into other shops
I am not persuaded pedestrianised areas are always the answer. I find the experience of walking through Cambridge Street and Oxford Street quite depressing whereas I find James Street vibrant and offering a better shopping experience. Pedestrianised zones need very careful planning design and above all management to be welcoming and attractive to both retailers and shoppers.
Of course there will be additional congestion (despite your saying the contrary - be realistic!) which will deter visitors and residents who will prefer Wetherby or Skipton. Perhaps also Ilkley or Otley (we do frequently).
Many surveys 'actual evidence from towns that have prioritised active travel over cars have proven that footfall increases rather than decreases. I look forward to a more pedestrian-friendly, and continental, James Street! Venues like Pret and Mama Doreen's should be encouraged to set up outside dining.
The more difficult you make it to drive into town and park near the shops, the fewer people will come.
Purple still need car parking facilities. The short stay parking on James Street is ideal for people like me. There will not be sufficient parking
James street will be much nicer this way
It will be easier and safer to shop out of town where there is nearby car parking
Not having to worry so much about crossing the roads would encourage me to walk further in the town centre and visit more shops in the same amount of time.
Parking on James Street is very popular for short stays where perhaps the shopper knows what they want and where to get it from, creating a good turnover of vehicles and shoppers. Removing this facility will discourage these types of shoppers and push more people to shop via the internet.
Will this reduce people coming into town
Harrogate will appear cleaner and more spacious for people arriving by train and gaining a 1st impression of the town
There just is not the weather and friendly terrain to get into/out of town to encourage significant cycling; making it more difficult for vehicular traffic is likely to reduce footfall and the convenience of 'popping in' to town thus affecting businesses.
People will drive elsewhere to go shopping
Significant disruption and reduced footfall
I think shoppers may be distracted and only enter the town centre for other reasons
I can do my shopping and banking in town in less than 40 minutes including traveling in and out. try doing that on the bus or walking.
Can't see any reason why the proposals would change the habits of people.
The people generally shopping in Harrogate will go elsewhere if they have a problem parking because people will not come in on a bike if they are going to do shopping, they will use a car.
Less people will come because of traffic issues.
See previous response.
Business will be damaged and we will have even more empty shop units

<p>It isn't just the impact on James Street businesses that needs to be considered. The whole scheme will affect other shopping and retail areas as well. The closure of the end of James Street to make it pedestrian only is, I suggest, only a ruse to try and avoid congestion on a one-lane Station Parade from traffic exiting James Street.</p>
<p>We have good parking arrangements. It's one of the positive features of the town</p>
<p>Some people will be put off driving into the town because of increased congestion</p>
<p>If there is less traffic, people will spend more time wandering around and shopping, or going to a cafe.</p>
<p>It looks more attractive.</p>
<p>there should be easier access to shops and a nicer look and feel to the precinct.</p>
<p>Pedestrianisation always brings positive economic benefits - this has been known for decades</p>
<p>I like a safe environment for shopping</p>
<p>The number of boarded up shops in Arrogate is alarming. The rates and difficulty accessing them are real issues and anything that deteriorates this will push the others over the edge. The construction period alone will really hurt an area that can't afford it. For what benefit? It is concerning to be polite that the local businesses will suffer so that pop up shops can be introduced, they won't thank you for that. It would be so much better if the available funds could be used to rejuvenate the town centre as I don't think the council will get another go at this, the retail sector is on its knees and to be blunt the council's reputation after the cycling fiasco isn't high.</p>
<p>Generally people cannot walk from outlying villages to the town centre. Bus services are infrequent. Train services are apt to be cancelled due to weather/ strikes so they are unreliable. I have many friends and family who cycle but they wouldn't dream of going shopping on a bike. Elderly people like my mother need to be able to park on James Street to access the shops there - she cannot walk far. She is by no means the only elderly person in this situation. Street entertainment etc on James Street sounds like a hindrance for shoppers to access the shops. I would avoid the street if it was made difficult to walk through. These are a few reasons!</p>
<p>It is doubtful that the survey took into consideration the needs of those with limited or poor mobility. Taken in the round that is actually discriminatory.</p>
<p>As above the plans make Harrogate town centre less accessible for the majority of people. Imagine blocking the entrance roads to St James Retail Park and making it easier for the very few cyclists and some pedestrians. Would the retail outlets have more sales? No.</p>
<p>I think there will be a positive impact on cafes if they can expand seating and the addition of stalls or other attractions in James Street might increase footfall. Simply making a pleasanter environment may attract more shoppers.</p>
<p>This may be counterbalanced to some extent if it is difficult to collect large purchases by car. There may also be a small number of people who will shop somewhere else if they can't park right outside but I feel that so long as there are sufficient blue badge spaces we should move away from the expectation that motorists have a right to park</p>

within a few feet of their destination regardless of the impact on others, or on the environment.
Do need suitable parking provision near by for those with limited mobility. Maybe also short stay parking e.g. 20 mins
Most of the businesses are not affected although James Street will become better.
No opinion
I cannot see the changes.
Unsure - it all depends on whether people change their behaviours
The majority of the business community has expressed negative opinions about the project and I think that answers your question.
More people going for leisure and browsing as it will look nicer. People parking in 30 minute limit parking spots are just there for very short time picking up / dropping off causing more pollution and not spending. Reduced traffic will make it more pleasant for everyone.
Does the available research compare in a similar climate eg North Yorkshire not the South of UK etc.
As a pedestrian, it is a far preferable experience if there are fewer cars. I would happily make these areas completely car-free - apart from perhaps a few disabled parking spaces.
I don't like pedestrian walkways. Can be soulless
Pedestrians and bikes do not mix
A nice, attractive, car free (or at least reduced car) town centre will attract more visitors.
more pleasant stay as a result of less competition from traffic and more a destination a visit than quick in and out shopping
You can park elsewhere but still close by
I am not Mystic Meg I can not see into the future of business in Harrogate. Perhaps instead of asking ill informed people you should research what has happened elsewhere when this type of change has been made. Just an idea
People are shopping elsewhere as we need them back not pushed away because they cannot park nearby to collect larger purchases.
It's ok as it is the eyesore to me is the back wall of the original bus station
See comments above . The overwhelming majority of shoppers come by car weather you like it or not
If businesses are good, they will survive. People like me will still use them however they travel to town.
Please think about those who cannot leave their car far away and walk. The rest of them will be fine.
People will go elsewhere
As above - pedestrianizing town centers is a huge benefit for businesses. Also encourages people to get into the center via bike by providing infrastructure to keep them safe whilst cycling near cars
Some businesses MAY benefit, but the overall effect is in my view likely to adversely affect footfall and business success.

The centre will feel welcoming and less like a busy through route for motor vehicles
I believe there will be a bit more pedestrian traffic
removing parking for the disabled is no help & why was this survey not in our local paper or sent by text or email or any social media platform & the amount surveyed was naggable .
The available research shows a neutral impact, doesn't sound like a great idea to me
Less customers likely. Parking restrictions mean one cannot stay longer in town as you suggest
Less parking equates to less customers.
Fewer people will drive in due to traffic. Buses will not replace this as inadequate service- people will shop online instead.
The shops are not likely to be troubled by me now and I would certainly be avoiding them if your proposals WERE carried out, but i guess the TOURISTS would love it. Perhaps you could designate it a TOURIST AREA
I agree that pedestrianisation of James St is a good thing, it looks good. Just not station parade
James Street is terrible at the moment. Too many cars. This will be far better environment for people to enjoy the area, and will increase footfall.
Your survey must be simply untrue. I have spoken to every business on James Street and bar one shop they all expressed their dislike for the the entire project. Equally the same response from the public.
People will not come to a town that is one big traffic jam
People will be able to fully appreciate the range of shops and not be funnelled up narrow access corridors
I didn't have any concerns about businesses in the first place
Many people like will increasingly decide to shop on-line or out-of-town than visit town if the traffic gets much worse. The document provided states that new cycling paths etc will increase employment - where is the evidence for this?
I think buisnesses would soon realise that the whole project had been a mistake.
People are less likely to stop and shop- also no disabled parking for town
Im afraid this is just one more scheme that is looking for a silver bullet as one-size-fits-all solution. Its a scheme that has been rolled out in various ways across the country with little success. It is a response that indicates there are no new ideas on offer and it will suffer that same fate as all the rest. What businesses need is "responsive" local government, not bought off-the-shelf supertemplates. Businesses cant see how this will improve footfall. This is just the councils misunderstanding that though this scheme could increase footfall, there is a vital differnece between more space and more people. There is NO connection between the two.
I have witnessed the benefits to businesses after pedestrianisation of Cambridge Street and Oxford Street. I am confident that the proposals will be likely to improve opportunities for businesses in the area.
I don't think people would stop using the businesses, people would adjust to the new.

Pedestrianising roads will bring more people to Harrogate, not fewer. Business have their concerns, but ultimately, if Harrogate is a nicer place, more people will visit. I'd recommend putting some money into public transport to make it even more attractive to visit the town.
Traffic congestion will drive shoppers else where. Cyclists cannot do large shops cars are needed for this activity.
Removal of traffic and car movements will make for a more pleasant environment for pedestrians and those visiting the shops.
Residents need to be able to pop into town for certain items, not staying long. James Street is a very attractive shopping street which will see business decline. Tourists and visitors likewise find parking difficult and expensive, especially if going for a meal, which could take several hours.
Many visitors will stop visiting Harrogate as the road system is inadequate now - the proposed changes make it worse.
Loads of evidence for the benefits of giving over space to people rather than cars
Residents and visitors will just avoid the area because it will be too much hassle trying to navigate the road system, parking, traffic congestion
Those people who rely on their cars will be driven (literally) from the centre to out of town sites.
I really think that the perceived advantages are not worth the cost and disturbance - and the business concerns might well be born out.
I have read reports in the local media about negative views from local businesses on the proposals. I believe they will be better informed about the potential impact on their businesses than council official and politicians.
Because the retailers tell us it will be bad for business. They need all the help we can give right now.
If I couldn't park close to the shops I would like to visit in town,I would probably shop elsewhere like the St. James Retail park. Or reduce my visits to town.
the big issue is on line v on street shopping not minor tweaks like this where the supposedly better 'atmosphere' and the more difficult for traffic will overall cancel. I suspect St James street will gain but the ones opposite the bus station will lose.
I cant see anything that helps most businesses
The removal of available parking spaces in Hgte will adversely affect many shops, not just those on James St. Cars will be dispersed to different parking areas so it is disingenuous to just concentrate on James St. The traffic flow around the town centre is complicated but having parallel roads in different directions means that cars can reduce their time in the centre. Few pedestrians are put off by the current traffic flows as the pavements are wide enough to allow good flows of people. Few, if any cyclists use James St and this could be made safer with a 20mph or even 10 mph speed limit.
From my own point of view as with previous question we will shop else wear.
I don't think businesses will be affected by the lack of traffic in James street.

From my experience in other places and also walking along Cambridge St in the evening, I think pedestrianisation can make town centres feel a lot less safe once the shops have closed
The overall impact must be positive, the trading environment in the area will be improved and the town centre will be more easily accessed from the station and the area beyond.
Many people like to drive into town. Let them. Making areas pedestrianised makes them no go areas at night to people like me if I have to walk through them alone coming back from the other side of town as I usually walk.
Business will suffer because of less footfall. Simple economics, if you drive people away, then money won't be spent in Harrogate.
In the local press businesses are very vocal about the negative impact of this plan
Fewer people will travel to Harrogate from the surrounding area.
As above
Less cars makes for a safer environment and shopping is more pleasant in a pedestrian area
Utter rubbish. What about the council meeting at the chamber of commerce. 100% of the members stood up against the council wanting a judicial review. Why are you not using this fact????
At the last Harrogate Chamber of Commerce meeting I attended Councillor Don Mackenzie felt he knew better than traders how best encourage a better more thriving town centre. The arrogance of the man to presume he knows more than some of the longest and most established businesses speaks volumes and dismiss valid arguments against pedestrianising James Street
I won't be able to shop in Harrogate so that means others with mobility issues won't either.
I SIMPLY DON'T BELIEVE YOUR "SURVEY" RESULTS. SUSPECT THE APATHETIC OF HARROGATE ARE JUST PUT IN THE SUPPORTIVE COLUMN AND THE ANTAGONISTICS REGARDED AS NAYSAYERS AND WHINGERS
The research quoted relates to shopping in cities and shopping areas much larger than Harrogate, therefore the findings are not relevant and the conclusion drawn from them misleading.
Is all this going to help fill the increasing number of empty shops in Harrogate?
People with cars will buy more in the shops.
How is a cyclist going to carry a table lamp or snow shovel home on his bike?
Residents will be put off coming into town
Many people like to park on James Street and go in the shops there as it is convenient.
People, especially disabled, like to park on James Street for convenience to go to the shops and cafes etc nearby.
I think the designs make the area so much more attractive. Instead of a race track/cut through for traffic it could be a nice focal point for town.
Restrictions on vehicle movements will mean fewer visitors. People will use out of town shops.
The older and disabled population of Harrogate need to park near shops.

I don't know. How can you tell till it happens.
The loudest voices are old fashioned and shouldn't be allowed to carry this
When it was the Tour de France. The town shops were massively impacted in a negative way
If you've been to a cycle friendly city you'd appreciate the lack of noise and general air of relaxation.
Less antisocial behaviours hopefully
I do not believe your results from the review. I think the cycle lobby have skewed the survey as has the Council for this VANITY PROJECT.
As long as motorists have parking spaces near the centre, they will continue to visit.
Making the area more pleasant to be in will increase the numbers of people visiting and therefore shopping etc.
Yes, I agree with the research. Done well, greater attention to the needs of pedestrians, cyclists and public transport users, should increase footfall and benefit businesses.
I would leave James Street as it is
For restaurants and cinemas where people can park nearby to drop off and pick up teenagers or less mobile loved ones the lack of driving up to the venue could be problematic.
If people travel by public transport into town, then they only have to cross Station Parade and within a couple of minutes they are in the centre of town. So there is unlikely to be a negative effect on businesses from this cohort of potential customers. When it comes to motorists we are talking about finding convenient places to park. What is being proposed in this scheme will reduce town centre parking, but overall the reduction in such facilities will be very small. However, it will be important for the new council to publicise parking facilities in the most positive way and really sell this Gateway Scheme, since at present it tends to come over as a solution looking for a problem. As the old saying goes 'fair words don't butter any parsnips'. Businesses are operating in a very hard environment at present, and they will need every bit of help going.
Traffic and pedestrians are incompatible. Currently pedestrians in Harrogate are not looked after enough.
More people walking or cycling would have more footfall without parking issues and charges
If the town centre is a more pleasant place to be, more people will use it.
see earlier comments
As above it would discourage visitors which would then discourage businesses and then you have a downward spiral.
Because less cars
The proposal does not help pedestrians because traffic will race up Station Parade and will not make the Town Centre a pleasant place for those arriving by buses and trains.
People will be discouraged from coming to shop
If Harrogate becomes renowned for being blocked up with traffic visitors are likely to stay away when possible



See above
If people feel more relaxed being in the centre of town businesses will do better
More pedestrian friendly environments mean more shoppers staying longer.
If the town centre is more pleasant people are more likely to visit and linger rather than dash in and out.
Harrogate has a lot of elderly people who need their car to get into town, or they need the taxi services.
More people will meet/congregate in the centre and pop into shops
Potentially the shops on James street as parking would be limited.
I'm not sure
more people will be encouraged to walk so they will see more bussiness' and may stop and go in
Easier to browse and more pleasant to sit outside cafes
Empty shops and upper floor uses are needed. There is no feeling for a Spa resort, the only traditional bench is not the long standing serpent bench for Harrogate in all the parks and streets
Inconvenience for car drivers = reduced trade for retailers, why both coming into the town centre.
James Street is the one road in the centre of Harrogate that is currently selected by upmarket retail businesses which MUST be due to the option of their customers using short term parking outside their premises. If it was in their interest to be in a pedestrianised area, why wouldn't these businesses have chosen to take premises in Oxford or Cambridge Street? The evidence speaks for itself!
waste of tax payers money
The loss of car parking on both James Street and Lower Station Parade which is about 40- 50 car parking places which are probably used for a maximum of 2 hours . Therefore in one good or busy day you loose in the order of 120 to 150 car movements. That looses car parking fees and hits the retail shops, Banks etc. a lot of revenue gone. More people will do as we do go and buy stuff online.
I think the reduction is probably car lanes will cause stress and frustration meaning people will avoid town.
Go to Knaresborough, Ripon , boroughbridge where traffic would be less congested
Lack of Road and Parking for cars
Businesses need to adapt. If pedestrians feel more comfortable in the streets with less cars, then businesses will succeed
reduction of car parking spaces and the freedom to park outside the shops you then have to carry your shopping further
It won't encourage me to shop in town if parking becomes more difficult
Harrogate is already losing shops due to lack of free parking. Incompetent local councilors have lead to the destruction of Harrogate town Centre.
If you have to rely on cyclists and pedestrians your not going to see many customers
Impossible to accurately predict the future. Think Bank of England with all their resources

I doubt that is the case. I order a lot of click and collect items so being able to access James street by car to collect orders is very important to me. If I can't access the shops I won't use them. I believe this to be true for many people
A possibly more pleasant town centre will be countered by a more unpleasant experience of access. The anti social behaviour within the town centre will remain a constant negative.
As other regeneration projects have shown, this survey does not show the true impact on businesses. If the history of other town centres was explored and the impact on business success, this would not be implemented.
More pleasant environment. Less traffic on James street area. Opportunity for community events. Cars not parking for short time and heading off, this will make it a place to visit and spend time in.
The cost of train journeys is extortionate for the shoppers. So why would you want to come shopping to hgt then carry all you purchases around with you and struggle with them on the train. Far easier to take them to your car and enjoy the rest of the shops, restaurants and cafes, Just HBC need more than 2 hrs please. Just so we can make use of the town centre facilities.
Having worked at 4 James st for many years , customers enjoyed the fact they could “ pop” into town park,shop and return home easily. Not have to make a day trip , use the town centre as if it were a village. Enabling the customer to buy many items and drop purchases back to the car.Maybe “ pop” back if they had forgotten something.The town is now not for the residents but geared to the visitors
Footfall will drop dramatically
Despite your findings many customers are informing local businesses that they are less likely to shop in town if it's more difficult to visit and park by car.
Slowing down the traffic flow will mean people will get frustrated and not want to visit the town.
Lots of 'tends' and 'suggests'. You clearly don't know for sure.
As it will prioritise cyclists and walkers over cars therefore more people can access the town.
Not a significant change enough
Locals will avoid town due to traffic issues
Most shopkeepers on James Street against Gateway project.
People that used to drive in to town to do shopping would go somewhere else
People will spend more time rather than be restricted by parking
Poor services
People will struggle to drive into town to support local businesses.
More attractions and less cars, means greater footfall so better for business
will kill footfall and put people off from shopping
Removing traffic from roads that are only really used by people looking for free parking or parking as close to the shops as physically possible could potentially remove passing trade from those shops
less people will go into town due to congestion caused and harrogate's elderly population cannot walk far or cycle

Already pay for parking when in fact we pay to use the roads already. Harrogate is greedy when charging local residents to park.
The main issue for business is always going to be the cost of premises - make Harrogate centre more affordable for business and you will do much better
Not sure how slowing traffic flow through town will help anyone driving into town to shop
People will just not bother going to town if roads and parking are restricted. Businesses will suffer
Because most people go into town to shop and meet friends/family go for a coffee/dine and then drive or take the bus home !!
Making the town more welcoming and attractive for residents and visitors
Different events should attract people in to the town to see what new events are happening
I would definitely be more likely to visit the town centre and the shops/businesses if there was less traffic.
Shops require greater access to the town centre, cheaper rates, better public transport and cheaper parking.
Shops and shopping arenit the problem
James Street should not be pedestrianised it will impact on business - this has been proven with every dead pedestrianised street everywhere in the country
People will not want to enter the centre of Harrogate because of the traffic gridlock.
No - I'm not a fortune teller.
Plenty of parking elsewhere. Parking is cheap comparable to Leeds and York
Pedestrian areas will be better unless the space is filled with stalls which take business away from shops.
no
See above
We had a business in Harrogate for over 45 years - the council did nothing to support shop keepers and this plan is the final nail in the coffin for many businesses
There have been a lot of shop closures over the last couple of years. I hope thatthe improvements will encourage a more diverse and good standard of shops to open.
I think people will still visit the businesses even if they can't park or drive close to them.
There is already a large pedestrian area, does it need expanding?
Be too difficult for people to get to the town centre and park and will therefore head to other destinations
Fewer cars would make shopping a pleasanter experience
Not a business owner so not sure how it will impact some business, parking close to the town centre is not great, this will mean cars will park in streets off from the town centre and impact local residents, we all ready have problems on Park Avenue and around the Oval Gardens..!!
Will these roads be made for residents only/permit holders?

Investing in pedestrian and cycle infrastructure will make the centre more accessible and attractive and have a positive knock-on impact for businesses and those looking to locate to Harrogate.
More walking means more footfall past businesses
Less people in town less business
Less people will travel into the town as it will be too difficult public transport links are not good enough for many to leave cars behind and this plan is to reduce cars - impossible given the transport links and no bypass through the town
Car access is an essential part of our way of life.
People coming into Harrogate from outside need to use their car. I believe this scheme will create chaos while it is being implemented and gridlock once the ridiculous single lane road is created by the station. It will put people off coming into Harrogate!!
The on street parking is why James street is busy.
I agree with the research. A couple of cafés on St James Street with outdoor space [like the ones on Cold Bath Road, so attractive]. Matches St James Street. Otherwise, more signs to the row of cafés at the other end of St James Street for visitors. Same for St James Street too, as visitors like the ambience there, better than the main shopping street. I was asked recently by a visitor, seemed disappointed by what she had seen and asked about other areas so I directed her to St J's st and the Mews, and around to the Crown and up to Betty's.
Whilst proposed improvements are positive, I'm not sure they will attract necessary retail outlets
Disabled & older people won't be able to park on James's Street, hence there will be less visits to shops, cafes & restaurants.
People will be less inclined to come into town. Parking on James st is perfect for quick visits to shops, and taking that away will ruin businesses. Parking also a issue as not enough so less footfall in town
Businesses are used to cars being able to pull up directly outside their shops, but they will just adapt to the new road layout. I cant imagine a business will go bust due to a customer needing to walk a few metres further. As long as suitable parking is allocated for disabled people -that should be fine (they can probably use the same road access as deliveries etc)
refer to previous comments
Some businesses I understand think it will be negative
Well, I for one will now not shop in town centre.
People who are Cycling generally are not Shopping.
If i want to collect a pre payed parcel from Waterstones, i will have to park further away from the shop. So instead, i will have it delivered to my house and the store would miss out on an impulse purchase.
Car park might fill up more frequently at peak times, reducing trade
These changes are a vanity project as you councillors have bugger all else to do, they will cause so many problems.
nobody will visit the town

<p>Firstly you probably only received views of those who do and can walk into town and bothered to answer the survey. Car users feel shunned in the UK at present and Harrogate seems no different. The business owners will definitely see a negative impact as people will find it too difficult to navigate the town centre or not find easy parking, it is already extortionate for a 1 hr park when all you need is 15 minutes. There are no park&amp;ride facilities and the multi-stories are very expensive compared to other towns and cities in/near Harrogate. We have seen the same infrastructure in other parts of the country and bike use is wildly over-estimated and before long bike lanes are reduced and car lanes are being integrated. I strongly urge you to re-consider the removal of 2 lanes on station-parade until a time when there are in fact more cycle users due to car-owning becoming less popular - cycle lanes can then be introduced. You cannot force people to become cyclists and sell their cars.</p>
<p>People are more like to amble and browse than now.</p>
<p>i dont think what you intend will have any benefit to retail trade whatsoever</p>
<p>More people on bikes and foot should mean more people able to pop into local businesses rather than just driving past</p>
<p>Harrogate needs to be refreshed. The area in question is a little jaded. If it increases footfall and is aesthetically better, it can't be a bad thing.</p>
<p>This will 100% discourage visitors from outside of harrogate. These visitors are vital for the local economy. This is a terrible decision, and will have a huge negative impact on local business.</p>
<p>Will put people off.</p>
<p>The current stock of properties cannot fill with businesses - Parliament Street is in a piteous state - with these plans you're trying to either create more focus by the station (won't help Parliament Street) or you're creating an even bigger footprint (naive). If it's simply to make the area look a bit nicer, then that's fine but stop trying to create cycling demand in town when it's not there. Otley Road cycling lanes are totally empty</p>
<p>I don't feel that pedestrianised area will drive any growth in commercials for local business in fact we lose all of the car parking that is currently there whic may detract from business commercials</p>
<p>We need to encourage residents and visitors to visit Harrogate town centre. I think the traffic flow proposals will discourage this.</p>
<p>There will be less footfall through Harrogate as people look to avoid the traffic.</p>
<p>Parking. What Harrogate needs is a PARK AND RIDE LIKE YORK. we Also need a direct bus service to York</p>
<p>Without other changes it is a pointless exercise.</p>
<p>Currently it is easy and safe to walk around the centre of Harrogate. The main problem for walkers are crossing roads at the Stray and also avoiding cyclists on the Stray. The problem with cyclists and scooters on pavements will be worse in town as a result of these plans.</p>
<p>It worries me that there will be a lack of parking in James Street</p>
<p>See previous answers</p>

<p>People are already staying away from the town just due to the sheer volume of traffic. And delays and there are far too many coffee shops, eateries mostly empty on a daily basis , there are no shops left unless you include vape shops and pop up stalls</p>
<p>Because unless there are better shops in town people aren't going to head there &amp; unless the council makes it more attractive for them to come here no amount of cycle tracks is going to help</p>
<p>It would make for a more pleasant shopping environment and easier to move between different shops.</p>
<p>Making the town centre a more attractive place to visit will increase footfall which can only help businesses</p>
<p>People will still visit the town centre if they need it. It will not change. That said this is less a problem than the decay of the shops. Littered with run down fronts and lacking of options. The cost of shops in town is too high</p>
<p>People won't bother coming into the town</p>
<p>No traffic = safer shopping without pollution</p>
<p>Greater and safer footfall in the town centre.</p>
<p>i imagine more people will visit Harrogate to stay.</p>
<p>Disabled People expect to park nearby to where they want to visit - hence the use of a blue badge. With this layout I can see disabled people visiting Harrogate Town Centre far less than they do now and hence businesses will no longer get their trade.</p>
<p>because of more congestion less people will use the town centre</p>
<p>Unless better parking</p>
<p>Less parking means less customers</p>
<p>The upheaval of implementing the project shall cause many issues. In my experience, when projects like this are implemented, the reality of the disruption is far worse than what is reported, and accepted by the councils. Take the installation of Super Fast Broadband via (Make Fibre Happen). The impacts of all this work have been quite disgusting, and the communication of where and when work is going to pop up has been woefully inadequate. I think that without considering the wider town, people shall be less likely to visit the town centre. Look after the residents first. The tourists have, and still continue to come. A fancy gateway won't change that.</p>
<p>I feel that once visitors come to town and realise they cannot park and drive to the areas they used to they will no longer visit the same</p>
<p>The reduction of easy parking limits the capacity of shoppers making big purchases and will put extra stress on other parking areas of town or reduce the number of shoppers in general. With the ease of Internet shopping the town needs to be moving towards allowing more parking so more people can do their weekly shops in town rather than online</p>
<p>The issue here is that you do little commerce to activate the space. There should be viable opportunities for brands to activate the space in a meaningful and appropriate manner. Continental European cities are excellent at taking similar spaces and creating a meaningful narrative with them. This just looks like a project coordinated by a block paving supplier. More imagination in the asset delivered and the narrative to support it.</p>

Worried about impact on deliveries and logistics
If people only want to drink coffee, then that's fine but people want to shop and the number of retail establishments versus coffee shops is proportionally unbalanced
Rarely do people give candid answers in surveys so there is no way this can be known.
Businesses need easy access for all customers - fine if you are a cyclist or walker - for others just more access problems.
I feel it will stop people visiting with less parking nearby
Nobody is going to come to centre of town, especially older people
Shoppers don't want to park away from shops why do you think retail parks are so good park straight into shops
People will avoid the town centre
More footfall must lead to more business, I would have thought. Easy transport links will also make it easier to commute for work
Easier to walk about shopping
Pedestrianisation in a "feel safe" way will generate footfall - as long as the places to visit are there. More and more that's eating and drinking, not retail, though retail casual footfall will come.
more footfall
Need more space for pedestrians
Enhancement of the Station Parade Square offers an ideal opportunity to provide a central paved area in the town centre suitable for events. This type of space is sadly lacking in the town centre. A large paved area for all weather use will be ideal for holding local community events of all kinds. This will encourage greater numbers of people to visit the town centre which will have a knock on effect with local retail and hospitality businesses, all of which is to be welcomed.
A lot of people who shop on James St like to park there for convenience but its also easier for people with reduced mobility. Are there enough available spaces in current car parks to cope with the increased use and are they close enough and cheap enough for everyone regardless of physical ability.
When James street had no parking shops reported a major decline in business. If I cannot park in James Street and surrounding streets I will have to shop in another town where I can park. Cars need to be able to drive along James Street to avoid congestion at bottom of Parliament Street and to take a short cut onto Mayfield area via Station Parade avoiding traffic and thus limiting pollution - stationary traffic and slow moving traffic causes most pollution!
Less people will come into town due to traffic issues.
Won't increase footfall if people can't drive in and park
I think there is already insufficient parking in the centre of Harrogate. People want to drive into the centre, and have to do so if they are elderly or disabled. You are penalising these people, who constitute a large percentage of the population. Taxis are extortionate and/or non-existent so you cannot expect people to rely on them.
The way to get people into town and improve the centre is to reduce business rates and attract better businesses and places where people actually want to spend time.

Also improve local public transport and ensure it is disabled friendly.
There are already lots of trees and plants in town.
I wouldn't park on James St. but sympathise with businesses - they've had a tough couple of years
Why pay rent in Harrogate when the council is driving away business so they can get grants for the government. It will become a ghost town.shop at an out of town center or get goods delivered.
No huge impact. Presumably there will still be the same level of parking for vehicles on the streets? For example, outside I AM DONER. If not it's likely to have a negative effect more than anything.
Because some people would prefer to drive in, go to the shop they want and leave. So the businesses on James Street would suffer because of the drivers wanting to do a quick in and out shop. This would only be beneficial to people on holiday who have not used their own vehicles to travel to Harrogate.
business bleat on about parking i dont believe it will effect them other than bring more business if the town is pedestrian freindly.
People will avoid the town centre as again the idea is dumb
"Tend to have a positive or neutral economic impact" is simply not good enough. I believe the only justification for going ahead with the works in their current form would only be if they could show a strong positive economic impact, which in your own words, they do not!
Parking just clogs up the town centre
As above comments.
Anything a council does is sure to have a negative effect.
I think less people will visit the town
The town doesn't give a good first impression by the station. This should address that. I don't think the car user incovienience will impact business substantially.
Loss of parking will equal loss of visitors to town centre shops
People will avoid coming into yown from further afield as they will know there will be long queues to get into the centre
Shops come and go all the time. Harrogate has money so as long as this continues shops will try their luck.
I think it reduces parking which will impact in people who live locally and pop into town. They will go elsewhere where its easier to park.
People will shop an visit elsewhere
People love coming to Harrogate because it has such a lovely ambience and `a good day out` feeling. It is a special place for this.
not really sure how it will impact
People come shopping or hospitality by bus or car.
Local business need parking to be plentiful and accessible
Cafe culture can speared out on to these areas (as happened in the pandemic). Not sure about office workers who could find getting into work an issue - although when I



worked in town most of my colleagues selected all day free parking areas and walked to the office so perhaps no problem/change.
Not enough unbiased information available
Anyone going shopping is not going to walk or cycle
Harrogate will become gridlocked so people will avoid Harrogate
One Lane traffic is never going to work and spending all this money on a ridiculous project isn't going to get people into the town spending more money. THERE IS A RECESSION & the country is in a financial crisis - people can't afford to spend money on things they don't really need anymore & will shop as cheaply as possible
Adding to congestion will make it less likely for people to want to travel into town to shop, nobody is cycling into town to shop or walking, people drive in so they have a means to transport goods back home, adding to congestion will make travelling into town way worse
more people will come to town. they might have to walk a little further if they drive, but once there it will be a much nicer environment.
It would have a positive effect on business so long as there was drop off points for donations to charity shops or pick ups
There are too many cars parked there and doesn't make it a safe street, there is ample parking in harrogate
I am not shopping for anything on James Street if I can't get it home. Nor is anyone else for that matter! You can word your surveys in a way to encourage the answers you want to hear but the reality is, NO-ONE will shop for things they are expected to carry for miles.
If I'm going to struggle even more to get parked, as well as caught up in the extra congestion I will stop coming into the town centre. I can't afford to use extra petrol to queue around the town centre and be unable to park when I get there.
Damaging businesses that survive on people being able to park on the streets outside them like restaurants
Access to my place of work will be adversely impacted for me, my staff and clients. Considered relocating and this may well happen if the proposals are enacted.
The standard of shops in town have deteriorated over the last few years, cafe & restaurants have increased I dont see this project changing things
it will provide a much more pleasant shopping experience
We have just come out of a pandemic this is not the right time for a disruptive project of this magnitude
No one will want to travel into an area where they know they are going to get stuck in traffic!
No one will want to travel into Harrogate if they have trouble driving in.
Nobody will want to drive in to Harrogate due to the inconvenience / stress caused!
Picking up heavy items will be impossible
The town centre will be gridlocked so locals will shop out of town

I believe that the new traffic scheme would not draw more people to the town centre, either residents or visitors. In fact, I expect there to be impeded traffic flow which would push shoppers to outlying shopping arcades to avoid congestion.
Too many cafes need shops like b and m Wilko, s and cheap shoe shops as not got any in hgte town centre
Cars are noisy, polluting and unattractive in town centres.
I can't see someone on a cycling bike shopping for the day and returning home with all their bags hanging off the bike handles.
Cycle paths, walking will not help shopping. Complete opposite
less through traffic
You will greatly reduce access to the Town Centre for the many residents who need to use their cars because they cannot cycle or even walk very far.
Reduce the number of shoppers reducing income to the trade.
You've prevented a lot of people with mobility issues from accessing essentially the town centre. There's enough empty shops on Cambridge street as it is.
It's up to the businesses to capitalise on their environment which may require creativity on their part - something they may need help with
Easier access
I have no evidence to suggest otherwise.
It should make the town center easier to negotiate which should have a positive impact for businesses.
The figures are not correct and upgrades should only go ahead if it a more than Positive impact. you have not asked the Shop owners only the general public.
See above
People will access the town centre when they need to regardless.
It will cut off access to many businesses. There will be no passing trade. If you were honest you would admit that BUD has serious concerns about it
Improve road quality and put in a park and ride
The public will continue to use the businesses if they have a need to. I do not think that by removing the parking bays will encourage people to walk or cycle more. They will just find other places to park.
People don't shop and then walk / cycle home carrying heavy bags of shopping. It will negatively impact the town
more people will want to spend time in a quiet, clean environment
i am not a business owner
I wouldn't nip to the remnant shop looking at the new one way systems. I wouldn't nip to Mand S for food - I would drive further to Leeds Road - more congestion caused by doing this, more emissions.
Finally help for this site of town
Short parking stays enable Harrogate citizens to access shops, services , the theatre and restaurants with relative ease.
I do not believe your research.
Fine as they are

The restrictions will make it much more difficult for people to travel to our through Harrogate. So town centre business will suffer. Out of town shopping will prosper. Without the revenues from the city center businesses the town will suffer. Empty shops and lower employment.
Congestion, parking costs, lack of parking
It will be easier to walk around the town centre making it more accessible
I rarely park on James street as I will be visiting other parts of town
People will still get to town somehow. Local parking will be further under pressure.
There is a lot of parking spaces on James Street now. Take them away and shut one lane on Station Parade, where are the taxis going to queue, and the buses and cars will be causing tail backs to Parliament Street. Also where will the delivery drivers be able to drop off their goods to the shops.
It will only have a negative impact. It won't change anything but while construction takes place shops will lose customers.
there won't be enough parking spaces close enough to shops that entice some people to come vs now
Ease of access is essential to a vibrant business environment. This project will not facilitate access and so businesses will suffer
I think the whole idea of a Station Parade development should be dropped.
Another excuse not to visit the town and go online
As stated in previous answers. It also would be no different to numbers of shoppers/visitors
because I work at mainline taxis as a private hire driver on nights how do we pick up from our office
I don't know what impact it will have until its all in place that's the best I can think of
More people willing to walk around and shop if the space is clean and nice. Increasing the amount of green space will also help combat the high summer temperatures.
I personally would not come to town as much if we couldn't park we have a blue badge and can't walk far.
If people want to go to a shop they will regardless of the fact there is no traffic
If people want to shop in town they'll go into town. Something needs to be done about the empty shops and reducing the amount of charity shops
See above.
James Street currently with its parking on either side of the road makes it difficult to cross the road to other shops.
The disruption and lack of retail business will just make the town centre out of bounds.
More pedestrians
I think this depends on the quality, availability and cost of a park and ride scheme into the town centre with stops near to James St.
Most people travel by car. Stop pushing them to other places
People would not shop if Parking was abolished
Hopefully the improvements will encourage retailers to open stores in Harrogate
Same reasons as I mentioned above

Some people can't walk far so James Street parking is essential. Very few of can or want to cycle to town
People will just stay away.
It will encourage visitors to the town centre
I suspect the majority of shoppers using the area park on the other side of town. Accessing the Waitrose car park will be impeded for traffic approaching from the station direction. There will be delays to passengers using the buses.
How can I speculate when it is all theory and I don't know what businesses / access there will be.
Visiting tourist will not drive to Harrogate if we become car unfriendly. Also how will shops get deliveries???
It might put off people who like to stop just outside pret a manger to pick it their take away
It will be impossible for businesses if you do this
It'll make it a "destination "
If people are unable to get into town and don't have the mobility to walk or cycle, you will stop whole families from coming into the town.
Upgraded surroundings should bring more visitors, especially if the train station is upgraded and better facilities for shops with reasonable business rates to attract small business
If only access is by public transport then it will reduce the number of visitors.
At the moment there is nowhere in Harrogate Town Centre where you can sit out and drink coffee without being surrounded by traffic belching fumes. Having space for people should allow the spaces to be better used.
Some will profit, others will not. We should be honest and accept this.
We just like to get home from work in good time bypass
Business hasn't recovered from the pandemic, why add more stress and financial ruin?
Many, in particular the increasing elderly population, in addition to those when doing Christmas shopping prefer access to their cars to leave good while they do additional shopping or take advantage of local restaurants or cafes.
I walk there.
Nicer to walk around Harrogate, better connection
Making it more difficult to access the town MUST have a negative impact. Parking should be encouraged not made more difficult. You live in a dream world we mere mortals live in the real world!
I don't see these change will be an impact on businesses.
Harrogate isn't great for shopping, but it's real draw are the boutique types shops on James Street with parking right outside so you can pop in for what you need without struggling to carry it. Regardless of your research, it's been proven countless times that small shops suffer when you pedestrianize. Harrogate has a quaintness and charm you are stripping away by making it look the same as every other town centre. And of course, landlords will use the "improvements" to increase rents putting even more strain on the poor shop keeper

More visitors, more families, ergo more benefits to the town.
Some businesses will have no impact, but some people do nip onto James Street nip into a shop and drive away.. Those one off purchases will be lost and I don't think we need more craft markets and food markets as they are already held on the street below
Because I want cars in the town centre and car journeys to and from it, slashed.
See previous answers
It remains to be seen but again the money could be better spent encouraging new businesses to fill up the empty town centre shopping units.
Feel people who rely on parking close to businesses ie the bus station Railway station car park this would restrict their access so probably wouldn't bother going to town if they can't access within walking distance
Having run a business in Harrogate in the past, from my experience your plans will just push customers to other towns
We need to encourage people not to park on James Street. Aside from those with disabilities, there is no need to do so.
'Available research' is too vague. Businesses know what impact major changes have, not analysts.
See above
I think more people are likely to spend more time in town as a result of this - and make more use of public transport, or be more likely to walk or cycle
When James Street was closed to parking during the pandemic, I noticed a large drop in footfall compared to pre-pandemic. Allowing parking to continue on James Street would have a positive impact on local business.
They are inconvenient & will deter people.
A lot of shops have closed down, maybe your taxes on these shops need discussion
I think James Street is the only positive in the proposals and will have a neutral effect on business as long as deliveries are still possible at times during the day
Again, much further change is required to make cycling safer. Go to Belgium and get advice from experts with years of experience. They will gladly help if they are shown that Harrogate is to set an example in the UK
I don't believe the businesses surrounding this area will survive
Not everyone can walk and need their cars to get about, you are only thinking of those who can get about
slow moving traffic and traffic jams force people away from towns
car drivers will be dissuaded from using the roads that are currently mainly congestion free
many, including tourists, even more so in the runup to Christmas prefer to have the ability to put purchases in cars, preferably located in shopping areas rather than multi storey or those further away from the shopping area
I will be using internet shopping rather than endure having to contend with the congestion this ill thought out scheme will produce as all road traffic including the bus services will be affected. Also a loss of car parking spaces will make it even more difficult to visit the town centre so many just won't bother and go out of town. Also

having kerbs in the middle of the highway will make it very difficult for people with pushchairs and prams.
The revised road layout would discourage access by car.
If people who need to drive have to park further out of town it will put many off, it will also have a knock on effect on residents living in the free parking/permit zones as people park further from the centre
Nicer area, more pedestrians
The high street is changing any way so they need to adapt. If more people come into town then that will be positive. I'm sure lots of traffic in town are people traveling through, as apposed to visiting
Busy streets and roads deter visitors
Less street parking might affect shops. Disrupted bus service definately will.
May be beneficial to James Street only
Business are finding it hard after the last years and you closing the roads or creating access harder while you do this change won't help them at all
It will suit some businesses and not others
People will look elsewhere like York where its easier to access
More open, nicer town centre
Town will look more appealing therefore more people will want to go
People will be driven away by the fear of traffic, lack of parking etc.
Some people would avoid the town centre if they couldn't take their car tn, where others may go because of less traffic.
I do not see how smartening up the town and creating a workable attractive space will reduce footfall. I think any reservations take a short term view and I also think people will continue to shop in the centre. I know my family will - and we'll be more likely to come in if the aesthetics improve / it's easier to bike in with the kids.
James Street is already busy
Business rates too high and little incentive to open new independent shops plus the upcoming recession will prove difficult for many years
Most of the business community and nearby shops do not support this scheme.
Older people (who have the most spare money to spend) will find it harder to get where they want to shop, so go elsewhere.
Unless shops can be serviced easily more and more retailers will continue to pull out of Harrogate
I do worry about availability for parking. Especially for visitors to Harrogate.
People today need to access shops business in all weather's. May be better during warmer months but winter will see people reverting to driving and if this is not made easy for them will resort to taking business elsewhere
If you ask the right people and the right questions you will always get a consultation that gives you the answers that you want. Harrogate Town Centre is fine if you want to spend your evenings drinking and eating out. Presumably you are going to have a good night bus service to give this a chance of working.

<p>You can't make shops open in Harrogate so everyone is stilling to go to Leeds or York,</p> <p>I assume that you have included space for secure cycle storage and a rent a bike or bike and charging points.</p>
<p>This scheme will NOT encourage visitors to Harrogate.</p>
<p>I absolutely feel that happy people able to easily and safely walk in the centre will visit shops and spend more money. Again, the status quo doesn't work.</p>
<p>I think more people will come and spend time in the centre if its more pleasant. They will then shop and businesses will actually benefit from this.</p>
<p>Harrogate will become a destination centre with more visitors</p>
<p>I struggle to see how it will make a difference. Tourists are unlikely to bring their bikes with them and it could actually put people off coming to town at all. I would be concerned for my elderly mother's safety with all the bikes....</p>
<p>It's not just about the immediate area it's the traffic getting into Harrogate that will put visitors off. If they have to queue they won't want to do that again and will go elsewhere. It's actually easier to get into York with their park and ride. It's already very often backed up Ripon Road at busy times all the way back to Coppice Drive or the lights near the hydro. That's now. People aren't going to magically start using public transport or cycling because of this scheme as the greater infrastructure for both is lacking, and many like myself don't have that choice. And not everyone can afford to live in Harrogate.</p>
<p>Town centres are for ALL people not just for the odd cyclist.</p>
<p>Our independent shops needs more support.</p>
<p>The questionnaire was loaded. The question wasn't if access was made more difficult and parking not available would you shop here as often. If it was the response would have been negative</p>
<p>Providing business rates are kept low enough for new small businesses to start up and keep trading we should see the area become more vibrant and friendly. If all we get is chain stores as seen in every other minor city in the UK then Harrogate would not be an attractive place to travel in to shop.</p>
<p>Exacerbating existing traffic issues by reducing an existing area of significant traffic flow (Station Parade) to one lane will ensure it is less likely that I (and no doubt others) will spend money in Harrogate's town centre businesses.</p>
<p>No good for trade in town</p>
<p>I will probably stop visiting town centre . Even the bus routes will be adversely affected. High cost no benefit.</p>
<p>I have seen lots of evidence that opening up shopping streets for cycling and walking has a very beneficial effect on the time people spend there. Parking is obstructive.</p>
<p>As long as we have parking nearby such as a park and ride and there continues to be a good public transport service I don't think this would have any effect</p>
<p>Retailers who have been in the town for many generations are considering moving to another town because they are concerned for the footfall. The public spaces you are planning do nothing to add to the town - exit the railway station and get greeted by a concrete chess board - how is this Harrogate?</p>

<p>People will still come into Harrogate town centre. Hopefully more by bike, bus, train or on foot. Car users will just have to get used to parking further away from the shop door - like people in many other towns &amp; cities have had to do for years - than they currently can do.</p>
<p>I think this will adversely impact traffic flow in the town and hence impact commercially.</p>
<p>Businesses assume they need cars to bring people in to their shops. I believe the reverse is true. I would be more inclined to browse shops in there were more well cared for pedestrian areas. I emphasise well cared for.</p>
<p>These plans are fine if you want to have a leisurely wonder around town but if you just want to go in and get stuff done they are very inconvenient.</p>
<p>It will make the town a more pleasant place for residents, encouraging them to walk into town. You will see more frequent visitors to shops of people in walking distance – rather than less frequent "one-offs" from people outside of town.</p>
<p>At peak times, I still feel there will be a huge traffic problem (as there is currently)</p>
<p>We want Harrogate to feel welcoming and exceptional. Use this opportunity to build on our known strengths with attractive greenery, clean spaces, reduced traffic, and a priority of people rather than cars.</p>
<p>Other towns and cities do well with improved pedestrian space.</p>
<p>Businesses have already had to closedown in that area as a result of the parking being removed. I can not see that changing with the new plans.</p>
<p>Happy pedestrian s will loiters and shop ... add extra interest and more people will come in to the town. BUT you have to make it safe to get to the centre on a bike from all directions... all the evidence shows that if you make cycling safe more people will do it. Look at your path from Harrogate to Ripley</p>
<p>The upmarket shops in James Street rely a lot on short term parking. It will make life harder for the shops and much less convenient for the shoppers. I contest the survey result you quote. The evidence here, in Harrogate, is that the pedestrianized streets are the down market ones, with many vacant shops. Taking the town centre down market will damage the long term image and commercial assets of the town. It is a lose-lose scenario. These proposals are flawed in every way and must NOT go ahead.</p>
<p>There are few enough on street parking spaces and disabled or elderly people may find this difficult</p>
<p>This area currentlty has lower quality shops and amenities Because of the nature of it being a traffic thoroughfare. So if this is changed I think it will balance out the appeal of this area to shops and other businesses and might rebalance the town centre.</p>
<p>Negative whilst the work is being carried out, also takes some parking out which may also impact</p>
<p>The best street will look better and there's more room to walk</p>
<p>I only visit the bank and GP.</p>
<p>The elderly and disabled rely on being able to just 'park outside', to be honest, we don't provide enough facilities for them</p>



If you are not in walking/cycling distance of the town centre you simply would not use it
If parking is removed & the pedestrian plans are put in place people will drift away from shopping in James Street as it will be further to walk from the car parks
Increased traffic issues would stop visitors and locals coming into the centre
Will be the same if not worse. Nothing against cyclists , have 2 in my family, but don't go shopping on their bikes
Any reduction of cars going at high speed through the town centre is an improvement
I think it would impact badly on trade. People will not 'pop' into town. They will shop more in supermarkets or out of town where there is parking or online.
Make it easier for people to access the business is in town and bringing new people who will want to buy from them
Based on comments from spokespeople for BID, CoC etc
More people will be able to walk around the town centre safely
Some people put off by parking charges
Experience and knowledge of retail property trends indicates that pedestrianization and loss of on street parking negatively impacts retailers performance. Oxford Street traders will confirm this pre and post pedestrianization. Retailer success improves the attraction of Harrogate to residents and visitors.
not sure
I think the scheme will deter people from shopping in an already increqasingly derelict town centre. The increased pressure this scheme will place on parking and in pushing traffic towards the Coldbath Road roundabout. Shoppers will want to use their cars if they have anything heavy or bulky to carry they will not use a bike or walk.
People will adapt the way they come into town and will realise it's a more pleasant experience with the changes
Footfall dropped to local businesses when the roads were shut during the cycling events. I think people still like and need their cars
More people will be relaxed and want to spend more time browsing etc there is plenty of other parking in Harrogate
Rarely shop on James Street anyway so doesn't apply.
The further away cars park and the further away shops are the longer time I would need to allocate to shopping in Harrogate. I do not wish to spend hours in town to enable me to visit one or two shops as I work. So would go to an out of town shopping centre.
People will be able to shop at ease without almost getting run over, less pollution & improved landscaping will add to a nice atmosphere.
I feel that some of the shops will suffer.
I think it will only make town a more enjoyable place to be
I have no idea what the effect will be, the high street is struggling as it is, uou can find reports saying it will be good for business and reports that it will be bad.
Added value to town centre
More relaxed atmosphere

<p>Because all the Businesses and Shop keepers I speak to, tell me it will have a negative effect on them. I trust their judgement more than that of our locally elected politicians and the so called consultants who advise them at great cost to the public purse.</p>
<p>Improvements to public transport can only have a positive impact on the local economy. Easy access will encourage more tourists and visitors to visit the town and spend locally. I would always walk to any local shops within half an hour distance, so perhaps it'll incentivise leaving the Range Rovers home for a day and going on foot instead.</p>
<p>I own a beauty salon on station parade and parking outside is absolutely crucial. It will be detrimental to my business to have the parking outside removed and I can't believe it's even being considered. I don't know one person who thinks this is a good idea. Elderly/ disabled people who need to park as close as possible just won't bother coming anymore or will move to another salon where they can park outside. Young professionals who are short on time will be put off by the thought of driving round and round the town centre trying to find somewhere to park. There is already such limited parking in the town centre, please don't limit it even more. I also believe that visitors to the town will be put off knowing they can't park anywhere, we need to be encouraging tourism to the area and this will have the opposite effect.</p> <p>I have 600 clients that come to my salon and not one of them has ever told me they've cycled in. Leave the cycling for the dales and surrounding areas and please leave the town centre as it is or there really will be more empty commercial buildings than ever.</p>
<p>I agree that the work on James St would make it a better environment for shoppers.</p>
<p>Your survey doesn't take into account the complete unviability of this project. Your survey was a biased and loaded towards your outcome. PLUS if it will only have a neutral impact for local businesses what's the actual point?</p>
<p>Your very optimistic data is not based on reliable evidence from similar towns and often not even based on towns in this country. It is a nonsense.</p>
<p>No through traffic just kills the street. Look at the mess you made of Oxford street, it's horrible around there now and has been taken over by groups of unsavoury people. It doesn't feel safe there. I feel safer where there are cars driven by people who can spot and call out anti social behaviour.</p>
<p>I don't have any expertise in these effects. However, it 's unlikely to affect my custom.</p>
<p>If more people can visit the town centre (because of more efficient mass transport and walking and cycling access) then the impact on businesses will be positive.</p>
<p>Convenience of quick visits gone, I can't cycle or walk far.</p>
<p>People are inseparable from their cars and if they can't park close to where they want to shop, they won't bother particularly when the weather is bad</p>
<p>Hopefully the plans include wider pavements - there's currently often a bottleneck of people on the path between Monsoon and Lakeland which makes it tempting to rush past a few of the shops rather than dodge strolling people to go in.</p>
<p>There are plenty alternative car parking areas. I would still shop on James street and my bank is Barclays and I will still enjoy Hoopers and other clothes shops like fat face. I would enjoy the area more without traffic, cars and fumes. In fact if there are bike</p>

storage proposals for James street I would park my bike here. The shopping experience would be a great deal nicer without cars on James street.
The chaos from roadworks, resurfacing etc etc will cause the businesses undue stress along with reducing the number of customers, as people will simply go elsewhere to shop in nicer surroundings
I feel that with the proposed changes less people will venture in to the town centre.
I think the new infrastructure will encourage people to visit the area
Different businesses need more vehicular access
people are not going to visit a town with an appalling traffic problem r g Skipton Road..almost a car park at times
If people want to go to the shops they will still go there whether they are able to park outside or not. having said that people are generally very lazy and lots of people like to be able to park right outside the shop they want to go into so it might impact on businesses if they decide they are too lazy to walk!
I'm ok, fit and healthy. Not the case for OAPs who need to park near the shop they're going to.
I support the concerns regarding the removal of parking provision on James Street. I am opposed to the pedestrianisation of James Street. Giving people a yes or no question on parking along James Street is inadequate. Let us retain the flow along this route to the benefit of all. You cannot do much shopping if you are on a bike.
people like to drive into whats left of the town centre. what about looking at why shops are empty first before ploughing money into a cycle and foot ways. What about the use of scooters or ebikes around town like they have in bigger cities. and if they are used then look at spending the money
I see plenty of young families and elderly people parking in James Street. It's obvious, If people don't need to park there (and pay for the privilege) then why are they? I certainly would change my shopping habits if I couldn't easily pop to a few of the shops on James Street. This isn't just about visitors, you are losing sight of the overall impact, ie midweek on a dark, cold and rainy day in November. Pedestrianisation destroys the character of towns. Northallerton has 30 minutes free on it's high street and it's thriving.
People will stop visiting if you make it too difficult.
36 bus ! Has no drivers.
I prefer pedestrianised shopping areas as traffic volume is often unpleasant
The world has changed. Providing space to walk as well as convenient parking in a post Covid and nett zero works requires attention and some forcing of peoples habd to make the changes that will support a better reduced carbon world
Improved customer experience would make me more likely to visit the town centre to shop, eat, drink and would stay longer
Higher footfall, people staying longer in town as a nicer environment
More people will come to the town centre, businesses too, establishing new ones. There is a need for it be easier and cheaper for small businesses to set up premises in the town centre. This will lead to rich and varied economy. Mix is good.

Once people get used to the new centre they should be able to enjoy more time in it and spend more money as a result
I will stop people traveling into the town as you will have to follow a one-way system to get back to where you started.
More space for pedestrians will make the town centre more pleasant
Reduces footfall. Unsocial behaviour. Pictures have even smoothed the roof line of buildings to make the "selling" of the ideas palatable. Shops do not appear in favour let alone the customers
More footfall equals more business, more cash flow.
People will just not come to the town centre to shop. Out of town shopping venues or Leeds and York will be preferred. Are you sure this was not designed by one of those interested parties. The existing shopping is now very poor and will only worsen.
Your survey on James Street says over 50% of shoppers would no longer shop there. A great hit to the shops on there
How can it possibly be imagined that drivers either visiting Harrogate, or simply passing through from North to south would welcome an increase in congestion caused by the narrowing of such a road! I do not believe that the effect would be minimal. While shopping I witnessed a traffic jam of vehicles caused by some temporary road works on Cheltenham Parade. As for James St with its remaining up market ladies dress shops. Can you imagine ladies who lunch come in from outlying districts by bike! No of course not.,If they find delays in driving into Harrogate they will go elsewhere.. Result shops will lose custom!
It would encourage more people to walk and cycle to shop. There are options for those who are less mobile that will not be significantly negatively affected from what I can tell. Your research as mentioned above probably has at least some credibility to it too.
Again, having lived in the Netherlands, reducing car usage allows people to take up more of the public realm and encourages people to visit local businesses. The difference in how comfortable it feels to be on James street since the parking was restored post covid is very noticeable. I am now having to keep a tighter eye on my children when crossing the road due to the constant through traffic and moving vehicles.
I don't use many of the businesses in James St.
Past economic impacts have been flawed an example of the Yorkshire cycle event as businesses found
More attractive and appealing for residents and visitors alike.
It will improve some businesses but have a negative impact on others and delivery drivers will become a menace double parking.
James Street works well as it is - it's tidy, tasteful & a useful road to drive along - very handy for short stay parking to go to shops. Shops will miss out on this facility both for the customers and for their use also
The proposed improvements will encourage more and a greater diversity of people to visit the centre of town, which has to be good for business. The presentation of the

town to visitors arriving by train will be hugely improved (at present, the number of empty stores and heavy traffic give a negative impression).
Less people will travel to town as the town will be more difficult to navigate
we need less cafe/food and more shopping/activities there is no point visiting a town just to go to eat you need to be able to spend the day doing shopping /activities if you go to other towns and cities you can ice skate,bowling,axe throwing, indoor golf the introduction harrogate bid has mad a huge differance to the amount of people coming to see the trail and entertainment
Harrogate has performed much better than many areas since the financial crisis. This is due to the nature of the facilities in the town centre which makes the centre an attractive place to visit. Harrogate has a significant number of independent shops which do not operate at the whim of a national chain. It would be interesting to undertake a historic review of the ownership of the shops in Harrogate. Harrogate is blessed with a diverse range of eating places. Indeed, per head of population, there are probably more eating places than most places. They rely on visitors and townspeople. Therefore, for the town centre to survive it is important that these two groups of people are catered for. Pedestrian schemes and markets do continue to the ambience. It would be useful to understand what attracts people to Harrogate and not just James Street.
Harrogate retail is not in the healthiest state, there is a shortage of independant stores and some of the larger big brands have left town. I doubt the proposals are going to reverse this
Fairly difficult to park now in the main shopping streets so I already walk to the shops once I am in town, so any further restrictions on traffic probably won't make any difference to businesses.
The convenience factor would be taken away from customers, where else could they park to enable them to compleat their business in 20 to 30 min time frame and so make these customers shop elsewhere or go online.
Wider pavement areas during busy times - always an improvement
if people cannot easily access the town centre they won't support businesses, not everyone can walk or cycle
The current plans are still very poor and flawed. They could be so much better if the proposers stop pandering solely to what is high on the "hip agenda" today and work with residents, businesses and visitors to produce a sustainable and constructive plan for the future.
It's already hard enough for delivery drivers etc and I believe allowing parking adjacent to shops encourages visits.
Two of the. Sin shopping streets are already pedestrianised so anyone visiting in a car has to find a parking space within walking distance anyway. The parking spaces on James street only allow you to stay for a short time and it is expensive
If street parking reduced, will this mean businesses lose customers who like to find a spot near the shop they are visiting don't bother. Will there be sufficient nearby parking to entice these customers to continue visiting their favourite shops?

Once parked, it is good to wander around pedestrian areas so it is good to increase these provided cars are adequately catered for.
In other towns, a car free centre allows people to relax, browse and take in their surroundings
I agree that there is a lot of data to support that improving access for walking and cycling would improve attractiveness and popularity for town center businesses.
More difficult to access them due to more complex driving route
I'm not convinced that removing parking on James Street would be a good thing for businesses as these are possibly the 'higher end' stores more frequented by customers who may be visiting from other towns who find James Street a special place to shop.
Obviously this will detract from business. James Street is perfectly nice now. You will turn it into another Cambridge Street...or Oxford Street... which are horrible and feel unsafe at night. I walk down James Street with no fear. I am intimidated by Oxford Street and James Street.
I don't see how it should really impact on the shops in the area. Most people seem to drive down that road to cross town, not to visit the shops.
Removal of passing trade/footfall & NO REPLACEMENT PARKING - very badly thought out - are you guys amateurs? Oh yes I remember you just do this part time don't you Keanne Duncan
I say neutral but maybe even negative. Why should it make any difference?
I remain negative until the potential congestion issue is resolved and ideally trialled.
Easy access to shopping/ cafes for everyone
As someone who primarily relies on a bike to get to town, having better cycling (and walking) infrastructure would certainly reduce the fear of cycling into town and increase the frequency of my visits. More generally, adding segregated cycle paths make it safer not just for individual cyclists but also for families with children, and provide them with another safer option for a day out in town.
People like to park in James street to collect their shopping & less parking spaces will result in less people shopping
The town centre is clearly dying. It doesn't need a plan that makes access harder not easier.
For those people who currently park in the town centre they may choose to go elsewhere
I feel that the potential negative impact on businesses has been over-represented by a small number of people with their own financial interest in ensuring things don't change. Thousands of towns and cities around the world have seen enormous cultural, social and commercial benefits from similar developments.
I think that improving the range and number of shops is more likely to encourage shoppers (particularly from out of town) and that the parking issue is incidental.
Increase footfall
I think the addition of a fresh design in the centre will definitely encourage business development, especially with an influx of more tourism. That said, with the current design of station parade and the square, I personally wouldn't go out of my way to

visit Harrogate if that was my welcome. In my opinion the design is basic and without character.
I think this could make this part of Harrogate much attractive. It could be really nice if events/stalls etc are allowed in the new space and maybe sitting outside where you could eat/drink.
You might get more cyclists in the town centre but do they spend as much as the car users which you will deter
Many elderly people use the shops etc and many need to drive. Bus services are limited.
Research says positive.
People may prefer out of town shopping or places where they can park nearby.
Because, it is the people who enter shops cafés bars restaurants pavilions and other businesses. The people are the potential customers, and they should be encouraged. The focus should therefore be on the people, by way of creating comfortable, inviting space. The modes of transport to the town should fit in around the people.
At present all traffic leaving James street only has to filter into station parade. In the future it will all have to go up Princes street, cross Albert street, up Princes square, cross Raglan street to Victoria Avenue turn right to the traffic lights and then turn right for Knaresborough, York, Leeds etc. No other way possible for cars, large lorries etc. This can not be an improvement
Who do you seriously think cycles into Harrogate to a shop of any size/value to the town? Car drivers spend more money, though if you continue to ruin the town centre no one using any form of transport will come. Harrogate used to be the premier place for shopping, but thanks to you I know of no one who comes here to shop anymore.
This proposal will kill the high street. Even more so, everyone will go to Leeds/York.
If the locals can't get around the town, they'll buy online. Harrogate has a high amount of 30+ working people who are extremely busy making money, which is why they can afford to live here. If you stop them nipping into town in the car, they just won't bother.
If I were able to easily cycle into town, I would be more likely to visit businesses; currently, traffic and parking are offputting.
Will make driving into town more difficult. Harrogate does not have hundreds of residents eagerly waiting to jump onto their bikes.
It seems to me that other pedestrianised areas are as busy or busier than James Street - e.g. Beulah Street. So I think this will have a beneficial effect on the businesses and promote more diversification - e.g. cafes
All evidence shows spaces for humans enhance everything
Stop people popping by if passing through as unable to stop
It should improve the look and feel of this part of town which I imagine will be positive for business, especially if there are events etc and not just shopping to attract people.
The additional complication of getting through town. Once in town, the experience will be improved, but not by making Station Parade a single lane. I think visitors will find the experience more complicated and may look elsewhere.

I think it is likely to benefit some businesses and disadvantage others. It seems unlikely that many rely heavily on trade from drivers who currently park close to their premises. With more pavement area, there could be more opportunity for hospitality, and perhaps with careful promotion as a cycling town Harrogate may bring itself more tourism.
I would come into town more often if it's improved.
Pleasanter surrounding and cleaner air
Cafes may benefit but shops will suffer as you can't carry big shopping bags on your bike!
Prefer vehicle free shopping
Had you actually read the responses from the business community you would see that they say that the proposals would have a clear and negative effect on trade. There are enough empty shop spaces already, why make things worse? Instead of reviewing the research just listen to what businesses are telling you.
PEOPLE WILL NOT TRAVEL INTO HARROGATE BECAUSE OFF PARKING AND THE TRAVELLING TIME INTO HARROGATE WILL TAKE LONGER AND WILL GO EVER TO LEEDS OR YORK.
If the centre is a more pleasant place to be then there will be a positive boost to businesses. There is no secondary shopping location that rivals Harrogate centre with easier vehicular access that people would visit instead.
Lack of access by visitors who will be stuck in traffic away from the town centre and choose to go anywhere else.
I think there are disbenefits and potential opportunities of the proposals. It all depends how the council and businesses work together to make the most if them.
All the evidence from other towns in UK and overseas is that footfall will increase and revenue grow 20-30% when traffic is reduced / eliminated from shopping areas because people stay there longer
I manage to walk and cycle perfectly well now in Harrogate as well as driving. As a cyclist cycling up Station Parade in Harrogate is not one of my "must do" routes
More pedestrianisation is a good thing in the town centre
Retail is suffering as a result of internet shopping and the rents collected by landlords. The scheme has no impact on either.
I strongly suspect the disruption during the project will adversely affect local businesses...
See above.
I have been to many places where pedestrianisation has occurred. There has been no shortage of people enjoying the experience and using both shops and eating places. It is people who spend money, not cars.
No cars = better environment, nicer place to be out and about
At present I avoid shopping in Harrogate due to traffic pollution.
Getting rid of traffic on shopping streets improves the experience and makes it safer if one no longer has to dodge cars



When I've used public transport(buses and trains) I found them expensive and unreliable compared to using my motorcycle. When I've accompanied my elderly mother found them useless(mobility and access)
Shops and businesses will be negatively impacted but I guess those of you pushing this through will be long gone and therefore unaccountable. You should be concentrating on filling the empty shops. Think about businesses in the town instead of making life harder for them.
People will be less inclined to go to these shops for quick stops and will just avoid this road
If journey times increase, access is reduced and parking removed, why would anyone want to tolerate Harrogate Town Centre?
I personally view shops and businesses on James' street as very successful and equally accessible. Additionally, this has been supported by the recent opening of Pret Et Manger, for example. It seems many customers find the Station Square area to be easily accessible and ideal for frequenting businesses such as this.
As above
It will be positive on those in the centre but negative on those surrounding it
Retailers may close/leave Harrogate despite your survey suggesting people would still be prepared to shop on James Street.
i AM INCLINED TO BELIEVE THE RESEACH WHICH SHOW A POSITIVE IMPACT ON BUSINESS
The biggest hinderance to shopping is the cars! There is ample parking, which most people can easily access (more easily with this development) and remaining slots could be prioritised for those who really need them. And people are much more likely to linger without cars getting in the way.
People will use cars to transport kids and purchases in one go, safely. Reduced car access will reduce retail business. Plenty of examples across the country where this has been tried and then reversed.
Businesses should have more footfall. Deliveries need to be arranged to not impact shopping and leisure times. Pavement cafes are super and compliment Harrogate street scene. It is a pity we lost the covered market and it would be great to have more market days for specialised market types....vintage, arts, vegan, fruit and veg, european etc
You have reviewed available research, which is a good thing. Also It will not affect my shopping habits in a negative way. It is much more likely that I will spend more time in the centre and therefore am likely to spend more money.
Traffic and bikes add nothing for local businesses
It is absolutely essential in my view that Harrogate retains its uniqueness by allowing visitors to admire the beautiful cars that travel along and park in James Street. It should not be given over to the chuggers, drunks and beggars who feel comfortable in pedestrianised streets. James Street needs to remain a through street for vehicles to deter these negative influences.
An attractive and easily walkable town centre will encourage more people to visit and spend time in the town.

Improvements to the town will attract more people and hopefully deter some traffic.
Parking is already a problem in /around the town centre. We would definitely avoid shopping in the town centre due to a lack of parking space.
better place making equals more footfall...
Harrogate boomed as a shopping centre before meters and pedestrian areas were introduced. I know many people who stopped shopping in Harrogate once such obstacles were introduced. High streets have enough problems without them being added to by such short sighted idealistic schemes.
I do believe the businesses have already addressed their concerns.
I feel they have been disadvantage enough with Covid and need to be able to have a period of regrowth to rebuild their business and I do not believe that the proposal has taken account of this
In these busy areas there is hardly enough space for everyone to be able to 'window-shop', especially if plants, cafe-tables and such are also placed in the way. Some shops have goods which need a vehicle to collect the goods sold, and the pedestrianization is prohibiting such activity. The type of shop which can now prosper in these streets is sadly having to change.
Businesses need to understand this is hugely positive thing. People spend more time drinking and eating, shopping there's a feel good factor and people spend more when this happens. All the businesses in town will benefit some people just don't like change. This has been going on in European towns for years we are so far behind!
Businesses will thrive where there is space for pedestrians to come and relax provide space particularly for cafés and eating outside as well as the opportunity for retailers to spill into public spaces
Less traffic = better place for humans.
Good for every one and to use public transportation
More difficult to access businesses by limiting car parking. There is a large population of pensioners in Harrogate who cannot walk or cycle the town should provide access for locals and visitors to park in the centre and use the businesses easily.
There are enough places to park, especially if you make parking free. The additional business that you would get, reviving the closed shops in the town centre, would make up for the little bit in parking revenue, I feel.
People will work with whatever is presented
I've heard more people against that than for it. My husband is disabled and needs to park near shops, etc. we will have to go out of area or shop online For example Cambridge Cred disabled parking spaces are often taken by take away food people and the usual handful of those who ignore the disabled parking notices.
The nicer the environment, the more people will go there.
Lots of evidence supporting positives outcomes for business when active travel is prioritised over cars. Many cars are just rushing through to large supermarkets.
Quieter and safer with a cafe culture
I think the town no longer has the selection of shops for me. Full of cafes for visitors even good restaurants hard to find now would go to knaresbrough or York now on the train

<p>Only a few people park in these streets and for a short time. We need people to browse, stop for coffee, those who do this do not park in these streets. The new design allows people the opportunity to park in other parts of Harrogate - which are not too far from the centre of town and walk into the town. People adapt. The exercise will be good for them!!</p>
<p>I don't think there would be anything but positive impact, if the centre is more pleasant, won't that encourage people in ?</p>
<p>I believe some people will stay away if you make it harder to access shops and park nearby for those who have trouble walking or standing for long. How will taxis be able to get close to shops to drop people off - it's already impossible to be dropped directly outside Boots on Cambridge Street for optician/hearing tests</p>
<p>You will make these businesses harder to access &amp; people will go elsewhere, more likely to out of town shopping centres or shop online.</p>
<p>PS in Q14 below there is a typo - "know" is missing.</p>
<p>You will just drive me and shoppers away from town and to buy even more online.</p>
<p>make the town centre a nicer place to be, encouraging footfall in other places and would make people want to spend time in this area rather than pass through.</p>
<p>People will prefer to access out of town shopping alternatives with easy parking.</p>
<p>This scheme is expensive and detrimental to Harrogate town centre and its businesses. Trade will be lost . Far better to encourage people to come and spend money rather than another badly thought out vanity project .</p>
<p>I don't know how many businesses rely on foot traffic and how many rely on customers/staff arriving by car. My main interest is how this proposal will affect through traffic in town, not those who may be driving into town to work and/or shop, who will doubtless have more of a view on this.</p>
<p>Promoting footfall and pedestrian areas will enhance the ares</p>
<p>Maker the town centre experience on foot for shop browser safer and more pleasant.</p>
<p>An attractive portal to the town will encourage more visitors and they will stay longer. At present levels of traffic passing through the area makes it very unappealing and high in pollution.</p>
<p>No cars make it easier and safer to walk around</p>
<p>Improve area increases footfall</p>
<p>Safer environment</p>
<p>As stated above</p>
<p>We usually park a car at not town centre and walk in town.</p>
<p>We will go for shopping in the James Street anyway.</p>
<p>Attract more people</p>
<p>More people will be encouraged to visit the town</p>
<p>People don't want to hang about they are time poor and adding time onto the town centre shopping experience will only serve to reduce time people did have for a coffee stop etc</p>
<p>small changes to street layout would help shoppers and businesses.</p>

More people will visit the centre if it is a more pleasant place to be
It will stop people travelling into town, they will go elsewhere
If there is more attractive and central public space with creative use of the space for events then it will draw people in and increase footfall. Changing peoples behaviour to leave their car at home is a much bigger challenge than rearranging the space! (A behaviour psychologist talking!)
It will attract people, but it is also likely to put some off.
If you temporarily get rid of parking for a test period you would see whether this is the case. Too late to go back if it doesn't work!
Painting a few lines on roads and providing planters does not alter the environment. It just spends money and allows consultants to make money performing consultations.
When people are walking or cycling, it is more likely that they will stop and use a local business, as opposed to having to park a car before using a business. Fewer cars also make an area more attractive to pedestrians who will use businesses.
James Street Survey - 294 interviews is not even 0.1% of the Harrogate population. It is impossible to say that this survey supports the plan for the whole town. This makes me very negative indeed.
It will reduce the likelihood i will shop in Town
Better environment for people, with less traffic.
for people with mobility problems being able to park close to the shops is important and not all shop online so some shops will inevitably suffer lack of footfall
It will make Harrogate a nicer, quieter space if traffic is reduced, but I do think limiting the parking available will impact on people going into the town centre, unless buses are made more affordable
The proposed changes are just that rather than overall improvements. Aesthetically they will be negative for the Conservation Area as noted above.
I believe a calmer town centre with reduced vehicle traffic will attract more people to spend more time in the area.
If there are quality shops and restaurants people will still come
Extra opportunities clear. But depends on VERY clear signage to all parking for visitors, or frustrated drivers will pose increased danger to others, especially pedestrians.
It will still be possible to park in and around the centre of town. Visiting businesses and shops will become a less stressful and a more pleasant experience.
As my comments in question 11
Updating the area and making it pleasant is good to keep the town thriving
The partial pedestrianisation of James Street will make this pleasant Street all the more enjoyable.
Although it has been suggested more visits to town would be undertaken by cyclists and walkers it does not follow that this will translate into higher sales. It will be even worse during the autumn and winter when it is cold and wet.
I have not actually spoken to any businesses myself
I NORMALLY DO NOT CONSIDER James Street AS A SHOPPING STREET FOR ME unless I go to Lakeland or Waterstons. When there was no traffic during lock down James

Street was brilliant. I spent a lot more time looking in shop windows and could be tempted to go in.
Easier for shoppers walking round the shops
Shopping locations with a pleasant environment attract more people.
I think people will start to avoid the town centre due to the perpetual traffic jam.
Increased visitor numbers as a result of improved general environment
Ref answer 11. Car dominated, fumed fill spaces do not encourage people to linger and shop.
If I can't drive into town I won't go. I don't own a bike and I do t always have time to walk. Restricting car access means I won't visit the businesses and they will lose trade.
This has been designed by woke snowflakes for snowflakes, the real people of Harrogate will suffer. We could spend the money much better.
I worked in road safety and was aware of the Gloucester City project where they pedestrianised large parts of the city centre. Some shops flourished, some couldn't cope and had to relocate and more moved in who could benefit from the footfall. There's a period of adjustment and it will be difficult for some but we can't live in caves anymore.
We have no data. A trial would have been beneficial.
Pedestrianisation will increase passing trade by inadvertently forcing people to browse larger sections of high street.
A more laid back town centre would be god for trade - and these designs supply that.
Reduces the flexibility particularly for short stays, those with mobility issues etc
I find some of the results in the survey staggering. To suggest that people walking or on bikes spend more money per visit than any others is beyond belief. Where is the detail to back this up? It "suggests" the statement is true but does not prove it.
People cycling and walking can just "pop in" to shops rather than driving straight past
Less footfall, disruption during building works, visitors to town using own transport will be dissuaded from coming. Cyclists are endangered on outer routes in. Trains not suitable for bringing cycles into area . Poor design for sight and mobility affected people
Would be a pleasant walking space provided Delivery vans were not obstructing the area.
There is a vibrancy about James Street which is of a higher level to the currently pedestrianised areas. Traffic is not a problem in my view.
I don't think businesses will be affected.
Your survey suggests that there will be little change but businesses that I speak to are all very much against it.
will be able to access the shops better
Parking in the multi-storey is not far away. Cars on streets look ugly, are noisy and pollute. Shopping or using cafes will be much nicer if there are fewer of them.
You don't listen to businesses, especially small businesses. You never have & do not see any change. Someone will have another bright idea when it's all gone?

There needs to be less reliance on motor vehicles moving forward. Business should endorse change.
If the research is correct then it can only be a positive thing
With a more relaxed area in James street with planting and flowers I think this would enhance this part of Harrogate. I don't enjoy walking along James Street at present having to watch out for traffic whilst I am shopping.
it's much nicer sitting outside having a coffee and a cake if there are not thousands of vehicles blowing poisonous gases in your face. In respect of shopping: speaking as an occasional motorist I'd never expect to find a parking space right outside the shop I want to visit so I always have to walk some distance anyway. Keep some provision for registered disabled drivers but the rest of us need the exercise.
Ghent Oslo Utrecht Waltham Forest - all show that favouring people not cars helps business
Looks a bit sparse.
It's the independent shops I worry for as James St is now easy parking for just a few minutes and this will be lost
Poor businesses are already suffering enough after covid and now the cost of utilities, staffing, raw ingredients so much disruption in the town centre during the work and discouraging cars will be devastating for them. Our weather in Harrogate is pretty rubbish for so much of the year and not suitable for cycling all year round.
I was brought up next to a town where the centre died due to traffic being diverted away. The centre only revived when traffic was reintroduced. A town centre needs footfall and that can include passing vehicles as passengers are exposed to what's available and to changes.
The town will become more attractive and so will encourage people to visit.
Just being positive and hope it turns out that way
I think the need for integrated cycle paths is much more important
If the air is cleaner and there is less traffic noise I'll spend longer in town.
We need to help the businesses in the town and encourage the residents of Harrogate & the surrounding villages to use the town. This scheme does not do this
It will make the station parade/station square area much more attractive than the current fume filled rat run and will enhance Harrogate Town Centre overall. The current station parade/station square doesn't do justice to Harrogate. For visitors arriving by train it looks shabby and dirty and unappealing. I've heard visitors say as they step outside the railway station "Is this Harrogate?" as they are confronted by the two lane race track that is station parade.
The proposals will make it a lot harder to get to and/or park in the town centre, people will go elsewhere to shop. What evidence is there that these proposals will bring extra revenue to the town centre, over and above that which is lost?
Removing traffic from any town centre is a bad idea.
The more difficult car access becomes and the less reliable public transport is from local rural areas, the less likely I am to visit Harrogate.
As before.

I think the issues for shops in town are related to changes in shopping habits rather than cars on the road
nicer public spaces would encourage me to visit more often and probably spend more money.
Nicer spaces will encourage more people to visit.
A nicer atmosphere (more cyclists, walking routes, etc) will draw more visitors to town, who will then spend more here.
Businesses need to evolve and change, for example I think that the closure of Hoopers / shops on a Sunday has a negative pact on the town. It is important to have a busy vibrant environment to attract tourists / for Harrogate tp become a destination venue.
I will be more likely to come into the town center if I can cycle. Hope others feel the same. I hope disabled access has been considered for those who can't walk far. Better for mobility scooters
cyclists don't spend money
Poor access and perking
More people walking / cycling into & around town, can only be a positive
An attractive, peaceful town centre will attract shoppers and visitors as long as people can still find somewhere to park nearby, if that is what they need.
the town centre feels run down and unloved at present and does not reflect the quality of individual businesses and that the town has on offer - it looks like a town centre in decline. Peoples shopping habits have changed and I feel people shop less often but want to stay for longer and to make an event of the day which means stopping for coffee and lunch and browsing and the new plans give a sense of welcome and a reason to stay.
Would put me off coming into town centre and make james street dangerous at night time
Need footfall to tempt shoppers back into town
Probably would stay longer and spend a bit more
Hopefully improve the shopping sector of Harrogate
People will avoid the town centre
The latest Economic Report is an absolute travesty as there has been no specific and proper impact research as to the affects on retail in the area of the scheme. Why not ?
Look where the shoppers come from.. Look who spends the money.. Cars are bad.. but essential still. We are in a rural community.. You should be ploughing money into electric charge points.. etc.. rather than trying to force cycling in a wet hilly town with a catchment that is predominantly families, old people and leisure not commuter cyclists.
In other towns that I know of that have implemented people friendly measures, the footfall has increased leading to more business being generated.
Shoppers require access to their vehicles for shopping and larger purchases,
Businesses are not in favour of these plans.
Your explanation of your research carried out is not conclusive and as you say - 'tends to have a positive effect' is not a good enough reason. This I feel will not be the case

in Harrogate. Businesses rely on deliveries and this can be any time of day. Perhaps you should have done more quantitative and qualitative research into how businesses would be affected in Harrogate.
More likely to come to the centre of Harrogate and use the businesses if cycling is easier.
A cleaner, safe environment will encourage people to explore, browse longer, increase spend for businesses.
Encourage people to visit for longer. Will 'drive' people down James's Street.
I read comments from local businesses about their concerns and feel they should be consulted
Pedestrians spend more money than cars
I would definitely spend more time on James Street if it was also a pleasant space to walk.
I would be more likely to shop in an area with a pleasant environment with no cars
Your review of available research is surely more reliable than the gut instinct of some town centre business owners. It also agrees with my more limited research/anecdotes, especially that business owners tend to resist such changes but are then pleased with them post implementation.
There are a number of studies providing evidence that businesses can benefit from better walking and cycling facilities and reduced parking for cars. e.g. <a href="https://americantrails.s3.us-west-2.amazonaws.com/files/pdf/value-of-cycling.pdf">https://americantrails.s3.us-west-2.amazonaws.com/files/pdf/value-of-cycling.pdf</a>
I will be more inclined to shop in town rather than buying online if there is more pedestrian space.
This initiative just burns money, and to what benefit? It is not green and it flies in the face of sustainability. It does nothing positive for any business in the town. It is not a business initiative, full stop. The public mood in this country has changed in the last 2 years and this type of initiative is tone-deaf, and all businesses are now struggling. The only businesses that will benefit from this will be the contractors who perform the transformation and they are probably not local.
Cyclists won't be able to carry much shopping without becoming a hazard. They won't stay in the hotels, and probably won't be wanting to arrive at work all hot, sweaty and wet either. People may well continue to shop on James street you say. Of course they will, but will they go in as often and spend as much?
To maintain footfall in the centre of town, you need to make sure there is a good bus service from various areas, not just the 36, and a park and ride. Otherwise some car-drivers will be put off. And keep lobbying for good rail services.
People won't come into the town plain and simple. It doesn't take much to change people's habits if it's made more difficult for them they avoid coming in.
Tend to have a positive or neutral effect? So no in-depth analysis has been done and this whole project is being supported by half-baked ideas? Nice to know that our town will be destroyed by people who haven't got a clue what they are doing. As if I couldn't get more angry, that statement has just pushed me a level higher. It's



<p>imbecilic. People will just go elsewhere, like to out of town retail parks. Why can't you see that?</p>
<p>I agree that a town centre devoid of traffic would encourage a wider use particularly if street furniture encouraged people to sit and take time. A more continental feel to the town centre would be welcome. Harrogate town centre is currently just a car park. Despite the best efforts to make the town attractive all is spoiled by the proximity and volume of traffic.</p>
<p>The scheme for James Street is not as attractive or up-market as at present. It will make it like a precinct you can find in any run-down town, frequented by beggars and chuggers. (See Cambridge Street). Tourists come to Harrogate because it is smart and different from the many pedestrianised towns around.</p>
<p>Limited parking would impact on my elderly mother visiting town as her mobility is poor and the distance from parking to the shops is too far</p>
<p>I guess the question is around parking capacity, how far away this is to where they want to be and how this would change. I assume people will have to wait longer to get around the center but the environment should be more appealing for people to visit (by foot / cycle) which could encourage more people into the centre</p>
<p>Easy and pleasant to get to the centre</p>
<p>it will make it a more pedestrian / shopper friendly environment to stroll around the shops and cafés with less traffic. It will be safer too.</p>
<p>When people walk/cycle they enjoy the area more and spend money.</p>
<p>People using cycles or walking will not make many purchases as they will need to carry them and they will not travel in inclement weather if they are to visit restaurants etc.</p>
<p>The development enhances the immediate environment to our offices in the Exchange. We are a major town centre employer (70-80 people). Our staff have the ability to work in a hybrid manner in the office or at home. An enhanced town centre environment is positive for our staff while working from our offices and by creating an attractive environment will encourage their attendance in the office rather than at home - which is to the benefit of town centre catering and retail.</p>
<p>People will still choose to come to the town centre, if they have travelled without a car they are likely to stay longer and spend more.</p>
<p>Cambridge Street, Oxford Street, Beulah Street and Station Square have all proved to become the territory of the undesirable elements of society since pedestrianisation. And what about the increased incidence of knife crime and weapon carrying? I know this because, as a teenager in the late 1970s, I worked in a menswear shop right in the centre, when cars could use all these roads and park on them too. The town centre was (strangely) more upmarket and vibrant than it is now! How is that even possible in the downtrodden '70s! Honestly, these days, it's like navigating a scene from some zombie apocalypse movie when visiting those streets. You could film the next series of The Walking Dead in Harrogate town centre and no one would bat an eyelid! You'd save a fortune on employing extras and the wardrobe budget. The absolute opposite to the aspirational, café-culture utopian lifestyle you think you will create to attract more tourist revenue into the town. You're dreaming. You will just replicate the above</p>

<p>on even more streets and surrender more of the town centre to the undesirables. Really, I urge you, go and spend some of your own time actually walking the four streets I've just mentioned and be honest about the quality of the people that 'dwell' there. Do you really want to stroll with your loved ones around those streets and spend your time trying to 'life-style' your day away?! Get a grip! The town centre is a hideous indictment of previously exceptionally poor planning mistakes but nobody ever seems to get pulled up for it after the event.</p>
<p>More people will want to spend longer in town centre</p>
<p>Unless serious mitigation to reduce traffic queues people will think twice about visiting</p>
<p>The cost of living crisis, Brexit and the aftermath of the pandemic will probably still be affecting our way of life, more than this project.</p>
<p>Benefits occur for shopping, exploring on foot supported also by your review, whilst there remains significant car parking provision around the town from the data provided.</p>
<p>Simply put, the most regular patrons of Harrogate's shops are residents of Harrogate. Designing key areas of the town centre for visitors are I'm afraid, likely to mean that the residents are put off coming into the centre. If it becomes too unpleasant to come in to town and it takes too long to get regular shopping (rather than tourist shopping) completed, then people will just order online and it will hurt the high street.</p>
<p>People want to be fairly close to retail units and businesses. Businesses want to encourage customers/clients and this includes goods and services, being able to easily access companies, not parking some distance away. It will have an adverse affect; clients will look to different towns etc.</p>
<p>People need cars to go shopping. You can't carry shopping on a bike or when walking</p>
<p>I suspect many shoppers will revert to out of town locations where they can park such as Knaresborough St James.</p>
<p>It personally would not effect me as I walk in that area. I think the concerns of the retailers and cafe/restaurant owners is more important than the general public.</p>
<p>Few people will come to town on a bike to shop.</p>
<p>People will not use the shops of town is more congested and less parking and town will die</p>
<p>I think the pedestrianised areas will increase visitors and the local communities to spend more time in the town centre. I also believe that the more safe cycling/walking infrastructure there is more people from the Harrogate area will utilise the businesses and amenities more frequently and for longer periods (no parking required and therefore no parking charges).</p>
<p>I don't feel informed enough to comment. The businesses are clearly very worried.</p>
<p>Easier access into town.</p>
<p>I hope more people will walk and cycle to the places they already enjoy and more areas they may currently be out off visiting due to the restrictions of parking a car.</p>
<p>It's a complete no brainer. Areas without cars will attract more people who will want to spend their money in a nice environment. It's that simple.</p>

Hopefully the increased pedestrian areas will allow cafes and restaurants to have more outdoor seating which will have a positive impact on those businesses. It also means more options for people with dogs as some restaurants don't allow dogs inside.
Currently shops are closing and standing empty. This will not encourage new businesses or shoppers.
older people enjoy traffic free
More shops will close.
80 P.C of visitors to Harrogate arrive by car, not by foot or cycles. Persisting your ill thought plans for Harrogate town centre will ruin a lovely town and the business it contains.
James Street with cars is the most desirable shopping street in Harrogate, alter it at your peril. Reducing/ restricting flow will add to congestion at the bottom of Parliament Street, Cheltenham Parade and Station Parade.
How many cyclists do you know who come in to shop?
It will create more hassle and make out of town shopping the preferred choice.
There will be such congestion and danger in this busy Gateway area that folk will NOT wish to come to Harrogate, especially by bus or train. The major point I would like to make is that the TRAFFIC DENSITY SURVEY was done DURING 'LOCKDOWN', and the silly picture of a single blue car, which is still being displayed, is totally incorrect. Without a new, realistic current traffic flow count, all this modification is a mockery, a real waste of good money (especially now that the original amount expected has been reduced, at the same time as all costs have increased) and its construction will be a real nuisance to through traffic and visitors alike.
Overwhelming evidence from other towns and cities shows that these type of proposals have a hugely positive impact over the medium and long term. Perfect example is York -- the city centre is not exactly struggling due to the pedestrianisation!
See [previous answer]
The public spaces do not look inviting so businesses will suffer.
Having given the impression to the [...] that Harrogate centre can only be accessed by cycle or foot will mean that people from outside the area will simply go to shop in Leeds/Bradford or other towns. You are destroying this town by this ridiculous and expensive and totally unnecessary proposal.
People will not come into town due to parking and the grid lock of traffic
See above
How many cyclists pop to Ocdens' the Jewellers or Hoopers on a bike? There is your answer. People with mobility problems and/or children need to access James Street in cars.
Businesses are extremely concerned about this project and for good reason. Firstly the extreme length of time required for the completion of the major construction work, which could frighten shoppers and visitors away to shop at out of town outlets. Never to return. Secondly, the removal of car parking spaces around the town. The figure quoted of 39 spaces lost is very misleading. Parking in the town

starts at 9am and concludes at 6pm giving a minimum of 5 places per parking space. Therefore the total number of places lost equals  $39 \times 5 = 195$  per day or 865 per week. The conclusion, therefore, is obvious, leave well alone and save a huge amount of tax payers money.

Loss of parking on James P and additional congestion elsewhere makes shopping in Harrogate less attractive

### Do you have any other comments on this scheme?

ZCH say that transport represents 49% of greenhouse gas emissions in Harrogate District. Global heating is really hitting us this Summer. We have no choice but to reduce the amount we drive.

It is time to stop focusing on "traffic flow", and start reducing traffic. The Station Gateway scheme is a great start.

Get on with it

Get on and do it, stop listening to the very focal minority.

I would like to have seen a high quality water feature in the Station Square (ref Peace Gardens in Sheffield or Granary Square at Kings Cross) that could be used for leisure etc, thereby increasing further the dwell time in the city centre. Please consider the surface treatments directly outside the station (i.e. removal of the tarmac) to provide greater priority to pedestrians leaving there and walking into town.

Rural areas have little or no public transport, so residents are car dependent.

I will go else to spend my money and time.

Also the loss of nearby taxi spaces will have an effect on visitors to the town.

I can't wait for it to happen and sincerely hope that it is not held up or cancelled. I cannot cycle into town at present with my children as we do not feel safe where there is no segregated cycling provision, especially along Station Parade and East Parade.

Really looking forward to seeing the positive environmental and economic effects of this forward thinking proposal

Please don't let the personal opinion of one wealthy individual [redacted] and his so called online newspaper sway this decision. Wealth should not override what is best for the area as a whole.

I just can not understand the objections we see from some of the business groups. The evidence from around the world is that this kind of project brings only benefits (in fact I think it probably is not ambitious enough!). It would appear that they are stuck in the dark ages! Why would you not want change that will benefit your children and grandchildren, why would you not want more people in the town centre, why would you not look at the evidence!

Money is much needed elsewhere rather than spent on an unnecessary scheme. Front of Huddersfield station is pedestrianised. Felt v empty and unwelcoming late afternoon.

Please ignore the minority of naysayers who live in the past and are unable to adapt to change. They are the very reason their businesses are failing but they seek to blame others. If some businesses leave others will move in to take their place and take advantage of the improvements made to the town centre.

It will deter a lot of people including myself and my family. This will ruin our town, cause more congestion, accidents and is a disaster waiting to happen!

I would like to see a survey of local town businesses asking their assumed numbers of shoppers using cars and an actual physical survey in town of shoppers travel choices as Bristol did that and found local chamber of commerce estimated nearly 50% shoppers using cars but the actual figure was in the low 20% range. Far too many businesses assuming the worst rather than seeing it as a chance to attract new customers. I also feel very strongly that secure cycle storage must be provided, possibly using part of the multi story car parks we already have

Please take this opportunity to improve the look and feel of our town. We need cleaner air. We need better, safer infrastructure for cyclists and walkers. Let's start to take back our spaces from motor vehicles and reap the benefits.

Drop these plans and work to acquire funding for improvements that are more relevant to the needs of the town.

TOTAL WASTE OF MONEY

Generally good. Hopefully, the improvements will act as a catalyst for the rest of the town and could even stretch to the following;

- Creation of a public square with continental style outdoor seating / markets at Prices Square
- Pedestrianisation of Albert Street and Raglan Street, creating a cultural hub in the centre of Harrogate. The pedestrianisation of Albert Street and Raglan Street could then stitch together existing public spaces and buildings including; Library Gardens, Harrogate Library, Everyman Cinema, John Street, James Street, Cambridge Street and the existing green space outside the Yorkshire Hotel.
- Improvements to 'Market Place' and 'Cambridge Place' and 'Cambridge Road' - Space around the Cenotaph, should not be discounted either.

Yeah that roundabout at the Odeon looks bad. It should be a proper Dutch roundabout on which cyclists share priority with other road users. This new design requires cyclists to duck around the arms of the roundabout like pedestrians. That would be repeating the same mistakes as Otley road. I cycle up there all the time but because of the requirement to turn left and cross at each pedestrian junction, barring the occasional green priority junction, I can't use the cycle path. So it right first time and follow guidance please.

How will it encourage people to leave their cars.? People have to do essential journeys in their cars and will just mean traffic is increasingly frustrating around town. Train fares are expensive and not ideal for day trips etc, only locals cycle or walk so not increasing expenditure in town!!

Surveys have been skewed to paint a positive light on proposals plain and simple!!

I think this will make a massive improvement to Harrogate and will encourage more people to cycle to places. It may cause a few hiccups on the way, but in the long run it will definitely benefit the town, and I really hope you get the go ahead to go through with these plans!

Tend to agree with previous comments of the Civic Society especially the following comments:

"As with previous proposals (some of which have been implemented) there is the very real possibility that, without a clear traffic policy for the whole of the town, these changes will in the future be seen as having been unnecessary or detrimental. One of the major problems for traffic in Harrogate is that (in the absence of an effective by-pass) through traffic has to use the town centre"

Who will pay for the mistakes when the project is a failure. Our local Councillors are so out of touch and never seek our opinion so why should NYCC rely on them to inform NYCC of local feeling. Why should some unknown Cllr from say Whitby have a say on what will happen in Harrogate. I have no confidence in the current County Council or those who will be serving on the new Unitary Authority.

I'm genuinely very, very excited by this scheme.

The weather over the last few days has shown us that we need to be doing all we can to minimise climate change right now. Active travel is one way to do this that has wider health and wellbeing benefits for us.

There is real social, environmental and economic value in building up an infrastructure like this. The more extensive the network gets the more it will get used. A scheme like this could help kickstart the use of cycling as a means of transport. Many studies have shown that support for these schemes is much greater after they have been introduced. People seem to overestimate the negative and underestimate the positive.

I would if I thought it would make a difference but it won't it's almost already in the go go go box

The core problem of this are the plans for Station Parade around the bus station. There are no problems with the plans for lower Station Parade or James Street - but the effects on the southbound A61 will be detrimental. Instead of reducing to one lane, one lane could have been retained as a bus lane to ensure bus priority. The lack of bus priority around the bus station is an extremely poor decision.


The notion that people are going to cycle instead of drive is fatuous in the extreme, Harrogate is not flat, and the weather can be extreme, be that cold or heat. Because, let's be realistic here...who is going to cycle into and around the town when for 95% of the time the weather and the gradient is against them? Also, any scheme involving a huge carbon footprint, plus cutting down trees and concreting over grass can hardly be called 'green'! This is not a Gateway to the future of our town, it is a very expensive barricade to the future of our town.

NYCC are determined to force this fiasco through regardless what resident think! Something as important as this NEEDS a proper consultation with EVERY household in

the district, not just token box ticking excercises hidden away on the internet.
There should be a direct mail questionnaire sent to everyone!!
People are always scared of change, but change is coming with climate breakdown. We must take action immediately to lessen the impact and the hardest part of the challenge is altering people's behaviour.
How many man hours of tax payers money has been wasted on this !
1) Don't waste money for the sake of wasting money
It is a folly from start to finish.. at best a waste of public funds at worst a vanity project from an exiting council.
If you want to encourage cycling think of measures that encourage cycling - don't just try to discourage cars - that won't achieve anything. What measures are there to deter bike theft? You're pedestrianising the wrong street. Albert Street is crying out for pedestrianising from P Sq to Sta Parade - would be a real boost for the cafes there. What's the benefit of pedestrianising James Street - none that I can see. Your over use of the word "attractive" is highly disturbing. "Attractive" is subjective - it's not your place to say whether things are attractive or not - that's the judgement of the reader.
Absolutely ridiculous Scheme.
It is a complete waste of tax payers money and will have little positive impact on the town. Most people shop on line and there is a limit to how many coffee shops most people have to visit
i think this is a good plan by the council i am happy they are standing their ground and i think it will be overall benefical for Harrigate
Given the prominence of cycling provision, the resultant risk to pedestrians and the under-provision of soft landscaping, the proposals,whilst an improvement on what we have now, seem to me to amount to a wasted opportunity.
Appears to have already been decided by the council despite residents sending a loud message to Councillors at the recent local elections. This a vanity project to appease a minority.
I really hope we can do this as a town.
A vanity project that will waste a huge amount of money for little benefit. It will do nothing to offset the environmental impact of the explosion in housing in district, nearly all of it already adding substantially to existing traffic congestion on main arterial and other roads. Perhaps one day there may be some proper "whole systems' town planning but I won't hold my breath.
People with disabilities are being hugely discriminated against with this plan. Where is access for them. People who rely on car transportation. Harrogate buses have been hugely unreliable with massively increasing fairs beyond the cost of taxis in most cases. To me it drives any want to go into town at all..i cant join my friends and family who arent fully physically able i cant count on being able to get to taown on time being fully reliant on buses and i couldnt agford them even if they were reliable

<p>Yes. You continue to ignore the majority voice of the residents of Harrogate. Residents will drive to Leeds or York to shop. We are only now seeing more and new shops opening in Harrogate and what you are proposing will lead to shops closing.</p>
<p>Questions 15 and 16 are artfully designed to make it look as if people are answering favourably to this whole project.</p>
<p>If it didn't happen it will be a missed opportunity and leave the town in the status quo which given its 2022 isn't acceptable ( town centres should be vibrant welcoming hubs) not car dominated spaces</p>
<p>You are not thinking beyond the gateway plan you are putting people off visiting unless they come by train or bus. You are moving problems away from the town centre. This is a spa town and people need their car coz they cannot walk or carry their shopping</p>
<p>I hope council taxpayers won't be expected to foot the bill for this ridiculous project when it causes so much traffic chaos that it has to be reversed.</p>
<p>Surely the terrible heat of the last few days caused by climate change tells us we have to remodel our way of life and transport. The council has been gifted a huge pot of cash to make positive changes. Use it or lose it and look forward, not back. That and the status quo are just not sustainable.</p>
<p>I honestly want to see something that enhances Harrogate but sadly I believe this lacks vision!</p>
<p>Why only this scheme? Cyclists have to get there and leave safely. Alternatives such as making Parliament Street both ways, instead of taking through traffic through the town centre. This area should be for buses, Train users, pedestrians and possibly cyclists.</p>
<p>The only part of the scheme I don't understand is the one lane on station parade. This will make me avoid coming to town as it will take longer to get there. This involves the traffic backing up onto Ripon road. You need to look at the wider impact of the traffic rather than just at the roundabout.</p> <p>This scheme will not make me change the way I come into town.</p>
<p>Having just spent 4 weeks cycling across France we really are very backward in this country. As the birthplace of the Cycle Touring Club of Great Britain Harrogate needs to step up to the plate and show what can be done to make our lived environment the best it can be.</p>
<p>The whole thing is a huge waste of money when we cannot afford it as a country. It will bring the through traffic to a stand still. The design is not unique to Harrogate and offers bland spaces. Businesses are against it, you should listen to them. Trains cannot carry the number of bikes you think will arrive. New cycle paths, Otley Road, are not used, I see it every day...do you? I feel extremely angry about your consultation efforts, tick box exercises just as people embark on summer holidays. You should all be ashamed</p>
<p>This is a scheme that will be imposed on Harrogate whether people like it or not. It has already cost a fortune from the public purse in payments to those in the private sector who are keen to be involved in this construction project.</p> <p>This will be no different to the Conference Centre with dodgy contracts and costs</p>



<p>spiraling out of control. It's happened before and it will happen again as there is little evidence of good governance at either a local or District level.</p>
<p>I normally park in the disc zones. I don't think the changes will encourage more people to come to the town centre. Traffic at weekend travelling in to Harrogate is horrendous. The distances people are travelling will in most cases, they will not walk or cycle. Also if there's no real improvements in train and bus services how can things improve. Things may improve short term. But once figures drop off trains and buses will not be viable.</p>
<p>What proof or evidence do you have that the proposals would discourage anti-social behaviour. I wouldn't feel as safe as I do now walking through the town centre if there were more pedestrian only areas. What education or skills opportunities are there in Harrogate town centre? I don't know of any. Take Connections as an example. That was a venue my son used to frequent and he supported the youth community in Harrogate. This closed a number of years ago and hasn't reopened. Very disappointed that there is not more provision for younger people in the town centre. Also you mention property value uplift in the town centre. I am not sure if there are many residential properties in the town centre. It mentions houses, but the nearest houses are behind The Odeon or in the Dragons area. Where are the "houses" in the town centre? House prices are increasing dramatically everywhere at the moment. I don't see how you can argue this as being an improvement as a result of the Gateway project. You are massaging the statistics.</p>
<p>I'm totally against this scheme, but I have absolutely no faith that the Council will pay any attention to negative feedback-they never have in the past.</p>
<p>The money would be better spent elsewhere I appreciate this is an earmarked scheme and if doesn't proceed you lose the money but it looks a waste of money , but great for the project managers whom will profit , the spend is eye watering , the bus station is cold and draughty in winter but you can't support improvements to that because it's private but seriously people want a cheap, comfortable public transport system but it's not improving it's reducing and therefore wrapping it with spend elsewhere is like putting a bow on a </p>
<p>The increase in cycles is only applicable to Harrogate and locals Harrogate is Rural hub and destination for local people for an area of 20 mls plus for there shopping and leisure Also a destination for many tourists</p>
<p>Just because a grant is available does not mean you have to use it - it's a crazy proposition.</p>
<p>I totally disagree with these proposals and really hope they do not go ahead.</p>
<p>I'm so absurdly excited that this sort of change is coming to Harrogate. This style of development will bring Harrogate up to standard with every other place that people enjoy living and traveling in. I can't express enough how positive an impact this will have on travel patterns for me.</p>
<p>Do not waste over £11 million pounds on this ridiculous scheme that is a total waste of taxpayers money and will cause businesses to close and people to lose their jobs</p>

<p>I think the roundabout by the odeon could be improved. It should be a Dutch roundabout. I would like to see more pedestrianised areas, low traffic neighbourhoods, and improved cycle routes across the town, with 20mph speed limits and infrastructure to make them work in all urban areas ideally, but particularly around schools. We have the potential to be a fantastic, forward-looking, healthy, green town, leading the way for others.</p>
<p>The design of the roundabout next to the Odeon is a bit silly for cyclists, but overall it's a scheme that needs to happen.</p>
<p>Please implement it as it would be brilliant for families and Planet Earth!</p>
<p>People spend more time walking or cycling so don't spend as much in town. They also can't transport lots of shopping so likely to drive elsewhere.</p>
<p>It's not a perfect scheme but, frankly, I have had enough of the usual voices in Harrogate moaning about change, particularly where it involves persuading them to reduce the use of their beloved cars. Here we have an opportunity to spend £11m of Govt money improving a tired part of the town centre and the town's green credentials. The first impression for visitors exiting the station is not a good one and any scheme which improves this can only be good for the town and it's attractiveness.</p>
<p>It's a great scheme. More money and effort should be put into better walking and cycling facilities in town centres so it is great that Harrogate is doing this. Proper cycle ways with useful and safe routes will help encourage more people to cycle which is great for health (mentally and physically) and great for the environment. I wish these existed when I still lived locally but I will certainly use them when visiting friends and family.</p>
<p>It just needs to happen, now. Stop consulting and get it done.</p>
<p>Would like to see a safe and easy place to park bikes and easily lock them</p>
<p>If the area around the station was presentable e.g. clean, tidy and shop fronts and building maintained the area would be improved. A bike lane could also exist if parking was excluded or limited. It is a main thoroughfare from North to South and should not be lost. The pedestrianised area of James Street, Cambridge Street should be developed and encouraged to create a pavement cafe area. This would encourage shoppers to linger longer.</p>
<p>The proposals are ill-conceived and will cause additional problems with car traffic in the town centre. There are some car journeys which are unavoidable. Has thought been given to the route for residents/cars previously parked there to exit Beech Grove (now a cul-de-sac) to destinations south of Prince of Wales roundabout (e.g. Leeds) once James Street is pedestrianised? Are vehicles to add to traffic using Parliament Street/Cheltenham Parade/single lane Station Parade? Or should traffic use Montpellier/Cold Bath Road (where emissions are already unacceptably high)/Otley Road? This has not been thought out properly. Proposals may add to appearance but are not practical in current conditions.</p>
<p>Please stop trying to turn Harrogate into Leeds. It's not. Shopping is already declining and more eateries are opening. Why ruin peoples lives and livelihoods further. It's ill thought out and not needed. PLEASE stop this.</p>

<p>I am absolutely thrilled with how these consultations have been conducted and communicated to us, the Harrogate residents. My only suggestion would be that the main headline/argument should be more focused on pedestrians rather than cyclists. I would like to see people with prams, wheelchairs, walking frames in your marketing and images rather than just cyclists. This cycling bandwagon only serves a very small percentage of our ageing population ... if you want to take this all the way ... paint the image a place where you could walk from A and B without crossing a road ... how safe and easy would it be for you and your toddler / dog / disabled gran etc ...</p>
<p>I don't believe in the proposals from NYCc, or the economic head at HBC. I don't think it will improve my experience as I need to cross Harrogate regularly It enhances the 'favoured south side' of Harrogate more to the detriment of Biltonnand Jennyfield residents who need to cross town to work elsewhere</p>
<p>What a poorly conceived waste of time and money, genuine concerns raised have been papered over with biased, unrealistic assessment of real world likely effects. Reeks of pretention and stubbornness. You can spend 11 million to cripple the town centre but blatantly over exaggerate the alleged price of the most practical option to reduce traffic, which even a blind man can see is to make parliament Street to prince of Wales 2 way traffic again. Eliminating all but essential use of station parade by vehicular traffic. You should be ashamed and embarrassed!</p>
<p>Very sad that the Dutch roundabout at the Odeon has been scrapped. I was shocked when I saw it, as I never thought that Harrogate would be a UK pioneer in cycle infrastructure! Sadly I was right.</p>
<p>To take out James Street as a convenient street for car access (the pavements are good for pedestrians anyway) is detrimental.</p> <p>The whole area is potholes and dangerous as it is. Maintenance is extremely poor in the existing pedestrianised parts of the town centre and I am most concerned at the poor level of design (street furniture etc). I am worried that more pedestrianisation will mix bikes vehicles and pedestrians and go against pedestrians safety.</p>
<p>I have no problem trying to improve the environment that is the two centre indeed it needs it but this scheme is simply unfit for purpose</p>
<p>Whoever thought it would be a good idea clearly doesn't live in an outlying village and needs to drive into/through Harrogate! This is the most ridiculous foolish self centred narrow minded waste of money I've EVER known. It's like Brexit for Harrogate shops- a complete disaster.</p>
<p>We need more secure cycle parking close to shops and facilities.</p>
<p>Only half the battle, need to encourage a psychological change (good luck) and support with a clearly signposted cycle network into and out of the town centre. Park and ride/park and cycle options to keep vehicles out of town centre.</p>
<p>Listen to the people who live and work in Harrogate</p>
<p>Waste of public funds. Leave Harrogate alone and spend public money in a town where it is is needed - one with traffic problems. Cut the verges, and keep re-wilding on the Stray. Town is being spoiled for locals and visitors. It looks scruffy and unwelcoming. I don't wish to live in a concrete paved</p>

<p>town where I am afraid to walk at night. Train and bus fares are extortionate here too. Harrogate was lovely with neat verges and hanging baskets. We do not have a traffic problem. We don't want to look like every other boring paved town. Remember market towns like Ossett? Beautiful and independent. The 70's. Now desolate, deserted and cracked precincts... Precincts attract rough sleepers, higher crime rates and more drug use. Let's keep our town useable and visible.</p>
<p>JUST DO IT - ASAP</p>
<p>This is a once in a generation funding opportunity. Every other town and city in Britain and Europe have pedestrianised. It is transformational. The few retailers objecting have no evidence to prove that this will ruin the town. We have to do this and deliver it quickly.</p>
<p>Most of the changes are visually very appealing and will have little or no effect on people's behaviour. However, I worry that the changes to the road layout in Station Parade will have a far greater negative effect than predicted. Very pleased to see that the Odeon roundabout scheme has been abandoned - this would have been a road safety catastrophe.</p>
<p>Generally I'm very much in favour. Some details still need to be improved. One is the Odeon roundabout. The current proposal will not work for cyclists.</p>
<p>Please don't mask development of road infrastructure by saying it's cycling infrastructure. Otley Rd cycle path is a disgrace. Do it properly and people will use it.</p>
<p>The revised roundabout design forces cyclists to make multiple difficult right hand turns in limited space. A true 'Dutch' roundabout would have the cycle lane continuing smoothly around the edge of the roundabout, making negotiating it much easier and hence safer. I ride a cargo bike for errands into town and find tight turns difficult to achieve, particularly when at very low speeds as would be needed at the road crossings you have now created. The Dutch have decades of experience creating cycle infrastructure that maximises easy of use and safety so it seems very strange that this new design is seen as an improvement when it differs so markedly from proven designs.</p>
<p>Great example of embedding active travel habits into the community. Would be gutted if this got called off in the name of keeping car access in town.</p>
<p>Until you remove the need for road traffic to go through the town center this plan will not work. build a north south bypass so we don't have to go in to Harrogate at all</p>
<p>Please get it done.</p>
<p>No shops anymore. Lower business rates instead</p>
<p>Just because the government is giving money for these schemes doesn't mean that the council need to get it and spend it, the scheme will be a white elephant and hurt our town</p>
<p>Please, please, please take this opportunity to modernise our town centre! I think the new design is a win for everybody, including drivers and local businesses. If we don't take this chance to build infrastructure which facilitates sustainable transport then we will be failing in our duty to current and future Harrogate residents. The climate crisis</p>

is happening now, and a rapid transition to sustainable transport is a crucial part of the road to net zero.
This is a great opportunity for Harrogate, it would be a travesty for the town to miss out
I hope it goes ahead despite the objections of the car lobby (many of whom think bikes hold up the traffic!)
Many of the issues in q15, e.g. driving are more likely to be positively impacted if these changes are implemented in conjunction with a package of improvements to public transport, such as the introduction of small shuttle buses on circular routes around the town and into the town centre, as well as a park and ride scheme. When schemes such as this are undertaken without complementary improvements and encouragements to get out of our cars, they are unlikely to have the impact that we hope for.
Don't listen to the nimby naysayers; Harrogate has a very high level of obstinate grumpy nimbys
Why fix something that is not broken? What a waste of public money. I would rather see the money go into Harrogate hospital. We're building too many houses and there is not the capacity at the hospital to support this.
This is a great effort and will be such a positive step if it can be delivered.
Get on with it and ignore the Chelsea tractor pilots
Please do not go ahead with this complete which elephant
NYCC have said that "we have to take tis scheme forward or we will lode the funding" - this is NOT a justification for doing something that few businesses and residents want.
It appears that the main reason to support this scheme is the availability of the funding which is a weak argument. It is tinkering with the centre whilst disregarding the significant underlying barriers to improving access to the town centre by public transport, cycling and on foot. The cycling tracks are too disjointed to be useful and you have dropped the most useful of them - the Dutch roundabout at the Odeon to effectively leave East Parade and the Odeon roundabout as difficult to negotiate by bike as as they are currently.
I love this scheme. It will encourage me to reduce our car usage and makes this area of town so much more attractive. It will make Harrogate seem more "with it" I've seen schemes popping up in other parts of the UK and wondered why we weren't doing anything here.
The scheme should be linked to development of further cycle ways and public transport in the district, including safe cycle storage in key locations such as the train and bus station, and with better provision of cycle carriage on the trains
Play on the history of Harrogate; people come here because it's pretty. If you make it look like any other town centre then people won't come. Other towns have bigger, better shopping. We have lost all of our lovely independents which is why people used to come here.

The pedestrianisation of James Street would enhance the area. Part time pedestrianisation could be confusing unless it's implemented at exactly the same times every day.
Please do something. The town is a shadow of it's former self and has not kept pace with forward thinking towns/cities. The traffic is awful and makes doing anything other than drive unpleasant.
Please see comment above about it being the main Southbound A road. If this were only a road to/from a town centre, I may agree with some of the proposals. However, it isn't - it is Harrogate's equivalent of a trunk road/the A1 - and no amount of tinkering can change that fact. The A61 should not have been re-routed along Station Parade in the 1960s, but it was. Unless you remove the through traffic from this area, this scheme will only make things worse.
Just go back to the people that matter the people of the town and listen more yes help bikes but don't make it all about them be more inclusive better parking maybe free two hour parking at a certain time so invites people to shop more help for disabled and new mums .
The scheme is only attractive to those who want to get the money and spend it - but it is not good use of public funds and will not benefit Harrogate
If traffic was reduced by providing park and ride, it may be acceptable. Reduce bus fares and increase frequency which will encourage people to leave their cars at home.
No consideration for car users from village areas where there is limited or no bus service
Please go ahead and do it, as soon as possible.
I think it all could have been resolved even better by making the whole of the town centre shared use. As an example Have a look at what's been done in Poynton, Cheshire - it works very well indeed
Key to this is providing safe cycle storage in the town. CCTV coverage, proper covered storage etc. Refer to Utrecht as a superb example of how to integrate sustainable transport into a town
Scrap it !
I'd have liked a split in the question on how to use the space and make the centre more attractive as they are not necessarily linked in my mind, difficult to answer as we all want more attractiveness but differ with the use. I can only answer/comment from my own perspective, hence my negative perception on the potential impact to me. Dreading further prolonged period of roadworks, never ending in the area.
Could not be more supportive of change!
Half baked. Start again please and listen to residents more.
I strongly believe that much more stringent changes are required to significantly alter people's transport methods. However we MUST provide viable alternatives.
It's unrealistic to expect people to cycle round a long loop it's obvious people will cut through eg along James st so one of the roads in centre should include a cycle path to enable that safely. The removal of the Dutch roundabout in favour of cyclists having

to make detours is worrying. I have a disabled child and use a tandem and need a large turning circle to cycle eg the new cycle path on Otley Rd is unusable for those on disability bikes for this reason as require very tight turns. Children would also struggle to maintain control on tight bends. Cycling should have priority over road users.

DON'T DO IT!!!!!!!'

Same comment as above

I am in favour of increased pedestrianisation and measures that encourage cycling and walking.

Cycling measures need to be linked to be really impactful/worth the investment - if cycle lanes just run for a few 100s of metres but then force people to use the roads as normal for remainder of journey they have little impact and will be viewed as tokenism.

I have not assessed in enough detail to evaluate how well these plans are likely to work.

It's essential the Council shows leadership on more sustainable travel. Well done in doing so.

We are going through a climate emergency which we cannot ignore. the last few days high temperatures has shown us that we are already undergoing serious changes. We must change our attitudes to the car and take positive action towards changing our reliance and love affair with this particular mode of transport. If we don't do it for ourselves we must do it for the next generation.

Please don't let a loud but vocal ill-informed and out of touch minority hold the town back

Get on and do it. It's a step in the right direction. Far better than 'improving' roads that encourage more cars.

Whilst it is rumoured cycling and walking can even cure Covid if you're a member of Harrogate Borough Council.

I believe the gateway project has really missed some key points. Where is the parking for electric vehicles? With the government's ambition to ban the sale of new petrol and diesel vehicles in the near future, I feel this plan is completely missing the opportunity to make Harrogate an electric vehicle friendly town centre. I have recently ordered an electric vehicle and it is frankly shocking to see how little infrastructure that is in Harrogate for the charging of electric vehicles compared to other towns. This doesn't impact me as in Harrogate I can charge on my drive however what about all the tourists ? Where are tourists able to charge their vehicle whilst spending time shopping and visiting the fantastic facilities we have? Realistically we're not talking about 3 to 4 charging points being needed in the town centre. With the governments ambition there is a need for 30+. Other cities are now investing in roadside charging points connected to lampposts. Was this even considered? James Street could be the perfect opportunity to make this electric vehicle parking and bringing more balance to the project.

The current plans are just simply short sighted and lacks balance. We will be spending money in the next 10 years to undo the damage that this project is done.

These changes are long overdue not only for Harrogate but most of the country. Taking for example Milton Keynes, it was developed totally with sustainable transport in mind. They have safe cycle and walkways everywhere and the traffic is contained around the perimeter thus ensuring safer flow even at peak times. However it was developed many years ago!

This project is essential for the survival of Harrogate town centre as a relevant visitor and shopping destination. The world is moving on and we cannot maintain the outdated reliance of the "Harrogate establishment" of parking outside their favorite shop just because its super convenient. I also think its incredibly important that the vocal minority who are unhappy about this are not viewed as the blanket view - the majority of people i speak to are massively in favour of this and its unfortunate that the businesses with a voice (such as the Stray Ferret) are intent on vocalizing unbalanced and negative views passing them off as the "view of the people". Harrogate's shopping an visitor experience has been slowly declining over the past few years and these proposals will rejuvenate the town. There is bound to be initial disruption but we have to look beyond this at the medium and long term for the health and economy of the town. We have a real chance to stand out from the crowd here and to be "ahead of the curve" and make a real difference with these proposals and i strongly commend the Council for what they're trying to do.

Please just get on with it. We have heard more than enough from [redacted], the Stray Ferret and his various stooges "representating local business" who were sent packing in the recent Council elections.

Without secure and covered cycle storage in the town centre impact could be limited.

Access to the train station to pick up or drop off by car currently good. I would hope this will be maintained or even improved upon in the new plan

Why are you not collecting sex data, Women use public spaces in a different way to men - this is not news. How will you sex disagrigate your data if you do not collect it in the first place. A fundamental error.

Question 14.1 - presupposes the current system is unsafe or unreasonably inaccessible. Is there evidence of accidents or inaccessibility?

Question 14.2 conflates 2 concepts - "better use" and "attractiveness". The latter is certainly true. The former is less so.

Question 14.7 presupposes that air quality is poor, or will be improved. If the plans are likely to cause more congestion at peak times (as a question above accepts) then there will be more stationary traffic fumes.

These improvements are much needed in the town centre. It will help to enhance the image of Harrogate and bring lasting benefits for local businesses, local people and visitors alike.

As a cyclist I am very impressed with the proposal. I hope this is a good starting point for expanding cycle ways across all of Harrogate.

I like the designated cycle lanes that are separated from the road making cycling a lot



safer in busy areas.

Isolating cycle lanes to the town centre however will not fully encourage people to cycle more without linking routes up with main roads coming in and out of town. Current cycle paths are ineffective, they are fractured detours that add time to your journey. To encourage less car use these need to be scrapped and cycles lanes added that are direct routes in and out of town. This should encourage people of all ages to consider cycling, including school children.

The proposal is a great start and vision for a forward thinking town and has my complete support!

This is a disaster waiting to happen, why not cone off one lane in the way you are proposing and see the impact before wasting taxpayers money

I hope it can start soon. Enough planning and consulting. Action please!

If the only way to get funding is to commit to pointless and inadequate changes, why not just forget the funding, save Harrogate from damage and leave the money for someone else to either use positively or, at least, inflict this nonsense on some other poor town.

Where is the SECURE overnight ebike parking for people wanting to cycle from the outlying villages and use the train? Look at Dundee railway station cycle lock up to see how it is done.

More trees & plants are needed.

£10million !!!!!!! the council should be ashamed. Road surfaces around the town centre are dreadful. The frontage of the train station is a disgrace for a town like Harrogate

It is not a consulted scheme with local people and businesses

It is a real waste of money. Station Parade is the windiest part of Harrogate and totally unsuited for cafes, craft markets etc

The comment regarding the reduction of the speed at which vehicles will travel through town having minimal impact on drivers/passengers just highlights how little you have listened to the road users. This proposal appears to indicate a reduction in speed of 25% against current speeds. You seem to be oblivious to the frustrations the speeds through/around Harrogate already cause, so any further reduction will just make matters worse. If you really want to improve the town center - then build bypass so that through traffic can avoid the town center. This reduction in traffic coming in to town would make the town center far more friendly to cyclists and pedestrians, and improve the air quality all over the area.

Long term this term isn't addressing the overall congestion in the town and I do have concerns that this scheme could exacerbate congestion of Skipton Road

Waste of money

Harrogate is a great town but has over the last few years suffered from the anti change brigade. The world is moving on and Harrogate needs to invest in the future and have a safe travel infrastructure for everyone. These proposals take harrogate into the 21st century and are well overdue.

I drive 30k miles PA so in no way am I anti car but I do like walking and cycling but don't currently feel safe cycling into the town centre. I will if these changes are made.
Waste of money
Cars in town centres reduce people's enjoyment of the urban experience
It is an excellent scheme which will have benefits for Harrogate And District.
I am very worried that singleing the carriageway past the bus station and station will cause traffic jams/slow traffic through the town on the A61 causing more pollution. You really must consider a northern/western bypass/ring road to alleviate traffic through the town. It is years overdue and it has always made sense. Harrogate traffic planners do not seem to have this common sense and for some strange reason seem dead set against it.
Cycling is not a viable alternative to vehicle use for most people shopping and working in the town centre and that is a fact. Whilst there was an increase in cycle use during COVID this was mostly for leisure purposes, because gyms etc were shut and during warmer weather. Routes through Harrogate are limited. Displacing traffic from one road to another does not reduce overall pollution. Current public transport in Harrogate is inconvenient for most so also not a viable alternative. Therefore increasing congestion in Station Road by narrowing it creates more of a problem than it solves.
Scrap it and focus on better/more reliable/better value green public transport.
Action is needed Lets improve the quality of the town
Having seen what Copenhagen have achieved, I know it is possible to make the sort of changes that are necessary. This is a only a start, but we must start somewhere.
Just get it done. It's a no brainer!
Never seen much evidence of cyclists in the town centre, at least on weekends when I would generally drive in. In fact as most people are shopping cars are easier, Harrogate and area also has a lot of rural visitors for whom cycling, walking and buses are simply not viable options.
Ned improvment to the Odeon roundabout in line with Harrogate Cycle Action comments - cyclists should not be given circuitous routes to follow or the facility will be avoided and the shared space with motorised vehicles used.
Just get on with it!
I think its a great idea for the town and more of this needs doing, especially at the station end of town. Harrogate has so much potential to be a real delight for tourist and locals but certain parts of the town seem to have been forgotten for so long.
This is an old scheme which was put forward by North Yorkshire Councillor Dadd which failed before. The scheme to reduce Station Parade to one lane and pedestrianise James Street was rejected on the realisation that it would cause major disruption in the town centre. This scheme did not originally mention cyclists. The Harrogate Gateway Scheme appears to focus on cyclists. The Otley Road cycle scheme is already a total disaster.
It will be a big shame to waste this opportunity to get government funding to improve Harrogate town centre

Overall positive, despite the latest proposals to the roundabout which are a retrograde step. Speaking as someone who drives, cycles and walks in the town centre, in order to encourage cycling you need to go full out and prioritise the convenience of cyclists over cars.
Incorporate the west end of James Street into the pedestrianisation.
James Street should be fully pedestrianised. Otherwise i compliment Staff on their expertise and hard work.
If these plans do not go ahead, Harrogate will slowly decline as a retain centre. Please save the traders from their own lack of foresight!
Make it happen.
Just take Harrogate forward .Can't live in the past be positive go forward.
Spend this money on resurfacing poor quality roads in Harrogate and filling potholes, to the benefit of pedestrians, cyclists and motorists.
Please go ahead with this positive change. Do not loose this government funding.
I would like the scheme to involve more green spaces with trees to improve air quality.
pleased to see Harrogate become more forward looking environmentally and to support a healthier community
It is a wicked waste of public money and will have the opposite effect to that you are hoping it will have
If people wanted/could walk or cycle, they already would. Money better spent on a bus service down Claro Rd to reduce the amount of cars needing to drive in and out of there.
Disabled people need cars and buses to get into the town centre because there's not enough disabled taxis. The buses are already constantly late and cancelled. We don't need more traffic and less road.
The computer linkage of all the traffic signals along the A61 southbound traffic flow to provide a green wave from Parliament Street signals through to Leeds Road will greatly assist traffic flows and improved pedestrian crossings. This scheme is definitely likely to have a negative impact in attracting visitors to access parking and pedestrian areas.
It's a scandalous waste of money being dictated by central govt with no thought nor care for local needs and priorities. It is greenwashing in its highest form.
Stop this Grant Grabbing Vanity Project Now and build a Ringroad.
The plan is ageist. It does not consider the aged and their mobility. With the Yorkshire weather and the steep roads of the town there is very little likelihood that many more will be converted to cycling. None whatsoever in my view. Frankly this seems to be some sort of vanity project by NYCC who appear determined to get the central Government funding and totally disregard the people of Harrogate's view. We do NOT want this scheme in any shape or form.
This will be an utter disaster for the town centre.
Please ensure that their is plenty of secure bike storage over-looked by CCTV, and that it is actually useable (i.e. the racks are far enough apart to allow multiple bikes to be locked up at the same time).

Bypass now. Not this cosmetic nonsense. Typical Tory funding.

Complete waste of public money - unnecessary- Harrogate residents are either young families, businesspeople, or people over a certain age so don't ride bikes- young families means working parents with limited time- drive everywhere- drop one child at crèche- others at different schools go to work - then do reverse in evening- will never ride a bike. Older people either walk or drive- public transport is too unreliable and does not serve its purpose- cannot get from one end of town to other without having to change! Whole project is misconceived and a vanity project - similar to Otley Road - don't do it! It will kill businesses and destroy what we have been building back. Harrogate is too hilly and the weather too unpredictable for anyone other than a professional cyclist- it's a young man's game!

As someone who pays business rates and council tax plus income tax - I can think of better ways to spend money- just because it's on offer for this project does not make it right for this town. Business people do understand finance and do understand that without businesses there will be no taxes to pay for anything and the town will die. Pedestrianisation has been shown to kill the high street- look at York and ,Canterbury and spa towns where this has been tried- endless rows of empty shops and dilapidated premises. Harrogate is getting back it's mojo- let's keep going. Spruce up Station Parade- by weeding the gardens. People love to meet there - the plants are maturing well- it's taken 20 years- don't destroy what we have- birds nest there - it's a real oasis.

Don't waste public money on vanity projects! The roads in and around the town centre are a mess, currently some pavements are in no fit use for people with mobility issues, wheelchair users, parents with prams etc. Focus on those things then go for a vanity project. It isn't going to make the town centre more attractive as there are plenty of empty shops and won't make a blind bit of difference to those who live in and around the town but obviously this project focuses more on the town looking pretty for those who visit the conference centre rather than making a difference to those who live and work in the town who pay council tax!

Constraining traffic movements and restricting motor access is a backwards step. Wonderful to encourage cycling etc but it is not the answer - Harrogate is very hilly and wet!

To encourage bus use, you need more and cheaper buses

All thoroughly [redacted]. Improve the road quality and flow of traffic instead.

Don't waste so much cash on a scheme that only targets a small area of the town a large amount of visitors arrive by coaches to the hotels at the othe side of town

Parts of it look very lovely such as improvements to the arch - however in my opinion it reminds me of Milton Keynes which is the most soulless place that I have ever visited. People come to Harrogate because it is different to any other town/city. We need more investment in attracting independent retailers and not pedestrianisation. The one area that really should be pedestrianised is Princes Square. Make it a square with a water feature surrounding by beautiful, historic buildings. That's what people come to Harrogate for - our prettiness.

<p>People take longer to walk/cycle/bus/train so will buy less and spend less time in town</p>
<p>The budget seems to need to be spent, and no account has been taken of the people who live and shop in Harrogate.</p>
<p>I will prob stop going into the TC all together The disruption caused by this scheme whilst being built will have a long term negative effect</p>
<p>I think this plan was deeply flawed from the start and based on some very dodgy premises. The instigator of this shambles has now retired so I suggest you scrap the whole idea and think again. Please think carefully. Please take the time to watch how bike riders move about...they tend to take the shortest routes for them and they do not observe the rules of the road. Think about the effect of reducing the number of vehicle lanes and remember that a large number of busses use this section of road. With a bit of thought you could widen the road. I have seen estimates of the increased amount of time it would take to get round town if the proposals were put in place, which are clearly ridiculous. A vehicle moving round at 2 a.m. on a Sunday morning would have to break every speed limit to make the suggested time, and go through all of the traffic lights, red or not! At the very least, you should question the data and assumptions which were behind the proposals. Remember, the data included the suggestion that the average journey distance by vehicle in Harrogate District is a mile and a half! Do not fall into the trap of pandering to bike riders. Ask yourself how many bikes would it take to carry the average shopping load of a family of three or four? There is a place for bikes....central Harrogate is not one of them. What about pollution? The proposals will, inevitably, reduce the average vehicle speed, thus increasing pollution (slower speeds for a longer time is not good). There was much in the previous responses about the effect on disabled people. The revisions do little, if anything, to help them...and what about taxis?  In short: Stop. Put the proposals to one side. Gather accurate data, and get out and observe the town yourselves. Think very carefully. Look at the criticisms of the last plan and take them on board. Think. Try again...</p>
<p>I feel that there are bigger issues to solve and that this scheme, while helpful is simply not addressing the bigger issues.</p>
<p>The proposal has been viewed as to encourage cycling but it completely fails to do this because its a fragmented spot where cyclists need to ride some distance to get to the town centre. If you were providing facilities along Leeds Road, Knaresborough Road, Wetherby Road, Ripon or Skipton Roads or across the Stray, I would welcome the project. It needs joined up thinking and there's none here.</p>
<p>Concentrate on the real problems- lack of Bypass!!!!</p>
<p>It will lead to other areas becoming congested which are narrower and so can't take additional traffic.</p>
<p>You still have time to stand back and look deeper at the needs of the towns citizens. You aren't looking beyond what's already there and have ignored how's the real world</p>

<p>is changing. You have a view that emissions need challenging then sort out cross and through town traffic by giving people the means to get around and across town by the long overdue ring roads completion. Stop adding estate upon estate to the outskirts when the centre empty's weekly. Cycling usage on Otley Road has increased nor will it elsewhere till you sort out the towns rows and bias of services and facilities being based on one side with little affordable reliable public transport. You are failing to take into account our climate which the majority of the year makes cafe culture a dream out of cuckoo land here.</p>
<p>I'd it's harder to get to town using the normal method people use. I e car, then I just wouldn't bother. It's too much hassle and not enjoyable. Walk 2 miles, ride 2 miles, rain and wind and cold. Bus, expensive and slow and dirty, no other option. Stay at home or go local.</p>
<p>I think money could be better spent elsewhere. Improve &amp; maintain what is already there. The condition of roads &amp; pathways, walkways in the Harrogate District is appalling. Perhaps consideration should be given to these &amp; this would improve Harrogate for both residents &amp; visitors</p>
<p>I feel we have not been consulted sufficiently at all, its a complete stitch up. The initial consultation was only carried by a couple of hundred votes, less than 2 % of people who live in Harrogate responded.</p>
<p>Will you ever address the question of the narrowing of a truck route or the impact on the queues of traffic by the Royal Hall. Slow moving traffic cause more pollution not less.</p>
<p>dreadful, dreadful, dreadful only a complete idiot would think these proposals are positive for harrogate. what harrogate needs is a western bypass. the conference centre and victoria shopping centre are disasterous examples of the complete idiots that are in charge of these planning decisions</p>
<p>Why bother asking our opinion when HBC will push ahead anyway</p>
<p>As I've said before, ok with James Street being pedestrianised, but appalled by the destination of Station Gardens. This is not in keeping with Harrogate being a green space. If it ain't broke, don't fix it. Why not reintroduce the waterfalls that were once originally outside the Victoria Centre?</p>
<p>Have public transport where new houses are being built eg Pennypot</p>
<p>Station Square needs thought to make this a popular place for young families - it seems a bit open / bleak presently, perhaps trying to accommodate too many good ideas such as mass entertainment ....</p>
<p>Just wish you hadn't changed the roundabout! Be brave! Dutch definitely know best when it comes to cycle infrastructure.</p>
<p>The disadvantages outweigh any advantage</p>
<p>There are cycle lanes all over Harrogate but they are hardly used. The Highway Code allows cyclists to use the road and have priority... why do we need more cycle lanes? I am concerned about the roundabout design where trees block the view across and around it so endangering life. The way cyclists seem to ride round the roundabout without junctions at access points is dangerous.</p>
<p>Leave Harrogate alone please.</p>

Similar changes in Leeds are proving successful.
it appears that what ever people say it will go ahead anyway and when it all ends in worse congestion and loss of business then the people who made the decision will have dissappeared and it will be someone elses problem then.
Rubbish idea. Don't do it or you will be responsible for the total demise of Harrogate.
It seems to be such a shame that the voices of those who care about our beautiful town are steadfastly ignored
Reducing traffic on Station Parade must be a good thing. However, I don't believe that the overall traffic congestion issues in Harrogate have been fully addressed. It appears that driving from north to south through the town is likely to be more difficult, and there is likely to be more congestion on the already congested Skipton Rd, Princess Roundabout and along the Stray in my opinion.
A complete waste and mismanagement of public funds.
Making Station Parade single carriageway will slow traffic through the town and increase it's density thus cutting the bus and train stations off from town centre businesses.
A shift in cultural attitude to use of cars is very important. Harrogate town centre is dead at the moment and these alterations will boldly enhance the town
"HEADS YOU WIN TAILS WE LOSE" - THIS IS YOUR WORK METHOD - THERE IS NO EVIDENCE THIS PROJECT WILL BENEFIT THE TOWN - YOU ARE SIMPLY USING EVERY AVENUE AT YOUR DISPOSAL TO IMPLEMENT SOMETHING YOU CONSIDER A GOOD IDEA WITH NO SOUND BASIS - ASIDE YOUR OWN EGOS - TAKE THE AFOREMENTIONED WEETON RAILWAY STATION AND PANNAL STATION (ADD HORNBEAM) AS EXAMPLES: WHAT HAVE YOU EVER DONE TO ENCOURAGE PEOPLE TO GET THE TRAIN - WHEN VERY FEW PEOPLE CAN WALK TO THE RAILWAY STATIONS - WHY CHARGE PEOPLE TO PARK AT PANNAL WHERE THEY NOW BLOCK THE STREETS INSTEAD - I KNOW THE LAND IS NOT YOURS - BUT CREATE SOME CAR PARKS WITH THE MONEY YOU HAVE TO ENCOURAGE PEOPLE TO PARK AND TAKE THE TRAIN OR NO. 36 - TAKE A LOOK AT MALTKILN RAILWAY STATION CAR PARKING PROVISIONS (WHICH I THINK IS ACTAULLY CALLED CATTAL) BEFORE YOU MESS UP THE HARROGATE TOWN CENTRE - MATLKILN TO HARROGATE BY TRAIN IS A NO BRAINER FOR ALL THE SURROUNDING VILLAGES AND THEIR RESIDENTS - BUT ONLY IF THEY CAN PARK SOMEWHERE FREE AT CATTAL STATION (LIKE THE PRIVELEDGES OF FREE PARKING YOU PROVIDE YOUR OWN STAFF AT TAXPAYERS EXPENSE - A MISSED REVENUE SOURCE TOO - ONE THAT YOU ENSURE OTHERS HAVE TO BEAR IN HARROGATE)
FINALLY WHY NOT PUBLISH ALL THE ABOVE COMMENTS / SUGGESTIONS AND NOT JUST PUBLISH THE FIGURES THAT WILL SHOW (OF THE RESPONDENTS) WHAT PEOPLE WANT - BTW THE WHOLE POPULATION OF HARROGATE SHOULD BE ALLOWED TO VOTE - DO NOT BASE YOUR DECISIONS SIMPLY ON THE RESPONDENTS TO THIS SURVEY - AS THIS IS NOT A REPRESENTATIVE PROCESS - BUT SIMPLY A MEANS FOR YOU TO TWIST THE INFORMATION TO SERVE YOUR OWN FANTASIES
Main barrier to Harrogate is overall access. Busses from Wetherby are held up like everyone at Woodland Corner. P & R at Sainsbury's would be great.

<p>My view is that the entire proposal is a money making scheme.</p> <p>By putting the traffic back as it was in the 60s, which is how it would have been if successive councils had done their job properly we would have Kings Road, Cheltenham, Station Parade and York Place with a fraction of the traffic they have now and the town centre would be a much quieter and healthier place.</p> <p>Why was this lunacy even considered when changing the traffic routing first is such an obvious first move?</p>
<p>Ridiculous survey weighted to the benefits without the proof of support for people trying to get to town to do jobs in a short time when they do not have facto Lottie's to get a bus from less the 1 1/2 miles away from there home or would have to cycle 4-5hikky miles to town then not be able to carry shopping home. Not sensible at all</p>
<p>Yes it's done purely to get funding it's not done for Harrogate people</p>
<p>Waste of money and resources</p>
<p>Too much emphasis on cycling, too little on walking</p>
<p>A waste of money</p>
<p>Waste of time and money.</p>
<p>Stop making yourselves feel good by wasting tax money</p> <p>The town is swamped by new housing and more people</p> <p>That Issue you are ignoring because it's difficult</p> <p>These changes you outline will do nothing but waste money and make you feel worthy</p>
<p>This is an ill thought out vanity project that will disadvantage all but the odd cyclist who adds nothing to the town centre</p>
<p>The best use of resources would be to route through traffic on the A61, making the town centre a huge traffic island was always a bad idea</p>
<p>Leave it. Forget your carter's moves . Listen to people. Judicial Review has my vote and funds if nec.</p>
<p>A vast amount of money to spend when public opinion and local people are not being listened to</p>
<p>I cannot believe that the Council can't see how bad congestion is around Harrogate as a whole and yet discounted the desperately needed Northern By-Pass. Congestion in Harrogate is a big reason as to why I am leaving the town after 30 years to live in Scotland. We're spending tax payers money on the wrong things in this town! Sort the congestion out! But its too late for me.</p>
<p>Thank you - please do take forward and don't be taken in by naysayers who prefer cars over people</p>
<p><b>RESURFACE THE APPALLING STATE OF THE ROADS FIRST!</b></p>
<p>A waste of money, particularly when we have horrendous potholes in the roads, throughout the Harrogate District. I would also rather see the money spent on essential services - NHS, Schools etc</p>
<p>unfortunately with the present abysmal state of public areas the Council is responsible for does nothing to enhance the town and it's centre, maybe it would be better to address basics before contentious plans are forced through.</p>



It's a cock-eyed scheme fostered by Mckensie. I have not met one person who sees it as an improvement.
The scheme should take into consideration the real views and fitness abilities of those people who live, shop or visit Harrogate, for whatever reason, in every social demographic. This scheme appears to be biased towards individuals who can walk or cycle into town. Totally unrealistic.
Build a bypass and create more affordable living space in the town so people won't have to drive in to work, or shop and become a community rather than commuters.
Do not do it.
Are there going to be improvements on Skipton and Ripon Road to offset the negative impact?
<p>A complete waste of money. A couple of hundred metres of cycle path not linked to any other cycle paths is not value for money. There needs to be a coherent plan involving the whole of the town centre and infrastructure not just ad hoc projects giving no additional benefits.</p> <p>As far as pollution levels this would increase with more stationary and queuing traffic, though this will eventually be reduced by increased use of electric vehicles.</p> <p>Why not try reducing the road to single lane using temporary cones and barriers and see the effects of the reduced traffic flow is.</p> <p>I agree that the one area are needs to be improved, but this is the only positive part of this plan.</p> <p>Stop wasting money on pure vanity projects like this</p>
<p>I do hope the cycle lanes are further developed. There's nothing worse than cycle lanes which end abruptly 'half way' somewhere. I'd love to see cycle access to all parts of low Harrogate to High Harrogate. Riding on roads just isn't feasible due to traffic speed and aggression.</p> <p>Please would you sort out a pedestrian crossing point at the junction of commercial st and bower road. It's murder trying to cross. People fly up from strawberry Dale and it's life in your hands!</p>
As new builds continue around Harrogate bringing new families and with them increased speed demand on the town's infrastructure, the creation of bottlenecks to discourage car drivers is a very negative way of approaching the traffic issue and addressing the climate change agenda. I am dismayed that this proposal is still being forced upon the people of Harrogate. A more creative approach should be sort. One which doesn't alienate and frustrate many who live in or enjoy visiting our beautiful town.
<p>It's another vanity project just like the new council offices. Or otley road cycle fiasco /beech grove road closure. Not wanted by anyone or anybody other than those seeking their own glory and ego boosting.</p> <p>Here's hoping North Yorkshire council put a swift stop to the egotistical waste of money.</p>
The plans appear to tick the box when it comes to the green agenda but doesn't address the reality of what people are going to do. It will lead to a decline in the

appeal of the town centre as many shows will be unable to sustain their businesses with a reduced footfall. Your modelling is in cloud cuckoo land I'm afraid!
Changing Station Pde to single carriageway will, despite your claim, increase the time to travel between the Royal Hall and York Place. This will result in traffic avoiding the town centre by either using Skipton Rd or Coldbath Rd. Both of which currently are heavily congested and suffer from poor air quality. The end result to this scheme will be to change Harrogate as a shoppers paradise, to one to be avoided.
Revise the scheme and don't introduce the proposals as they stand
This is a vanity project. The councillors and planners have a "I know better" mindset that cannot see past getting more than 10 million of "free money"
Can you mark on James Street an area for cyclists to use? I have seen this in Spanish cities and it works well. Just studs in the floor is enough to mark where a cyclist has priority. Pedestrians will not be inconvenienced but, it will allow greater access to cyclists which will encourage more cyclists into the town.
Due to the Government grant available, it would seem that the proposal is being pushed through in order to make use of this money in some way rather than turn it down, irrespective of the views of local residents. If the proposal goes ahead, it is the residents who have to live with the resulting impact for decades to come. Years of disruption whilst the scheme is implemented and decades of regret that the scheme was forced upon us. I've lived in Harrogate for 40 years - 30 years as a local Police Officer and 10 years as a taxi driver. I feel that I can give a realistic opinion on this subject.
Waste of money and will not improve the popularity
I don't cycle & there is only a very limited bus service where I live.
Please god it goes ahead, how many consultations does it need. Stop pandering to the 4x4 and lowered BMW owners.
some of us with disabilities have no choice but to drive into the town centre and your proposals would make me avoid it. town centres across the country are failing and you seem to think throwing money at this will stop that happening here. why would harrogate be an exception? i would prefer the funds be spent on bringing the state of the roads up to a reasonable standard.
Waste off money
I don't think the proposed changes will stop people driving in the town centre. Cars will still come through the town but there will be more congestion due to single lane roads. People will not cycle into the town to do bulky shopping. Old people and those with disabilities need to park close to the shop/venue they are visiting. I feel that the cycle lanes by the Odeon roundabout will be dangerous for cyclists as motorists will not necessarily give them right of way. I think it is a lot of money being spent on something that Harrogate doesn't need.
The disruption caused by this work will have a negative impact for no positive result. There has been no improvement on Otley road where the bike lanes have been introduced. As a pedestrian the cyclists can be frightening and as a car driver often the cyclists are too often still on the road not using the cycle lane.

Seems like a waste of money. Better used to improve the train station which is ugly and old fashioned.
I would prefer to retain the Odeon Roundabout in its original proposed form.
Harrogate need to spend money on a by pass which would alleviate town centre congestion and problems on main roads Skipton Road, Knaresborough Road, Wetherby Road. Continual building of houses is also making things more and more challenging to live here.
Yesterday visited Leeds using the no 36 bus and similar to other recent visits, buses did not run to timetable with return journey delayed by about 30 minutes. If you want to reduce car use I think it would be better use of resources to work to ensure there is an effective public transport system. A significant proportion of use by cyclists of roads in Harrogate seems to be for leisure purposes and not for normal transportation. More research on who and how the Harrogate road system is being used is needed.
I cannot see the point of providing cycle lanes which will not be used
Waste of public money
No.
Close James Street maybe but leave the rest well alone.
What a waste of money
Think green. Can you ensure that the building of it uses sustainable products and processes.
A waste of money, badly thought out and ultimately a vanity project for some individuals who will not be around when it fails and has to be revised. Rather spend money on a proper bypass as this would at a stroke reduce the number of cars travelling through the town and would therefore improve the town centre environment.
Either make it disabled driving only, or don't make the change as it's just going to make traffic congestion worse
Improve the existing pedestrian areas which are becoming rundown and dangerous instead of huge investment in vanity projects
The money is being spent in the wrong place. Harrogate's biggest problem is congestion and this does nothing to tackle that, and reducing road space will actually make it worse.
This is not answering the issue of traffic congestion in Harrogate in fact it will compound the problem
It is a poor conclusion to the problem existing across the whole of the Harrogate Urban District.
Get it done! Change is required before our towns become further noisy, dirty car parks.
Alternative the bus station, the outside should be full glass panels no gaps vehicle fumes coming into the bus station when you sit on the benches. Make it a bit more attractive, its cold in the winter when waiting for a bus , other bus station are better than harrogate.

don't waste money leave it alone if it isn't broken don't try to fix it. try a park and ride which would reduce air pollution a little. traffic will be queuing on station parade if it goes to one lane.
I think it's a waste of time and money, but time will tell, as I think it's a done deal already, and this survey will have no effect whatsoever on the proposal.
people with cars are NOT going to stop using them and all of a sudden take to cycling. Anyone who believes they will is deluded (sorry)
The notion that restricting Station Parade to one lane will reduce congestion is seriously flawed and in my view will INCREASE congestion and it is congested enough as it is.
Lots of people have no choice but to use their vehicles, why should they be penalised? Make public transport a more viable option by making it cheaper to use, especially for those from out of town who would prefer to bus in if they could afford it.
as a walker in the areas mentioned i do not have a problem getting around
The irony of wanting to "create more space for trees and other green features" in Harrogate of all places which is so well endowed with trees and fine green spaces.
To spend almost £11m on this is a waste of money, put it towards encouraging shop owners etc by reducing rates, making the town centre more presentable (stop using cowboys to do "repairs" to paths etc, do some proper maintenance on the One Arch and have some form of security patrol such as Newcastle does.
Seems a waste of tax payers money, which could be better spent trying to encourage retailers to stay in their premises/ open new premises as there are so many empty premises in Harrogate. These don't look attractive for locals and visitors alike.
You only have to look at how few people are using the new cycle way up Otley Road to know that this scheme will do very little to encourage people to cycle into town.
make public transport more affordable or make parking better
Regulation against people using private transport only has a negative effect upon town centres - as witnessed throughout the UK. These proposals are simply stupid.
Scrap it and listen to harrogate residents
It will push people to out of town shops where they can park easily. We do not have reasonable, efficient public transport, it is largely unpleasant.
Needs to be more welcoming and encourage people to use public transport and abandon their cars
.
With a budget circa £10m . Much more and highly important is to spend money on improving NHS especially acute and primary local health care
As above - I strongly object to the whole ethos behind the scheme. You need to consult Harrogate Chamber of Commerce and Harrogate BID and the Independent Retailers Group. I support [redacted] campaign.
Sort out the transport system. Improve the care of the infrastructure. Street sweeping, drain unblocking, litter collecting in all urban areas would enhance the areas.

The scheme encourages people to walk/cycle. But, that applies to people who can/will cycle. Better public transport to all areas of Harrogate will be needed. This includes new build estates which have no infrastructure/ public transport links.

The train station outside area is an eyesore and out of character with the surrounding area. Needs improving - poor introduction to visitors by train (or arriving at the bus station).

Pollution will, inevitably, increase. Common sense says that vehicles will be moving more slowly than now and there is research which says this means engines will be working less efficiently thus reducing air quality. Traffic will be moving more slowly, thus not only increasing pollution, but for longer, again reducing air quality.

I cannot see anywhere mention of the fact that all of the buses move through this area on leaving the bus station and these proposals have them merging into only one lane. Traffic flow will, inevitably, be reduced, as a consequence.

Traffic will, undoubtedly back up into the rest of town - so congestion will get worse, and pollution increase.

Much is made of increasing the number of pedestrians in the area....but why? There are no plans to increase the number of businesses in the area so, logically the number of pedestrians will not increase.

There is nothing in your proposals about how you predict the traffic will behave once the number of lanes goes back to two. I suggest that drivers are likely to increase their speed significantly once clear of the area.

I think you have a strange idea of where the city centre is, because it isn't in this area, although you suggest it is!

I am concerned about the priority given to bike riders. They are a danger, but you seem to be blithely unaware. Try doing a survey of their behavior around the town...you should change your mind very quickly. Consider banning them from the town centre for health and safety reasons. Remember these people do not have to pass any driving test, they are uninsured and the majority do not have warning bells fitted. In fact they rarely warn pedestrians of their presence.

You suggest that the plans will encourage people not to use their cars and switch to walking or bike riding. I think that they will continue to use their cars...to go elsewhere, and spend their money there and not in Harrogate.

I think the bus and rail stations could be more attractive especially the back wall. I wonder also why the shops on Station Parade are of such poor quality and there is no effort to make them attractive. It is the first thing people see when they visit the town.

Please scrap this left wing vanity project and spend the money on reducing council tax and helping the homeless

It's a lot of money for what is proposed
Again - this is VERY important.  You are required to make this modified on the video.  - White font on yellow background is VERY bad.  - Must have subtitled for everyone.  Otherwise, you are wasted for everything.  Thank you!
Too expensive compared to return. Needed more out of the box thinking
I think you could save yourself the lion's share of the £10.7m cost of this development by sticking to pedestrianisation of the streets and dropping the pointless cycle lane scheme on Station Parade, which serves no one.
Please stop trying to make us cycle and walk more. It is not the job of the council to "babysit" it's residents.
How will you dissuade car users from using areas they are no longer allowed to use ie: James Street? "Oh, I have a disabled badge, so the rules don't apply to me....."
More secure dry bike storage please for bikes helmets and panniers. More outdoor but sheltered eating areas - overhead tarpaulins can give shelter from sun or rain Not more foreign food and craft markets but more local ones
This is a waste of public money -
Changes to the bus tstation were made years ago and were largely unsuccessful. The town looked a mess people had no clue as to where to catch their bus. It resulted in a huge waste of money. We lived away by then and remember seeing the centre change from looking a nice place to visit to looking a dirty mess. So the bus station was changed back to being used and more money spent making ot look better. Now we are back bit thankfully only need to come into town occasionally and will stop coming if you make it hard for us to drive as bus services from where we live are ridiculous, taking far too long to get to Harrogate and taxis too expensive. Train services are nine existent to outlying small towns and villages. Added to which we are pensio ers, one of which has to continue to work because its so expensive to live here and the other is disabled and needs to drive. We can't all cycle. Nor can we all catch a train and bus services need to be made better.
We are an aging population. We need more disability and scooter access points on pavements and shop doorways in our town please. Secure areas to lock up our bikes when we come to town. Protect east parade and don't make it a rat run. Could a park and ride be considered from Pannal or earlier? I think this would have a great impact... day where the car boots are currently on the outer ring road into Pannal.

<p>If this is the intention, thought must be given to a good alternative car access to eg Victoria Car Park, train car park and through town on the A61 route. Improvements to the 'Asda' Bower Road, Dragon Parade roundabout might be one thought but this doesn't help through traffic to Leeds.</p>
<p>in no way do the proposals offer an improvement. Please stop framing them as such.</p>
<p>Reduce the two lanes outside of the railway station to one lane for a month, and see what impact is likely. It will be too late after you spend the £11 million</p>
<p>Don't waste money on a vanity project</p>
<p>It is flawed</p>
<p>who thought it up a cyclist ??? sort out train fares better parking around the town center make james st a no thorough road except for deliveries at certain times of day</p>
<p>We should set up an electric bike hire scheme like other towns to enable people to move around with less effort and without using a car.</p>
<p>I think the green economy will be stimulated and supported by such changes. I think young people will be included rather than excluded for example learning how to navigate public spaces and learn how to behave in shared spaces. I think we will all benefit from seeing a variety of ages and disabilities in our public spaces.</p>
<p>Buses and trains need to be much cheaper for these plans to really work!</p>
<p>Trial the scheme first and then seek public comments based on real-world impact.</p>
<p>I look forward to the completion of Station Gateway</p>
<p>As we live in Scotton it takes us 15 mins to drive and park in Harrogate.If we travelled by bus we would have to get a bus into Knaresborough and then another bus into Harrogate taking a minimum of 1 hour. This does not account for the waiting time for buses from Scotton and back from Knaresborough ,this can be up to a 2 hour wait.</p>
<p>have put neutral to Q15 as for many of the lines I jsut don't know, for me personally I just think it will be less easy</p>
<p>How are people going to get to the town center. It will be good when you get there.</p>
<p>The system we have at the moment is a huge failure, we give way and accommodate the needs of the car user over and over again and it doesnt work. We need to make it so prohibitive to drive through the town that walking, cycling and public transport are the preferred option.</p>
<p>Despite reassurances, I still have concerns about congestion along Station Parade, particularly the 'pinch point' past the bus &amp; train stations where it reduces to a single vehicle lane. Increased pedestrianisation &amp; greening of the 'gateway' area is to be welcomed, but I feel there is too much emphasis on cycling &amp; a lack of segregation between cyclists &amp; pedestrians.</p>
<p>Well-meaning. Should make the town centre more pleasant, but lack of action to help motorists will ultimately mean fewer people and less business. Should accelerate the movement of stores away from the town centre and into the outskirts. Is there a plan to attract people to the the town centre other than for shopping, and is that sustainable?</p>
<p>The gateway scheme to change to one lane is stupid without a test run using temporary barriers</p>

I agree that car use is bad and needs to be reduced, but you cannot implement a plan that severely impacts car usage with very little though as to where the existing cars will go. This seems to ignore that car usage is still increasing and feels like it forces people to walk or cycle. I very much doubt that will happen.
The proposals seem to put an emphasis on providing routes for cyclists. This is not necessary. The number of people choosing to cycle to or through the town centre is unlikely to increase with the dedicated cycle lanes proposed and these would impair traffic flow for vehicle and create extra risk for pedestrians
Investment in town centre is hard to come by. This well planned sustainable and active travel initiative which incorporate significant improvements to public realm in a particularly challenged part of this fantastic town should be grabbed with both hands.
Think it looks great as long as the work quality is good
The scheme is a total waste of public money and will cause serious traffic congestion problems for those North of the town
no comments to add
I expect that any negative views will be ignored as this scheme has a political motive i.e. we must try whatever we can to ban public ownership of cars on the altar of net zero
lived here 18 months from Northampton. So lucky what you have and will only enhance
Station parade is the gateway and the proverbial 'shop window' of the town and this investment will greatly enhance the experience of the town centre and help to present Harrogate as a desirable place to live, shop, meet and work.
No.
Well done for all the work that's gone into this and good luck. Looking forward to future progress.
Why do you bother with consultations, which are merely cosmetic. Since some aspects are non-negotiable apparently what is the point. The Civic Society presented detailed and intelligent comment which was simply ignored. Ditto local businesses.
It may well look a lot nicer, but don't think it will change people's minds about cycling or walking into/around town.
Please leave things as they are but have two way traffic on Parliament Street to stop us having to rat run through the town to get across
Sorry but like many ways Harrogate spend the rate payers money it's wasted.
A complete and utter waste of money that is going to cause untold congestion
You have already tried cycle lanes and I have only seen 2 cycles and they didn't even use them and I drive every day. Another waste of money cycle lanes. As for walking not convenient and I certainly won't be walking miles to get to town I rather go elsewhere. What about old people and disabled people they can't walk or cycle have you thought about that. Stop wasting the publics money.
H M Government needs to control public spending, not spend money on worse than useless schemes.
The scheme has good intentions but is limited in its ability to deliver what it seeks to do as it is too focused on a small area of the town. The financing of the scheme is



dependant on it being fully implemented so no doubt it will be imposed on us by central government to the further detriment of the town by politicians.
Cancel this expensive vanity project.
Popular places with positive visitor numbers make it easy for visitors arriving by car and usually have free town centre parking. Discouraging drivers will make people stay away. Pedestrianisation encourages anti social behaviour and the businesses you want to stay will move away.
Please get it done as soon as possible.
I can think of many better ways of spending millions and you can start be spending some of it on the roads. Pothole damage has cost me any wife £100's in new tyres
Pollution is an issue on Skipton Rd. The money would be better spent on that road.
If you can't find a positive outcome then don't spend the money for the sake of it.
Sot out the Odeon roundabout design. Curret proposal is not international best practice.
Give people an enticing alternative. The cost of buses in the town is prohibitive. If you want to reduce traffic install free, electric buses. And you don't have to do anything to the road layout.
Yes, give up wasting our time and money, you [redacted] Conservative twits! Public money could be better spent fixing the roads [redacted]! Maybe a park and ride would be a better idea!? Or how about we find a better suited council who actually know the town!?
There's also more than just the centre for business and trade, but you [redacted] forget that
Worst part are the cycle paths. Completely over the top. Will lead to accidents
I really hope you get the support for this - it complements the beauty of Harrogate so well!
Sack the planners, and the politicians!
The bus network has not expanded to take in new building estates for years and there are too many areas just out of town which have no or a poor service. Unless you live on or near to the Leeds/Ripon road or Knaresborough road, Skipton Road.
As said before, I have concerns about endings of cycle lanes, but also, there don't seem to be plans for covered cycle storage (not just cycle racks). Covered storage is REALLY important and ideally with cedum roofs for sustainability (and they look lovely in my opinion!).
I'm a bit concerned about what cyclists are expected to do when the cycle lanes end! There appears to be a few examples of this on the fly-through, but no clear conclusion (I.e. cycling over Station Bridge, or exiting One Arch heading towards the town). Also, it's imperative cyclists have priority over cars turning into the Station / Exchange House etc; a cycle lane is a failure when you keep on having to stop! We also desperately need some covered bike storage in the town centre (not just fairly useless cycle racks); these can be made quite attractive these days. But mainly, we just need to get on with it! It feels like we are in a perennial consultation phase; just do it!
I think it is a spectacular waste of money.

Waste of money like the cycle route on Otley Road. Not thought out. Better building a bypass to stop unnecessary traffic going in instead. Leave the town centre alone
This does not address the problem. Public transport is not adequate, roads need to be sorted to keep through traffic or of harrogate centre which this does not address at all
Please continue to consider cycling as key. Anything you can do to make this safer is a positive thing.
I use the bus into town as a few hours out shopping. I use the car for food shopping. bus schedules are every half hour . this doesn't always work out and you could end up waiting an hour .Wouldn't you use your car especially on cold wet days. It seems to be all about the cyclist Why? Harrogate is not a modern city. It has old world charm and it would be a shame to lose that ambiance . The monies used for this project would be better spent on fixing the roads and pavements to the betterment of all
Forget it
Change the roundabout to the original Dutch style so there will be more cycle journeys rather than still encouraging car journeys in the town.
No
Although government money is available for a scheme, it is taxpayers money from all of us and it does not HAVE to be spent come what may. The proposals appear to be based on wishful thinking to satisfy green credentials merely to obtain the money. I cannot see the realisation of increased cycling or walking given our climate and terrain. To penalise cars etc on a busy A road will just create more pollution which would be better addressed by the shift to electric vehicles as time goes on: traffic will still have to be kept moving efficiently. Better consideration should be given to re-opening Parliament Street to 2 way traffic as well: the reported cost of '£ millions' to achieve this appears outrageous to change some road markings and traffic signs.
Cars should not be discouraged visiting the town. Electric charging stations should be increased. Car parking should not be removed. A bypass should be a higher priority to stop through traffic... that is the biggest issue here
One lane traffic in Station Parade on this busy main road will create a nightmare in congestion and pollution.
Don't push the motorists away
Listen to the business sector. Think of harrogate residents who now live out of town who are not on a bus route. Forget the cycling fraternity who do not shop in town only pass through on there recreational days out....they are not shopping. Try putting your money to use by getting rid of the massive traffic congestion all over harrogate. Failed again councilors!
The likely increased traffic congestion should in no way cause a review of proposals for a relief road
I do not think that this scheme will work in Harrogate because it will cause more congestion which will stop people coming into the town.
Whilst those who have proposed the scheme might have good intentions, I think they are misguided if the honestly believe it will make any change to people's behaviour as the impracticalities for the majority of people if they walked/cycled into town will dissuade them from doing so.

Why the obsession to spend public money and change things when things are perfectly fine as they are.
A waste of public/taxpayers money
i appreciate the opportunity to comment via this survey, and with all the bad news we have all had to deal with in the recent years I sincerely hope this proposal is rejected and council resources, understandably limited, are focused on helping the retailers get the town back on its feet.
From a personal point of view my elderly mother would no longer be able to shop in the town centre because she can't walk very far. Your scheme is discriminatory towards those with limited mobility - those unable to walk far. I would probably find it would take too long to drive back from a swim at the Hydro, I would therefore not swim at all (to walk there and back would take around an hour. I'm 70, haven't been on a bike since I was a child and I wouldn't feel safe).
A major review of for example a shopper-bus service around estates has no, surprisingly featured. The unsolved problem of cars parked badly to the detriment of residents is not addressed.
Please don't ruin our town centre. Residents don't want a playground they want retail shops. For events we have: - The Yorkshire Showground, the conference centre and the Royal Hall. The weather in Harrogate is mostly windy, cold and/or wet. So an outdoor event area is not ideal.
There are 4 bus routes to Knaresborough that terminate in the bus station. There is only one through route (36 to Leeds/Ripon). Why can't the 4 routes from Knaresborough continue to Jennyfields, Bilton, Harlow and Pannal to save time changing to another bus route? In this case the buses need not go into the terminus but could stop on Station Parade. Have you left space for this? To be economical, buses should be through routes from and to the town centre.
no
We have no bus at Queen Ethelburga estate. So Seniors bus is not useable. So take car. This change means taxis. Will you pay for it?
Just that it is a complete nonsense!
Are there going to be any secure places for parking cycles? I don't see on the plan. Also is there a route from Nidderdale Greenway connecting cyclists with that popular route.
Waste of money in such difficult times.... Money could be better spent on improving hospital facilities,, disruption to the town whilst being done...
Harrogate needs to look to young people. So many good shops have left in the last 10 years. The young need to go to Leeds and the shops are very limited. Reasonable homeward stores have gone shoe shops bag shops Harrogate must address this if they want people to stay in the town centre. The bus station is dated and dirty the station and surrounding area shameful. So I hope some improvements will happen before it's too late for harrogate
Harrogate doesn't need changing it is not a city
noted use of living column why not living walls roofs bus shelters as well and plants that absorb / trap traffic pollutants and creation of insect bee and bird friendly areas

Stop wasting tax payers money on yet another scheme
For a Knaresborough resident I think it is another waste of public money which we will pick up the ongoing costs of to no advantage. Invest in Knaresborough for a change.
Spending this sum of money for little or no real benefit seems a huge waste of funds . Repairing , enhancing and improving existing facilities will achieve most of the benefits . I just wish the council would listen , particularly to the small businesses ( I am not a small business owner)
The first consultation started 3 years ago - what we got out of it was 2 more consultations - seriously! Be bold and be ambitious, many of the things in this questionnaire are not matters of opinion, the scheme will make things better for walkers/cyclists - this is unquestionably a good thing. And you know that. A survey will do nothing to reduce our dependency on cars or mitigate climate change - boots on the ground doing it and yesterday please. What is keeping things? If stuff doesn't work it can be changed, just start.
I hope it will discourage cars and encourage public transport use. There should be a Park & Ride scheme similar to York's on the A59 into Knaresborough & Harrogate from the A1/ East, and the A661 and A61 from South and North.
The video does not show effects of Buses and HGVs on traffic flows/ congestion. There should be a visualisation of worst case rush hour scenarios, or it will be a waste of time and money.
IMPROVE THAT BLOODY ROAD SURFACE! IT'S NOT A ROCKET SCIENCE... IT'S RATHER EMBARRASSING TO SEE THE STATE OF THEM IN SUCH A BEAUTIFUL AND RICH COUNTY...
It will cause a nightmare for traffic. Money should be sent on a more worthy cause.
Fantastic start for creating infrastructure supporting sustainable travel. Next step would be to have better cycling infrastructure connecting to this across the rest of town.
It's a complete waste of time, money and energy!
Please press ahead with it, and also create more cycle routes across and on the Stray
If we can't improve the roads for motor traffic coming from the north and west of town, we should stop building so many new houses there; the current proposal is a poor solution to a problem that we didn't have to create
if the scheme left two lanes on station parade i could se some benefit & also losing two spaces of the taxi rank is not acceptable as there is not enough spaces some times already to put more spaces away from the bus & train station is naive .
You are welcome to contact me for my opinion [redacted] Thank you
Hairbrained - just because you have managed to get Gov money does not make it well spent
Impact on traffic congestion will significantly outweigh purported benefits. Through traffic from Ripon to Leeds will be markedly affected. People who are

cycling/walking/taking train will be doing so already- this scheme will not encourage others to take it up.
<b>DO NOT UNDER ANY CIRCUMSTANCES PROCEED WITH IT</b>
There needs to be a northern relief road. The first consultation was massively flawed. It was open to anyone regardless of whether they lived here and allowed multiple submissions. The questions were biased and leading and there was a lot of false information about, such as a 4 lane motorway through the gorge. Ridiculous. Much traffic is trying to get through Harrogate and doesn't want to stop, and for those that do why not do a Park and Ride? I see a huge increase in traffic on Ripley Rd in Knaresborough and traffic tries to access the A1 without passing through Harrogate. How do you think cars get to Skipton? Get a grip.
I am strongly in favour of improving cycling and walking infrastructure in Harrogate, and this forms a key step forward with that. Please make sure priority at junctions is clear, as British drivers are not used to the hierarchy or responsibility on the roads!
The Station Gateway project is the councils second biggest vanity project. The removing of the old market and building the grotesque Victoria Gardens shopping centre was the first. Harrogate is not a large city that needs a huge cycle way ripping up the town amongst the trees that will be removed. The additional pollution it will inevitably cause if this bastardisation is allowed to go ahead. I for one do not want Harrogate turning into yet another soulless, Gregg wrapper covered, chewing gum spattered [redacted] the council is so determined to build!
The only thing that will help is an east /west by-pass as with all the traffic from all the new houseing around harrogate will cause more and more conjestion
you will take no notice of my comments & carron regardless
Most Harrogate residents want improved traffic, and not see taxpayers money wasted. The very vocal cycling activists seem to be prioritized over the silent majority.
Would possibly be more beneficial if more buses were added -especially after 7.
It seems that every planning generation has its "Back to The Future" moment. This is Harrogates
This is a creative proposal that recognises the constraints of the existing road network and offers a compromise balancing the needs of all road users. It will realise benefits for the whole community of Harrogate town centre. I do have a couple of specific points of concern: 1. There is potential for cycle/vehicle conflict on the roundabouts where there is a cycle route crossing the road. Appropriate signage/road markings should be considered to clarify the right of way. 2. Vehicles that currently use James Street would presumably have to turn into Princes Street and Princes Square towards Victoria Avenue in order to move out of the centre. Sight lines on Albert Street, Raglan Street, and Victoria Avenue are often obstructed by parked vehicles. I suggest that parking bays at these junctions should be removed to make the route safer.
If you don't use the money on this, put it into building the cycle tracks to Pateley Bridge, Ripon, Pannal and Wetherby along the old railways. If we can't have safe

<p>cycling in Harrogate because of car drivers, we might as well have safe cycling outside of it away from them!</p>
<p>No need for further consultation - just get it delivered.</p>
<p>Architects' designs always make the street scene look glorious. In reality, the roads will be clogged up with traffic, as drivers are held up by the one-lane system, or try to find circuitous routes around the new system. The demographic of Harrogate tends to include an above-average proportion of more elderly people, many with money to spend, who will not ride a bicycle when going into town, or walk miles - however much fitter it might make them! The pollution caused by the idling cars in traffic jams, plus the removal of numerous trees - trees which clean up the air quality - will make Harrogate a less safe or healthy place to live in. These plans will ruin Harrogate.</p>
<p>There is no provision for visitors (eg park &amp; ride) or for through traffic. If you want to pave over the town centre, we need alternative roads, including a bypass.</p>
<p>Good scheme. Should be followed with a larger pedestrianisation scheme for the town centre/streets bordering station parade.</p>
<p>Like the scheme for Beech Grove / Victoria Road / Lancaster Road near where I live, I believe the scheme to be driven by 'woke' political dogma. 2 wheels good, 4 wheels bad to misquote Orwell. A more pragmatic, holistic approach is needed.</p>
<p>It seems that the greatest beneficiaries will be cyclists. Pedestrians will have to cope with cycle lanes as well as roads to cross; motorists will have more congestion affecting buses and air pollution as well, and businesses will have less revenue. Roads closest to the change will have extra traffic. Add to all of this the cost!</p>
<p>Since no major changes have been made to the plan, it seems to be a waste of money having another survey</p>
<p>Very badly thought through. An expensive waste of time and resources that could have been used to improve hospitals, schools and emergency services.</p>
<p>needs to be an overall action plan which includes this scheme, all the other ones in Harrogate, transport from/to surrounding areas, electric vehicle charging, planning( the number of new houses been given permission without an overall facilities ( schools/health/leisure etc) plan seems silly)</p>
<p>seems to me this is project is designed to spend a grant available from the government rather than solve any local problems - waste of time and money.</p>
<p>Go back and think again, look at the bigger picture and listen to what people are saying NOW, not in an old survey which did not explain the full consequences of the (dubious) interpretation of the result. Trial the 2 way traffic on Parliament St and tell the truth about the cost of this, it cannot cost more than the replacement road for Kex Gill - according to figures recently quoted for the 2 projects. Do not be afraid to loose the govt funding for an unwanted glory project.</p>
<p>It is an ill thought idea.</p>
<p>This scheme has to be implemented if we are to have any chance to address the impact of traffic movements around the town. This is only one of a number of areas which are adversely impacted by large volumes of traffic, often travelling at speed.</p>

This will go some way to changing the image of the town centre, which at present is a very attractive shopping and visitor area but hemmed in by significant roads.
You lot are in cloud cuckoo land. This is all about bloody bikes. Bikes are popular/practical where it is flat eg York, Cambridge, Holland. Not Harrogate. Get a grip and stop wasting my money.
make crossing outside station wider make market place service road narrower and one-way in only to allow for more path (you can make a mini one way loop for servicing in the ped only zone exit James st) all no entry /one way signs should have except cycles under it
Harrogate has a great deal of people who own cars. I think they will avoid coming to Harrogate and trade will loose out. Since the pandemic older people are frightened of using public transport and can't walk so well or cycle. I think this scheme is bad for older people who like to use their cars to do their shopping.
This is a scheme simply to use money that the government is throwing at councils. It is ill thought out and is draconian to think you can force the population to switch to riding bikes or walk more. It is a blatant anti car plan by the council who think that they can force people to conform with the minority of local opinion.
It's a vanity project to get and spend money without really thinking it through. The council want to do it and are simply trying to present a case to justify it. All it will do is encourage local visitors like me to avoid Harrogate. There has been no mention of the effect on the through traffic. Just a mention of the extra time to get through the new scheme. What effect is it going to have on the slow traffic that already passes. The extra time quoted is meaningless unless related to the overall traffic effects.
I would like to know why you don't listen and engage ... You massage info to reach a preferred option. Management need to change to a more 'can do' attitude. Got back and ask the funds to be spent on bigger picture thinking ... Leeds -Harrogate cycling route..... Then you would get support. By not speaking to school leaders you are not listening even to the people who teach our future. Councils,,,, your a disgrace,,,,, more productivity is demanded from you.
Scrap it and start again . . . and include 2-way traffic on West Park
No money available to upgrade the actual destination, the station it's self. It won't be more than 10 years since the station had a fresh lick of paint and new sign and it's already looking very tatty. The better it looks surrounding the station the worse it will make the station look. Some where in the distant past some one in authority figured it would be a good idea to strip away the old station building and make something fresh and modern. But they are never maintained and very quickly look dated and out of keeping with the Victorian architecture.
Looks great!
IT IS CLEAR THAT THE MAIN DRIVER FOR THIS RIDICULOUS SCHEME IS "BUT WE'VE GOT THE MONEY" - RATHER LIKE THE ILL-CONCEIVED OTLEY ROAD CYCLE SCHEME. BETTER TO SEND IT BACK TO CENTRAL GOVERNMENT THAN INFLICT IT UPON US. WOULD BE GOOD TO USE ENERGIES TO PLEAD FOR MONEY TO REPAIR THE ROADS WHICH ARE IN A TERRIBLE STATE - OR ARE THE POTHOLES SPONSORED BY

SUSPENSION COMPANIES AND SEEN AS SOME SORT OF SNEAKY TRAFFIC CALMING MEASURE?
it is a white elephant
This is a complete waste of money and will cause disruption to the town centre for a considerable length of time with no benefit but rather lasting detrimental impact.  Masses of people, who do not already cycle or walk into the town centre, will not change their habits as a result of the proposed changes, so the whole exercise may benefit a handful of cyclists whilst inconveniencing the rest of the users of the town centre.
I think this is manipulative - it caters to certain interest groups but discourages those whose commercial activities actually pay for everthing.
It's a waste of money. Use it to keep the current infrastructure properly maintained. Fix potholes and broken paving slabs. And if any money is left over, Use it to give nurses and carers a pay rise!
High costs for more congestion and fewer residents visiting the town centre. Harrogate is too hilly for cycling.
This scheme will have a negative impact both for residents and visitors who drive to Harrogate to shop and go to restaurants and cafes.
Making Station Parade just one lane will cause even more congestion than it is normally even if you improve the traffic signalling on Cheltenham Parade, making James Street a pedestrian zone will discourage people to come into town, and even though One Arch will be improved by lighting, your plan encourages too many cyclists to ride through it putting pedestrians at risk even more than they are now (I think it is a dangerous idea which goes against the Highway Code which clearly states cyclists should NOT ride on pavements).Therefore with this scheme, Harrogate town centre will die.
There has been a lot of misinformation and scaremongering about this scheme by people like the Stray Ferret. I visited Victoria Centre and heard someone who was really negative be guided through a few issues by the person there. They had not understood how the full scheme also included changes to traffic management to help the flow of traffic or many other aspects of the scheme. I think most of the negativity is from people who have really not had the time to understand the full design. We are always somewhat resistant to change, and fear the worst.
Its an expensive vanity project!
A complete waste of my money
Just don't do it
This project is a waste of money will not improve Harrogate centre. If it does go ahead it will cause months and months of disruption, stationary traffic and make Harrogate Centre a "no go" area. I remember the MESS on Otley Road during the ridiculous cycle lane roadworks. Much better to make cycling safer on all roads by repairing potholes, especially around the gutters where we have to cycle. THIS IS A STUPID VANITY PROJECT SURE TO WASTE TENS OF THOUSANDS OF POUNDS. PLEASE STOP IT.
Traffic will become worst in the station parade area due to it becoming one lane



<p>Welcome improvement for walkers and cyclists. Not just those walkers walking into Harrogate, but those walking around when they are here.</p>
<p>No. Well done for assembling an innovative and forward-thinking scheme. It gets my full support. The only thing I'd question is whether the pedestrian lights alongside the bus station are triggered by existing buses. It's crazy that a bus setting off with perhaps 30 people on board, does not get priority over cars with one or two people in them, immediately delaying them in trying to keep to timetable. Could they not be detected as they approach the exit to give them an immediate 'green light'?</p>
<p>My comments above cover many of the points that I want to make. Overall I am more positive from an aesthetics standpoint than I am from traffic, public transport and active travel standpoints. It is also disappointing to note that the Gateway Project is likely to be completed, whilst there is unlikely to be equivalent effort from the railway operators and the owner/s of properties along Station Parade, some of which look the worse for wear. The railway station is in real need of a face lift as is the whole length of wall that carries on to behind the bus station. This has always been an eyesore for as long as I can remember.</p>
<p>I'm concerned about the cycle path junction designs, particularly the Odeon roundabout. The cyclists will have to cross busy main roads effectively as a pedestrian at points very close to the roundabout. Standard advice to pedestrians is to avoid crossing a road right next to a junction because of the hazards. I think this will be much more hazardous than simply joining the motor traffic and traversing the roundabout in the normal way. I had reservations about the previous Dutch style roundabout, but this new design is much more hazardous and a big retrograde step.</p>
<p>see earlier comments</p>
<p>Harrogate is a small town and not a city. It needs visitors and most visitors wish to arrive by car. Many arrive from rural areas and many have no desire to use public transport. Pedestrianisation encourages anti social behaviour and lowers the tone of the area.</p>
<p>No</p>
<p>This does very little to ease the traffic issues just more idling cars causing Nitrogen Dioxide pollution, not good for none care users. Traffic will be held back causing more problems for other junctions.</p>
<p>A scandalous waste of £11m</p>
<p>Will cause great inconvenience to residents</p>
<p>It appears to be a significant public expenditure at a time when public debt is high and increasing.</p>
<p>A step forward to improving the town centre.</p>
<p>Until you sort out the woeful state of public transport in the area this sort of plan is unlikely to make a huge difference. We need more bus routes with sensible regular services</p>
<p>Why? This is like 'tarting up' a back yard. It's just an area people pass quickly through, not a place anyone would want to linger. Visitors arriving by train or bus might get their first impression of Harrogate when the cross Station Gateway but</p>

thier lasting impressions are going to be formed in the proper town centre, parks and gardens.
Bus services needs to be better, and fares cheaper
tree/planting and lots of public art and stalls also include a legal space for street art- as Leeds City Council and others have already done
NYC Transport have the potential for Government funding for Harrogate and have not really looked at the Spa / Conference needs. Gateway is the wrong name and the scheme just spreads the traffic and tarts up some spaces
I think it is completely the wrong time to be even suggesting a project of this type when the country is crippled financially. A lot of us have been severely financially impacted by the pandemic and the forced shut downs and are only just beginning to get back on our feet financially. To have to endure 12 months plus of upheaval in the town is completely unacceptable and this is particularly relevant to those of us who live in the centre of the proposed works and will not be able to gain access by vehicle to and from our homes and places of business. The town is in dire need of money being spent on the areas that have already suffered 'improvement projects' such as Cambridge and Oxford Street and it is outrageous that money that the country hasn't got be spent on this 'vanity project' being spearheaded by NYCC and HBC. I am totally against the project for these reasons and the reasons outlined in the survey.
waste of tax payers money
This scheme "if it had been any good" , "which its not" should have been considered years ago. As it is THE SHIP HAS SAILED.
All Harrogate businesses of what ever type are going to be crippled by energy cost rises if they reach the levels forecast. The heating of premise's (M&S heating bill the cost rises braking the camels back) People will have much reduced cash to spend on shopping. I suspect the high energy prices are here for a long time maybe 5 years Plus.
The final thing is the Tunnel between Station Parade and the East Parade end is Structurally Compromised due to water ingress, particularly the first 4 meters at the Eat Parade end. How bad it is is not in my line of expertise but it was built in 1862/3. If that has to be rebuilt, £MMM involved. This is problem is known about as I reported it to the Police at Xmas/New Year 2021/22.
The 2 way cycle lanes in contra flow to cars would seem dangerous
Why ? No need for this at all ! Spend the money on improving roads, building fronts and making harrigate look lovely again instead of added something that isn't needed. The town centre looks so drab and unkempt. Lower rates , help to complete building repairs and bring back the Harrigate feel to the centre. It currently resembles an inner city suburb!
Parking should be addressed
Driving through the town centre is currently a nightmare which may get worse.

<p>to do this you need a bypass around Harrogate to reduce the cars, lorries etc just passing through Harrogate down Skipton Rd/ Ripon Rd. then pollution levels will be reduced roads are safer air is cleaner. more people will walk cycle</p>
<p>Very little thought seems to have been given to helping the elderly and disabled access the town and I doubt it will bring more tourists into the town so, apart from a cycling lobby, it does little to help Harrogate residents.</p>
<p>idiotic plan being forced down the throat of residents hopefully the legal challenge will stop this plan</p>
<p>Based on the recent changes to roads like the woodlands traffic lights, bond end and now chain lane Harrogate councils record is poor at best</p>
<p>Once built and if unsuccessful, what happens next?</p>
<p>I think this is the worst possible idea for the station gateway. It is an A road- why reduce it to one Lane? And saying it won't ruin business and traffic won't be disrupted and improve air quality is absolute lies. Why don't you trial the scheme by closing one lane temporarily and see how badly it affects the town's traffic, air and residents? If traffic can't move engines will be running unnecessarily and this will still be polluting. If people can't access buses and trains like I can't, they have no choice but to use a car. If they can't park near a shop, they will just go online and avoid the town centre. It doesn't matter how many planters and bins you place over the town, you are dressing up a disaster and green washing it to meet the criteria to receive the funding. No thought has been given to the consequences of this scheme and the cost of undoing it all when it undoubtedly fails. It shouldn't be done. It's a waste of money and will ruin many businesses and people's lives in its wake. My view is the consultation is biased and potentially unlawful. The needs and wishes of the Harrogate residents are not being listened to and frankly I find it appalling on all counts.</p>
<p>I do not believe the plans will encourage entrance to the town centre by train bus cycle or walk. The motor vehicle is and will remain the access of choice and the plans will increase congestion on Cheltenham Parade/Station Parade as well as forcing problems to adjacent streets. Traffic attempting to enter Harrogate can only increase with housing developments. One of Harrogate town centre significant problems is anti social behaviour and thought must be given to alleviating this. One Arch is a prime example and spending money gentrifying the hardware will be valueless if the alcoholics drug addicts and trouble makers are allowed to congregate in the vicinity. Ask the shop owners.</p>
<p>I think this scheme would discourage those that use shops and businesses as it makes transport to those places more difficult. We would then lose visitors to town. This needs to be rethought in a joined up plan across all services taking account of the fact that we are a rural county</p>
<p>HBC you will end up making the elderly prisoners of their own home. because hgt will become a none car friendly town. Those people with mobility issue, not yet proud enough to be classed as disabled ie early stages will be forced out to shop in the local</p>

<p>retail parks, which if you visit them cars que to get access. Come on guys we need a city centre, so we can live and enjoy going into Harrogate town centre to shop, not rely on Amazon or our over used retail parks. Please have a rethink.</p>
<p>This is a vanity project. With no long term benefit . Slow and gridlock traffic, increasing emissions., making the main artery for the town gridlocked making it harder to access the transport network , train, buses . , taxis cars still need to join up with the overall transport system.Having returned to cycling , the improvement will be minimal, it's the overall , cycle system that needs massive investment . Look at encouraging cyclists , in spring April , not September! Encouraging parents , children and schools to commute , not lycra cyclists and retirees. Harrogate is on a hill, i don't have the money for an electric bike to ride these hills,you need to be extremely mindful of electric bikes in high pedestrian areas such as the proposed gateway. How will speed be controlled of the cyclist. . It's the pedestrian you should be mindful of and bus user ( i never use the bus but feel there should be smaller local bus/ taxis), in the long termAny electric charging points for cars and cyclists should be paid for by the individual NOT the council / tax payer . I will not be able to buy an electric car so why should i pay for someone else's luxury? .The gateway is not that but a closed door to integration of all users. Start at the outskirts of the town and work inward, to achieve a cohesive transport infrastructure for the future of the residents not just the day tripper.</p>
<p>The people of Harrogate displaced the Conservative Majority in Harrogate directly due to schemes like this and the determination of NYCC to ignore the feelings and opinions of Locals.</p>
<p>It feels like you have been given some money to spend and decided on this scheme and ignoring the thoughts of the residents. If you really want to encourage cycling use the money to buy every resident a bike.</p>
<p>Does it matter what we think. To spend all this money on a vanity project when people will be starving or freezing due to prices soaring is appalling</p>
<p>Go for it!</p>
<p>Doesn't go far enough</p>
<p>No comments</p>
<p>Shutting down these roads will only make people use other roads or park elsewhere, it wont change a thing</p>
<p>Stop the numerous consultations on everything and just get the damn thing done!</p>
<p>Waste of public money by NYCC and Harrogate yet again.</p>
<p>To much effort in fixing the wrong problem.</p>
<p>We have tolerated a couple of years of roadworks along major routes through town and now you are going to add to this misery</p>
<p>If you are going to do anything finish the cladding on the bridge over station parade. Its an absolute eyesore. Looks pathetic and unfinished. Encouraging business in the town isn't going to happen by restricting car use or traffic flow.</p>
<p>We need to look to the future and make Harrogate a better place to live and work and not be swayed by the Range Rover brigade who oppose all changes</p>

<p>Either keep Station Parade as it is at the moment or embark on a major park and ride scheme. The proposed plan will only cause more traffic holdups and deter locals from shopping in Harrogate.</p>
<p>Please join up your thinking on developments! We have poor infrastructure.. buses, schools, road works doctors and hospitals.</p>
<p>The essence of this survey misses the point. We all like trees and nice public spaces, but not at the expense of our road network.</p>
<p>So many areas that are crying out for improvement. Tacky bulidings, litter, neglect eg. Cambridge Street, Oxford Street, Buildings that are eyesores eg. Railway station, pink buiding between Everyman and Odeon, shops and flats between Kings Road and Cheltenham Crescent, building with masts on top in Leeds Road opposite Marks and Spencer.</p>
<p>The best thing to encourage people from outside Harrogate into the town would be a park and ride system. This was thought about many years ago and for some reason never implemented The only thing this proposal will encourage is sport cyclists racing around the town. It is seriously going to make traffic worse. The route around the town centre where there will only be one lane, will cause slowing down of traffic. Vehicles will be sat running their engines for longer, making the air quality much worse.</p>
<p>Sounds like an expensive white elephant which will probably never materialise anyway. The money could be better spent on a Park &amp; Ride and return to two-way traffic on West Park/ Parliament Street.</p>
<p>no</p>
<p>Waste of money which can be spent more usefully elsewhere Will kill the centre of Harrogate - it will be soulless</p>
<p>20 mph limit should be set in centre of town. 30 mph down Parliament Hill feels very quick when people are coming down the hill, sometime at higher speeds to catch the green light.</p>
<p>You have to create places around town centre where you can safely leave bicycle</p>
<p>Money could be better spent on Improving out of town facilities. Later buses , cash machines , doctors surgery, schools , drainage etc .</p>
<p>I feel disappointed. This is a chance to take the lead and make Harrogate a greener town but the oppportunity is being missed to maintain comfortable access for cars</p>
<p>Not wanted and been forced upon the residents of Harrogate to satisfy the local Council</p>
<p>A waste of money, there are far more important things that this money could be spent on that would have a far Larger benefit for residents.</p>
<p>The town centre is currently an embarrassing, scruffy mess with dilapidated buildings, uneven paving, litter, homeless etc.</p>
<p>This scheme is no more than a vanity project that will serve no real purpose.</p>
<p>Resident Parking close to the town centre, Park Avenue - Oval Garden area is already bad and during the day no parking is available for local home owners, as this area is</p>

<p>used by workers or people going into town. Reducing parking in the centre will make the streets close to the centre back for residents. Permit parking is needed to stop this happening..PLEASE LOOK IN TO THIS FOR Park Avenue and the Oval Garden areas.</p>
<p>You should be spending more time and resources in encouraging business to the town centre with a business rates cut rather than realising some fairytale</p>
<p>leave things as they are as they work&gt;&gt;Cycling is a leisure activity</p>
<p>No.</p>
<p>A waste of money and the wishes of local people and businesses are being ignored.</p>
<p>I love the ease of access that is currently provided. These plans negatively impact this. During the day I can quickly pop into town for whatever I need. Sometimes we cycle and the existing infrastructure is fine for this also. More cycle racks in strategic areas may be beneficial though.</p>
<p>Just a few little tweaks would make all the difference to what is a fantastic opportunity for the town, commerce and residents and visitors.</p>
<p>That money should have been spent elsewhere, eg having a park &amp; ride. Furthermore there are very few cyclists in the town.</p>
<p>What about deliveries to shop? What happens when a HGV decides to unload on a single lane road and locks the town centre up? Don't say it won't happen because it will, they won't hold back if nowhere to park. Town centre is already heavily pedestrianised in the right areas, and the one way system through town currently works fine. Put the tax payers money into something useful like building infrastructure on the outskirts of town, so congestion in town centre decreases, instead of closing MORE roads within town and clogging up streets.</p>
<p>Where possible, any roads need to be laid out as a single lane to prevent people darting between lanes to overtake traffic. This will naturally calm the traffic.</p>
<p>If you are serious about reducing car usage then spend the Millions of public money on free buses to all local residents regardless of age.</p>
<p>No</p>
<p>Waste of money. Do something more useful.</p>
<p>It is not needed and a complete waste of time and money. No one goes into Harrogate to "hang out", you go because you have a purpose i.e. bank or particular shop etc not to just spend the day lounging on a park bench. You are overlooking busy people who work full time, and instead focus upon tourism and the elderly.</p>
<p>The station Square improvements don't need road changes and seem to be the most visible benefit. Can't that be done for less money?</p>
<p>These changes are a vanity project as you councillors have bugger all else to do, they will cause so many problems.</p>
<p>This money needs to be spent on a Northern relief road to reduce traffic on Skipton Rd</p>
<p>Love it! Thank you for persisting! Great to see Harrogate become more friendly to people who walk in. It makes me much more likely to go in more frequently and be there for longer.</p>

I think the proposals will discourage through traffic through town - often people cannot get across town as all main roads are blocked - so use town as a cut through. Obviously this is not ideal for town - however, I can't blame people for trying to get to Leeds/York/A1 etc the fastest way
I'd like to know how the improved cycle routes in town will link to the roads into town. I live off Leeds road and cannot easily cycle as there is no safe cycle path
I really hope this goes ahead. It's positive and will mean a better place for people in town. If it looks more like a 'shared space' so the roadway is a little more seamless than roadway and pavement it forms a naturally better environment. Go for it!
It's just one area of the centre, not enough getting into & out of the centre.
Better money could be spent developing the old Harrogate council building, and really exploring creating a speedy tube-like electrified rail system to Leeds and possibly to York - people move to Harrogate often to work in Leeds and surrounding areas. Surely you want to continue to attract those sorts of affluent families who will need that transport.
The money should be spent in other areas that will make a difference to the commercial viability for our town to prosper. I don't feel that these amendments will make any difference to the issues that we have
Waste of money as always With what's going on at the moment I can't believe things like this are going ahead Because go ahead it will you completely ignore what the residents say that's why your out to consultation again just so you can claim to have consulted. I know this money is coming from central government and you see it as free money that you are desperate to spend. But as Margaret Thatcher used to say it's other peoples money Mend the roads. Create a park and ride
Spend the money and kill the twin off. Shops attract people, not traffic routes dreamt up by architects and wannabe politicians.
There are no arrangements to address the risks that cyclists and increasingly scooter users present to pedestrians.
Complete waste of time and money, the roads in Harrogate are disgusting, full of potholes, lights out of order or out of sequence and due to the sheer volume of traffic and poor road conditions, constant queues, delays and roadworks that never seem to improve at all, no one will come to this town, money should be better spent on the road system. It's wasted on trees and pedestrian areas when we are surrounded by trees and the strays. Total waste of money that could be better spent for a town that cannot accommodate anyone either by car, bus or rail due to the inefficiency of the roads
Waste of time/money. Make parking cheaper, get better shops!
Waste of money
Close Beech Grove to traffic and stop parking. No parked cars opens the vista of the strays to walkers & as no cyclists NO TRAFFIC ON BEECH GROVE PLEASE
You appear to ignore all valid opposing points as long as you get your way. You are not listening to previous concerns re air pollution concerns. You just want to spend

money unnecessarily at a time when that money could be used much more appropriately and morally!
Harrogate will need an effective Park and Ride for people travelling here from outside the area. Where is it in the plans?
not looking forward to the work it will entail but looking forward to the end result, maybe we should bite the bullet and say only buses and delivery vehicles are allowed in the area whilst the development is taken place..
This scheme has been a complete waste of money and doesn't deliver any tangible benefits
Seem superficial
Listen to your residents, and those who are also business owners (My family are one of them). Consider the whole town, and not such a small part of it. Think of the positive way people think of you when you listen to them, and act in their best interests, putting them before yourselves. People wont forget if this turns into a mess, and it's your responsibility.
Don't add more congestion than we already have.
The scheme needs to move it's focus away from bikes and cycling as harrogate is not the most ideal town for this. As someone with a disability and need my car I am struggling to see any benefit to this change for me other than the appearance of the town.  The focus should be on improving what is there without reducing the motor infrastructure which is key to many people like myself being able to visit the town centre
As above, more aspiration and clarity of thought. This looks like a jobs for the mates project rather than a well considered contribution towards good. Harrogate needs to build an ambition of being a tourist / conference destination of events. This project does little to enable this. It lacks inspiration and aspiration. There are plenty of spaces in Harrogate that need to connect to these kind of initiatives. This seems to stand in isolation. For example how does this pedestrian street link to other zones? How can this area learn from the disastrous effects others have failed to learn from? Pedestrianisation is great it needs to be part of a plan. I can't see it here.
This is a well thought out scheme and will benefit the town.
Please rethink about the amount of money you plan to spend on adding a cycle lane and replacing benches that we already have
Make the survey more widely accessible. It is so easy to say there is a survey but only a few people responded. Huge numbers of people are unaware of a survey - be up front and search for a true result before deciding
It seems all about a limited group of residents.
Air pollution will be worse not better with just one traffic lane
Stop going backwards and take on the real problems - through traffic get a ring road built



Doesn't go far enough. More cycle paths, more pedestrians roads.
Please ensure no plastic lawns are used anywhere. Genuine grass, trees and flowers town centre will be grid-locked!
Listen to the second stage feedback and amend the plans rather than find reasons to ignore it.tx
Putting cyclists and pedestrians together e.g. through One Arch, is unsafe.
The scheme sends most of its time on roundabout and lane design, and minimal effort on pedestrianisation. If you have to do that to con the government out of 11million, there may be validity. But there would be less public concern if the presentations did not seem to assume that it will go ahead no matter what anyone says. The roundabout at the Odeon looks to be a disaster in the making.
modelling does not reflect the sheer volume of traffic at current levels and congestion caused by additional cycle lanes and single traffic lanes.
The refuse bins in town. Are there any allocated to recycling? I've seen them in Leeds where they are plastic or glass or paper only. We should definately have these on each street
As usual a total failure to understand business needs and needs of the actual community. Pure greed- poor use of Government money- removal of mature plants is a shocking waste- For most of the year Harrogate is too cold and windy for any outdoor activities! So just who is going to stand and watch a performance or perform is beyond me. Women drive for their own safety. Public transport is inefficient and buses are not door to door. Harrogate is hilly. Those who work simply do not have the time to walk everywhere and if we cycle there is no where to shower- can't turn up to meet clients bathed in sweat and smelly. Those who cycle for pleasure head out of town to the Dales. Or children use the various facilities in the Yorkshire Showground or cycle in their immediate locale. Occasionally I see parents with children on bikes on Otley Road at weekends-no difference from before the bike lanes were introduced- from my experience most cyclists seem to prefer to stay on the road rather than risk hitting pedestrians.
I think you are assuming that people are all able bodied and have good access to public transport. People drive for many reasons, mainly because it is so difficult and/or expensive to use public transport or taxis. Harrogate is actually better than some towns now as there is affordable parking and space for disabled drivers and passengers. If you do this it will be very difficult for people like my elderly mother to go into town. I agree there should be a nicer bus and train station, but transport is not the reason people do not want to come into town. I don't believe you understand the issues. You need to attract good businesses into town by lowering business rates and providing incentives to innovate business-wise. Your plan will alienate the people who already come into town as it will be too much of a mission for them to do so.
The clean air argument is not really valid now as so many people are getting hybrid or electric cars.

You also need to invest in better, reliable, affordable public transport and subsidised taxis.
Parking charges in harrogate town centre are very expensive
Terrible prospect for those travelling by car from north to south. If Station Parade is to be made single lane for cars an alternative through route should be addressed.
Big mistake
There needs to be more consideration to practicality.
I cant understand why this huge amount of money is being spent to tidy Harrogate up, when a lot of Harrogate residents are worried about the utility bills they are facing and will be facing soon.
Yes, it's dumb beyond belief! You're going to push more traffic onto an already congested Skipton/Wetherby Road, so it's stupid
Why not try a live reduction of Station Parade to one lane? Lay out cones etc to block off the left lane to motor vehicles, beginning at the top of Cheltenham Parade. Trial for a week or longer and observe the effect on traffic flow. This will give a real-world indication of how successful or otherwise the single-lane part of the scheme will be. (I'm amazed this hasn't been trialed already given it's potential impact!)
Demolish the tower block.
I hope there is a plan beyond the design/construction for how the space is managed to ensure it is properly used and not a haven for anti social behaviour, rough sleepers etc.
People will not continue to use the town centre. This will not encourage people to walk, they will just drive elsewhere
People will avoid coming into town due to the long queues. Those of us who walk will continue too, but those that travel in are less likely to
We wish you well.
I would like to be more confident about the improvements being of benefit to mobility impaired, elderly etc
The money could probably be better spent on a project that didn't restrict traffic flow on a major town centre artery.
The money is focused on the wrong things in Harrogate. By time any green light is given and money is spent the world will have moved on and the plans will be outdated by the time it's implemented. Sort other infrastructure issues first with all the new housing developments proposed or completed.
All you lot care about are cyclists - no one else! The disabled & elderly people don't come into any of this - you haven't even consulted with us! taxis are unable to drop us outside the shops anymore; no extra buses for those of us who don't have the luxury of having one - its discrimination!! One Lane of traffic is ludicrous - McKenzie should be sacked for coming up with this if he hadn't already retired!! HBC are a laughing stock & don't care about disabled or elderly residents - we are being left to rot

I am concerned about the upheaval in creating this. We have suffered so much upheaval in the last few years and this has had a negative effect on travel ,particularly bus services.
upgrade the other carparks eg west park. make the roads in town 20mph have smarter traffic management in / out of town so that any cars move more freely - buses get stuck in traffic jams on Wetherby road and Skipton road too!
GOD HELP THE FUTURE OF HARROGATE with the current clowns in charge.
A waste of money. The footpaths in the already pedestrian areas are a nightmare for wheelchair users as they are so uneven. It would be better spending the money on that and maybe improving the area opposite the train station that is already there but not by making it bigger.
I dont see the scheme achieving its objective ,and the money it cost could be better spent
The traffic problems will not disappear until lorries do not have to drive through the centre to cross the town. West Park/Ripon Road, Skipton Road and York Place should be a large 'roundabout' round town, either with one way or two way traffic to allow transit through the town without having to go into the centre.
One Lane for drivers from station to Leeds in the town centre concerns me with the traffic build up
This scheme will be too disruptive for the property owners that live right in town centre & likely to effect property value when we are at the cusp of a recession, coupled with cost of living crisis with inflation at all time high
VERY negative - i do not think this is a good idea.
Overall I do not think this is a good idea, the majority travel via car so this will discourage tourists/locals travelling into harrogate as they will not want to be stuck in traffic and spending more money on fuel.
I do not think this is a good idea at all!!! I think the majority of people drive, therefore will have a huge negative impact on a large amount of people!
The current cycle scheme of running along East Parade, Bower Street and One Arch into town centre is fine (some crossing improvements would do well). Relocating it to along A61 by abandoning a traffic lane is not beneficial overall. I suggest you go back to the drawing board.
The impact on the town centre would be positive at the expense of the outskirts which already struggle with heavy slow traffic. With all the new housing developments the traffic is likely to increase. Are there any proposals to improve traffic flow around Harrogate? Skipton and Wetherby roads are horrific already!
The majority of people coming to Harrogate do so by car. This will limit them and discourage them to come. Public transport is too expensive and unreliable. It is likely to cause people to drive round and round looking for parking and cause congestion. There are other parts of town that need the work more than this specific part.
You're going to ruin the town. Nobody wants this. What a waste of money. Harrogate traffic issue needs fixing, not adding to by removing more roads for these already over

entitled cyclists. Instead, put in affordable parking. You'll notice Asda do very well with their car park daily usage. A lot of that to do with town public traffic. It's a car run world. Stop trying to force cycling on everyone and work with what's practical
Foolhardy proposed for the few. Not for the many, who will be greatly inconvenienced. Fall off off trade
its going to cause massive amounts of more congestion making station parade one lane and as the A61 is through route it will force traffic onto other bad roads for traffic for example the A59
The whole scheme is a waste of time, effort and money for changes that are simply not wanted in Harrogate Town Centre. It would be better to revert West Park and Parliament Street to two-way traffic.
Seems a waste of Money causing further delays in Harrogate which is bad already
Nope apart from clearly you haven't considered anyone but cyclist.
Please take the opportunity to reflect and improve the scheme once in place - change is constant and people's needs change. Don't implement and walk away.
Great idea to invest in the town centre and access by all
No
The Town has a dated Conference Centre - this attracts 250,000 plus people a year to the Town if this dies then Harrogate will not be a business centre any longer. Trains and the Access in and out of Town need immediate upgrade to allow Harrogate as a conference centre town to stay in the game.
This would be better planned if traffic on the Leeds- Ripon and South- Skipton route were diverted away from the town
I feel that yet again the needs of the pedestrain have been overlooked. This is a great opportunity to put pedestrains at the heart of town centre management plans but instead they are being put at risk by prioritising cyclists.
It would be ideal to see the 'run down' areas in the scheme improved and turned into an attractive landscape but I think there needs to be a focus on pedestrians and vehicle access rather than bicycles because the key reasons people travel into Harrogate are not usually suitable for a bicycle anyway.
Yes stop wasting money patchingvip the facade that Harrogate is. There are a high number of empty shops. There are also a number of shops that are so expensive people who live here cannot afford.
Improve parking, stop building more houses which will increase the traffic flow this is supposed to reduce
I would suggest that a temporary suspension of the parking on James St is expedited and a survey carried out to establish the increase or otherwise in footfall, cycling. In addition a temporary one lane system on Station Parade should also be implemented and monitored to gauge the effect on traffic and cycling in and around the town centre. This would provide a real time accurate portrayal of the effects of the proposal rather than a guesstimated desk top study.
Loss of parking on James St is detrimental to those who are unable to walk very far. Some people who this applies to do not qualify for a blue badge, so making it blue badge only would not help them

we do not need to alter existing centre--this is a spa town and needs to keep its character.Stop trying to increase visitors we don't want it'
If you are slightly infirm or old or badge holder James Street is a lifeline to park or for a relative to take and drop you. You can get to a few shops and bank. You wouldn't be able to walk that greater distance. I am fine but have taken others to town who are not. I would probably drive to another town where they are more considerate. Try surveying over 60s about riding a bike or walking to a bus stop to get a bus to get to town ! I do not support your proposals at all.
Please go ahead with the plans
The vast majority of people cannot or will not cycle. We therefore need access by car and on foot. Bottlenecks in the major through road will make matters worse for us all.
If it aint bust don't fix it. To even contemplate wasting so much money during a cost of living crisis is disgraceful
No need to change
The project fails to reflect that many people travel though Harrogate and without a by pas the town center will remain congested. Reducing road capacity will not reduce road traffic that us just wishful thinking. No testing of the concept have been trialled. Harrogate residents due to their age and infirmity frequently cannot cycle. Catching a bus can also be a challenge when you have walking difficulties. Instead you should focus on making it easier to use mobility scooters in the town center.
Stop trying to fix things that don't need fixing at the expense of the tax payer
My only concern is the disruption that will be caused in creating this new system. That needs to be well managed.
Poorly designed survey (strongly agree / agree / neutral / disagree / strongly disagree should have been options).
Some good elements planting, smartening drab 1 arch areas. However, making station parade inconvenient and time consuming for drivers will simply not turn us into a town of cyclists... planners are dreaming!
Plans should be more moderate- there is already plenty of space opposite the station - put some cycle lanes in and please leave James street alone. If you really want to help cyclists spend the money more sensibly on resurfacing the dreadful roads.
Ask the people who live and shop in Harrogate. Do not make decisions by the policy makers who do not live in the town.
Harrogate is a tourist destination. The disruption from this construction will stop people coming and will cause traffic gridlock.
I think the whole idea of a Station Parade development should be dropped.
Cycle parking is missing. More people have expensive electric bikes and secure parking is needed. We don't cycle more because we can't leave bikes safely.
Why reduce the use of non carbon powered vehicles.. embrace and accept them. We are not all going to walk or cycle. Our bus service is crap and trains take us to york Orleans. Harrogate is not a destination anymore. The only key facility is Betty's!!!!

for commerce not change
Once again the wishes of the majority off Harrogate populace and businesses are being ignored.
People used to come from Leeds ect for our shops . We have now lost all our stores and nice shops.
too much money to throw away which could be used better. reduce shop rents, get better shops, reduce parking charges, longer time limits on parking (reduced rates) sort the traffic on the out skirts of town so people don't get stressed getting into town.
Just don't make changes because it's on trend these thing soon fall into disrepair
I would be amazed if any of my suggestions were acknowledged and actioned. .
No
I can only repeat my common sense remarks above .
I know this is designed to encourage alternative modes of transport, but how will current traffic congestion be affected? Harrogate needs a bypass on the northern side.
I remain concerned about the overall capacity for passenger movement and the assumption that more people will cycle and walk than already do to get to the town centre. For outlying areas, public transport willll be critical and many will chose to use their own transport to go elsewhere without a good park and ride scheme in parrallel with this proposal.
An absolute waste of Poll Tax payers money.
Sack the consultants and self-serving councillors. Engage with schools, community groups, churches and ask for the input rather than biasedly worded so called surveys. You only ask the questions you want to and they are weighted to produce the results you want to hear. Be courageous and ask honest questions.
Think again, you are only doing it because the money must be spent. There must be a better use of the money
Waste of flaming money.
I just feel that the money could be better spent. Harrogate was ruined when the Old Market was 'improved'. Who can tell what this will do.
If the road crossings on the way into town it might I say might encourage more people to walk
Stop this plan and repair and resurface all the roads!
I am feeling that my family will no longer be able to access the town we have lived in all our lives.
Encouraging businesses to open new shops will be key to any improvements in the town. Creative opportunities for individuals snd small traders is key. Victoria Centre is very disappointing and an embarrassment when bringing visitors to town. The loss of the market has not been an impovement
Don't do it.
Please plan this carefully, this is big upheaval and a lot of work. Lets not have Otley Road 2.
Please listen to those who live here and care for its success!
The overall priority should be a complete pedestrianisation which is innovative and imaginative and will transform the attractiveness of HGT town centre . It could be

<p>stunning - it isn't and this won't make it so.          Look at the successful town centre transformations elsewhere and learn the obvious lessons - go for trees, water, natural stone</p>
<p>The consultation was undertaken at a time when residents were advised to stay at home. NYCC may have thought their endeavours in particular with Harrogate Libaray may have helped but local libraries including Bilton were closed. A request to extend the consultatin inview of the circumstances was refused. The questionnaire like many was pharsed in orser to provde the outcome required byh NYCC.</p>
<p>As I said before please come into the real world and vacate your fanciful so called environmental haven and deal with the problems that will affect peoples lives. Stop wasting Y money.</p>
<p>Complete utter waste of public money</p>
<p>As long as the scheme includes resources to keep it clean and tidy, particularly at night, it will be an improvement.</p>
<p>I would like more green space and better paving.. But unless the cycle paths connect out to the new housing developments on the outskirts its pointless putting them near the station, they also need to join in with the stray and onto Leeds road</p>
<p>Crack on. Fewer cars, more cycle and walk ways, enhanced public transport. More trees, more green space and (insect friendly) flowers... and, while you're at it, let the Stray run to Summer meadows every year.</p>
<p>As said before this is purely a vanity project for the sake of the vocal minority</p>
<p>I'm concerned how the traffic will cope with these mJor plans for the station gateway going ahead and if the work commences this will create road closures or use of tempert traffic lights this will cause further hazards as people are rushing to or from work school run shopping etc</p>
<p>Harrogate town centre is currently being held to ransom by motorists and their vehicles. This is exacerbated by the widespread prevalence of speeding by drivers - for example on the A61 southbound outside Waitrose.</p>
<p>Suicidal</p>
<p>Make cycling easy for citizens</p>
<p>I believe it is waste of public money. People who like to walk will continue to do so. Ido not believe that there will be any increase in people cycling into town, it's not practical in a hilly town with a large proportion of elderly residents. The money would be much better spent on improving public transport.</p>
<p>You've been given a grant to do it and think you need to do something..if it's to get more people into town get the big brand shops back...leeds Trinity is thriving many customers from Harrogate now shop in Leeds cos they've got shops..get them back and sort the buses out,more regular and cheaper..as for saying you'll make station parade one lane instead of 2 and it will only add 62 seconds to your current journey ....you are deluded..this town was a beautiful town and your doing your best to spoil it...and doing it very well..ps I'm a taxi driver and All our traffic lights in the town centre are timed wrong</p>

I'm a 71-year-old retiree. Spend the money on rural bus services - which are non-existent. It seems NYCC has made the decision to go ahead with the scheme so what is the point of another consultation?
The problem with the town road network is a sad lack of a proper joined-up ring road. A fully encompassed ring road would reduce <ol style="list-style-type: none"> <li>1. The traffic nightmare that is the skipton/Wetherby road daily queues</li> <li>2. Reduce the need for traffic going into town to bypass the Skipton road/Wetherby road queues</li> </ol> <p>This DOES happen on a regular basis. I have lived off the Skipton road since 2001. This IS the reality</p>
utterly ridiculous unless your a lycra clad clown.
I think the money that is being allocated for this scheme would be better spent improving current transport infrastructure within the town, such as improving public transport to service the new housing developments being built on Harlow Hill and Beckwithshaw/Penny Pot Lane.
It will discourage people from visiting the town & the town centre. People prefer their cars.
Even if people try to get a bus into town they still have to wait for a driver to drive it, otherwise you end up waiting over an hour because buses don't show up, as for discouraging drivers I hope you are still allowing disabled drivers into town
I am still concerned that buses will find it difficult to exit the bus station. Reducing width of Station Parade will hamper through traffic and possibly force it to use minor roads in town centre.
When are you removing those stupid horrendous useless cycle barriers on grove road
Try not to please everyone and stick to the plan. The future is for future generations.
A complete waste of money. As I have said the money would be better spent on repairing footpaths and not just in town centre. It's as if you have been given a sum of money and don't really know what to do with it.
As a democratically elected council surely the people/electorate should decide what is best for their town not a few bureaucrats steam rolling a poorly thought out idea onto them Money should be better spent on a ring road which has been badly needed for over 40 years. Where would we be now without the southern relief road Starbeck and Knaresborough would be totally grid locked. Exactly what this scheme will do to the A61, a road which runs through or bypasses many towns. No where is it chopped down to one lane
I think the town should make a dedicated parking area for disabled people and for families with young children.
The timing of the consultation left a lot to be desired. Unfortunately an extension due to current circumstances was not permitted
This survey is a waste of time as no views will be taken into consideration as it'll be "steam rolled" through without any consideration to views of the majority of the



public. Very poorly thought out plans reducing a main arterial road from 2 lanes down to 1 (used to be 3 lanes in the past with less traffic!). Common sense should tell the designers that this will lead to an increase in pollution not a decrease.
Be brave and take the lead. So many towns are ruined by traffic. I want a legacy for my children and for us all to love our town. Clean, green and safe
Get rid of through traffic not visiting traffic. Build a bypass
You should focus on fixing the roads and potholes before wasting all this money on something so minor and pointless
Spending money on making matters worse
I fear the business will generally lose out and it could be the Demise of the high street
This is the one chance you will have to sort out a safe cycling and pedestrian environment in the town centre. Use the chance wisely, these plans are not good enough
It would be nice to see more greenery if possible , possibly some nice recycling features for bottle lids and batteries
Terrible and useless waste of taxpayers money. Please do not proceed under any circumstances. Also these proposals are not democratic you are ignoring all the massive negative feedback.
Yes, maybe employ someone who actually runs a business successfully to offer up some advice. You probably won't listen to their good sense but at least that could be documented to reflect upon when it has all gone belly up.
Please don't waste this money. Please use it - as suggested - to improve the town centre. It badly needs money spending in the areas suggested to compete with cities like York that are constantly making improvements to attract visitors.
Keep the cyclists out!
Too costly and little value for the people of Harrogate
Open up the A61 to both way traffic and ease the congestion this is going to cause.
Unless rules and regulations are enforced such as no cycling in pedestrian areas walking within the town centre will remain a danger to pedestrians. No-one currently enforces no cycling rules.
The main way to encourage visitors and encourage locals to stay in the town is good retail. At present locals go to Leeds and York for the day shopping and use the restaurants and cafes during their time there. If Harrogate had decent shops (not just designer, charity shops and an overload of restaurants/bars) then locals wouldn't go on shopping days out elsewhere. I and many others use Harrogate town for chores e.g bank ing, opticians etc and May have a little browse if time. If I want to have a day shopping specially I go to Leeds or York. Harrogate has the restaurants, bars and tourist attractions now it just needs a great shopping experience. Lots more high street shops.
Looks idyllic on paper. Reality not so much
If you have the money to waste on another Otley Road while Elephant we will not be expecting any rises in council taxes . Be very careful about favouring some special interest groups over people struggling to cope with disabilities. How about mending our appalling pavements . Don't sell of the

<p>Council Nurseries land for more development. Plant more trees instead and replace those removed for all of the new housing developments.</p> <p>Improve the Otley Road traffic management for better air quality for children walking to school.</p>
<p>Listen to what residents have already told you!!!!</p>
<p>I think the best and possibly the only way to encourage people to use public transport, and therefore take advantage of the proposed scheme , would be to improve or introduce bus routes to the new housing estates in particular, and introduce a form of residents' bus pass, which would allow for cheaper bus fares for many more local people.</p>
<p>GO FOR IT!!! Well done - oh - and add some water points where people can fill reusable bottles.</p>
<p>it needs to change, at the moment everything is geared to car owners and that is unfair and out of sync with action on climate change and air pollution in terms of health .</p>
<p>Removing parking will make it more difficult for people with blue badges to be able to park close to shops and further isolate them</p>
<p>I still think letting cyclists and pedestrians mix without any boundaries would cause more accidents.</p>
<p>My home town of Rugby was pedestrianised in the 1970's and the net result is that it has killed the town centre. All the big name shops moved out to retail parks over the years leaving the town centre with closed businesses or charity shops. It's a depressing place. Just saying 🙄</p>
<p>This scheme is ill thought out and an absolute waste of money. It'll have nothing but a negative impact on the town and it's extremely worrying. You can add trees and make the town centre nice without making changes that will further disrupt the flow of traffic that the town already can't handle. In the age of online where many highstreets are dying we should be immensely grateful Harrogate is doing so well, but not take that for granted. People will soon work, shop and visit elsewhere in their car if Harrogate is too busy with traffic.</p>
<p>Spending £11M on what is a road resurfacing exercise is an outrageous waste of public money.</p>
<p>A vanity project to waste accessible government funding which will cause chaos during works and chaos afterwards</p>
<p>Whereas there are many ideas here that I - and many others - would have no objection to, reducing an area existing area of significant traffic flow (Station Parade) to one lane undermines the whole plan. It would ensure people will either get caught up in significantly worse traffic or avoid Harrogate altogether, impacting local businesses and jobs when we need to ensure a robust bounceback from Covid impacts and support our High Streets.</p>
<p>The proposals have very little by way of any forward looking considerations - given the majority of vehicles sold in the UK will be electrically powered within forthcoming years (and all new vehicles sold must be EVs by 2030), the proposal runs the risk of</p>

being fully functional just as air quality is already improving for these reasons. Why not consider ensuring all parking spaces in Harrogate have charging points instead? That would be supportive of businesses and assist a move to better air quality.
Should not be allowed spoiling the town centre and clogging it up with cars road to narrow through main part of town centre
I want to see charities such as Disability Action Yorkshire and groups supporting young families with prams and pushchairs along with someone such as Supporting Older People come out in favour of this proposal before any cyclist group.
Make changes as radically as you can!!!
Yes more buses for Duchy Road not everybody has a car and can walk to and from town lots of elderly people. At moment 9.30 and every hour till 2.30 Monday / Friday and if it's busy they don't turn up at all .
I think it is about time that we have some changes in the town center and make it a more pedestrian-friendly place, although I don't think it will change how people get to the town center. Also, I don't feel it's safe to ride a bike right next to a car lane as I feel it's very dangerous and I'd prefer to not be right next to all the pollution they produce.
I think the idea is pretty but just not practice. It's forcing people to not use their cars but people will still do this they'll just park inappropriately and use residential streets pushing the issue onto local residents
It is great for our town centre, I am concerned on the impact of the surrounding areas just outside the "centre" of town – but close enough for it to be a short walk. Around The Oval, on Park Road and West End Avenue it's becoming increasingly difficult to find parking for local residents, where commuters use those roads for free parking that's close to the town centre. We need other mechanisms to stop people parking all day in these areas, and need to consider where we should have disc parking.
An awful lot of money to achieve very little change
People in Harrogate are obsessed with cars. It's time to even up the balance and look at the bigger picture.
Please don't go though with it. No one wants it except yourselves! As usual! There are so many other things the money could be used for.
Don't stop at this. Make the A61 north and south safe for cyclists and make skipton road safe and make a safe road cycling route knaresbough to Harrogate
It is a scheme that will fail. It will ruin businesses. it will create traffic jams. It will increase pollution. It will make life less convenient and no-one will benefit. It smacks of a town with more money than sense, or one with a budget that has to be spent on something or it's lost. Not one person will cycle instead of using their car. How on earth do you do your supermarket shopping by bicycle? Why discourage the very people who come here and spend big in James Street? What about the through traffic, where does that go? The people behind this scheme will no doubt move on to something else, but their legacy will be a ruined town. I predict these plans will fail so gigantically, that it will be reversed after a few years. It must NOT happen.
If this proposal is implemented as I hope it will inevitably more traffic onto East Parade. This will create a further issue with the traffic lights at the exit from the train

<p>station and Victoria car park and also the pedestrian crossing near Rawcliffe's. These crossings and lights need to be better coordinated so that traffic by-passing the town centre is preferred to traffic exiting the train station. At the moment this with this please by delays caused by the traffic lights and crossings well you often get held up both within a matter of seconds rather than both showing red at the same time and therefore easing the flow of traffic.</p>
<p>Although not a cycle user. To much money Has been spent on that activity, buses could work if they went outside the town centre areas.</p>
<p>Cambridge street is horrible. Do this next.</p>
<p>The changes do not seem to justify the cost and congestion caused by construction.</p>
<p>Total waste of taxpayers money</p>
<p>Spend some time on Skipton Road and tell us then that a bench in the town centre is what we need</p>
<p>Cant see that air quality will be enhanced by traffic spending longer in transiting the town centre as a result of reduced capacity on Station Parade which must lead to more standing and idling vehicles. The two way cycle route conta to the main traffic will be dangerous to all users - cyclists, vehicles and pedestrians. Why can't cyclists be obliged to follow the one way system?</p>
<p>The current through traffic will have to go a much longer way around to get past the town &amp; cause much frustration to motorists who have no plans to stop!</p>
<p>A lot of money will be spent for very minimal advantage. &amp; a lot of disruption whilst being implemented. I do not have any problems with Harrogate as it is now. Out of the bus station across the crossing &amp; you are at the shops.</p>
<p>I am not sure whether these plans will discourage people to take their car into town, however the plans certainly support people that do NOT take their car into town.</p>
<p>I'm not sure that it is necessary. I agree thought has to be given to the environment but I don't think this is the way forward. Cheltenham Mount will get congested as there is no other way for Ripon Road traffic to get through town. Cyclists need educating. Take a test, pay Road tax and be insured S are motorists. Lots of improvements are put in place to accommodate cyclists at great expense but cyclists contribute nothing.</p>
<p>Trees may look attractive on plan but can restrict views along streets and break up frontages, making shoppers less aware of the location of other retailers/leisure outlets. Many questions are leading or biased. The survey raises no questions about whether the scheme will discourage car using shoppers from traveling to the town centre, likely increased congestion, effect of loss of parking spaces. Very poor survey.</p>
<p>You only seem to be looking at the scheme in a narrow frame of reference which I recognise is probably driven by the purposes for which the Government momey is available. If you ask the question what does the town centre need: the answer is measures to regnerate its retail for locals and visitors. This scheme will not achieve that indeed in my view it will have a negative impact on the already hard pressed retailers.</p>

<p>I'm so pleased that these plans are being brought forward. I've experienced in other cities and towns the difference better walking and cycle infrastructure makes to how welcoming a place feels. It's more calm, air feels cleaner, people sit and talk, take time to explore the space. It will lead to a significant improvement to how much time people want to spend in town - a destination, not a pit stop!</p>
<p>Don't do it. You'll just drive people to out of town retail parks eg knaresborough. Look how much busier these places are because cars can be parked outside the shops. Consider families with small kids and buggies and bags. Consider old people with access issues.</p>
<p>It's a great plan don't let a few businesses stop it</p>
<p>Think it is a lot of money to spend when the changes are not much different.</p>
<p>Please do not go ahead spending 10 million on a scheme which will be over budget and will cause congestion. My family are keen cyclist but we are not going to cycle in Harrogate to do our shopping. Who wants to shop in smart shops in Harrogate dressed in cycle gear. Harrogate is an upmarket town and it is a waste of money trying to attract cyclist to the town centre. The average age of shoppers in Harrogate during the day is over 65 and many cannot walk very long distances. I do not think there was a demand on the ground for this scheme. Your surveys should ask how many existing customers of Betty's would bike into town.</p>
<p>I think the One Arch area would benefit from pedestrianisation too. Vehicles currently use it as a cut through which could potentially be worse with the changes. It would also link nicely to the Nidderdale greenway which many people use to travel into the town centre too.</p>
<p>I believe it will discourage people from coming into the town.</p>
<p>Have some reservation about the single lane for Station Parade and hope the whole traffic system will be thought through to avoid bottlenecks</p>
<p>I think it is really positive and hope it goes ahead</p>
<p>I like the idea of safer roads for all, some drivers don't help the cause with selfish and inconsiderate driving, however some pedestrians and cyclists have the same faults and show a total lack of responsibility to their own well being.</p>
<p>Any change that reduces car usage and increases tree cover has to be welcomed</p>
<p>The money for the project would be better spent on establishing a park and ride schemes for at least two locations near Harrogate and subsidising buses so they actually provide a viable service to the area surrounding Harrogate including Follifoot and Birstwith.</p>
<p>We live in North Park Road - the traffic on this road is quite heavy and vehicles (including lorries and buses especially in the evening) often travel much faster than the 30 mph speed limit. Can traffic calming be included here please.</p>
<p>I think if you want this town centre to carry on filling up with phone and vape shops then go ahead with these ridiculous plans. People will simply stop coming here and as a 28 year old I know this for a fact, people just want things to be easy and knowing you have nowhere to park is not convenient for anyone. I think if the council would like to benefit the town it would be far more useful to consider lowering business rates as this would encourage nicer shops in the town</p>

<p>centre. There are SO many things that you could be doing to make this a nicer place to live, and quite frankly these plans should be at the very bottom of your list. I have lived here since birth and I will be so sad and disappointed to see this town turn to nothing.</p>
<p>I like certain elements of the scheme but think it needs more consideration away from the cycling lobby</p>
<p>This whole utter farce is a costly vanity project that will increase traffic in the town, potentially pushing other traffic through residential areas due to tail backs, the use of public transport in the area is low at best due to the demographic of this wealthy town, and car users like to use their cars.</p> <p>The cyclearty will scream for more access for their lycia covered road terrorist friends, but in reality it's not a lack of cycle lanes it's a lack of flat areas and terrible weather that put most people off.</p> <p>Your utter pathetic surveys literally are there to get your point across, I doubt any detractors comments are even filtered in or read.</p>
<p>Where are your air pollution figures specifically because of the grid lock you will cause and the effect on cold bath road</p>
<p>My comments have probably come across as rather negative. In principle, I'm in agreement with efforts to improve the station area of town / flow of traffic etc. My real concern is the cycle lanes which have to be negotiated &amp; travelled across as a pedestrian or driver.</p>
<p>Think about the safety of people walking</p>
<p>Clearly the road infrastructure is already at breaking point</p>
<p>You are avoiding dealing with the main North / South volumes of traffic, particularly at peak periods. Wider catchment of children for school buses would stop one parent one child drop offs. Why can't parliament hill be two way to save traffic queuing on the hill and around Kings Road and Cheltenham Parade.</p>
<p>If you make it more difficult for people to come into and park in town, they won't bother to the detriment of the businesses and town as a whole.</p>
<p>GP practices and local gyms could get onboard with the campaign. Providing education of the health benefits of walking and cycling.</p>
<p>Place the taxi rank on the existing small car park on station parade. Currently this has very few parking spaces. But if it was used for taxis it would be perfectly placed for the station, bus station and for getting onto station parade</p>
<p>Don t just divert traffic get ssydem going to sort out the through trFiic srnsibly then start tatting up the centre</p>
<p>Cloud cuckoo land springs to mind.</p>
<p>Please retain James Street as it is. Please have two lane traffic along Station Parade. A blanket pedestrianisation programme is not a one size fits all solution. Look at other towns where this has happened, town centres become desolate places at night, not attractive to residents and visitors. We do not have the climate for a cafe society so this option is very limited and subject to the North Yorkshire weather.</p>
<p>See previous response</p>
<p>total waste of money. Should be spent elsewhere.</p>

Please don't spoil what is left of Harrogate's uniqueness.
The proposals for the One Arch make no sense, it will still drip in bad weather. You plan to fell several trees. You say it is overgrown, well that's the fault of the council or the railways. If no one maintains it , it will soon look much the same as it does now
Another based survey.
Love Harrogate! Sort 36 bus from 1* to the 5 * it once was !
Good developments for a better future for the town
Fully support this
Please listen to the residents & businesses in the town centre, these plans have been approved by councilors who do not live in the town.
Please do more to encourage a move to walking, cycling and public transport!
The anti car movement that funds so much of national and local taxation and hence infrastructure is being penalised. There are no plans for any improvement to public transport at affordable prices to tempt people to move from the car.. For example the number 6 bus stops by 7pm. Car usage will increase by the huge number of peripheral housing developments where walking is not an alternative let alone bicycle usage. How many cars and lorries need to pass through the town without stopping? Park and ride does not appear to be an economic or practical option. The Victorians built towns for people not the "planners".
Yes. I would like to see some water points in the town, like what Scottish Water provide so people can top up their water bottles. I know Scottish Water is owned by the Scottish government. Privatisation of key public services is for the birds (and proven now not to work), and I am not in this consultation making the case for nationalisation. That is another matter. Here and now, Yorkshire Water could provide water points from the profits they make, which go to shareholders. Much more investment in infrastructure instead of payouts to shareholders is needed. Water points would benefit the town, residents and visitors in lots of ways, reducing plastic waste, signalling also that Harrogate cares about its residents, visitors and environment. Far better to be known for something like that rather than Harrogate Spa water from Danone, whose bottles are found with Harrogate's name on them littering the environment. Ridiculous business with no place in a circular economy.
I feel the scheme is inappropriate for Harrogate town centre and the funds could be made better use of elsewhere. Another town could benefit for instance.
This is just a vanity project doing nothing more than wasting taxpayers money , increasing air pollution slowing traffic and turning the town centre into a ghost town. Driving shoppers to our of town venues.
Harrogate has many problems relating to the loss of the Harrogate council, The need for funding to update the conference centre in an effort to retain conference trade, bringing trade & income to shops & hotels. The one thing it doesn't need is the ill advised Gateway project, which will deter rather than encourage visitors from coming to Harrogate. It will bring about the slow decline of Harrogate.
You ask in question 15 "Create more space for trees and other green features" but the legend doesn't show this in detail; e.g. where green plantations will be removed, there

<p>is only a legend symbol for where they will be "retained". Further, the number of proposed trees and greenery is poor in my view; there is plenty of room for more trees on the north end of Station Parade for example, not to mention Albert Street and on the west end of Cheltenham Parade. I would also suggest Station Parade square does not become devoid of nature and character and the tree cover is improved and weaves in with the needs of people to move around. Tacky giant games, entertainers, musicians should be avoided and tree cover increased to help all manage in the increasingly long and hot summers. No one will want to stay in the square if it becomes more exposed to the elements and devoid of nature.</p>
<p>This town can and must change to adapt with the times, I applaud the council for having the courage to push on with this very beneficial scheme.</p>
<p>Get in and do it now please.</p>
<p>A big mistake making congestion on station parade worse and more dangerous</p>
<p>No, but some of the questions on this survey have two potential answers which were not allowed.</p>
<p>Please leave well alone. Use the money for the things that really matter. We have enough pedestrian zones in the shopping streets and they have become unsightly and I certainly don't want to hang about in them. We have the beautiful Stray with plenty of space for people wanting relaxation and nature. Losing the access of James Street as a through road is a mistake.</p>
<p>This is a ridiculous waste of money</p>
<p>Are all the new materials necessary? It seems like a lot to spend at a time when people are struggling to manage day to day costs.</p>
<p>Piecemeal changes that are underway aligned with Master Plan do not appear to be linked to one another; that is the impact of any change is not understood. An integrated approach would be better.</p>
<p>What is the budget for scheme?</p>
<p>new resident - first time i have seen plans but living in south park road it may have an adverse impact!!</p>
<p>Again this survey and the website tries to elicit answers that the planners want to hear and stifles objection.</p>
<p>I am also livid that the planners think that they are engaging with interested parties in a timely fashion. I do try keep up with local affairs but the first I hear of this is by an email on the 10 August and already you have heard had the meeting on 4-6 August and I missed online forum too.</p>
<p>I don't think this scheme will cope with the volume of traffic on the southbound A61 on Station Parade, Cheltenham Crescent/Parade. Unless it can be contained within these streets, traffic at rush hour time will back up on Kings Rd and also Ripon Rd, making the junction of Kings Rd and Ripon Rd very congested. Pollution levels will be higher here.</p>
<p>Missed opportunity to make Harrogate town centre a vibrant and attractive place by limiting initial access for cars.</p>
<p>All this will deter people from coming into Harrogate</p>





Complete waste of money!
It is ill thought out; a waste of money and will make me less likely to walk into the town at night. It will have no effect during the day other than to increase congestion.
Hopefully this long overdue development gets the go ahead!!
You may not have thought of this but people will just go elsewhere!
Start again from scratch. Give back to Harrogate the elegance you have been slowly taking away over the decades.
You will never stop people driving and there will be very long tail backs right down Parliament street. It may look better but not sure it will make things better. Taking two lanes of cars down to one on an already busy road just won't work. You need to help cars move around the town better. People aren't just going to suddenly walk or cycle instead. Not in Harrogate. People are always rushing.
It's an investment that is going to the wrong project
Good luck and don't the nasty ones grind you down!
It looks pretty enough. I think it'll cause car congestion though. It won't encourage bus use - what WOULD encourage bus use is a reliable service - this change to the road layout isn't going to help the bus company achieve that. It won't encourage greater cycle use - Harrogate's a hilly town - being able to comfortably ride past the station isn't going to change that I don't think. I have no car, I walk, I use the bus. I'm pretty green. Giving me a better transport system - building more bus lanes or perhaps making some streets e.g. North Park Road bus only - covering a wider area of Harrogate than just the town centre would be better, from my perspective.
Once the scheme has been actioned it is important to share this information with Harrogate residents so that they can feel more comfortable choosing to leave their car at home and cycle
Public transport is becoming increasingly more expensive. It needs to be subsidized to make it more accessible and cost effective to use. There need to be more bus routes too. And old railway lines closed by Beeching need to be reinstated, thus making it easier to get in and out of Harrogate by rail and bus.
My opinions above regarding the positive or negative impacts are based on the current design. As a concept, remodelling the town centre is absolutely a move in the right direction. However, I personally feel a new, greener, more interesting and better thought out design is required for people to feel excited about visiting Harrogate over another town. Alfresco dining, much more greenery, musical events and increase in cycle stands would be a start. Presently, the amount of paving shown in the design is boring and unwelcoming, just another square built with profit margins in mind and not focusing on beautiful design and the psychology of how that encourages visitors.
It looks fantastic. I support it completely. I think it will be a real boost for the area and will make it safer for everyone.
The fact that we are discussing such an imaginative scheme makes me glad that I live here. I can't wait to walk through the new Station Square and into town for shopping or on a night out.
The town centre is west of station parade so most people are in the centre of Harrogate. People coming by road from the north will be very unhappy.

<p>The whole thing is a disgraceful waste of money but there is no way you'll give the money back so no doubt public wishes will be ignored. Roll on elections</p>
<p>Why are the council trying to waste more money to push this through. Huge backlash will come from the public (with the exception of one cyclist who would use it once a week and then go up Otley road not using the cycle path) The whole concept is pathetic.</p>
<p>the principle reasons given for the development is that it makes it easier for people to walk, cycle and take public transport. In reality it will make no difference to walkers and access to public transport. It will be made easier for cycling but the evidence of the Otley Road development is that there is no significant demand for cycling. My conclusion is that the in practical and economic terms it is a waste of money</p>
<p>Spend the rates money on something more positive e.g. Christmas lighting, or spend a significant amount of money and improve the Pump Museum so it becomes a gorgeous venue worth going to see.</p>
<p>For cycle lanes to work, the main arteries into/out of Harrogate also need to be bike friendly (for example, I currently live off Wetherby Road and would love to see a cycle lane there). I'm concerned that without the ease of getting to the centre on cycle-friendly routes, the cycle lanes being proposed won't be fully utilised.</p>
<p>Improve the bus station and One Arch. Leave the rest alone.</p>
<p>I reiterate my previous comment that it should be considered whether traffic flow could be reversed on Albert Street to compensate for the pedestrianising of James Street.</p>
<p>I would have liked to have seen more radical plans including full Dutch model on the roundabout and properly joining up cycle paths. I also don't think you will encourage bus use until the services are improved (especially at the beginning and end of the day) fares reduced and joined up with trains. But overall the scheme should deliver a significant improvement.</p>
<p>The scheme has some merits regarding open public spaces, but the continual resistance to accept that a single lane Station Parade will generate delays, driver frustration and pollution just ignores the obvious. It is a project that will generate rat runs and delays. But sadly then it will be too late.</p>
<p>I didn't notice any plans for any form of secure or supervised bike parking. As someone who regularly cycles, I am very aware that there are places in Harrogate where it is not advisable to leave a bike of any value (locked or not). I currently keep an extra bike just for trips into town, but would like to be able to use an eBike.</p>
<p>Very supportive. It's time to leave the 1970s behind!</p>
<p>I am not convinced that expenditure on these changes is justified by the likely results. I would prefer more radical solutions to discourage driving in the Town which would help to prepare for the reduction in the use of internal combustion engines in the near future (if this takes place - never underestimate the car lobby!) I would also like to see the removal of the ghastly Victoria Centre and its replacement by a proper Market Hall to encourage greater consumption of local produce.</p>

Gone too far with the cycle lanes. The majority of people in the town don't cycle and you are insisting on providing far too many cycling facilities to the few instead of improving public transport routes, park and rides and safe "park and walk" schemes
I live in a village out of town and have to use the car. Will we have park and ride facilities on the West side of town?
I cannot understand why you are persisting with this scheme. The majority of the feedback you have had has been against it. Tweaking a poor idea is not a good idea unless you come up with something good. This is not good. It seems to me that you have been relying on some very questionable reports on which you have built your plans. For example, there was one report which claimed that the average journey length in Harrogate District is a mile and a half! The fact that you did not question such an obviously mistaken comment is deeply worrying. Also, you are ignoring what the business people are telling you.
Face it: this is, however well-intentioned, a very bad idea. If you really care about the town you need to scrap this scheme and start again.
WASTE OFF TIME AND MONEY. WHICH COULD BE SPENT BETTER.
It should happen!
Spend the money on mini-roundabouts, remove traffic lights in certain areas, avoid closing any roads. The traffic hot spots created by this scheme are avoidable.
The "strongly disagree" and "don't know" buttons in Q14 and 15 are "hidden" and need to be scrolled along to find them - sneaky!!
Be a bit more ambitious!: Develop and communicate a comprehensive vision for travel in and around Harrogate in which specific changes like this can be understood
It is obviously a foregone conclusion as any of my concerns have been totally ignored. Appalling to have consultations then ignore the results.
The concept suggests that the residents will benefit, nowhere near as much as the developers and their supporters.
I believe reducing the vehicle lane directly in front of the station is a huge mistake and will exacerbate the already dire Harrogate rush hour (and School time) town centre traffic
Since returning to Harrogate 6 years ago I have been surprised and somewhat disappointed to find an attitude amongst some people which is negative and discouraging. The UCI championships, the Tour de Yorkshire, the Christmas decorations to mention a few. Other towns and villages around Yorkshire have entered into the spirit much more enthusiastically, and made a celebration of it. I think there is a danger of Harrogate becoming a bunch of Naysayers and falling behind in something which has to happen at some stage. With the average income in the area being what it is, we should be leading the change, not hindering it, and making sure it is a change for the better.
We need to take action now
I would be happy to see James Street pedestrianised but do not support making Station Parade a single lane

<p>To park in the town centre now for an time over one hour needs a 2nd mortgage! Shops are struggling in these times,look around at how many units are closed or closing,Harrogate is fast becoming a ghost town-lack of diverse shops etc,you should be encouraging businesses,this scheme will not encourage them</p>
<p>Publish the responses to this survey and listen to all residents not just the minority cycle lobby.</p>
<p>Deliveries to my flat will be impossible during the day. As im on station parade so will have to pay extra for deliveries out of hours.</p>
<p>Harrogate doesn't need a new Gateway. The existing pedestrian area in the Town Centre is appalling and hasn't been touched in decades. The roads and pavements around Royal Parade and Crown Hotel are a disgrace. Better to spend the budget getting these improved since these are the areas frequented by most tourists visiting Harrogate.</p>
<p>As someone who reflects on residents of Station Square, I feel these changes will drastically negatively impact accessibility for deliveries, visits from family/friends and add a longer walking aspect to their daily commute, which might have used to be a short walk to a parked car.</p>
<p>No</p>
<p>I agree with making the town more attractive, aesthetically and commercially, but this can be done without being anti-car and pro cycling. Most keen cyclists go AWAY from the town centre most of the time, and families cycling likewise use the Stray paths or other non town centre locations. Walking yes, cycling no, car access still yes!</p>
<p>Post covid town centres need to work to bring people together. This applies to all age groups. There are some places which could be improved by coloured tarmac (like steps near conference centre) and hoarding (near railway station) which need appropriate artwork. The essence of Harrogate is its elegant past so more than a nod should be given to reinstating that. To encourage people to use rubbish bins maybe we need a competition to design some steampunk containers that are interactive, to encourage people to use them? We need a few quirky things and we need quality for installations.</p>
<p>Wrong scheme does little to improve and will cause more idling traffic and more nitrogen dioxide.</p>
<p>The scheme seems to have been designed by someone who studied town planning in the 1970s and has learned nothing since. It does not acknowledge the way that normal people use transport in 2022.</p>
<p>Improving bus services/fares would encourage people to use cars and taxis less often. Fixing the dreadful crossings in the town centre would also help. There is already plenty of open space in the town centre which is not properly utilised.</p>
<p>When Parliament/West Park was two traffic traffic flowed quickly and easily from north to south which must have minimised pollution. Now it stop starts around the town centre causing congestion and high pollution. Reverting to the original system would be a less expensive and more effective way of reducing pollution and heavy traffic congestion.</p>

<p>I do commend facilitating facilities for disabled, cyclists, walkers etc. however it's seems to do what most 'diversity' schemes of late generally do - ignore the majority!</p>
<p>I strongly oppose any additional cycle ways I think their enough for the amount they are used and the Gateway plan is flawed</p>
<p>If all the development involved with this scheme should begin construction, then because all Councils are now having financial difficulties everywhere for other reasons, we could be left like a Bomb-site, with nothing finished. PLEASE DO NOT BEGIN all these changes until our political and financial futures are known and confirmed.</p>
<p>Get it started quickly!  </p>
<p>I do recognise that for some traffic at peak times the station parade make it congested or back up, so I think some thought needs to be given to sign posting of traffic around the town rather than through it.</p> <p>Secondarily I would like to ensure there is plenty of bike storage and electric charging points for bikes since E bikes and scooters are going to explode in popularity in the next decade</p>
<p>Water station to fill your water bottles like the one in Scotland</p>
<p>A waste of taxpayers money</p>
<p>The council continued to ignore council tax payers and just walk over opinions that don't suit them. Give the money back to the Government for needier causes</p>
<p>I just hope the execution matches the plans. E.g. the Otley Road cycle path was something I fully supported in theory, but the end of result of it has been very poor.</p>
<p>Don't let the bullies stop it.</p>
<p>The whole thing is a complete waste of Money which could be spent far more sensibly, for example simply cleaning the town centre, it is a disgrace!!!</p>
<p>Yes. I feel it is so important to get bus prices reduced. I drive to town with my family from Bilton. 2 hours parking costs £3.60. If all 4 of us were to bus into town it would cost about £12</p> <p>So until this is addressed, you will never reduce pollution/cars in the town. How are you to deter vandalism of these improvements? More CCTV should be included.</p> <p>Terrible that in living memory all the work done Station Parade already with the dreadful new shopping centre. Then the waterfall was filled in. I mean, this is our money you are spending!</p> <p>So all these changes are great BUT until public transport gets looked at, I don't see the point really. Costs of buses should be looked at first.</p>
<p>I live in Knareborough. If there were a few no stopping buses between Knareborough and Harrogate I'd lwave ny xar at home. As long as the current bus arrangements are in place I will continue to use my car for the 3 mile journey vetween the two towns. Ponder that. I never take the 36 bus between Harrogate abd Leeds because I have to add on a 20 min bus journey from Kboro to Harrogate. I travel to York frequently - always by car. You need to improve public transport if you want</p>

people to use their cars less. The proposals for Station square won't affect my use of my car. I will still continue to drive and if it's difficult to drive between Kboro and Harrogate I will drive to Leeds more often
Don't do it
I do find that experienced cyclist totally ignore cycle ways, this could be a problem on narrower busy roads
Please don't do this to our town. It will be a big white elephant, like so many other schemes like this have been before. This money could be much better spent in other ways like putting a train halt at the Iron Bridge near Skipton Road & Woodfield Road. This would be a more positive & useful way of encouraging people to use public transport.
Just don't do it! We are looking at a cost of living crisis that will impact small businesses and residents alike. This project will not achieve any of its stated aims and the money would be better spent helping those in need. A scandalous waste of money which will benefit no one.
they should be built on to encourage even more open space and active forms of transport. Don't worry about cars, there are plenty of other roads and ways to get around town. Not to mention a perfectly good bus service.
Bus and train travel will only increase when fares are more reasonable and timetables are better.
Madness
The video featuring a sunny summer's day in town looks pretty enough, but overall the scheme seems likely to have a negative impact on those who live in or near the town centre or who need to pass through the town en route to somewhere else. I'm trying hard to imagine the gridlock on a snowy day with a car broken down in the one lane available for vehicles. The scheme may encourage some people who are able to cycle to use their bikes to go into town but overall I expect it will decrease, rather than increase, people's desire to use town centre facilities. Young families in particular are wedded to their cars and it could be a better use of money to install a large number of public charging points to encourage electric vehicle use rather than alienate the large percentage of people who are unable to cycle or who cannot afford to buy bikes for the entire family.
I preferred the original design for the odean roundabout. It was more cycle friendly
No
Concern on trees on roundabout as some vehicles struggle to see when these get too big
Please scrap these proposals and start again with some realism!
Bus fair is expensive for single / return in and out to town centre.  Hence, currently we are encouraged to take a car or taxi if a couple or few friends can share a lift.  The lower the bus fair, the more people will use bus.

It is very hilly in Harrogate and it is hard for not only elderly.
I would like to use bus more often than car as we can drink. But bus fair really puts us off.
You will ignore what I think
Please install comfortable traditional benches - not some silly 'designer' types. Also, do not use that composite wood for slats. It's just rubbish!
You are killing an already dying town centre. Don't make it harder for shoppers they will just go elsewhere or shop on line as don't have the time to suddenly swap to walking or cycle just because u plant a few trees and put in lights and a load of Indian flags . If people did they would already cycle or bus . R.I.P Harrogate town centre
dont be so hard with small businesses in Harrogate. clean up the street first then fill the empty shops . encourage small businesses to streets like ,King Edward's Drive , Cold Bath Road, Leeds Road , Kings Road and Strabeck . dont waste money on silly stuff people dont care about.. shoppers need good individual sopes and clean street not fancy road layout.
I believe it is very positive but other ideas include a play area for children in the town centre, and also some development of the stray - particularly the big empty grass areas near the hospital. There is ample potential to retain large grassy spaces but also include a play area, outdoor gym equipment, small gardens, and wildflower areas etc. This would encourage more people to visit and use the stray, as well as being good for the environment.
Not on this scheme, but I would suggest some minor development on the Stray - as it is, it's a nice green space but I feel could do with some additional features - a wildflower meadow, for example.
This really is not a good idea changing Station Parade into one lane, why not put Parliament Street back to two way traffic, it worked well before it was changed years ago.
Changing the cycle lanes near the station is a positive signal and welcome, when cycles leave the town centre they are back to battling for a space on the road.
I prefer to come to Harrogate because I can get in and out easily and park reasonably. I would avoid coming in if parking difficult
I wish the public were more motivated to reshape our town centres more radiacally, but appreciate the work that has gone into this plan. Thanks!
Stop wasting money on decoration dressed up as grand schemes. Address the lack of safe routes for cycling. Consulting with keen cyclists is not going to attract non-cyclists to change their preferred mode of transport. Try cycling around with an eg. 8 year old and see how safe the cycle lanes are.
This will turn out to be an expensive lemon, just like the "improvements" on wetherby road which did nothing to improve congestion
Consideration should be given to how many older folk get around, biggest majority would not cycle , walking with bicycles zooming around could be very stressful.

<p>Harrogate parking charges are ridiculously high compared to other areas. These charges need to be reduced if we want more people visiting the town centre. Stop pandering to cyclists, the majority do not contribute to increased sales in the town centre. The range of shops in Harrogate is very poor, this needs to be improved. Homeless people/beggars needs to be stopped in the town centre.</p>
<p>I think a trial run of the scheme could help se how the traffic flows before finally starting the work and it being too late to avert disaster</p>
<p>See various comments above.</p>
<p>Are there plans to extend the cycling lanes beyond the current project in the near future, following completion of the Gateway project?</p>
<p>It would be great if there was money in the pot to reduce the number of cars going through the town centre by having a 'hop on hop off bus' or selection of bikes to hire that went round in a loop and people parked at an out of town site. Then there would less of an issue of congestion and the designs would then allow for more people to walk, bike etc around the town.</p>
<p>Smartening up the area around the station can only be good just a shame the station itself, the ugly, inappropriate tower block above it and the dreadful incongruous building on the corner of Station Bridge can't be demolished and rebuilt sympathetically.</p> <p>My main concern is the knock-on effects of reducing the carriageway to one lane which will be be made worse by the constant interruption of traffic flow by the emergence of buses from the Bus Station.</p> <p>I can see no reason to believe that the scheme will have any effect on the public's choice of transport.</p>
<p>Listen to those people who own businesses in the town centre. Do not let this exercise turn into another farce like the referendum on a ring road in the 70s. This said yes to the proposal but nothing was done. We need to be supporting business by bringing visitors to the town. Not discouraging them</p>
<p>It does not address the implications of the proposals on other roads, in particular the A59. Ignores those who do not nor wish to cycle.Does not take account of the local climate nor the increasing elderly population also the disabled. Appears not to have been trialled. Takes little account of local business concerns</p>
<p>I mainly travel to the town centre to care for my elderly mother who lives there and take her out shopping. We can only do that by car. Already it can be a stressful process due to the amount of traffic. If Station Parade goes to one lane that will be even worse and my diesel car will be adding to the fumes.</p>
<p>It is time to restrict car usage to make the town centre a better and healthier place .</p>
<p>Excellent plans, thank you.</p> <p>Please prioritise people with disabilities, pedestrians, people on bikes, bus and rail users so active travel is the first choice.</p> <p>It is time the drivers of private vehicles are pushed down the street hierarchy in Harrogate, (as is happening everywhere else), because it is safer for pedestrians and people on bikes and will therefore encourage more active travel. It is also a more equitable division of the limited space in the town centre between competing forms of</p>



<p>travel and the economic benefits for the town is evidenced.</p> <p>For visitors arriving to Harrogate by train or bus, Station Parade is the first impression of a town with a reputation for being beautiful, green and a visitor attraction. These plans make that reputation justified and will provide a quality space for all.</p> <p>The challenge in Harrogate is the reluctance to "change" away from car dominance, when in fact landscapes are constantly changing. If the change is not made with vision and considered design for all users, you end up with the unattractive, piecemeal space such as Station Parade now.</p> <p>I am looking forward to seeing Station Parade being a space to meet and linger in, as it was in the beginning of the 20th century.</p>
<p>Find some planners that actually know what they're doing. These plans are a complete waste of public money and are detrimental to the business and economies of the town.</p>
<p>This will create one big traffic jam around the town, so people will stop using the town Center, all the taxis and delivery drivers will be stuck in the traffic jams, it's time the government stopped wasting our taxes for these proposal's</p>
<p>There are plenty of other towns able and willing to redevelop their town centres and update their travel plans who I'm sure wouldn't be having a third consultation.</p> <p>Harrogate is far too car dependent. Removing personal vehicles from the town centre isn't a radical move it's actually very normal practice in many towns and cities in the UK and across Europe. Park and ride, better use of the rail system and safer cycling routes would create a much better environment for locals and visitors and a vibrant town centre. The decision makers only have to be confident not brave, because the evidence of successful pedestrianised town centres is well documented.</p>
<p>Why havent you sent details of the scheme? How can we comment without seeing them? Duh!</p>
<p>Yes the station should be made to be improved with historical elements, given Harrogates history is is the worst station I have seen for such an historical town!</p>
<p>The scheme panders to the wishes of a well-organised and vociferous cycling lobby. Harrogate is not known for its wonderful weather so to discourage vehicular travel in rainy times will negate any potential advantage for cyclists/walkers when it's sunny.</p>
<p>The reduction in through traffic time and mitigation for faster bypassing centre traffic infrastructure is not available at peak and other times is not included in the proposal. I have used existing bus and rail ingress and changed are not required.</p>
<p>need to look at it from the poin of view of cyclists, but also yes provision for people with disabilities too is very important, that bit is good</p>
<p>Concrete &amp; tarmac which will hold more heat &amp; create a poor wellbeing area for all including any wildlife that my service this terrible plan,</p>
<p>With climate change plus severe economic pressures Harrogate can lead the way.</p>
<p>I think that dedicated bus lanes need to be considered to make bus travel more reliable and preferred against private car use.</p> <p>I think that keeping buses running to time should be taken more seriously if you want people to leave their cars at home in the future.</p> <p>I think that Station Parade should be two way for buses and cycling only. By allowing</p>

buses in and out of the bus station it would make buses quicker, more reliable and they would use less fuel and electricity. It would mean rethinking this plan again completely, but I believe we need to think outside of the box if it is to make a real difference.

I walk through the one arch several times a week and I am upset to see that you still want to fell a lovely Scots Pine tree. It is beautiful and should be retained and worked around. It provides a natural division line which could be signposted for pedestrians one side of the tree and cyclists the other side. Please rethink, and preserve this Pine tree and work with nature!

More street trees are needed on the whole to give shade to shoppers on hot days. More planters and shrubs will soften all this new hard landscaping, much more is needed!

Sad to see there is still a plan to remove the mature Scots Pine tree at the entrance to the One Arch underpass. It's a lovely, characterful old tree which provides shade and greenery to this area and I think cycles and pedestrians could be routed around it.

Harrogate is somewhere I visit every year or so, and I have been doing it since the 70s. It's a charming town but.... dominated by the car. And is out of step with more modern practice in Northern Europe. Show Knaresborough, Skipton & Richmond how it's done. And for god's sake, sort out the BB Way. Remove that stupid gate.

Mainly filled out this questionnaire to ask that you don't chop the Pine tree down on the far side of the One Arch. It's my daughter's favourite tree because it looks like a giant catapult. She's loved it since she was a small child.

More trees in general would be great, but this one in particular would be upsetting to lose.

Don't chop the tree down at the One Arch please.  
Don't chop the tree down at the One Arch please.  
Don't chop the tree down at the One Arch please.

Like a lot of older people I rely on parking for just a few minutes to walk to the shops in town. This will be more restricted on that basis.

Please Stop these ridiculous plans. There was another alternative in the first consultation that was much better, on East Parade I think from memory. I would support that.

It seems an awful lot of money to spend on Yorkshire paving and hard landscaping when actually I can't afford to visit the shops in town, and I'm not sure how many other people can. I work full time...

I think it is a fantastic scheme that will enhance Harrogate as a destination for both residents and visitors alike

I was born in Harrogate and have lived all my life, over 60 years, within 2 miles of the town centre. I know what the problems are, and this scheme will only make matters worse.

Please publish, or let the electorate know how to find, the names of the councillors who support this stupid, stupid, impractical, unworkable vanity project, so that when

<p>election time comes around, they can be held accountable.</p> <p>How many hours each week do these councillors spend walking, cycling or driving into, around or through Harrogate?</p> <p>How many of them live within two miles of Harrogate town centre?</p> <p>What criteria will be used to measure the success of the project?</p> <p>When will the success or otherwise of the project be judged?</p> <p>What measures, and reserves of money, have been established to rectify the scheme, if/when it is judged to be unsuccessful?</p> <p>Surely any competent Client/Manager would have a Plan B!</p> <p>Please read the comments from the previous two consultations: they are still relevant.</p> <p>What evidence is there that more visitors will come to the town centre because instead of walking in front of two lanes of stationary traffic, they now have to only walk in front of one lane, and cycle lanes?</p> <p>How are cyclists expected to travel to Station Parade, and where are they coming from and going to?</p> <p>Have any drivers been asked for their views and how it will affect their journeys? (I'm sure plenty of cyclists will have been asked).</p> <p>How many extra cyclists are expected to use Station Parade? (This must have been evidenced, because...isn't that one of the the main points?)</p> <p>I repeat - Please read the comments from the previous two consultations: they are still relevant.</p> <p>Did I mention that the whole project is stupid?</p>
<p>I never saw any survey on the plans. They were presented as "job done" with decisions made and NEVER any survey of people's opinions. And even now we're being told that it's all done and dusted. Whatever happened to allowing local people some choice?</p> <p>This all smells of Northallerton style planning dept. Tell the locals what we intend and then tell them it's happening. Pure dictatorship.</p> <p>Maybe it was all conveniently buried under covid regulations.</p>
<p>Given the imminent local government reorganisation, this proposal should be withdrawn and addressed again by the appropriate replacement Authority when a new mandate has been obtained; this Gateway proposal is an inappropriate use/ waste of public money.</p>
<p>The proposals to revert Parliament Street to 2 way traffic have been estimated at £30 million. How was this figure arrived at. As a layman I see no major construction required.</p>
<p>Please could you improve the Ripon Road junction by the former council offices?</p>
<p>I would prefer more cycle routes, a park and ride, and a mini roundabout at the entrance to the bus station.</p>
<p>As already stated, changes have to be made in order for Harrogate to evolve and grow. Too many people are stuck in the past and are afraid of change. I would urge planners to work closely with the landlords of the empty retail units in Harrogate with the aim of encouraging retailers to move to Harrogate, thus ensuring that all shops are fully let (not discount type shops) to make the town an attractive place to visit (and live).</p>

I am proud of my hometown and we must nurture it , and continue to build on the positives to make it a place that is welcoming and attractive to families and children.
Good that a larger paved area would then be available in town centre for larger events. The xmas market last year was not a success in my opinion because everything was spread out. No atmosphere at all.
60% of the respondents to the first survey wanted station parade to stay as 2 lanes, the majority of businesses and residents want James to stay open... but it doesn't mater to you what anyone else thinks so long as the tiny number of cyclists get what they want. A complete waste of public money, which will be acknowledged as such once you've finished the job and hardly any cyclists use it.
We have a wonderful Town...let's not get stuck in the past & look to a new brighter future for Harrogate, that encourages more diverse ways of travelling into the town centre
This project is a significant step forward for walking, cycling and public transport and importantly contributes to reducing transport emissions in the Harrogate District. The decision to proceed must be taken at the earliest opportunity to avoid losing the government monies that are now available.
The basic ideas on traffic are good. The scheme is let down by the landscaping, which could be much better
the town centre is crying out for long term investment and improvement and I do not believe that a vocal minority should be allowed to derail these plans for modernising. times and shopping habits have changed - the car should not take priority over other more environmentally ways of travelling. The health of the population should have equal consideration as to the business community. I have until recently owned a retail business in the town centre and have been witness to a small group of very vocal 'Independent' business owners try to derail these plans and make the community believe that they speak on behalf of the majority of independent business owners - they do not! Most businesses see that change is welcome and customers habits have changed and the town needs to respond.
Poorly thought out and exceptionally poorly designed
As someone who doesn't drive a car, I am in favour of restricting traffic and encouraging buses, cycling (though Harrogate is too hilly to be good for cycling) and walking. But my problem is with restricting the A61 to one lane along Station Parade.
Improving the appearance of the area near the station is not a bad idea, but making it all about the cyclist is ludicrous - in no way will it encourage more people to cycle if they don't already. It won't ease congestion or encourage more people to visit the town centre - it will be more congested and discourage visitors. Ease congestion by returning Parliament Street to two-way traffic, as was intended when it was made temporarily one-way!
The perception that Harrogate does not encourage motorists, who live outside of Harrogate, to come to the Town to shop etc will continue to destroy retail businesses in the central shopping areas. There is little public transport available to us so better to go to places like Northallerton or to Leeds where there are convenient multi storey car parks very close to the main shops. The whole scheme panders to the minority

cycling organisations, who seem to be now running the Councils involved. The much talked about Park and Ride schemes are years away too. It will have a negative effect on the attraction of the Convention Centre to potential customers who see Harrogate as having fine shops as well as other amenities. This attractiveness will not last for long I fear. For heavens sake listen to the Business Community who are substantially opposed to this scheme. Has anyone involved in the scheme at a high level actually run a retail business recently ? I doubt it ! This scheme will only add to the worries of this sector and the comments in support of the scheme that say the scheme will support and grow retail sales is absolutely bonkers and doesn't reflect the current situation today. A crazy crazy scheme that will destroy the town centre as a business hub, destroy retail jobs and diminish wealth creation. I could even perhaps cynically surmise that because the public money, over £10 million and more, will come via the West Yorkshire Combined Authority's bid to Government, it will be music to the ears of officials in Leeds because if Harrogate declines (the convention centre and retail ?) then who will benefit ?

It should be halted immediately.

It is an utter balls up. they should be ashamed.

Businesses tend to be nervous of change but where schemes such as these have been carried out in other towns, the result for businesses tends to be very positive.

I think bottle necks are going to be created, until we have a bypass that goes all around Harrogate, as traffic will somehow need to cross Harrogate which will cause mayhem

Introduce mini roundabouts similar to Bower Road / Hookstone Chase /Bond End to increase and improve traffic flow greatly improving congestion and air pollution

Pedestrianising James street will be very dangerous late at night for women going home.

This money would be better spent trying to improve the current infrastructure around Harrogate to accommodate the growing population. In addition, encourage businesses to come to Harrogate as there are so many empty shops, and the town centre looks very unattractive and scruffy.

Regeneration is long overdue. The station area of the town is grim, unattractive and so out of keeping with the rest of harrogate.

I do not think the current scheme will be better for the town as I agree with the concerns already expressed that it will impede the flow of traffic, cause more pollution and cause confusion to pedestrians crossing two alternating cycle lanes.

Transport infrastructure must link up around the town and surrounding area. If a large population live within a 20 min cycle of the station then quality active transport infrastructure must extend this far.

If anything MORE planting would be useful, especially due to increasing frequency of heat-waves, which will be exacerbated by light-coloured paving reflecting the sun's heat. Tree canopies provide effective urban cooling and ecosystem benefits to local birds.

The plans are a positive step forward for the environment of the town. Construction contracts should contain mitigating measures against noise and dust during implementation to impacts on local residents and businesses.
Please get it started (and completed) as soon as possible!
Whilst there is likely need for constant refinement of the detailed design e.g. taking on best practice for junctions and crossings, the scheme as is would be an improvement on the current situation.
This huge investment in the town centre is a huge boast for local businesses at a difficult economic time and when online shopping and home working make the retail challenging. By providing a better designed public space the experience for shoppers should be enhanced. The reallocation of street space is both welcome and essential to encourage more active travel and public transport to improve air quality and cut carbon emissions.
By the time this happens the cost will have increased significantly as everything is going up massively at the moment. Where is the extra money going to come from?  It will ruin one of the best shopping streets in Yorkshire. You should care about that.  Where are these imaginary cyclists?  The congestion the construction will create will break the town, how is the council going to keep traffic moving?
It's a lot of money for cosmetic improvements. They would be nice, but other public services are perhaps more important - including public transport.
I'm afraid I have too many negative comments on this subject. Biggest problem is that whatever people say in terms of disagreeing with you won't make a blind bit of difference. The decision is made already. You are only asking because you have to. It's a really sad state of affairs.
How can you possibly think it will improve air quality when all that will happen is the traffic will stagnate due to there not being enough capacity? Before anything like this scheme is even considered the bus services would need to be improved/cheaper as anything but the most popular routes are woeful and transdev are horrendously expensive (the villages are lucky to even get a bus service, and just one ticket costs more than driving in), and there would need to be some serious discouragement of parents unnecessarily driving their kids to school. When it's the school holidays it's like a different town, scarcely any traffic on the roads. But during term time, gridlock. Maybe an American style bus scheme? But that would need to be in place for a long time first. Also, how can it be suggested there would be more room for trees when you'll be ripping a load out? Idiomatic.
I think that traffic calming measures need to be introduced on North Park Road to prevent so many cars and buses exceeding the limit
I feel positive and support these changes. I think they do not go far enough.
It is an unnecessary waste of public money.

Introduce elements of the design such as the extra planting, lighting and seating. The larger scale proposal is not fit for purpose to business', residents or visitors or the tax payer and will cause unnecessary chaos and expense.
What happened to the budget and plans around the saints area. Feels like an opportunity missed to connect people to the centre with better pedestrian and cycle routes. Feels like that ship has sailed and this could have been a contributor to the overall use of the centre
Harrogate needs to look forward and adapt its infrastructure to control excessive vehicle pollution and noise, so encouraging walking and cycling within safer zones and a greener landscape is a very positive policy and I hope it spreads to other parts of town and elsewhere.
It is vital that this very necessary change happens to improve the area.
Waste of money [from whomever it comes], prolonged disruption for no long term benefit. Families for example from the Otley Road developments, even though unsuitable cycle paths have been installed, will not travel into the town centre to do any shopping on cycles.
People are always resistant to change...
If the architects, consultants, planners and those that sign-off these schemes ran the peril of facing a Crown Court hearing and subsequent incarceration for the failings of the projects (on quantifiable metrics, not hearsay) five years after implementation, they wouldn't be so glib and laissez-faire about the whole thing and how they are prepared to push through such projects of folly to the detriment of the public at large. I bet these comments never get read out in open forum!
With the move towards electric vehicles air quality will be much less an issue. Bus transport to the outlying villages where I live is infrequent and very expensive unless you live on the number 36 route. There is no train service that I can take and no proposal for park and ride- the old Tesco's site would be suitable for the Northern villages. Harrogate is a service economy and will either without easy access. I will shop much more in Ripon
Cosmetically the area might look more attractive, assuming traffic congestion doesn't spoil the view and the level of pollution isn't too high. In the presentation on August 10th, there were a lot of modelling and 'expectations' expressed, in answer to audience questions. The nebulous answer to the practical question about Mount Parade residents' ability to access Cheltenham Parade epitomised this. I would like this project to succeed, but without reducing the amount of traffic accessing the area, I think it will not meet the optimistic expectations.
I am very concerned about the traffic survey which does not seem to consider the reduction from two lanes of traffic to one on Station Road. If the vehicle numbers are the same or slightly less, surely there will be double the congestion if there is only one lane for vehicles.
A necessary and overall beneficial adaptation in the long run
Should be more gradual and show more respect to hard working people of the town.

<p>It should be cancelled. Such a waste of money when there are far better ways to use it; with the cost of living hitting everyone.</p>
<p>You need to consider that air quality will improve by the roll-out of electric vehicles. Preventing vehicles from accessing the town may not be the silver bullet some believe. People have become very accustomed to personal transport and it will take more than single lanes of motor traffic to encourage folk to public transport. I do believe Harrogate buses, however are some of the best in the country, but the stigma of public transport being for the poor needs to be addressed otherwise the SUV's and monster trucks will continue to clog up the town.</p>
<p>Don't do it!!!</p>
<p>BUS TRAVEL - Cost of this needs to be more affordable to encourage passenger uptake. What future plans will there be to address poor traffic flow on major roads into the centre so that busses can run to timetable?</p>
<p>Don't waste public money! Lower cost of shop let's and making parking free for first hour all over town and the centre will thrive !</p>
<p>I think the plans look great and I would very much welcome their implementation. They will really enhance the town and create an accessible and welcoming place to visit, place to shop and spend leisure time.</p> <p>As part of this the active travel improvements and enhancements to the public spaces are very much needed.</p>
<p>This is such a positive step in creating a more environmentally friendly area and encourage people to exercise more. Thank you.</p>
<p>My only concern is the disruption to traffic during the time that works are taking place as other works currently already taking place make Harrogate ver congested at present. I hope this will be resolved once the works are complete though, and not ongoing!</p>
<p>Please do it! I think it would be great. We would defo tap end more time in the town centre if this went ahead!</p>
<p>Bond end was changed because of what the locals said would be better, listen to the people.</p>
<p>Harrogate has a large elderly population, also as people get older medical conditions appear. So there will still be a number of people that cannot walk or cycle and I feel there could be too much priority for cyclists and not all of them abide by the rules. I appreciate they have to be protected more but not at the expense of the general public who have to adapt to their medical conditions.</p>
<p>The scheme all sounds very positive however if rents remain high then we will not be able to attract businesses to open in the town centre and this is one of the reasons people go to York or Leeds because there is a wider range of retail shops. Currently there are no mid range shops for men to shop in such as Zara or Topman.</p>
<p>I think the proposals have been well investigated but do not go far enough. In trying to please everyone, the opportunity to make bolder changes has been missed.</p>
<p>Parliament St should be made 2 way.</p>



H.S GATEWAY MUST NOT GO AHEAD AND MUCH MORE THOUGHT PUT INTO IT.

THE WHOLE GATEWAY CONCEPT IS LUDICROUS. THOUGHT OUT BY "PLANNERS" WHO DONT KNOW HARROGATE WHICH IS A SPECIAL AND UNIQUE TOWN. TAKE YOUR HEAD OUT THE SAND AND MAKE URGENT PLANS TO RESTORE. THE NORTH/SOUTH A61 ROUTE THROUGH THE TOWN. RESTORING IT TO ITS FORMER GLORY. H.GATEWAY-SCHEME ??- BAH-HUMBUG!

The area could be made greener at much less expense and would be appreciated as long as the council could afford maintenance. The record on cleaning surrounding streets, e.g. St. James' Drive is not good. With respect to extra visitors, longer time spent the case is unproven.

It's dreadful. Just because you're given money does not mean you have to waste it on this dreadful scheme. Do you always have to go for the L.C.D?

The scheme which would keep traffic out of the town centre, make Leeds to Ripon a straight road along West Park, when this route was changed YEARS ago, all locals thought it would be reversed, we are still waiting?

Just don't leave us an unfinished or bombed out Building Site in a Bankrupt town. Thank you!

I think the proposals are a hugely positive step for the town centre. Harrogate has to move with the times and realise that total reliance on the private car and being able to park directly outside your favourite shop is an outdated and unsustainable approach to a healthy town centre.

The town is slowly dying because of this mindset and needs to change -- well done to the Council for trying to do something about it!

It tinkers with a problem; it does not provide a solution.

The idea of traffic lights that are synchronised would seem a good idea but one of the main problems are the lights at Parliament Street and coming the other way ie Ripon Road (Royal Hall) so starting at Cheltenham will not sort out the problem.

Looking at your photos of trees and plants (flowers), it may seem that your species Zantedeschia aethiopica is an Arum Lily whereas the picture of African Lily looks like an Agapanthus. It's only a small mistake but if this is an indication of care, I dread to think what else may happen!

The scheme was clearly a vanity project by Dan McKenzie. Now he has left the council, the Conservatives can do a U-turn and cancel the scheme.

I understand the £10.9 million will still be available for use in Yorkshire.

To continue with the scheme on the basis that the money will otherwise be lost is a false argument and a waste of taxpayers' money. I believe that this 3rd round of consultation is only being undertaken at this time because of the threat by Business and Property Owners in the area around Station Parade to challenge the scheme by Judicial Review. More waste of public money for no public benefit.

And finally, why do you continually argue that Parliament Street cannot be re-opened

to two-way traffic at a reasonable cost? This is the proposal the Business and Property Owners in Central Harrogate want to be progressed, NOT Station Gateway.

One lane up Station Parade would cause more build up of cars, vans etc up Cheltenham parade, so causing more emissions from engines which we are trying to avoid to obtain clean air.

Need a by pass

This is a vanity project by Central Government which could be focused elsewhere (improved pavements, street cleaning) in these stressed economic times.

Leave well alone and save taxpayers' money.

# Appendix two

## Emails received and responses provided via Your Voice

### Email 1

Thank you for the latest.

Questions about the modelling.

Does the model accept that continuous movement of vehicles, even if slow moving, is more efficient with regards to kinetic energy and less polluting than repeated stop-start?

Would it be technically possible to co-ordinate traffic lights and light controlled pedestrian crossings into a peristaltic pattern?

### Response:

Good afternoon,

Thank you for taking the time to get in touch.

Traffic modelling uses the data for the existing situation as a baseline, so this will include how traffic signals currently operate across the town. Air quality assessments also include this baseline information. The project is aimed to promote walking, cycling and public transport use (known collectively as 'active and sustainable travel'), rather than to promote traffic flow.

We continue to discuss with the County Council's signalling team as to what types of signals can be installed that will work with the existing network.

Please get back in touch if you have any further queries.

Kind regards,  
The Project Team

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### Email 2

A study undertaken in Harrogate shows that the area on station parade where the taxi rank is has a higher level of pollution than pre covid, this is part of the road that the scheme wants to reduce to single lane causing more queuing at peak times how can this be allowed when the aim of the scheme is to help cut pollution.

### Response:

Good morning,

Thank you for getting in touch.

Despite a small increase in nitrogen dioxide levels at the Station Parade taxi rank in 2021, 34.1µg/m<sup>3</sup> is below the national air quality objective for residential streets of 40µg/m<sup>3</sup> – well below the 2017 level of 46.9 µg/m<sup>3</sup> and in line with the 2019 pre-pandemic level of 33.6 µg/m<sup>3</sup>.

The air quality assessment does not consider modal shift (e.g. more people choosing active/sustainable travel).

Additionally, the air quality assessment did highlight areas within the network where traffic will redistribute, thus potentially increasing NO<sub>2</sub> levels. Work will continue on the Harrogate Borough Council Ultra-low emissions strategy and other initiatives to continue to improve air quality in the district.

Please get back in touch if you have any further questions.

Kind regards,  
The Project Team

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### **Email 3**

Where is the link to the webinar to be held at 6pm on the 10th August please

### **Response:**

Good afternoon,

Thank you for your enquiry, unfortunately your email went into the junk mail box.

Hopefully you were able to find the link, posted on the Your Voice consultation page before the event took place.

Our apologies if not – you can watch the recording of the webinar if you would like to do so: [https://youtu.be/\\_dyTp2Dz5vY](https://youtu.be/_dyTp2Dz5vY)

The recording can also be found via the project page.

Kind regards,  
The Project Team

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# Appendix three

## Questions submitted to Your Voice and answers issued

### Question 1

How do you expect people to get their multiple bags of shopping home if they walk/cycle in to town?

#### Answer:

Thank you for your question. Residents and visitors would continue to be able to travel into Harrogate town centre using their private vehicle if they choose to, and park in one of the c.6000 parking spaces that would still be available if this development goes ahead.

The purpose of improving accessibility into the town for active travel users (walking and cycling) and public transport users is not to stop people using private vehicles, but to offer safer alternatives for those who choose to leave their car at home.

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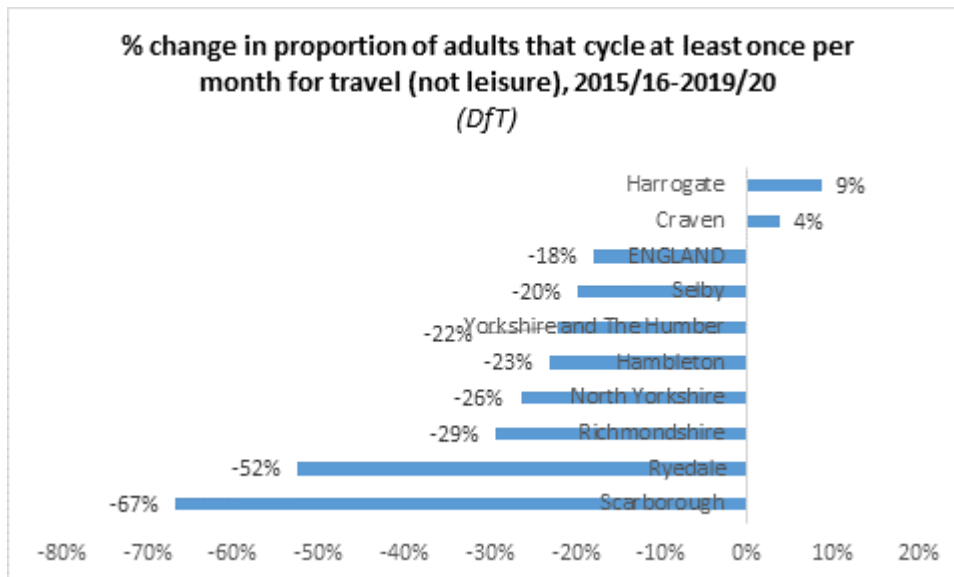
### Question 2

Where are all these cyclists coming from? We don't see many around. Have you not noticed that Harrogate's population is mainly older people who certainly are not going to buy bikes!

#### Answer:

Almost the whole population of Harrogate town is within a 20 minute cycle to the rail station. Whilst we recognise that not everyone can or wants to walk or cycle, studies tell us that people would like to walk and cycle more but are currently put off by road safety concerns and would be encouraged by having safer roads and cycle lanes, including segregated cycle paths.

Estimates for the district show that currently 3% of people cycle for work in Harrogate district and is increasing. This is in line with the average for Yorkshire and England, and slightly higher than the rest of North Yorkshire:



Government has an ambition that 50% of all journeys in towns and cities should be walked or cycled by 2030. Developments in cycling technology, such as e-bikes and trikes, mean that more people of all age ranges and abilities are able to cycle. For inspiration about cycling in older age why not look at this video: [Meet Brasjen, who – at the age of... - Dutch Cycling Embassy | Facebook](#)

### Question 3

Where's the phase 2 designs and why are you asking for people to fill in another survey

#### Answer:

Thank you for your question.

The phase two designs can be found here: <https://www.yourvoice.westyorks-ca.gov.uk/harrogateround2>.

We are asking people to fill in another survey to help us finalise the designs. During the latest design development, we considered previous feedback from residents and stakeholders, plus how things like utilities could affect the design. This third round of consultation provides more detail about the designs and additional information to help you answer our survey questions.

### Question 4

Are there any changes being made to Albert Street? In particular, will the direction of travel change from the current East to West to West to East when James Street is partially closed?

**Answer:**

Thank you for your question.

The only change to Albert Street is at the junction with Station Parade where more of the pavement will be built out. The direction of travel will not change. We have not yet determined if any alterations to the parking bays nearest Station Parade might be needed. Any alterations would be included in a future consultation on the proposed Traffic Regulation Order.

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**Question 5**

can I get a link to tonights webinar at Harrogate

**Answer:**

Thanks again for getting in touch,

Please join the event by clicking the link here in time for a 6pm start tonight.

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**Question 6**

Please can you advise why the new design for the station bridge /East Parade Roundabout does not comply with the core principles of LTN1/20 and you justification for this ?

**Answer:**

Thank you for your question.

Roundabouts can be particularly hazardous for cycle users and account for a significant proportion of cycle user casualties as they are generally designed for the smooth movement of motor vehicles, often at the expense of pedestrian and cycle traffic. Motor traffic is the main deterrent to cycling for many people with 62% of UK adults feeling that the roads are too unsafe for them to cycle on.

The LTN 1/20 Cycle Infrastructure Design Guidance published by the Department of Transport (DfT) places an expectation on local authorities to demonstrate due consideration to the guidance when designing new cycling schemes. We have reviewed the current scheme designs against LTN1/20 guidance and core principles of coherence, directness, safety, comfort and attractiveness. The overall scheme is considered compliant.

The current roundabout design provides protected off-road space for cycling so that cycle traffic is not required to mix in time and space with motor vehicle traffic. Whilst there may be different views about the directness of the route, it does not offer an inferior route for those cycling. We have also reduced the number of lanes in order to improve the cycling route. This does have an impact on vehicle movements, but one that is considered acceptable. In order for this junction to fully comply with LTN 1/20 as a 'Dutch'-style roundabout, expected traffic flows would need to be reduced. Otherwise the only solution remaining would be to signalise the roundabout. Neither of these options are feasible at the current time due to the need to maintain the operation of the network. We are proposing to conduct a safety audit to review the proposed design changes.

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### **Question 7**

What is being done to enhance the flow and parking of vehicles (especially cars) for those who don't want to use a bike or walk?

#### **Answer:**

Thank you for your question.

The Department for Transport's Transforming Cities Funding is specifically aimed at encouraging active and sustainable travel (walking, cycling and public transport use). North Yorkshire County Council and Harrogate Borough Council provide over 6,000 car parking spaces between them for on and off street parking. Many of the car parking spaces on offer are free (disc zones) and, where there is a charge, some spaces are as little as 50p an hour.

In addition, in 2019 the council launched the first town-wide smart parking offer, whereby people driving into the town centre can find a parking space in advance, pay for it via an app and be charged by the minute (as opposed to 30 minute blocks when using the Pay and Display machines). Smart parking also enables drivers to top-up their tariff remotely, allowing them to stay and spend in town longer and not worry about receiving a parking enforcement notice. Last year the County Council spent £8.565 million for highway works in Harrogate and just over £2 million for annual maintenance works. The vast majority of this spend benefits drivers of private vehicles.

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### **Question 8**

Nobody I know believes that the restrictions on station parade will only delay motorists for the very short period the consultants forecast. Why can't the council just restrict the



road for a limited time of day one week with bollards so that the public can get a better idea of what the real delays for traffic are likely to be? Surely that would be using a bit of common sense rather than rely on consultants trying to forecast such a scenario

**Answer:**

Thank you for your question.

Traffic modelling is conducted on all similar projects and uses tried and tested methods. You can read about the traffic modelling impacts we have considered as part of this consultation.

Whilst trialling would be possible in theory, simply putting out bollards would not provide a like-for-like experiment as it would not include the changes to traffic signalling and the active travel (walking and cycling) changes. For any trial to be conducted successfully, it would be necessary to allow sufficient time for traffic to go back to 'normal'. Such a trial would usually need around 4-6 months to obtain robust data, and would require a temporary traffic order. We would have to consider when would be a suitable time to conduct a trial, including the avoidance of any maintenance already planned.

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**Question 9**

To encourage more cycling into town and reduce car usage what provision is there for parking bicycles? A bicycle parking area with CCTV would be significant factor in how I choose to travel into the town center.

**Answer:**

Thank you for your question.

Cycle parking will be provided at Station Square and One Arch and should be covered by CCTV in the area. Additionally, we are working with Northern Rail to develop proposals for additional cycle parking at the station.

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**Question 10a**

You notified me today 10th August when it's too late to inspect the plans and that is not on and is not democratic. Please arrange for the proposals to be inspected at a later date

**Answer:**

Thank you for getting in touch,

The consultation closes at 11:59pm on Tuesday 23 August, just under a fortnight's time.

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**Question 10b**

I walk up and down Otley Road almost daily and different times of the day and over the last three months can count the number of cyclists using the new expensive cycle ways on one hand. The whole idea is a complete white elephant and no more expenditure should be allowed.

**Answer:**

Thank you for getting in touch.

Since Otley Road was originally designed the government has issued cycle design guidance called LTN 1/20 (please click for further information).

This scheme has been designed to follow this guidance and aligns with the council's Local Cycling & Walking Infrastructure Plans.

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**Question 10c**

Where have all the trucks and commercial vehicles travelling south gone.

**Answer:**

Thank you for your question.

Trucks and other commercial vehicles will be able to use the road network travelling south in the same way as other vehicles will. You can read more about the anticipated impacts on traffic here: [Supporting Information | Harrogate Station Gateway | Your Voice \(westyorks-ca.gov.uk\)](#)

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**Question 11**

Have you investigated the impact on other roads through the town such as Cold Bath Road, Victoria road and Beach Grove as part of your traffic assessment?

**Answer:**

Thank you for your question.

The traffic modelling for the scheme considers the impacts on the wider town centre, which includes traffic travelling from or to these areas.

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**Question 12a**

You seem to be fairly convinced that cycling into the town centre for work/limited shopping will suddenly take off after your "improvements". After taking into account previous questions about the higher average age in Harrogate, have you also taken into account that this is the north of England and most of the weather we get is cold and rain (excepting the most recent summers). This will put anybody off cycling to the town centre. People also need to bring bags/ documents/computers to the office, cycling isn't really an option, especially when you need to wear smart clothes in an office environment which is the majority of jobs in a town centre. I'm not sure many people would relish the thought of cycling to work in the cold /rain after getting ready/made up. It all just seems a little badly thought out and seems to be a knee jerk reaction to the govts green agenda.

**Answer:**

Thank you for getting in touch.

Age and weather are not necessarily barriers to walking and cycling, especially with the increasing popularity of ebikes. Whilst some people may not want to cycle in these conditions, others might find it an opportunity to do more exercise. Private business are increasingly investing in safe cycle storage and changing facilities to make it easier for people to travel to work. The Netherlands, Denmark and Sweden have very similar climates to the north of England, which does not appear to deter people from walking and cycling.

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**Question 12b**

Dear West Yorkshire Combined Authority,

I'm sorry but your response to my questions were not realistic or correct. I lived in the Netherlands for 3 years and it is a much drier/warmer country, please check this (and your other 2 suggestions) from the met office.

The infrastructure for cycling in the Netherlands is everywhere, but town centres less so, you cycle around but not so much in the town centres where you will park your bike and walk. Harrogate is clearly planning the opposite with no cycle access into town (so

you still have to risk the busy roads) and just a few cycle lanes in the centre....it seems a bit pointless. Also the average price of an ebike is between 1-2k, which is more than many people's family cars are worth...are you aiming this scheme at only the wealthier members of the public, or is there a subsidy scheme i haven't heard about yet? And you think people "might" see a rainy day as an opportunity to cycle to work in it...? Would you do it? Please can you publish the results of the survey where you gathered all of this information?

Kind regards

**Answer:**

Thank you for getting back in touch,

Northern Europe is often used as a meteorological comparison and the Netherlands, Denmark and west Germany in particular. The first two have good levels of cycling and many decades of road design that prioritises walking and cycling. They are therefore good places to learn from example.

The proposals in this scheme when added to other schemes, as identified in the County Council's Local Cycling and Walking Infrastructure Plan (LCWIP), do aim to provide a connected network of cycle access to the town centre.

Also, whilst ebikes are more expensive than standard bikes, they are considerably less than a new car and often second-hand cars as well, especially recently. Given the costs of maintenance and fuel, bikes are far cheaper than cars. Whilst not available to all, many large employers offer tax or loan schemes that can bring down the cost of a bike.

The outcomes of the survey will be published once the consultation has finished and analysed.

Please get back in touch if you have any further questions.

Kind regards,  
The Project Team

**Question 13**

Horrendous idea, harrogate is already very difficult and slow to drive around this will only result in a lot more congestion on parliament street which at present is terrible for traffic. Another point regarding the cyclists is that if you live in harrogate the last thing you're going to do is cycle through to town centre when we have stunning country roads to cycle down Money would be far better spent improving the roads as they are

absolutely riddled with pot holes to the point where I have kerbed alloys on my car and nearly fallen off of my motorbike. I cannot see the need for money being on changing an area of road which works perfectly fine, helps reduce congestion, provides lots of parking, everyone who drives down that road travels slowly so there's no risk to pedestrians I could go on and on. This is a complete waste of tax payers money!!

**Answer:**

Thank you for getting in touch.

The funding for this scheme is restricted to major capital infrastructure improvements rather than day-to-day maintenance. The scheme is to encourage more people to walk and cycle, not just for leisure, but also for work. Surveys suggest that there is a significant number of people who would like to do so but are put off because it doesn't feel safe. This scheme will provide safe cycle routes. If more people choose to switch mode of transport then it reduces the number of cars on the road for those who aren't able or do not wish to do so.

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**Question 14**

Have you considered where bikes will be parked? What are your security measures?

**Answer:**

Thank you for your question.

Cycle parking will be provided at Station Square and One Arch, and should be covered by CCTV in the area. Additionally, we are working with Northern Rail to develop proposals for additional cycle parking at the station.

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**Question 15**

Why are you pressing ahead against local opposition, you represent the local community, do you not?

**Answer:**

Thank you for getting in touch.

We are currently consulting with the public and stakeholders on the scheme design. We have previously carried out two consultations, the first of which showed support for the

principle of the scheme we are consulting on currently. We acknowledge that not all members of the community are supportive of all aspects of the scheme proposals but feedback to date suggests lots of people are, hence why the scheme has got to this stage. It should be noted that the Harrogate Congestion Study consultation also highlighted a public preference for more sustainable transport infrastructure.

Once the current round of consultation is over, we will analyse the results, amend the scheme where necessary and recommend a way forward to the NYCC cabinet to make a decision upon.

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### **Question 16**

Overall, the plans are OK. But in increasingly scorching Summers not only do trees provide shade, cooler temperatures and support nature, but trees and greenery are a quintessential part of Harrogate's character. So why are there so few new trees being proposed? I would suggest at least doubling the eight proposed for north end of Station Parade, plus lining Albert Street (no trees proposed at present and turning the Station Square into something of a green oasis rather than just boring paving. Also, the legend just shows a blank empty white box for cycle stands and heritage lighting columns. Is this intended? Where will the stands and lighting columns be located? Also, the legend doesn't seem to indicate what the little circles among the paving represent, nor the lines in which they are situated - I may have missed it. Thanks,

### **Answer:**

Thank you for getting in touch.

The project aims to improve biodiversity within this part of the town centre and introduce measures that help to mitigate climate change. As you say trees have many benefits. So, we are proposing to plant an additional 15 trees. The location, and therefore number, of these are informed by our knowledge of below-ground utilities and the amount of space available. We will seek to increase the number of trees if more information suggests this is possible.

The existing cycle stands by Harrogate Theatre will remain. Cycle stands are proposed in Station Square between the road and the vents to the west and at the south end of the square. Also, west of the railway line at One Arch. New stands are proposed on Station Bridge, the northern section of Station Parade. We are also exploring options for additional cycle storage at the railway station. The existing heritage columns on Station Square and the east side of One Arch will be retained.

The white circles/squares are a fault in the PDF and should match the surrounding paving.

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**Question 17**

Please can you confirm that the traffic flow decreases (3 cars per minute) for station road take into consideration there is only one lane available as opposed to the previous arrangement. Surely if the amount of cars only reduces by three per minute, but the road capacity has reduced by 50%, there will be greater congestion in this area ?

**Answer:**

Thank you for getting touch,

Yes, the traffic modelling takes the reduction to one lane into account.

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**Question 18**

I commented on the width of the two way cycle lanes and the hard edge that they had been given in the previous proposals, and pointed out that they reduced considerably the useable width of the lane as you cannot cycle close to a hard edge, unlike a painted line. The two way cycle lanes were already rather narrow. Have these comments been addressed in the current designs? It is not possible to tell this from the plans.

**Answer:**

Thank you for getting in touch.

Wherever possible cycle lanes will be designed in accordance with the guidance set out in LTN1/20. Site constraints and widths may mean that this is not possible in all places.

If the decision is made to progress the project then this is one of the things that will be detailed before a final design is completed.

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# Appendix four

## Ideas Tool

People submitted their ideas to the question: Add your ideas here on how to improve the town centre, so more people have the option to walk, cycle, catch the bus and the train. Your ideas will be considered as part of the consultation.

### Idea 1: Drop the plans

I suggest that the proposals should be dropped as they are clearly not supported by many people, now that we have the full details of the plans.

### Idea 2: Great Project for Harrogate

I like the scheme, it would make the town centre much more pleasant for walking and access for those by bike. The cycle lanes seem to have a large raised curb protecting them which would make me feel comfortable riding my bike into town with our children.. Please consider some safe cycling storage within a building undercover. The section of road on James Street - leading to station parade should be closed to traffic and be a cycling pedestrian area. The speed limit on Station parade should also be reduced to 20mph

### Idea 3: Disconnected so unlikely to achieve its objective - needs to link to where people travel from i.e out of the town centre

The scheme is a bit of window dressing around the station which will probably have adverse traffic repercussions around the rest of the town centre. What is really needed are proper cycle routes to/from all the areas in which people live and a rapid transport system, such as park and ride, for visitors from further afield. The proposal is being promoted as 'free money' but it is taxpayer money and to use it to best effect requires the scheme to be linked to other schemes to enable us to get into the town centre. I despair that the execution of the proposed plan will create something as unfriendly to cyclists as the Otley Road scheme.

**Comment added by another responder:** I agree. Fix the potholes on the main roads and add proper cycle lanes to A61, Knaresborough rd (not replicating the joke lanes on Otley Rd!)

### Idea 4: Build a by-pass

Build a by pass, remove the through traffic from the town center and everyone is happy. Improved air quality, less traffic, more space for those using the roads in town. Building a short section of cycle path in the center of town is not going to encourage people to travel down the main routes into town. Whoever expects people to use a cycle to do



their weekly shop/take large items and /or multiple bags home safely on a bike has obviously never ridden a bike!

**Comment added by another responder:** Could not agree more - but like the council tree preservation orders - please make sure there is a restriction on the council building retail outlets and drive thru all along your new road! Have you tried to navigate around York past Clifton Moor and Monks Cross?

**Idea 5:** Trial one Lane using cones to see impact on congestion

Come off one lane (for say a month) and model traffic flow/congestion before committing to this permanently

**Comment added by another responder:** I agree

**Idea 6:** Show that it can be done, has been done.

Copenhagen decided many decades ago to lower the priority of the car in their city, now 49% of all journeys each day are made by bicycle. Cycling over 1 million km every day. It was not an easy transition to achieve but we do need to start the process.

**Idea 7:** Free parking for all - not just Council Employees

Commuters need to be encouraged to park and catch the bus or the train for their onward travel: In Ripley and South Stainley both places recently introduced parking charges as people were parking to catch the No 36 How does someone in a surrounding village such as Markington get to catch the No 36 without a long walk? In Pannal and Weeton at the train stations parking should be made readily available to eliminate the chaotic on street parking. Hope someone thinks about Maltkiln and ensure sufficient free parking provision at Cattal train station - I expect not - as the money will have been wasted on paving stones and a water feature

**Idea 8:** How about publishing the plans in documents that don't take 5-10 mins to load?

Not everyone has access to fast broadband. I gave up waiting after 5 minutes for the pdfs to populate the first diagram.

**Idea 9:** Trial the plans!

Logic surely dictates that before committing such a large budget to a controversial and potentially disruptive scheme, the plans should first be given a trial period with lane and road closures. Any resident who has regularly used the town centre over a period knows that the traffic frequently backs up from Station Parade down Cheltenham

Parade at busy periods. This already causes a knock-on to the junction at Kings Road and subsequently, the lights at the bottom of Parliament Street. It is almost impossible to see how reducing traffic flow on Station Parade will not exacerbate this issue. Spending a budget because it exists does inherently represent good urban management. Those who appear wedded to the scheme should have the courage of their convictions, and allow public comment after a trial period, not based purely on a hypotheticals and an untested plan.

**Idea 10:** 20 mph Maximum speed limit

For safety and pollution reduction have a properly enforced 20 mph speed restriction in the town centre.

**Idea 11:** Fully pedestrianise James St, get on with the other active travel works that have taken years.

**Idea 12:** Bicycle parking area with CCTV security

**Idea 13:** Cycle Lane link to Nidderdale Greenway.

The plans don't show any clear safe link to Nidderdale Greenway cycle route, if there isn't safe ways to link these new cycle routes to existing routes then it seems a waste of time and money.

Cyclists need a clear safe route into Harrogate centre, then somewhere safe and secure to park their cycles when they arrive in Harrogate.

**Idea 14:** Across Town Travel

Regular bus services are heavily required for travelling across town, from Starbeck to Beckwithshaw and back... Currently have to take 2 buses for one trip, and the bus from the town to Beckwithshaw only runs at odd times with only a few services daily.

**Idea 15:** Before 11million pounds are spent on a really stupid idea, I suggest you block off one lane at the BUS station for a week or more. Chaos!!!!

Two lanes up Cheltenham, to mainly turn right past the Bus station, what are they going to do???? FIGHT for the only lane????

**Idea 16:** It looks nice, but is it the time to spent such a budget? People is struggling with other things at present, not walking or cycling to town

Not the right time for this

**Comment added by another responder:** It comes from a national fund

**Idea 17:** Please look at playable cities.

Playful installations that encourages social dialogue. <https://www.playablecity.com>

**Idea 18:** Not enough new trees

In increasingly scorching Summers not only do trees provide shade, cooler temperatures and support nature, but trees and greenery are a quintessential part of Harrogate's character. So why are there so few new trees being proposed? I would suggest at least doubling the eight proposed for north end of Station Parade, plus lining Albert Street (no trees proposed at present and turning the Station Square into something of a green oasis rather than just boring paving.

**Idea 19:** More Landscaping and Trees Please.

Great scheme and opportunity to enhance the town centre but Please add in more interesting greenery throughout and tree cover (increase wildlife / reduce temperatures). There is too much reliance on sterile grey paving. Please try to retain the large tree by One Arch as it looks like it has been removed. Station Square needs more tree cover and planting interest.

**Comment added by another responder:** I totally agree on both points. More trees and greenery would also be a welcoming sight for people arriving by train and bus. It would be heartbreaking to see the loss of the tree by the One Arch. It may be to do with the groundwork, but I'd rather have a tree than the proposed changes.

**Idea 20:** More trees and shade needed in town center and areas to rest/sit where children can play safely.

The Town center excludes so many as you have to pay to 'be' anywhere - purchase something. Need more areas that can just take time to have a rest or snack/picnic for those that can't afford to eat out but still want to feel they are out and about and part of the buzz of town center.

**Idea 21:** Southbound Traffic Flow

I also would propose trialling the scheme, particularly at the Cheltenham Parade junction with Station Parade. There is already major congestion here which will be exacerbated by this scheme unless the Southbound through traffic is give much more priority. Why not get rid of the traffic lights at this junction and only have one set of pedestrian crossing lights on each of the two approach roads. Many of the cycle lanes appear to end abruptly on pavements with consequential dangerous clashes with pedestrians and/or traffic. The cycle lanes must also be coordinated with a wider

network of dedicated cycle routes throughout Harrogate or they will be of no use. Use the Stray on the South and West sides for new cycle lanes thus avoiding further disruption to traffic. Overall, the money would be better spent on a more practical and useful wider scheme.



Find out more

[westyorks-ca.gov.uk](http://westyorks-ca.gov.uk)

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All information correct at time of writing

**End of Report**