

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 July 2021

Transforming Cities Fund Progress Update

Report of the Assistant Director – Highways & transportation

1.0 Purpose Of Report

- 1.1 The purpose of this report is to update the Corporate Director, Business and Environmental Services and the BES Executive Members on progress of the Transforming Cities Fund schemes in Skipton, Harrogate and Selby

2.0 Background

- 2.1 £1.28bn (capital funding) was made available to city regions to bid for schemes to be delivered by 31 March 2023 through the Department for Transport's (DfT) Transforming Cities Fund (TCF). Leeds City Region has been successful in securing £317m of funding.
- 2.2 The aim of TCF is to 'drive up productivity through improved connections between urban centres and suburbs' with a focus on investment 'in infrastructure to improve public and sustainable transport connectivity'.
- 2.3 As part of the successful Leeds City Region bid, North Yorkshire County Council is leading on delivery of a £31m programme with our partners at Skipton and Selby District Councils and Harrogate Borough Council, under a funding agreement with the West Yorkshire Combined Authority (WYCA).

3.0 Skipton

- 3.1 Feasibility design and first round public consultation have been completed and approval to proceed to preliminary and detailed design on all scheme elements was given at the 25 May 2021 meeting of the Executive.
- 3.2 The West Yorkshire Combined Authority have published the final consultation report, which summarises all consultation responses received, including detailed public and stakeholder comments. The report is attached at Appendix A.
- 3.3 The consultation showed good levels of public support with all elements receiving 54% or greater very positive or positive responses. A review of the Broughton Road segregated cycle lane proposal is being undertaken as part of preliminary design to address concerns regarding the alignment of the cycle lanes.
- 3.4 A Constraints workshop has been held to investigate realigning the cycle lanes proposed for Broughton Road and this indicated that the physical constraints are such that this would not be possible within the time and budget envelope available.

- 3.5 Following the workshop a refined scheme option for Broughton Road is being developed aimed at addressing public consultation concerns and reducing delivery risks, this will focus on improvement of footways, bus and taxi infrastructure and providing high quality public realm for sustainable transport users. It will incorporate prioritisation of on carriageway cycling through optimising traffic speed and carriageway widths. This option will be presented in September as part of the preliminary design update – including a seminar for Local District and County Council Member input.
- 3.6 The West Yorkshire Combined Authority have completed their appraisal of the Outline Business Case for the Skipton scheme and the release of further development funding for preliminary and detailed design was approved at the June Investment Committee.
- 3.7 £934k of development funding was approved and additionally the indicative approval for the full scheme value was increased from £5.8m to £7.8m to recognise updated scheme costs including Risk and Contingency sums which were not included at Strategic Outline Case stage.
- 3.8 A further public consultation on the preliminary designs is planned for September, following which the detailed designs will be completed and a planning application submitted. It is anticipated that the final proposals will be taken to the March 2022 meeting of the Executive to seek a decision to implement. It is anticipated that scheme construction will commence in June 2022.
- 3.9 Completion of the scheme by the DfT deadline date of March 2023 remains challenging. Additionally the principle of accelerating packages of work possible under permitted development rights is being investigated which could allow an earlier and phased submission of business cases and an earlier start on site.

4.0 Harrogate

- 4.1 Feasibility design and first round public consultation have been completed and approval to proceed to preliminary and detailed design was given at the 25 May 2021 meeting of the Executive based on the 1 lane Station Parade option and pedestrianisation of the eastern end of James Street.
- 4.2 The West Yorkshire Combined Authority have published the final consultation report, which summarises all consultation responses received, including detailed public and stakeholder comments. The report is attached at Appendix B.
- 4.3 Good levels of support were received for both the 1 lane Station Parade Option and pedestrianisation of James Street. Concerns raised through the consultation process focussed on the potential congestion impacts, throughout the preliminary design phase the traffic modelling work will be continually updated to ensure potential impacts continue to be clearly articulated and understood.
- 4.4 The West Yorkshire Combined Authority have completed their appraisal of the Outline Business Case for the scheme and the release of further development funding for preliminary and detailed design was approved at the June Investment Committee.
- 4.5 £800k of development funding was approved and additionally the indicative approval for the full scheme value was increased from £7.9m to £10.9m to recognise updated

scheme costs including Risk and Contingency sums which were not included at Strategic Outline Case stage.

- 4.6 A further public consultation on the preliminary designs is planned for September, following which the detailed designs and final business case will be completed. It is anticipated that the final proposals will be taken to the December 2021 meeting of the Executive to seek a decision to implement.
- 4.7 Scheme construction is anticipated to commence in February 2022 following approval of the Final Business Case by the West Yorkshire Combined Authority. Completion of the scheme by the DfT deadline date of March 2023 remains challenging.

5.0 Selby

- 5.1 Feasibility design and first round public consultation have been completed and approval to proceed to preliminary and detailed design on all scheme elements was given at the 25 May 2021 meeting of the Executive.
- 5.2 The West Yorkshire Combined Authority have published the final consultation report, which summarises all consultation responses received, including detailed public and stakeholder comments. The report is attached at Appendix C.
- 5.3 The consultation responses indicated good levels of support for all the scheme elements. All elements received 57% or greater positive or very positive responses, with the exception of closing Denison Road Bridge to vehicles (45.9% positive or very positive, 18.4% neutral).
- 5.4 Following submission of the Outline Business Case, The West Yorkshire Combined Authority have chosen to delay full consideration and have requested that an update is submitted in autumn to allow for further work on cost, scope and land purchase to be undertaken. In the meantime the release of development funding for Preliminary and Detailed design has been approved in the sum of £972k.
- 5.5 A further public consultation on the preliminary designs is planned for October 2021, following which the detailed designs and final business case will be completed. The team are engaged with the Selby Places and Movement team to ensure that cohesive proposals which take account of the potential impacts of both initiatives are presented.
- 5.6 It is anticipated that the final proposals will be taken to the August 2022 meeting of the Executive to seek a decision to implement, and construction works are anticipated to commence in November 2022. Completion of the scheme by the DfT deadline date of March 2023 remains very challenging.
- 5.7 The principle of accelerating packages of work possible under permitted development rights is being investigated which could allow an earlier and phased submission of business cases and an earlier start on site.

6.0 Scheme look ahead summary

6.1 The following table summarises the key look ahead activity and anticipated timing:

Activity	Skipton	Harrogate	Selby
Consultation	September 21	September 21	October 21
Executive Approval	March 22	December 21	August 22
Final Business Case Submission	March 22	December 21	August 22
Start on Site	June 22	February 22	November 22

6.2 In addition to the further consultation window, ongoing stakeholder engagement is being undertaken across all three schemes to assist with progression of the designs.

7.0 Programme Procurement

7.1 Following approval to proceed with contractor procurement at the March 2021 BES Executive members meeting the procurement strategy has been approved through Gateway 1.

7.2 The exercise is being undertaken as a call off from the Crown Commercial Services framework and is based on an Early Contractor Involvement contract with suppliers able to bid for the package of works in each town separately or for multiple towns.

7.3 An Expressions of Interest exercise is currently underway and will be followed by the anticipated publication of Invitations To Tender in August 2021.

7.4 It is anticipated that successful contractors will be appointed in October 2021 and will undertake input into finalisation of designs being undertaken by WSP and also construction planning work.

8.0 Equalities

8.1 An Equalities Impact Assessment is attached at Appendix C.

8.2 The proposals are currently at an early stage and have completed a first round of feedback, the intent of the schemes is to improve accessibility to and within the town centres and the design philosophy moving forward will be to comply with current legislation, relevant standards and best practice and to seek to incorporate views received. The Action Plan developed will be maintained and evolve through the next design phase and subsequent stakeholder engagement and ensure that concerns can be addressed.

9.0 Finance

9.1 This programme is funded from the Department for Transport's Transforming Cities Fund as part of the Leeds City Region bid. The Council is contributing £100k to each of the three schemes.

9.2 The funding requires that schemes are delivered by 31 March 2023, at Final Business Case stage proposals will be finalised and will ensure all elements can be delivered in line with funding requirements. There is a risk, due to the challenging timescales, that some aspects of the schemes will not be deliverable by the funding end date. If this happens, an option would be for the Council to fund any work

required after this date or the scope of the project reduced to fit deliverability within the timescales. Full details of the final funding requirements will be reported to Executive.

- 9.3 An allowance for risk and contingency will be held within the budget for each scheme at Final Business Case to address any potential for cost increase once in delivery. Increases over and above those allowances would need to be met by the Council in the event that the wider TCF programme could not provide additional funding or the scope of the schemes reduced in order to bring spend within the funding available. Approval would be sought at the appropriate time, if required, ahead of any unfunded spend being committed.

10.0 Legal

- 10.1 Once final designs have been prepared some of the proposals will require Traffic Regulation Orders before they can be implemented. Where a TRO is required the legal process will need to be followed which includes consultation and consideration of objections in accordance with the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

11.0 Climate Change

- 11.1 It is anticipated that the proposals at Skipton and Selby will be the subject of planning consent and in the case of Selby full Environmental Impact Assessment.
- 11.2 A key aim of the schemes is to encourage travel using sustainable modes of transport with a resulting positive impact on climate change. Further design development will seek to identify opportunities to minimise carbon impacts of construction associated with the final recommended options for implementation and these will be presented in a climate change impact assessment as part of the decision to implement.

12.0 Recommendation

- 12.1 It is recommended that members receive this report for information.

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Background Documents: None

Skipton Station Gateway Public Consultation 2021

Consultation Analysis Report

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

May 2021

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Overview

The Scheme

North Yorkshire County Council (NYCC) and Craven District Council, in partnership with the West Yorkshire Combined Authority (the Combined Authority), are working together to deliver ambitious transport improvements in Skipton which will benefit and attract residents, business, visitors and investors alike.

This scheme is part of the Leeds City Region Transforming Cities Fund (TCF) programme, a major new programme of investment that aims to deliver transformational, new transport infrastructure and help change how we travel across the region. Doing so will help make active travel options like cycling and walking safer and more appealing and help encourage use of public transport, all of which is essential to reducing reliance on car travel and meeting the Leeds City Region commitment to become a net zero carbon city region by 2038, which you can read more about [here](#) (external link).

Skipton's proposed £5.8m scheme comprises of a series of improvements to public spaces, and walking and cycling facilities. It will establish Skipton Railway Station as an important gateway within the town and the wider Leeds City Region. The package of improvements will help people choose more sustainable transport options and will support better connectivity to employment and education opportunities within Craven District and surrounding areas.

The proposals include:

- **Skipton Railway Station:** Transforming the entrance to the station, creating a new plaza in front of the station, with seating, planting, lighting and other design features, improving the car park, footpaths and cycle access.
- **Broughton Road walking and cycling route:** Creating a cycle lane along Broughton Road, and building new pedestrian crossings.
- **Railway Station to Auction Mart Canal Footpath Improvements:** Upgrading and resurfacing the footpath along the north of the Canal, creating improved walking routes between Skipton railway station, Craven Auction Mart and Craven College Campus.
- **Railway Station to Bus Station Walking Route Improvements:** Improving Gallows Bridge and Black Walk and building new pedestrian crossings.

These proposals will help us to respond to some of the key problems, issues and opportunities which Skipton and the wider city region face.

This scheme has the following objectives:

- Deliver a 21st century transport gateway for Skipton, with better connections between the Railway and Bus Stations to make it easier to travel between bus or rail, and to encourage more people to use public transport.
- Make it easier to walk or cycle by providing a viable alternative to private cars.
- Increase the number of people travelling to or from Skipton railway station by walking or cycling.
- Increase use of Skipton railway station for travel between Skipton and the wider Leeds City Region for all journey purposes.
- Improve walking and cycling infrastructure and facilities to help people access key services and employment destinations.
- Improve connectivity and economic links with Lancashire and the Leeds City Region.
- Make it easier to access jobs and employment sites to help support an increase of around 800 jobs.
- Improve air quality within Craven by reducing traffic on the local road network and reduce carbon emissions from transport within Craven.

Consultation Activity

The consultation was carried out over four weeks between **Wednesday 24 February 2021** and **Wednesday 24 March 2021**.

The purpose of this consultation was to involve users and stakeholders in the process and ensure the scheme achieves an outcome which benefits everyone. Final design decisions have not yet been made, and public feedback and input will help to shape the final scheme which will be consulted on later in 2021.

Covid-19 pandemic and accessibility

Usual consultation engagement activity would typically include public meetings and focus groups, which would not meet current COVID-19 government guidelines on public gatherings and social distancing. The overriding priority for North Yorkshire County Council and the Combined Authority must be the public safety of residents and employees. That said, meaningful consultation and engagement is an essential part of any major programme, and it is vital to ensure the consultation is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, whilst accepting that this consultation would be a predominantly via online methods, more traditional options of communications such as post and telephone were used to ensure the consultation was safe but also accessible and inclusive.

Promotion

The consultation was promoted via the following methods:

- **Press:** A press briefing was held on 19 February 2021. Alongside this, a series of press releases were sent out to local and regional media organisations to promote the project and encourage people to participate in

the survey. Examples of press promotion can be found in the Yorkshire Post [here](#) and the Craven Herald [here](#)

- **Social Media:** Frequent social media posts from Craven District Council, North Yorkshire County Council and West Yorkshire Combined Authority across platforms such as Facebook, Twitter and LinkedIn were used to promote the consultation
- **Leaflets:** The consultation was publicised in leaflets accompanying library books. The leaflet included a link to the website where people could find out more and take part in the survey
- **Online Webinars:** Two evening sessions were held over Microsoft Teams to share information on the proposals with the public, with information presented by the county council and local council. Attendees could also ask questions via a chat box, with answers provided live at the end of the session

Engaging with stakeholders:

- Joint elected member briefings were held to inform County, District and Borough local members and portfolio holders and to discuss the proposals in advance of the consultation. Officers from NYCC and Craven District Council also emailed stakeholders and interested parties and held early discussions with key stakeholder groups as part of ongoing engagement
- **North Yorkshire County Council helpline:** NYCC telephone number was made available for members of the public to request further information, printed copies or information in other formats: 01609 780780
- **Freepost:** Freepost envelopes were provided to return any requested printed survey copies, for return to the address: Corporate Director, Central services, North Yorkshire County Council, County Hall, NORTHALLERTON, DL7 5AL

Your Voice Online Engagement website

The consultation was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub using the web address: <https://www.yourvoice.westyorks-ca.gov.uk/skipton>. The following tools were available on Your Voice to help provide further information:

- **Your Voice Survey Tool:** The survey was hosted on the Your Voice site, which could be reached on the project page or via a direct web address link
- **Your Voice Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) allowing participants to submit queries for response by the project team
- **Your Voice Email Inbox:** Responses, questions or feedback were encouraged via the YourVoice email address (yourvoice@westyorks-ca.gov.uk) and also a dedicated email address set up for the North Yorkshire TCF projects: TransformingCities@NorthYorks.gov.uk

- **Your Voice FAQs:** The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources
- **Your Voice Documents:** provided details of plans and proposals

Inclusive Engagement Methodology

The term 'seldom-heard groups' refers to under-represented people who are typically harder to reach, or rarely have the same opportunities to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. Thus, it is pivotal that efforts are made to connect and communicate with these groups, helping to facilitate better participation and ensuring that the TCF consultation is accessible and inclusive as possible.

Many factors can contribute to people who use services being seldom heard, including:

- Disability
- Ethnicity
- Sexuality
- Community impairments
- Mental health
- Homelessness
- Geographical isolation

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

We were also keen to reach people who are digitally disengaged. We supplied a freepost address for letters, a dedicated telephone number, printed leaflets, ran articles in local newspapers and we offered paper versions upon request. Contact details were supplied for those requiring the consultation materials in different formats.

As we develop the next stages of design for this scheme, we will proactively undertake further engagement with seldom-heard groups to enable their communities to input directly on specific scheme components, in line with the detailed level of designs. This will be enhanced by further public consultation on specific scheme components as we develop the full business case for the scheme.

Understanding the Results

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

responses). Questions one and two, relating to travel habits, are reported by number of respondents.

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

There were several other opportunities provided for members of the public to submit open-text responses:

- Questions received and responded to via Your Voice Q&A tool
- Emails received and responded to via the Your Voice or NYCC TCF inboxes
- Letters received and responded to

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

Letters received from stakeholders can be viewed in [Appendix Three](#).

Consultation Results

During the four-week consultation period, 1,256 visits were made to the Your Voice engagement hub. A total of 193 online surveys were completed by participants.

The proposals were divided into geographical zones and the survey questions asked respondents to what extent they agreed with the proposed plans for each zone. For every question, in each zone, there were more respondents who felt positive and very positive about the proposals than felt negative and very negative about the changes proposed.

Respondents were also offered the choice of selecting from a list of motivating factors to explain more about the reasons for their answers. Again, respondents mostly selected the positive motivating factors as reasons for their answers, however, respondents with concerns about the proposals selected negative motivating factors as reasons for their answers. Responses that included more negative motivating factor selections than positive are highlighted below.

Open text questions were included to enable respondents to tell us more about their views and opinions. Where any key common themes arise from these questions, for each zone, they are included below. These open text responses are summarised in the Analysis of Survey responses section and are shown in full in [Appendix One](#).

Key Messages

Zone One – Skipton railway station

- For the plans to transform the station car park and promote walking and cycling to the station, overall, 42% of respondents feel very positive about the proposals and 30% feel positive, whilst 11% feel negative and 10% feel very negative (6% said they are neutral)
- All answers were more motivated by positive reasons than negative reasons, except for removal of trees in this area, where more people are against the idea of removing existing trees (54) than there are people who do not mind the removal of trees - if more trees are planted (50)
- Open-text responses show there are concerns regarding the provision for buses (maintaining bus stops and access to buses) once the station car park is re-designed

Zone Two: Broughton Road walking and cycling route

- For the plans to transform Broughton Road, overall, 24% of respondents feel very positive, 31% feel positive, whilst 11% feel negative and 17% feel very negative (17% said they are neutral)
- Despite the overall positive response, there were some answers that were motivated by a higher number of negative reasons than positive reasons, including: concern about traffic flow and the access for vehicles (41) compared to those who think the plans will improve traffic flow and access (25); more respondents thought the new proposals would not encourage more people to use the rail station (35) than those who were positive about this change (27); more respondents are concerned about moving the existing taxi rank (22) than those who are positive about this change (17); more respondents are concerned the changes will not make this route easily accessible (38) than those who are positive about this change (35)
- Open-text responses show there are concerns regarding the provision for cyclists, both from those who feel the cycling provision does not go far enough, and from those who are concerned about implementing cycle lanes. There are also concerns about retention of blue badge parking and emergency vehicle access to this area

Zone Three – the route between the railway station and Auction mart canal footpath improvements

- For the plans to improve the Auction mart route, 56% of respondents feel very positive and 29% feel positive, whilst 5% are negative, 3% very negative (8% said they are neutral)
- For the plans for a proposed new footpath link to the Craven Leisure Centre, 51% of respondents feel very positive and 27% feel positive, whilst 9% feel negative and 4% feel very negative (10% said they are neutral)
- All answers were motivated by positive reasons for both proposed routes (Auction mart and Craven Leisure Centre)
- Open-text responses show there are concerns regarding personal safety along this route and better street lighting was suggested. Some people questioned the suitability of the new route for cyclists and wheelchair users

Zone Four - Railway Station to the Bus Station walking route improvements

- For plans to close Gas Street to vehicles, 45% of respondents are very positive, 24% are positive, whilst 4% feel negative and 5% feel very negative (21% said they are neutral)
- For plans to close Gas Street to vehicles, all answers were more motivated by positive reasons than negative reasons, except for the impact on local business and private parking, where more people were negative (23) than were positive about this change (18); when asked whether the change would encourage more people to use the bus station, an equal number of people said it would (22) and it would not (22). Open-text responses show there are a few concerns about loss of parking in this area
- For the plans to make Carleton Street one-way and ban parking on the north side, 35% feel very positive, 34% feel positive, whilst 6% are negative, 4% are very negative (17% said they are neutral)
- For plans relating to Carleton Street, all answers were more motivated by positive reasons than negative reasons, except when asked if the change would encourage more people to use the bus station, an equal number of people said it would (22) and it would not (22). Open-text responses show no key concerns but several suggestions were made for further improvements
- For the plans to resurface the footpaths along Black Walk and create a walking link to Morrisons Supermarket, 51% of respondents feel very positive and 37% feel positive (37%), whilst 2% feel negative and 2% feel very negative (8% said they are neutral)
- For plans relating to Black Walk to Morrisons, all answers were motivated by positive reasons. Open-text comments raised concerns about existing personal safety along Black Walk and suggestions were made to improve this e.g. better street lighting and security cameras
- When asked how they would feel about the possibility of making changes to Gallows Bridge, 38% of respondents feel very positive, 37% are positive, whilst 1% feel negative and 1% feel very negative, (21% said they are neutral)
- For the plans to potentially make changes to Gallows Bridge, respondents suggested making it easier and safer for people to walk, cycle and use their wheelchair across the bridge. Suggestions include anti-slip surfaces and ramps for cycles and to improve accessibility.

Travel Habits

- The majority of respondents (132) said they live in Skipton, 49 said they visit for leisure or social activities, and 48 said they work in Skipton
- The majority of respondents (133) said they typically travel to and from Skipton Railway by walking, 66 travel by car and 37 by train

Respondent Demographics

- 54% of the respondents identified as male and 41% identified as female
- Those aged 45-64 years made up 50% of the respondents, with age 65+ (24%) and age 25-44 (21%) being the second and third largest groups. 4% were aged between 16 and 24 years old
- The majority of people said they do not have a disability or health problem that limits their day-to-day activities (84%). 8% said they are limited a little, and 4% said they are limited a lot

- 88% of the respondents said they are White British, 3% were White Other, 1% were Asian / Asian British, 1% were Mixed / Multiple ethnic groups
- Most people found out about the consultation through social media (57%), from the newspaper / radio (24%) and the internet (10%)

YourVoice Engagement Analytics

Over the four-week engagement period, there were 1,256 visits by 912 'Visitors' to the Your Voice engagement hub. A single Visitor may visit the site several times, which is why the total number of 'visits' is higher than the total number of 'Visitors'.

The Visitors can be divided into the following categories:

Aware (912 visitors): Visitors that we consider to be 'aware' have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but not taken any further action (not clicked on anything).

Informed (566 visitors): An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs), view the plans, download the Privacy Notice, or look at Key Dates.

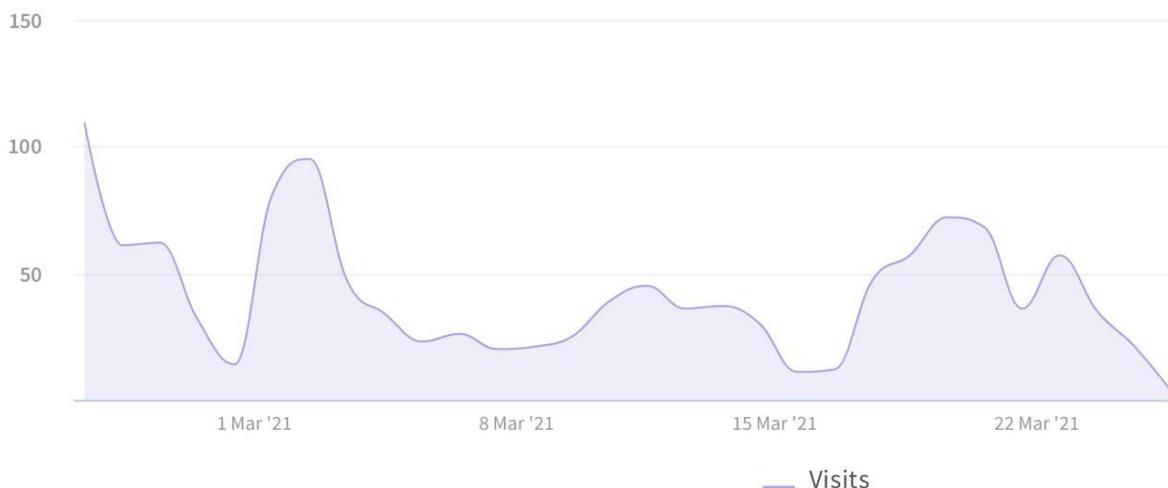
Engaged (191 visitors): Every visitor that contributes to a website 'tool' (in this case, completes the survey or asks a question via the Q&A tool) is considered to have actively 'engaged' with the project. The number of surveys completed (193) is slightly higher than the number of engaged visitors due to some surveys being completed on the same device (such as family members in the same household).

20 emails were received, and **10 Q&A questions** asked on the YourVoice consultation page, all of which can be viewed in full, with associated responses, in [Appendix Two](#).

Timeline of visits

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

Your Voice from 24 Feb'21 to 25 Mar'21



Traffic Channels

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

Site access routes	Number of visits
Direct (by typing the web address URL directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	593
Social media (including Facebook, Twitter, LinkedIn, Instagram)	459
Email (via direct email campaigns using external email tools)	10
Search engine (including Google, Bing, Internet Explorer etc)	125
.GOV sites (referrals from government websites)	32
Referrals (re-directed to the site)	37

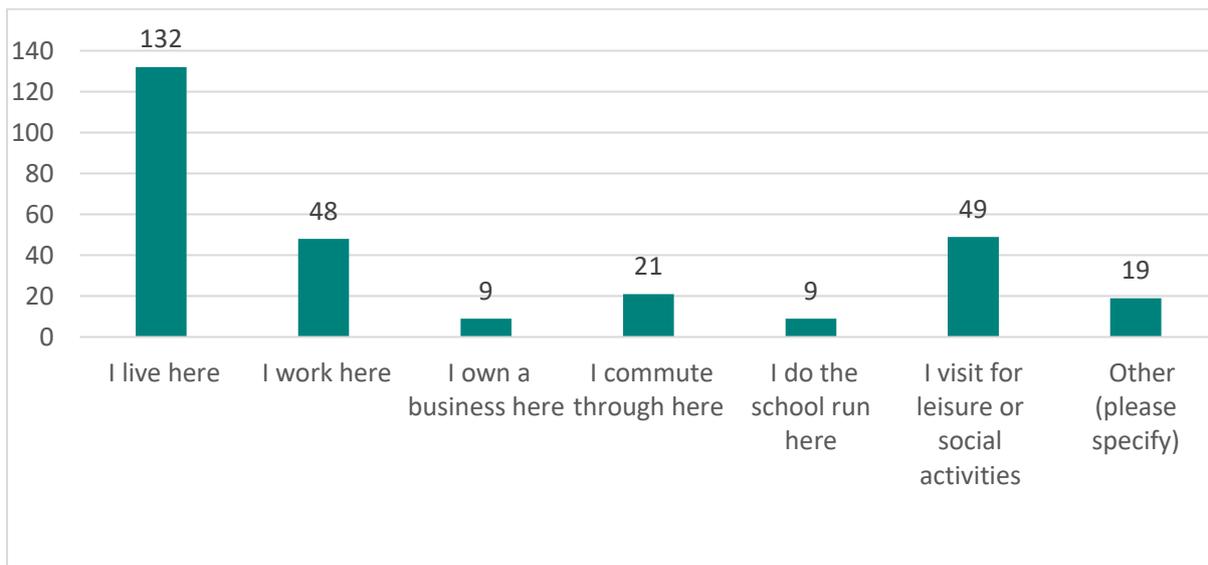
Analysis of Survey Responses

Members of the public were invited to complete a survey hosted on the YourVoice website. At the start of the survey, participants were asked about their current travel habits (based on their 'normal' travel habits before Covid-19 restrictions were put in place from March 2020 onwards). Respondents were then asked to select some or all zones of interest to them, and to complete all relevant survey questions seeking their views on the proposals for the Skipton Station Gateway scheme. For ease of consultation, the scheme was divided into four geographical zones, with opinions being sought on the proposals within each zone. For each question, a list of motivating factors was also provided, and respondents were invited to select from that list by ticking factors they felt supported their answer to each question. An open text response box was provided to enable respondents to tell us more about their views on each zone should they wish to do so. An optional section containing demographic questions was also included.

A total of 193 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received, where n = total number of responses for that question. Comments received as open text responses have been coded by subject matter and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which they would like to answer.

Your travel habits and perceptions

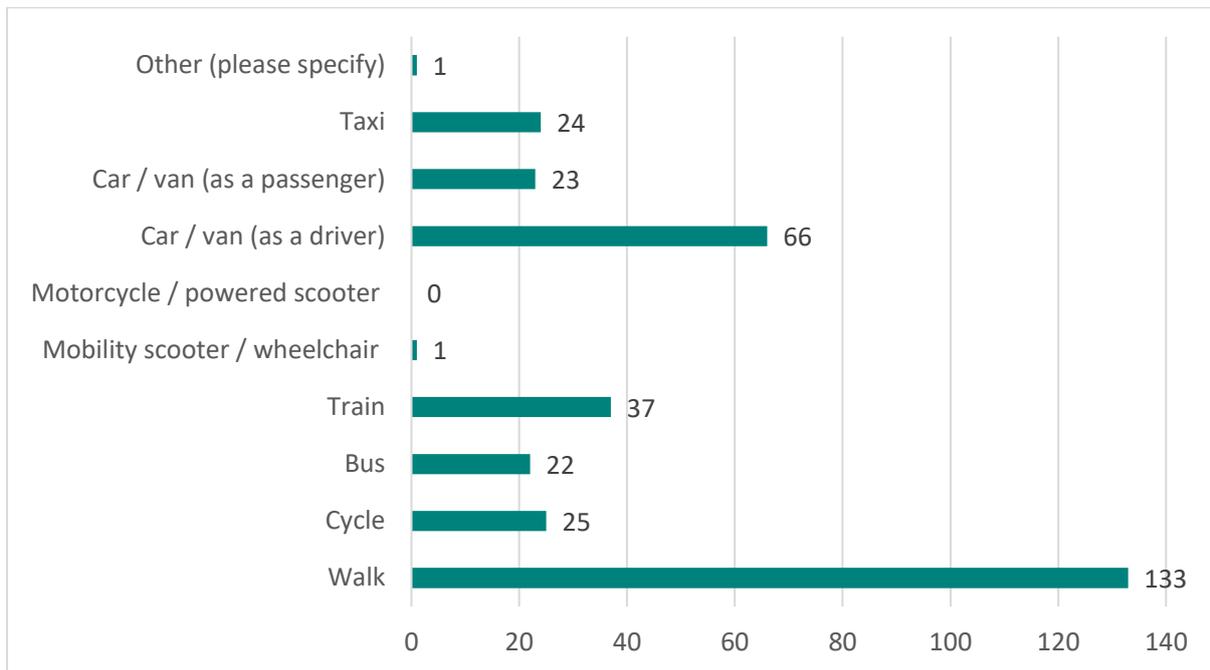
Q1: What is your connection to Skipton? (n = 189 responses)



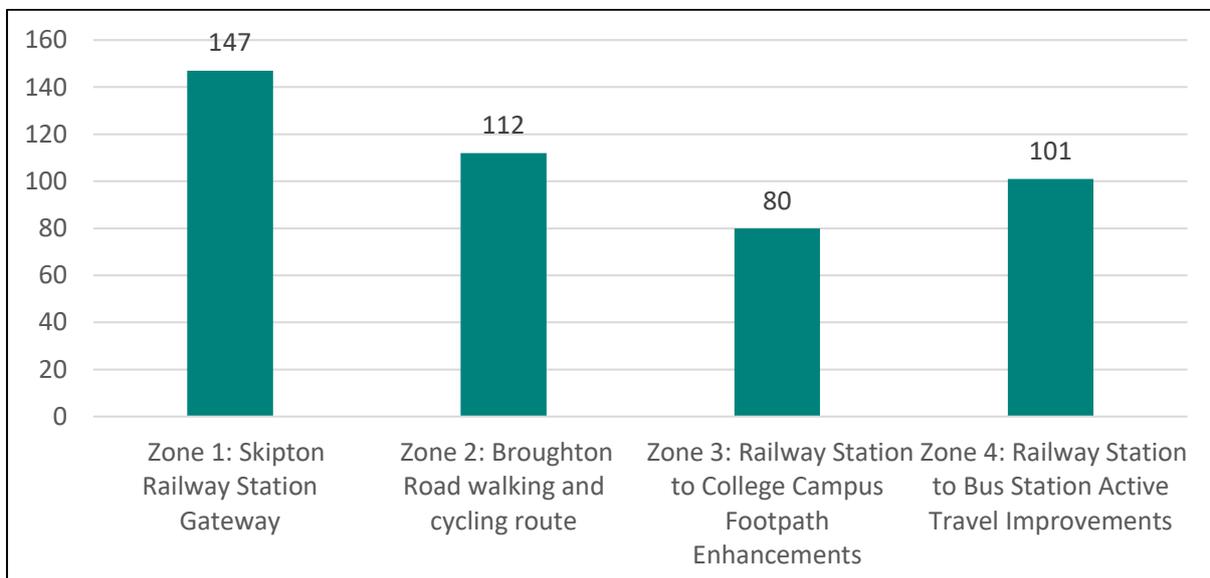
Other, please specify:

I sometimes have to come to work here or go to the dentist
It is my nearest significant town
I live in Gargrave but frequently use Skipton rail station
I live 30 mins away from Skipton and come in to shop.
I am chairman of an organisation (Dales and Bowland Community Interest Company) which manages buses which run to/from Skipton station
I live nearby in Bradley
I live in a nearby village
Designing Out Crime Officer North Yorkshire Police
shopping, dentists, doctors, Church services, and events
I live in Settle, in Craven, so Skipton is where I have to go for many business and shopping tasks, such as solicitor, electrical goods shopping, clothes shopping.
I also come to Skipton to shop sometimes. Skipton is also where I often interchange between bus and train or bus and bus to access parts of the Dales National Park and also Forest of Bowland AONB.
I commute through here, I visit for leisure or social activities ,Community Rail Partnership for the Leeds-Morecambe Line
Shopping and services or opticians
We encourage support of public transport to the Yorkshire Dales
I am a student in Skipton
I work across North Yorkshire including Skipton

Q2: How do you typically travel to and from Skipton Railway Station? (Tell us your travel habits before covid-19 social distancing measures and travel restrictions) (n = 189 responses)

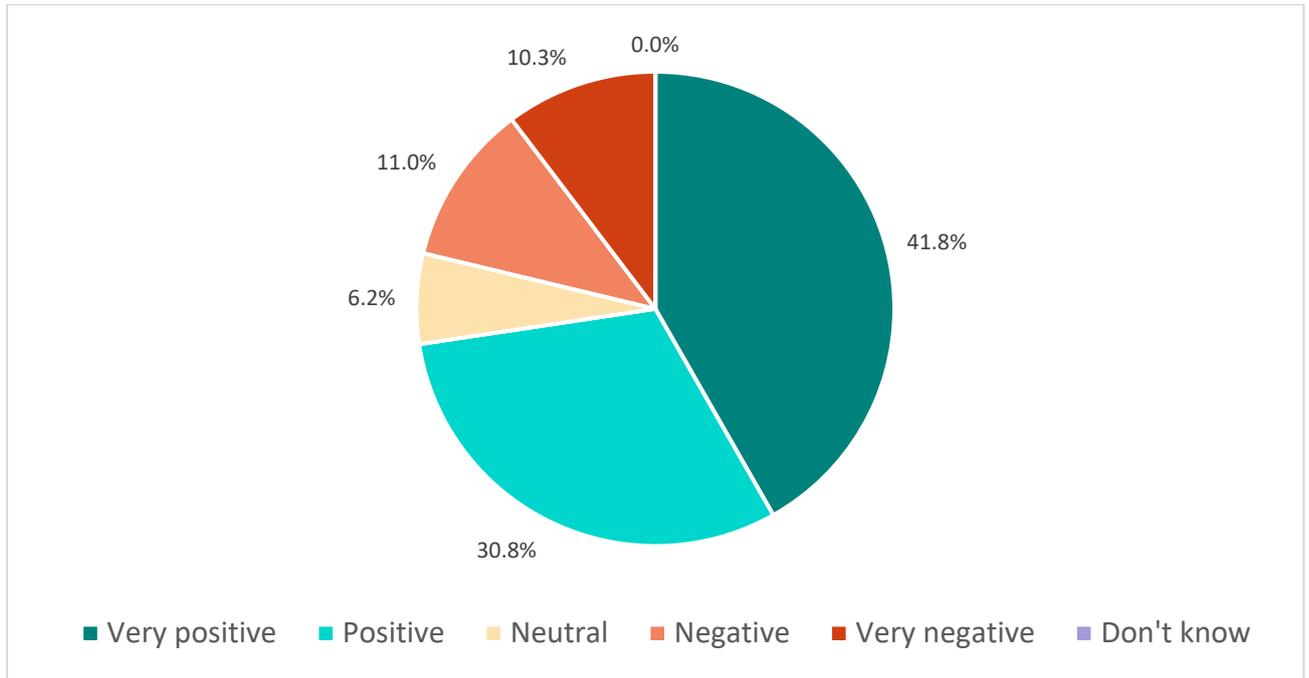


Q3: Please tell us which of the following zones you would like to comment on? (n = 190 responses)



ZONE 1: Your views on Skipton Railway Station Gateway

Q4: How do you feel about the plans to transform the station car park and promote walking and cycling to the station? (n = 146 responses)



Q3. Please tell us why you feel this way? (n = 147 responses)

I think the new proposals will improve the look and feel of the Skipton station gateway (station frontage and access)	112
I prefer the existing station frontage and access	14
The new car park layout will improve traffic flow and access for vehicles to / from the station	63
I prefer the existing car park as it is now	10
The new paved station gateway access will make it easier and safer for people to get to the station on foot	89
The new paved station gateway access will not improve ease and safety for people walking to the station	17
The new cycle facilities will make it easier and safer for cyclists to access the station by bike	73
The new cycle facilities will not improve convenience or safety for cyclists to access the station	20
The new layout will make it more convenient for taxi drivers and passengers	37
The new layout will not make it more convenient for taxi drivers and passengers	18
The plans for the new gateway will make the station more accessible for everyone	55
The new gateway plans will not make the station more accessible for everyone	27

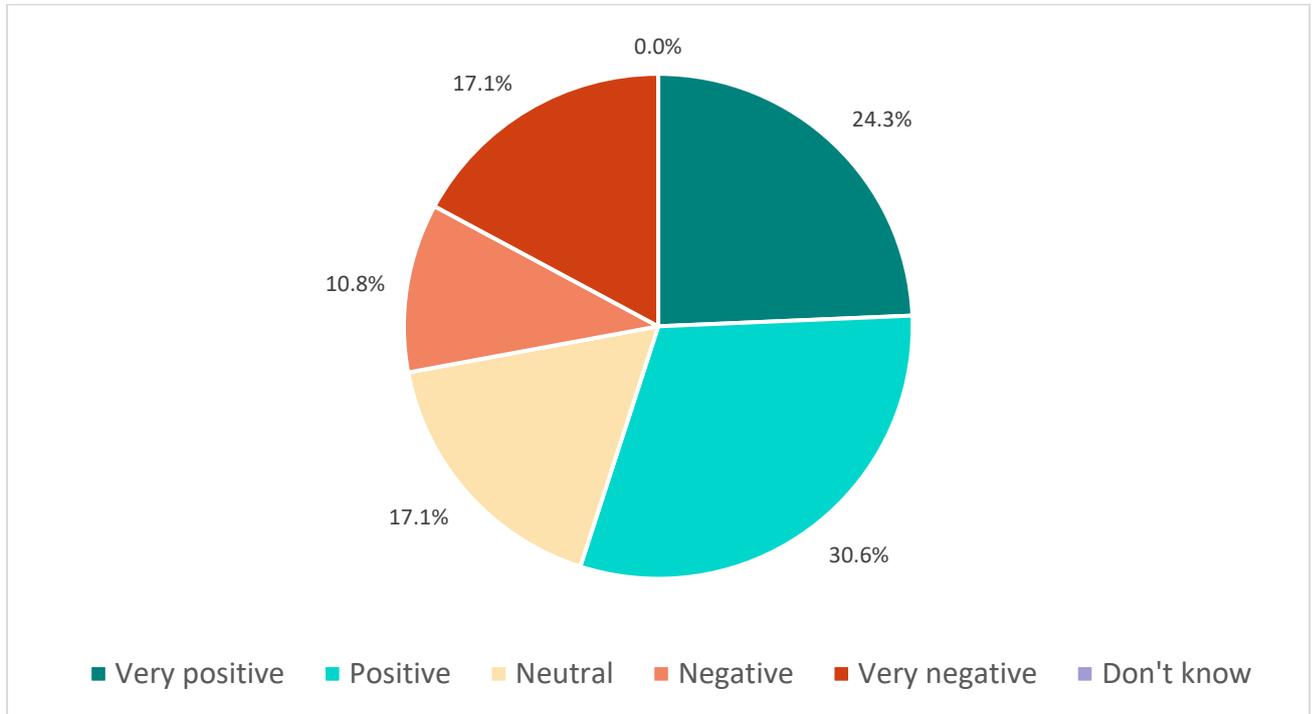
These changes will make the area around the station gateway a safer public space	67
These changes will not make the station gateway area a safer public space	14
Overall, I think this will be a better use of public space	83
Overall, I prefer the public space how it is now	15
The new proposals will encourage more people to use the station	49
The new proposals will not encourage more people to use the station	33
The new station gateway will improve air quality and the environment as more people may choose to leave the car at home	44
It will not improve air quality or the environment as it will not change the number of people using their car	31
I do not mind removal of trees, providing more trees are planted	50
I do not like the idea of removing existing trees	54
Other (please state)	44

44 people specified Other and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	3
Alternative / additional suggestions to proposals	8
Retain / expand existing green spaces	2
Concerns about provision for buses	15
Concerns about loss of car parking spaces	6
Concerns about provision for cyclists	5
Concerns about taxi provision	5
Proposals do not go far enough	5
General negative / waste of money	3
Negative – proposals will cause congestion	3
Concerns about provision for pedestrians	2
Negative - not enough people will use it	1

ZONE 2: Your views on the Broughton Road walking and cycling route

Q4. How do you feel about the plans to transform Broughton Road? (n = 111 responses)



Q5. Please tell us why you feel this way? (n = 112 responses)	
I think the new proposals will improve the look and feel of Broughton Road	61
I prefer Broughton Road as it is now	17
The new road layout will improve traffic flow and access for vehicles along this route	25
The new road layout will not improve traffic flow and access for vehicles along this route	41
The improvements will make it safer for people walking on this route	54
The improvements will not improve safety for people walking on this route	28
The new cycle lanes and crossings will make it easier and safer to travel by cycle along Broughton Road to Swadford Street	53
The new cycle lanes and crossings will not improve convenience or safety for cyclists along Broughton Road to Swadford Street	33
The new road layout, including the reallocation of existing taxi rank on Swadford Street, will make it more convenient for taxi drivers and passengers	17
The new road layout will not make it more convenient for taxi drivers and passengers	22
These changes will make this route more easily accessible for all	35

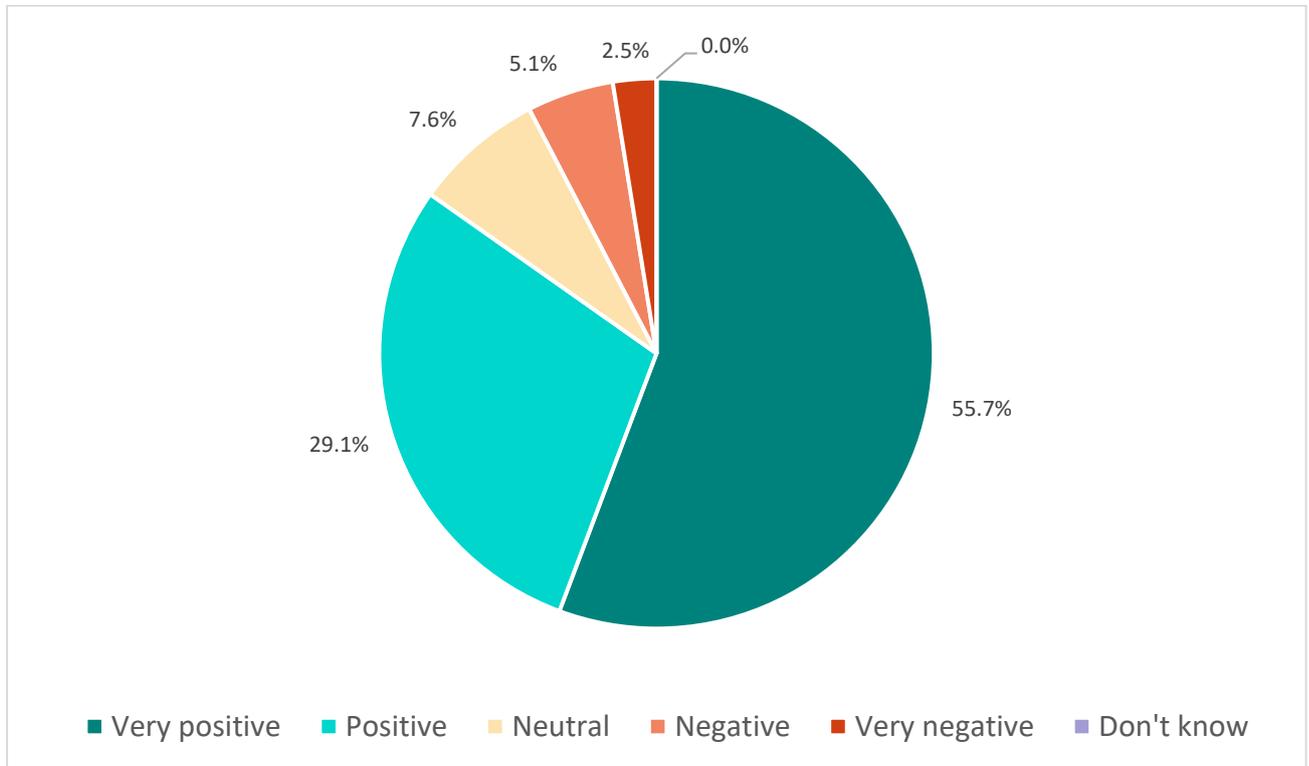
These changes will not make this route easily accessible for all	38
Overall, I think this will be a better use of public space	47
Overall, I prefer the public space how it is now	17
The new proposals for this route will encourage more people to use the rail station	27
The new proposals for this route will not encourage more people to use the rail station	35
The plans for this route will improve air quality and the environment as more people may choose to leave the car at home	38
It will not improve air quality or the environment as it will not change the number of people using their car	26
Other (please state)	42

42 people specified Other and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	7
Alternative / additional suggestions to proposals	6
Suggestions for Belmont Bridge	3
Retain / expand existing green spaces	2
Concerns about provision for cyclists	15
Concerns about loss of parking / provision for motor vehicles	7
Concerns about provision for pedestrians	5
Negative – proposals will cause congestion	4
Negative – not enough people will use it	4
Proposals do not go far enough	4
Concerns about provision for busses	2
Concerns about taxi provision	2
General negative / waste of money	1

ZONE 3: Your views on the Railway Station to Auction Mart Canal Footpath Improvements

Q6. How do you feel about the plans for the canal footpath? (n = 79 responses)

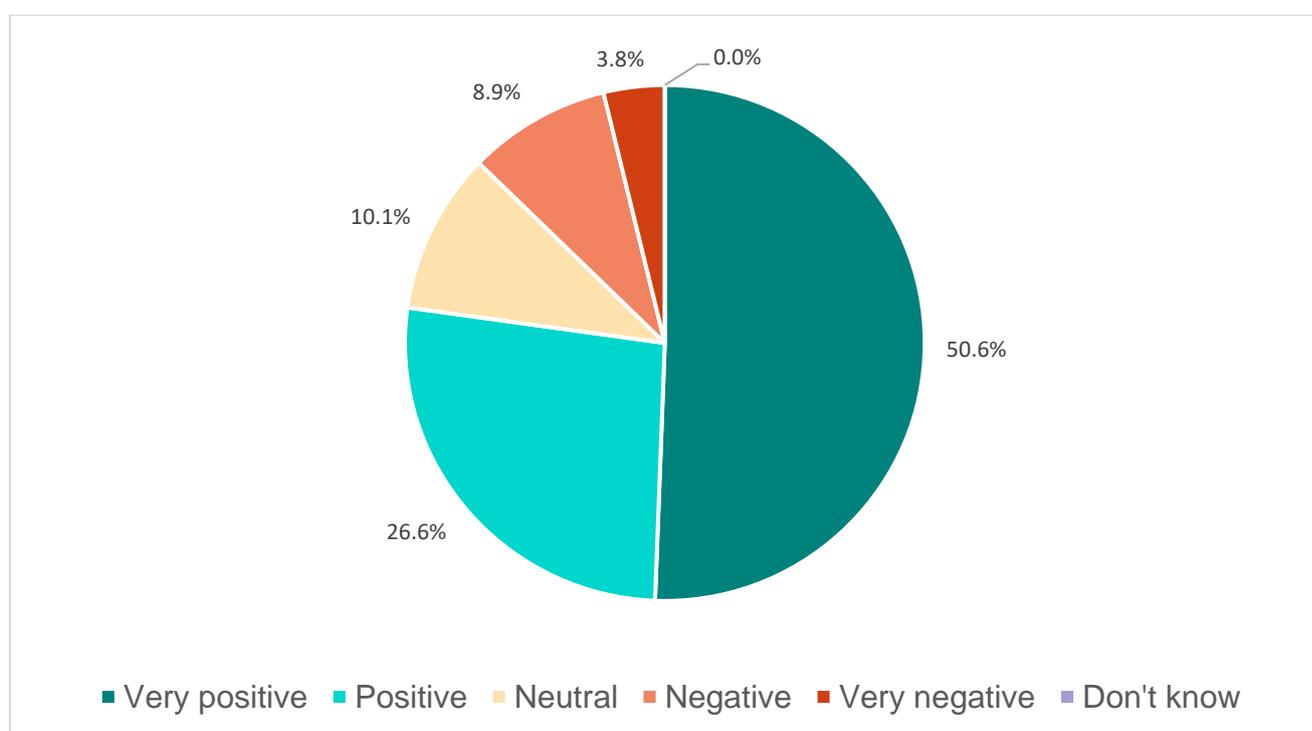


Q7. Please tell us why you feel this way? (n = 79 responses)	
The canal footpath will make it safer and easier for people walking	67
The canal footpath will not improve safety and ease for people walking	4
The plans will improve the look and feel of the canal footpath	63
I prefer the existing canal footpath as it is now	1
The changes to the canal towpath will benefit vegetation along the route	28
The changes to the canal towpath will have a negative impact on vegetation	8
It will improve air quality and the environment	25
It will not improve air quality and the environment	6
It is a better use of this public space	51
It is a worse use of this public space	1
The proposed new footpath will improve links to Craven leisure centre and Craven College	50
The proposed new footpath will not improve links to Craven leisure centre and Craven College	17
The proposed new footpath will improve links to the Auction Mart	60
The proposed new footpath will not improve links to the Auction Mart	4
Other (please state)	24

24 people specified Other and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	5
Alternative / additional suggestions to proposals	5
Concerns about personal safety on route (lighting)	5
Concerns about provision for pedestrians	3
General negative / waste of money	3
Negative - not enough people will use it	3
Concerns about provision for cyclists	2
Retain / expand existing green spaces	2
Proposals do not go far enough	1

Q8. How do you feel about the plans for a proposed new footpath link to the Craven Leisure Centre? (n = 79 responses)



Q9. Please tell us why you feel this way? (n = 77 responses)	
The new footpath link will make it safer and easier for people walking	55
The new footpath link will not improve safety and ease for people walking	11
The new footpath will improve walking links to the Craven Leisure Centre	52
I do not want the new footpath link to the Craven Leisure Centre	9
The new footpath link will benefit vegetation along the route	25
The new footpath link will have a negative impact on vegetation on the route	10

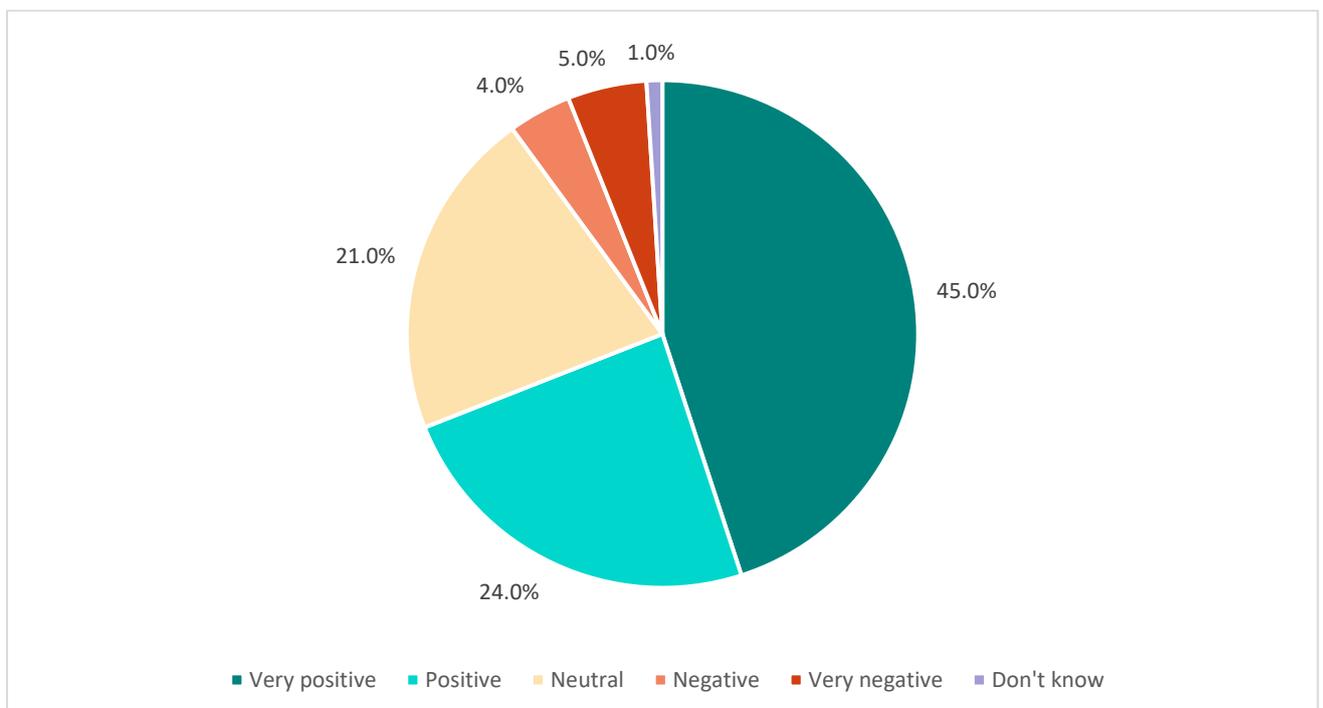
It will improve air quality and the environment	19
It will not improve air quality and the environment	9
It is a better use of this public space	40
It is a worse use of this public space	4
Other (please state)	12

12 people specified Other and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	2
Alternative / additional suggestions to proposals	2
Retain / expand existing green spaces	1
Negative – No need for it / not enough people will use it	5
General negative / waste of money	2
Concerns about provision for wheelchair users	1

ZONE 4: Your views on the Railway Station to the Bus Station walking route improvements

Q10. How do you feel about the plans to close Gas Street to vehicles? (n = 100 responses)

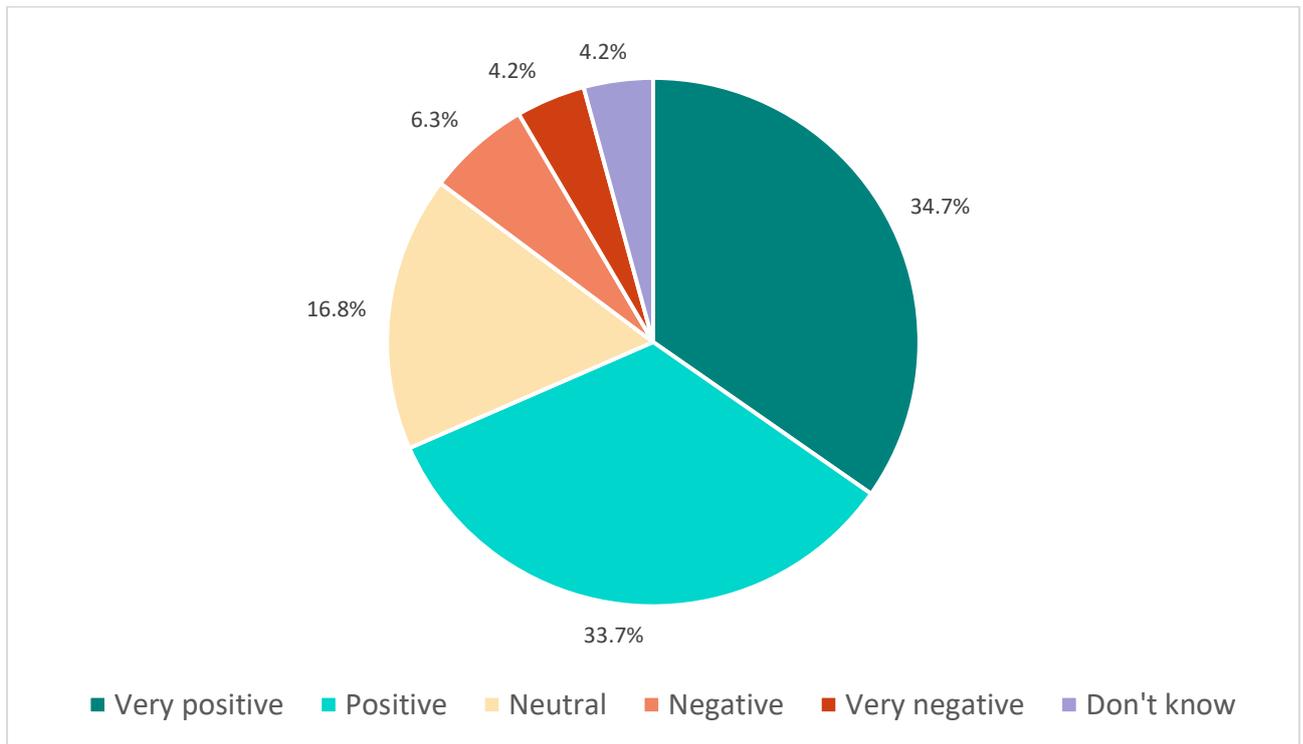


Q11. Please tell us why you feel this way? (n = 97 responses)	
Closing Gas Street to vehicles will improve traffic flow and reduce congestion	37
Closing access to vehicles will worsen traffic flow and increase congestion	6
Closing Gas Street to vehicles will make it easier and safer for people to get to the bus station on foot	68
The closure of Gas Street to vehicles will not improve ease and safety for people walking to the bus station	11
Closing Gas Street to vehicles will make it easier and safer for people to cycle to the bus station	38
The closure of Gas Street to vehicles will not improve ease and safety for people cycling to the bus station	16
Closing Gas Street to vehicles will improve links to the bus station	39
Closing access to Gas Street to vehicles will not improve links to the bus station	13
Closing Gas Street to vehicles will encourage more people to use the bus station	22
Closing Gas Street to vehicles will not encourage more people to use the bus station	22
These changes will help improve the environment/air quality	37
These changes will not improve the environment/air quality	12
The plans for Gas Street will make better use of public space	44
I prefer Gas Street as it is now	8
The plans for Gas Street will benefit residents	33
The plans for Gas Street will not benefit residents	17
The plans for Gas Street will make it better for local businesses and private parking	18
The plans for Gas Street will make it worse for local businesses and private parking	23
Other (please state)	14

Fourteen people specified Other and provided a number of comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	2
Concerns about loss of parking / provision for motor vehicles	4
Concerns about provision for cyclists	3
Concerns about provision for wheelchair users	1
Concerns about provision for busses	1
Concerns about provision for pedestrians	1
General negative / waste of money	1
Negative – Not needed / not enough people will use it	1
No opinion	1

Q12. How do you feel about the plans to make Carleton Street one-way and ban parking on the north side? (n = 95 responses)



Q13. Please tell us why you feel this way? (n = 92 responses)

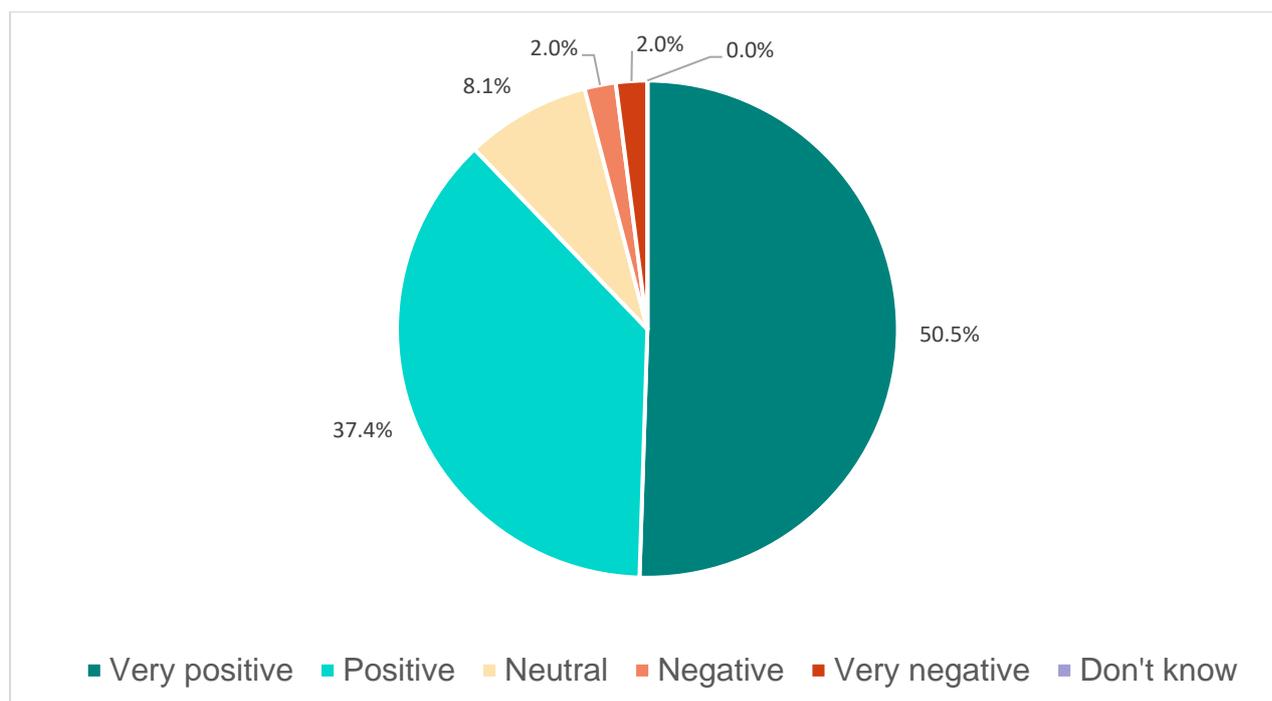
Changes to the layout of Carleton Street will improve traffic flow and reduce congestion	47
Changing to the layout of Carleton Street will worsen traffic flow and increase congestion	7
These changes will make it easier and safer for people to get to the bus station on foot	60
These changes will not improve ease and safety for people walking to the bus station	15
The plans for Carleton Street will make it easier and safer for people to cycle to the bus station	36
The plans for Carleton Street will not improve ease and safety for people cycling to the bus station	14
These plans will improve links to the bus station	43
These plans will not improve links to the bus station	18
These changes will encourage more people to use the bus station	22
These changes will not encourage more people to use the bus station	22
These changes will help improve the environment/air quality	33
These changes will not improve the environment/air quality	9
These changes will make better use of public space	37
I prefer Carleton Street as it is now	7

The plans for Carleton Street will benefit residents	28
The plans for Carleton Street will not benefit residents	14
The new zebra crossing at the junction of Carleton Street and Cavendish Street will improve the safety of people walking along this route	69
The new zebra crossing at the junction of Carleton Street and Cavendish Street will make no difference the safety of people walking along this route	7
Other (please state)	15

15 people specified Other and provided a number of comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	2
Alternative / additional suggestions to proposals	6
Concerns about provision for cyclists	3
Concerns about provision for pedestrians	3
Concerns about loss of parking / provision for motor vehicles	2
Concerns about provision for buses	1
General negative / waste of money	1
Negative - not enough people will use it	1
Negative – Survey Design	1
Proposals do not go far enough	1
Unable to comment	1

Q14. How do you feel about the plans to resurface the footpaths along Black Walk and create a walking link to Morrisons Supermarket? (n = 99 responses)

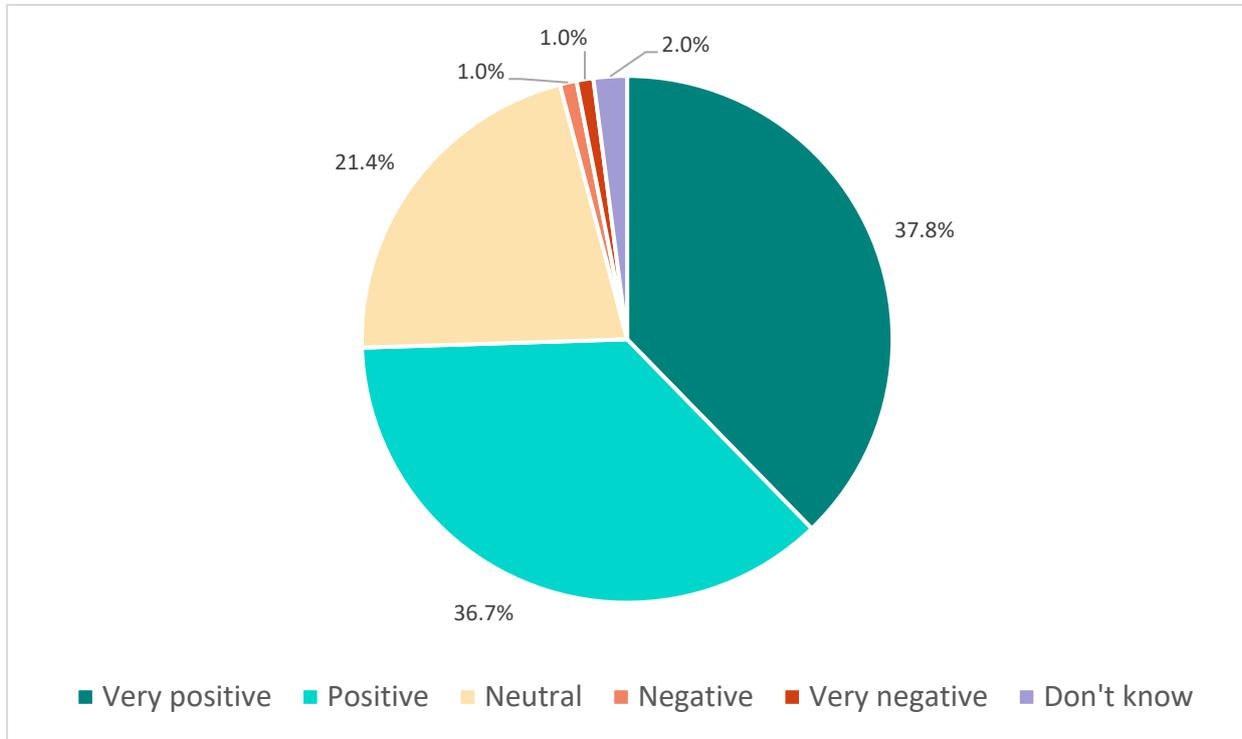


Q15. Please tell us why you feel this way? (n = 98 responses)	
Changes to Black Walk will make it easier and safer for people to get to the rail station on foot	76
These changes will not improve ease and safety for people walking to the rail station	14
The walking link will make it easier for people on foot to get to Morrisons supermarket	69
The walking link will not help people get to Morrisons on foot	6
The changes to Black Walk will improve links to the rail station	69
The changes will not improve links to the rail station	7
The changes to Black Walk will encourage more people to use the rail station	33
These changes will not encourage more people to use the rail station	17
The changes to Black Walk will help improve the environment/air quality as people may leave their car at home	28
The changes will not improve the environment/air quality, as it will not change the number of people using their car	19
The plans for Black Walk will make better use of public space	44
I prefer Black Walk as it is now	2
The plans for Black Walk will benefit residents	45
The plans for Black Walk will not benefit residents	5
Other (please state)	21

21 people specified Other and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Other (please state): Comments by theme	No.
General positive	3
Alternative / additional suggestions to proposals	3
Concerns about personal safety (e.g. lighting needed)	11
Concerns about provision for cyclists	2
Negative - not enough people will use it	3
Proposals do not go far enough	3
Comments about litter	3
Retain / expand existing green spaces	3
General negative / waste of money	1

Q16. We are considering making changes to Gallows Bridge, and the steps associated with it, to help avoid slips and falls. Although new bridge structures have been considered, they are not in the proposals at this time. How do you feel about the idea of changing Gallows Bridge? (n = 98 responses)

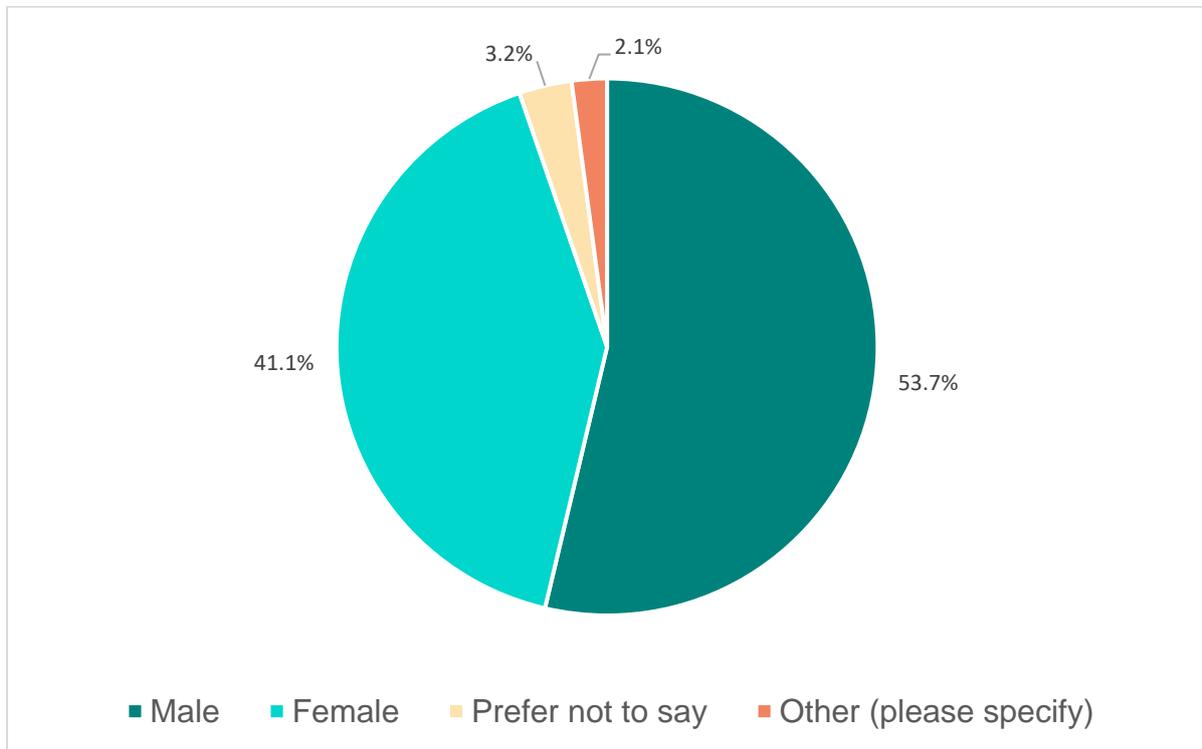


Q17. Please tell us what changes (if any) you would like to see at Gallows Bridge to encourage walking in this area? (n = 52 responses)

Comments by theme	No.
Introduce ramps on the bridge for bikes and accessibility	22
Improve surfaces on the bridge (e.g. anti-slip)	15
Build a new bridge entirely	9
Restore bridge / promote heritage	5
Comments about personal safety (e.g. lighting / CCTV)	4

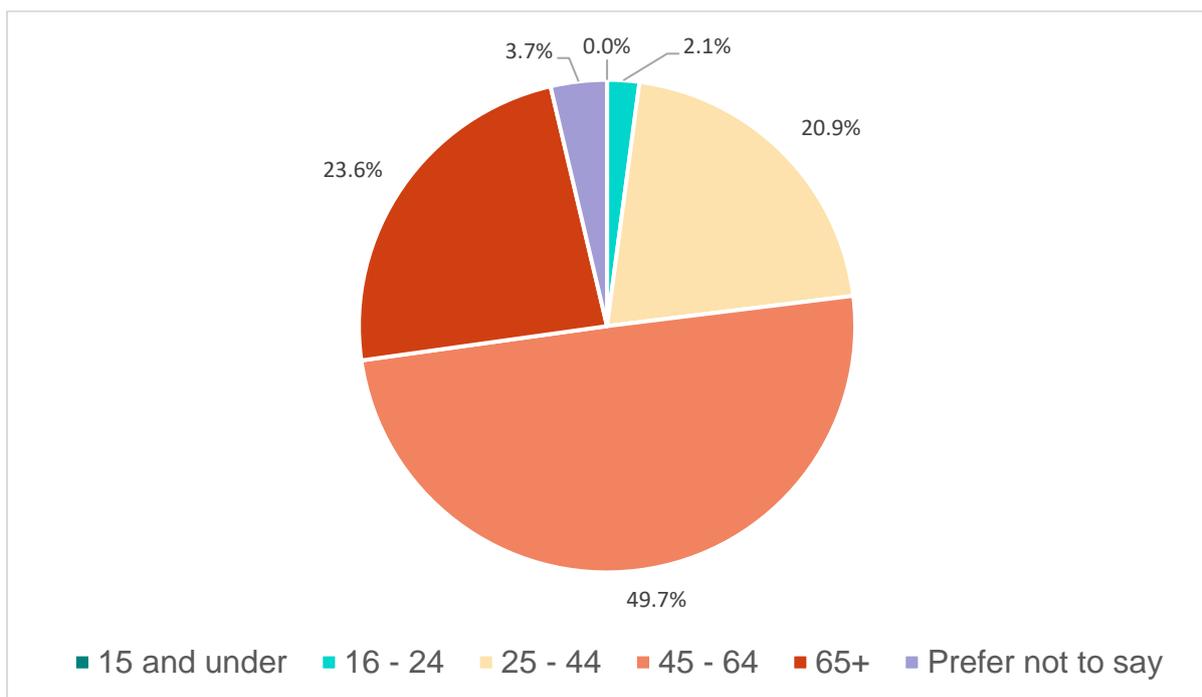
About you

Which gender do you identify as? (n = 190 responses)

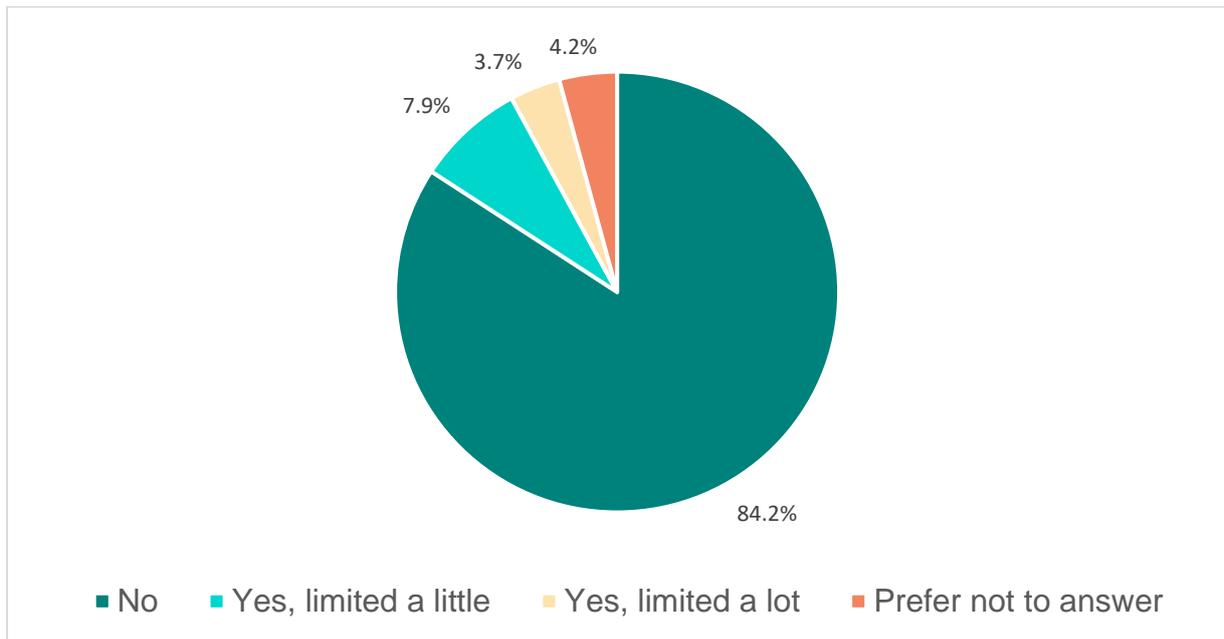


Other: 'Association', 'I don't identify as female, I am female' and 'mixed group'.

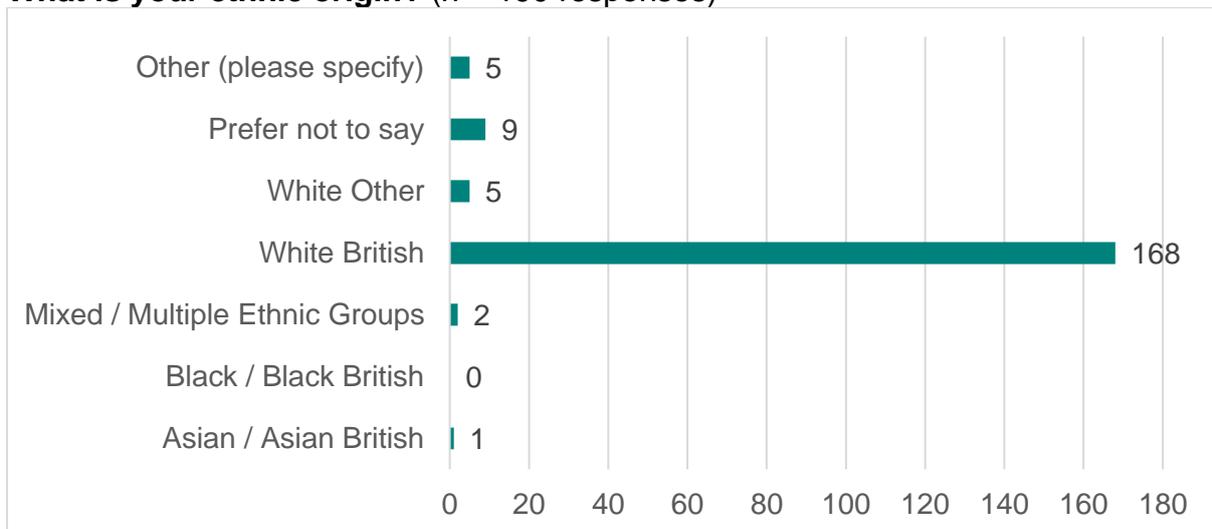
Which age category do you fall within? (n = 191 responses)



Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (n = 190 responses)



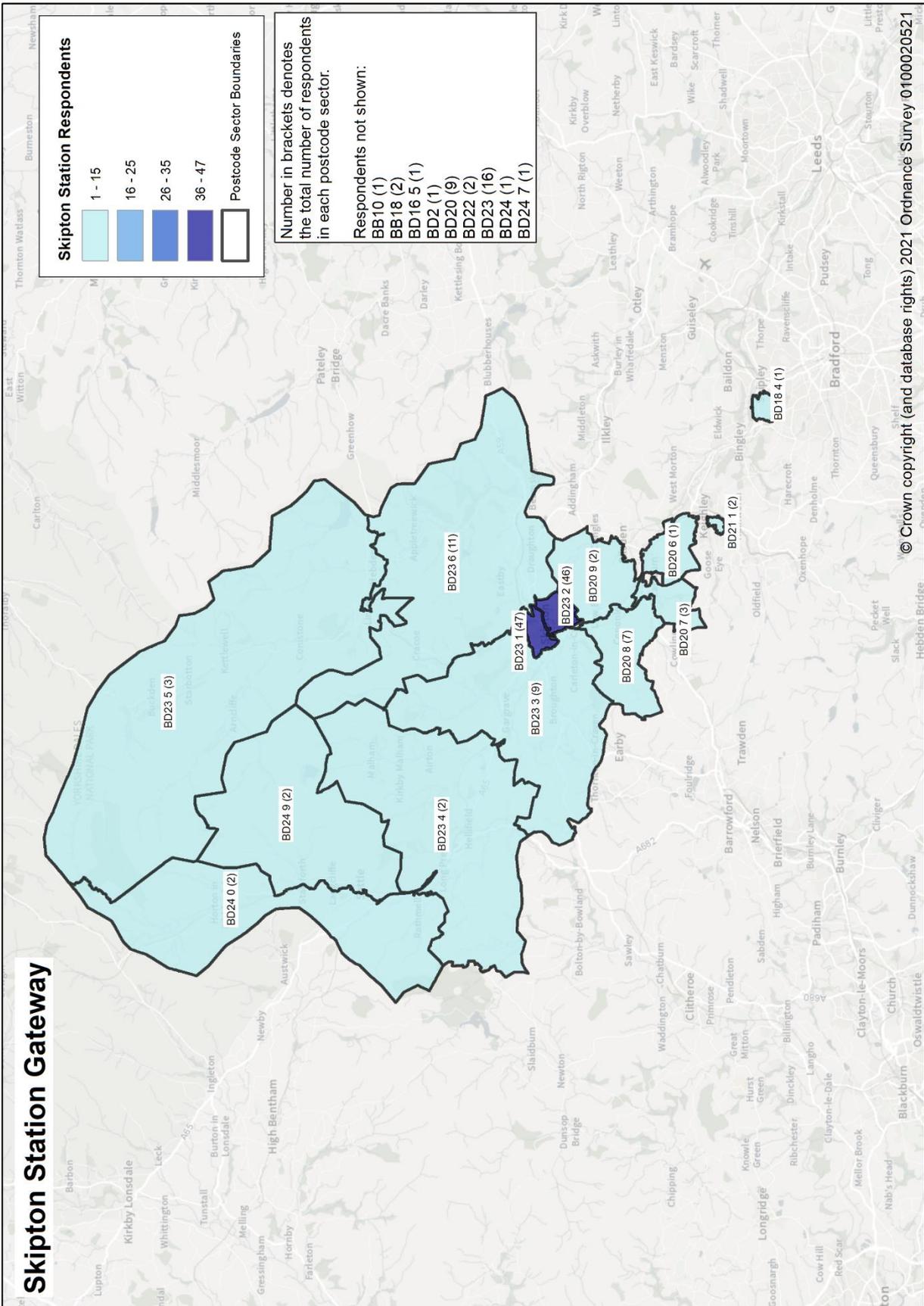
What is your ethnic origin? (n = 190 responses)



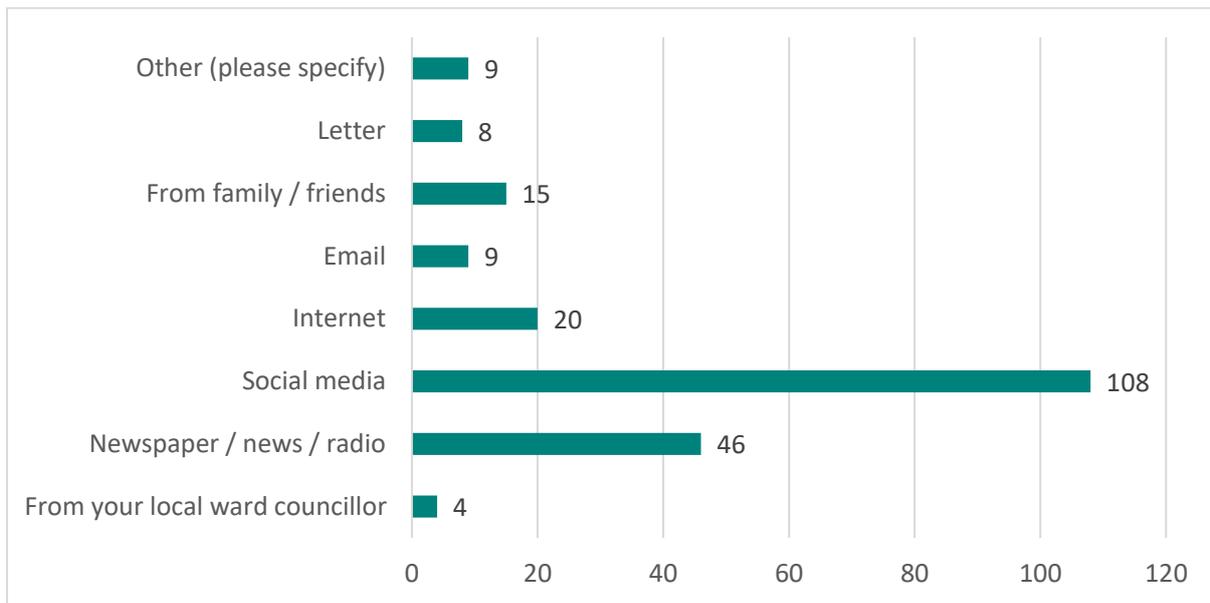
Other: White British European, Association, White British/White Other, mixed group

Please tell us the first half of your postcode and the first digit of the second half (n = 187 responses)

Postcode	Tally	Postcode	Tally
BB10	1	BD24	1
BB18	2	BD24 0	2
Bd16 5	1	BD24 7	1
BD18 4	1	BD24 9	2
BD2	1	CA7 9	1
BD20	9	DE11	1
BD20 6	1	LA2 7	2
BD20 7	3	LA2 8	1
BD20 8	7	LS12 4	1
BD20 9	2	Ls15	1
BD21 1	2	LS29 8	1
BD22	2	LS29 9	1
BD23	16	LS7	1
BD23 1	47	MK45	1
BD23 2	46	WS11 1	1
BD23 3	9	YO10 4	1
BD23 4	2	YO16	1
BD23 5	3	YO8 4	1
BD23 6	11		



How did you find out about this consultation? (n = 191 responses)



Other: Dalesbus website; Action for Yorkshire Transport; Lady on same street told us, didn't receive a letter or any communication; NYCC intranet; Work e. mail; Mentioned at Civic Society meetings (by Zoom); Civic Society; Skipton library; Found information in a newsletter from LASRUG.

Appendix One

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

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

How do you feel about the plans to transform the station car park and promote walking and cycling to the station?

The station is an bus interchange and the plans have no provision for this. Buses to Grassington, Malham and Dalesbus use this station. There is scope for more bus rail interchnge I regret to see more evidence of WYCA being anti-bus.

the reduction in parking spaces will just encourage more on-street parking down Broughton Road (towards Broughton) which is already crowded and dangerous.

How will cyclists exiting the station access Cawfoot Lane and the newly surfaced canal towpath... Design seems to assume all cyclists will turn right and none left

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

There need to be financial incentives to encourage more people to switch from the private car. Post covid I think this will be hard so explore saver deals for commuters, students and visitors. Do deals with coffee shops, public transport providers, leisure providers eg, Craven swimming pool etc. Please retain existing mature trees and plant more to help air quality and retain the rural feeling. There are few open green spaces in Skipton and this will help to create that feeling.

A signed area for buses to stop, when collecting and dropping off passengers, so keeping Pedestrians safe, car and other users safe

As the map view clearly shows the compromise in the proposal remains the amount of surface space allocated to car parking. If a reduction in car usage is to be encouraged then it needs to become the less attractive option. This means moving car/taxi/coach access further away from the station and devoting more of the space over to public realm. Ideally I would like to see car (and possibly cycle) storage moved underground and the entire frontage developed as public space. The proposal as it stands is not really bold or visionary enough. It will produce a mildly tidier frontage but one that is still compromised by car usage. i.e. idling cars waiting to pick up passengers as close as they can possibly get to the station building exit. Underground parking is a more expensive but ultimately a better long term solution.

Whilst broadly supporting the proposals of the Gateway Project I do not consider they go far enough and represent a piecemeal approach to tackling the objectives (though I appreciate this may be due to the limited scope of the project's), for example:

- the proposals need to be accompanied by a scheme reducing the speed limit to 20mph or less on Broughton Road so that walking and cycling are also encouraged by the reduction in noise and intimidating 'feel' of passing traffic. A lower limit would also reduce carbon emissions and improve air quality and road safety and is particularly important on those sections where the cycle lane is two way
- the proposals need to be accompanied by effective enforcement measures to deter driving in cycle lanes and parking on pavements – measures which seem to have been neglected with a previous attempt to introduce cycle lanes on Gargrave Road. Extending the width of the pavement and then dividing into a footpath and cycle lane would help to eliminate / mitigate these problems* **[this extra sentence was added in via email after response was submitted]**.
- no mature trees should be cut down as replacements will take 20+ years to reach comparable maturity; instead they should be fully protected while any necessary ground work is carried out and thereafter
- more space should be given to planting trees in the car-park area as car dependency in accessing the station will reduce both as a result of the Project and other initiatives such as shopping locally, working from home etc. These additional trees will provide much needed shade (as summer temperatures continue to rise), reduce air pollution from evaporating fuel from parked cars, and will enhance the 'green image' of Skipton for travellers arriving at the station
- the project provides an opportunity to commence tree planting not just on Broughton Road but on all the approaches to Skipton to provide shade for those walking and cycling and for carbon capture. A 'green avenue' could be created if the organisations fronting onto the south side of Broughton Road – Fire Station, Morrisons and B&M – all agreed to devote land adjoining the roadside for the necessary planting. This needs to be done now so the full benefits (when the trees reach maturity) are realised without any unnecessary delay
- what initiatives are envisaged by the operators of the rail and bus stations to complement the Gateway project – eg clear maps showing the walking / cycling routes from one hub to the other with the relevant journey time estimates; rail timetables at the bus station and vice versa, posters advertising local sights and businesses; adverts for local shops reinforcing the message to shop locally; community information boards demonstrating that they are community hubs?
- has consideration been given to effectively linking the rail station to the town for those who are unable to walk or cycle? – eg a regular mini-bus with certain services extended to cover outlying housing estates (with the housing developments being sited ever further from the centre this will become increasingly important) or a pedal rickshaw service for tourists in the summer?

In summary – what liaison has there been with the local authority, transport stakeholders and others to discover any initiatives they have planned to meet the climate and environmental challenges and to ensure that the Gateway Project supports and complements their proposals?

Not enough car parking spaces. If you live as I do, NOT on a bus route, you have to use your car to get to Skipton Station to catch a train. We have had to stop using Skipton Station nowadays because we are never able to park our car and are therefore unable to take our train and consequently miss appointments and meetings etc. Just not worth the risk. This would seem to be a good opportunity to increase parking spaces considerably. It would be nice to be able to support our local station once more.

I am particularly concerned that there appears to be no provision for stage service buses; it is not even clear that existing bus stops will remain

You need somewhere for pop up catering and you need Phase 3 electricity somewhere in the plaza area for live events so you can do these things in the future if you wish by putting the infrastructure in now.

The plan removes the existing bus stop outside the station entrance and does not make any provision for bus services. It does not show existing bus stops outside the station on Broughton Road. It will make access by public transport worse not better.

I like the proposals. The seating by the road might not be used. More needs to be done to deter HGVs turning outside of the station

My main concern is that there seems to be no provision for service buses (NOT COACHES)to turn in front of the station and return towards Skipton e.g. Grassington and some Malham services. This was meant to be an interchange. NYCC put in money so that people could sit indoors to wait for a bus. This seems to have been forgotten. Think carefully about cycles, it is along way from many villages to the station so cars are used as bus services are poor. People need to leave their cars but not at a dear parking charge. See the World as it is. not how you would just like it to be. Much money can be wasted on dreams not reality. Does the outside of the station look so bad? Cleaning??

Serious missed opportunity. We need a bus / train interchange facility. We use the slogan "gateway to the Dales", but if you want to come and visit the Dales by public transport, there are big obstacles switching from train to bus at Skipton, and these proposals do nothing to improve that. The cosmetic improvements are nice, however.

The addition of the cycle lane is completely unnecessary along with the widening of footpaths will result in even worse traffic congestion than Broughton road already suffers.

The number of car parking spaces is reduced; Skipton is the railhead for a large rural area and the existing car park is already full by 8 a.m. (pre-COVID). The taxi rank seems to be further away from the building, as is the drop off area. Flower beds and trees will be expensive to maintain and be subject to vandalism. The large paved area between station and street would be better occupied with parking spaces. Better access to the main road for pedestrians and cyclists could be incorporated into a scheme which doesn't sacrifice parking and moves parking further from the station. Don't forget that most of the time, when the sky is not sunny and blue, passengers main concern is to get from car to cover, probably with heavy luggage as quickly as possible.

The proposed 'in' and 'out' arrangements are a good idea.

If you really want to improve access to the station, how about a new rear entrance from the subway? That really would make a difference!

Might there be issues with where taxis will wait? The taxi bay for picking up passengers looks like it will take a couple of taxis but there are often more taxis waiting at the station.

The plan and accompanying drawing are rather predictable and give an undesirable impression of screening off the station building behind the car park and a paved area with new tree planting. This is all fine up to a point but surely it would be possible to devise a more original plan which would avoid this impression.

The station front still seems very car dominant, it would be great to have walking and cycling, and a space more for people. Wonder if improved public transport and better access to bus station and other measures such as car/lift share schemes/ move people working from home or blended working - means less needs for car space, and more space available for people. As someone who has often travelled by train with small children, the station that make a bigger impression, and encourage more travel as those such as Sheffield, where all pedestrianised at the front of station (hard with Skipton layout), but increased people space would be good. A place to run off steam/eat after long journeys is always much valued, especially if this includes interesting street art and furniture- designed for children to climb over/in/pose for photos on,

The front of station would be great space for incredible edible type beds, so that can collect fruit/veg from community bedding areas on way home from work.

Drinking water fountains would be great for school children to fill up bottles on their commute/and for any one to refill water bottles after cycle commute.

hope cycle storage is secure of E bikes (and also access to charging areas for bikes and lights - nothing worse than returning to bike and realising let light on, and no- where to change it until home!).

Cycling in Poland, have really appreciated the mini bike stands of repair items - spanners/pumps/ etc attached to wires in a stand (where a door that can shut). useful for minor repairs or flat tyres to finish off journey home.

As a mum, its rare that I have a simple commute home to office - it usually includes - school/shop/other places - so lockers/storage for stuff useful - including bike pannier - so can shop on way home.

the junction - Carleton new road is hard to cross - especially if walking from Broughton road area to town - not sure if this proposal will make this safer - hard to see this change.

Improved access to sandylands - sporting facilities - is high on my list of what needs to be done to make Skipton a safer place to walk and cycle around especially for parents with small children, and teenagers, young adults walking on their own to this area. Given that working on this junction - could this route be factor in to - so if walking from park to Sandylands is it safe and easy to cross here.

Will there be Bus stops at station? There are now. Will they be next to the station building entrance

Will signage at station direct to bus station and town centre? Today it directs to town centre only.

Can there be shuttle bus between bus stations and station - only one right turn across Broughton Rd if go via Carleton new rd. and then back via Swadford street

The new proposals fail to make provision for buses either in the station or on the road and yet this scheme professes to be the 'gateway'. There is an over emphasis on car use and placing electric vehicle charging points in place of the bus stop does not make sense. The consultants have failed to appreciate that several regular bus services call or terminate at the station - all of these potentially used by disabled passengers. This is also the gateway to the Dales.

The plans and maps fail to identify and make provision for the bus services currently calling at the bus stop at Skipton Rail Station forecourt or the bus stops on Broughton Road and their services. This is a significant omission - for a scheme that is supposed to be improving connections. There is also far too much emphasis on car parking provision

At present car drivers travelling west from town on broughton road make an assumption they can swing round without impediment into station car park. Pedestrians walking east along broughton road towards town and bypassing station (me from the broughton road allotments :-)) first cross to station side of road. Somewhere near where new car park exit will be. To avoid the mixed vehicle action at carleton road /magnet/ gawflatt lane/broughton road junction. As a pedestrian the new station vehicle exit and the remodelled station vehicle entrance need to be designed so pedestrians walking past the station are confident of their relationship with vehicle activity.

The two-way cycle lane needs to be physically separated from road traffic, even if only by a low kerb.

The new station frontage layout should incorporate stops and facilities for buses. Their omission is a major flaw in the design. Passengers arriving at Skipton by train will expect to continue their journey into the dales buses from the rail station. I have yet to be convinced that evcp's are suitable at the rail station. They encourages all-day parking as people travel away from Skipton by train for a number of hours, or the entire working day in the case of commuters.

I have no confidence that this will make any impact on the current situation other than causing delays an inconvenience whilst changes are made and spending money. The Bus station 'renovations' a few years ago just made it more difficult to use for a peroid of time and produced no positive visual

The proposals appear to make things worse for bus users not better

I think you should include motorcaravan parking bays and allow 48 hours overnight parking this will encourage this rapidly expanding market sector of touring motorcaravans to use the train and to park out of town

Disappointed not to see the proposed additional access to the station from the opposite side included in these plans with a direct link to Carleton New Road. A missed opportunity perhaps?

Opening the railway to other area e.g. a link to ilkley or Burnley and more trains will get more people.

The traffic light crossing helps the flow of traffic out of the train station and for the road opposite without them there will be more traffic jams than normal. Making it more dangerous to pedestrians and cyclists than it is now. Ideally a four way traffic light system to keep the road flowing better would be ideal.

Would like/need overnight Motorhome parking spots.

The new layout appears to remove the bus stop in the railway station car park that is used by the buses to Grassington, Malham and some Dalesbus routes. As these routes use the stop in the car park to turn round, the proposals suggest to those routes will no longer be able to reach the station, meaning that residents in those villages travelling to the station, and visitors to those villages coming by train, will have to walk to/from the bus station, reducing the convenience and accessibility of the connection.

I am concerned there will be a lack of car parking for people from outlying villages who are not served by regular public transport and have no alternative but to drive to the station. Living in Threshfield there is not a bus service which leaves and returns at the early time I often need to use the station to travel to London. If you remove car parking spaces in favour of pedestrian and cycling access you are not considering the location of the station amd the rural communities it serves.

The present bus/rail interchange facilities seem to have been completely overlooked. The only mention is a formal coach drop off facility. A service bus needs a proper bus stop with a covered waiting area for boarding passengers next to the station ideally. At worst, proper bus stops or lay by facilities need to be provided on Broughton Road, and even this has been forgotten. Adding bus stops to the plan is going to disrupt much of the new development proposals. A major rethink is needed to include public transport users who use buses and trains for travel connections for through journeys for example between Grassington and Leeds using both modes of transport.

We are concerned about the planned removal of the present bus/rail interchange facilities outside Skipton railway station. The fact that people change modes of transport between bus and train seems to have been completely overlooked in the plan. There are also bus stops on Broughton Road to consider. A convenient bus/rail interchange needs to be retained for public transport users if they are not to be disadvantaged by the proposals. The zone 4 proposals for an improved half mile path to the present bus station is not a convenient interchange facility,

and we think your zone 1 proposals need a rethink, in order to retain the current bus service facilities at Skipton railway station.

a drop off and pick up area needed for those who use the station late night. better lighting outside the station for safety. As a female driver I often felt intimidated by taxis when picking up my son from the Leeds train. Not all who use the station live within walking distance, Also REDUCE the parking fees

There appears to be room for only one taxi on the rank? if so, that's more likely to get people arriving by car.

Doesn't look like enough space is provided for taxis picking up from station. More taxis should be encouraged to arrive when a train arrives at Skipton as currently there is a surplus in the bus station but not enough at the train station.

There should be more emphasis on sorting out the Carleton New Road junction for all users. Pedestrians struggle with it as well as large vehicles.

The rail station is privately owned why should council funds be spent on it

I would like the station reopened to go to Embsay and Bolton Abbey stations.

The new walkers/cyclists crossing outside the station on Broughton Rd does not appear to be light controlled. This seems a backwards step, or will motorists be required to give way to walkers and cyclists waiting to cross? I think a light controlled crossing would be safer and less confusing for everyone. The plan does not show a bus stop for regular service buses to pick up / drop off at the station building as at present. People should not have to walk to/from Broughton Rd to use buses to connect with trains. Buses travelling in both directions along Broughton Rd should be able to pick up and drop off at the station building. Whilst I agree generally that trees enhance the urban environment, I am concerned that the trees on Swadford Street will act as obstacles for cyclists and/or pedestrians, e.g. people walking into the path of cyclists as they move around trees.

How do you feel about the plans to transform Broughton Road?

Excellent! Concerns however re-the cycle lane which should be two-way right into Skipton and onto all roads right up to the castle and beyond [and other the access roads]. Should not change from two-way to one-way to none! on Belmont Street. Put extensive cycle ways right across Skipton from the A629 and A59 roads inwards.

The major absence is a cycle lane over Belmont Bridge, this is the place it is needed more than anywhere else on Broughton Road.

The swapping of one-way to two-way cycle lanes is unhelpful. Very few cyclists are likely to use the crossing near Cavendish Street and it does nothing to educate motorists that cycle lanes are optional not mandatory for cyclists.

The tree planting will definitely improve the street scene.

I prefer Broughton Road as it is now, Homeowners, tenants, dental practise clients, disabled drivers, casual visitors, delivery drivers, removal vans etc will lose much needed access to Belle Vue Terrace.

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

<p>These changes will make this route more easily accessible for all, Please plant more trees to help with air quality and retain that rural, calm feel. I don't like the two way cycleway - I think cyclists will stay on the carriageway. Why can't there be a single cycle way on each side? I don't think the infrastructure alone will encourage people to get out of their private car. Financial incentives and promotions will help change people's behaviour. It wasn't clear to me where the taxi rank is to be relocated.</p>
<p>Taking the parking from outside our business will affect our disabled and elderly patients</p>
<p>No need to relocate and change road crossings. Cycle lanes are pointless unless part of a town-wide network - a 50 metre cycle lane will not encourage cycling as it is only a fraction of people's journey. Better impose a 20 mph speed limit.</p>
<p>The changes will make it easier for pedestrians and cyclists to access the station but car users etc - they might have the effect of 'tipping the balance of convenience in favour of walking to the station rather than using a car if the proposals were introduced as part of a comprehensive scheme to manage traffic in the town centre</p>
<p>I hope measures will be included to stop cars using the cycle lanes for parking - especially outside Sports Direct & Swadford Centre making the proposal more dangerous as cyclists are forced out of the lane</p>
<p>I am particularly concerned that there appears to be no provision for stage service buses; it is not even clear that existing bus stops will remain.</p>
<p>Cycle lanes should be consistent. It seems pointless to reduce to a single 2 way lane after having 2 single-direction lanes, forcing cyclists to cross the road half way between station & town. They probably won't bother, thereby causing congestion and confusion to pedestrians and other cyclists. I appreciate that Belmont Bridge is too narrow for cycle lanes, but a sudden disappearance of a 'safe' space is foolish and dangerous.</p>
<p>The new road layout will not improve traffic flow and access for vehicles along this route, The new proposals for this route will not encourage more people to use the rail station, Moving the taxi rank is a great idea and will improve travel and safety. The proposed cycle lanes are too short to have any effectiveness. I don't feel that having them finish at the base of a narrow blind bridge is safe. The improved raised crossing at the junction of Coach Street and Swadford Street however is an excellent idea.</p>
<p>You're still not solving the problem of pedestrian congestion on Belmont Bridge which often forces people onto the road in busy traffic. If you made the width of the pavement less on one side you could make it wider on the other (Bizzy Lizzy's) side which is the route most people take to the station because it doesn't involve crossing multiple roadways.</p>
<p>The proposal is better than we have now but prefer cycle path on both sides of Broughton Road. The repeating crossing of the road is not good. Would like review of Swadford Street proposal. Would it be better to have 20 mph, more trees, narrower roads and wider pavements to deter vehicles</p>
<p>There is zero consideration for the current residents living along this stretch, as well as the dental practice and their patients, all of whom will no longer be able to park near their home/work (and some of whom will require access to the disabled onstreet parking that you are planning to remove). I am a cyclist myself and frequently use the canal path along this stretch for cycling along with many others, which already provides a perfectly suitable route from the train station into town for those who wish to avoid the road. The loss of parking outside the house would not only be a significant inconvenience in our everyday lives (where parking is already problematic), but would reduce the value of all properties along Belle Vue Terrace. The cost of car insurance would increase due to the removal of parking.</p>
<p>Overall it is a good idea for the environment and look and feel of the town, but the proposed cycle lane does not even go all the way into town making it quite pointless by achieving none of its aims. But overall, I strongly oppose the plans due to the lack of consideration for the town's residents who will be impacted by these changes on a daily basis.</p>

For pedestrians using Brewery Lane and the swing bridge canal crossing, separation from traffic is inadequate, and these proposals don't offer any improvement. Pedestrians using Brewery Lane will apparently have to mix with bicycles along the north side of Broughton Road. For pedestrians on the south side of Broughton Road, the crossings at the entrances to the car parks for B&M and Morrisons are both awkward and need to be improved alongside the other proposed crossing improvements.

The problem is that many footways are too narrow already and need to be wider. With the possible requirement for continued social distancing, how can cycle lanes be added?

The cycle lane will encourage even worse congestion than already affects the route, it is unnecessary and there is no evidence to support it.

There are quite a few problems with the cycle way. The new crossing for cycles is good but is it a push button and lights it's not clear.

Cycles will have to give way at the pedestrian crossings, the entrance to glista mill, and brewery lane, then try to rejoin the road, all these give ways make the route slower and less safe, a 20mph speed limit would be a much better and cheaper solution, also maybe make swadford street one way for cars two way for cycles. Coming out of town will be even worse for cycles having to cross the road twice.

This is sadly the typical take cycles off the road so cars can have a free run no matter how inconvenient the cycle route is!

If you would like to discuss this on or off site, I'm happy to help in any way I can. [Redacted]

The change from one way cycle lanes on each side of the road, to a two way cycle lane (at a pedestrian crossing) interrupts the journey as a cyclist when travelling east to west. It would be fine for those less able on a bike, moving more slowly, but a more able cyclist moving at speed would be unlikely to take the time to cross the road to use the two way lane. I think they would be more likely to continue in the traffic lane when travelling east. Is there a reason for not having continuous single cycle lanes on each side of the road?

I do like the extra crossing on the road, think these much be much appreciated and make this area a lot safer. I would also wonder if extra crossing - by steps coming down from canal - area most popular with students as place to cross road on way to station.

I also wonder if another crossing needed near Belmont bridge - as very popular area to cross and tricky to cross here.

Can there be a long term plan to widen Belmont Bridge, so that the cycle lanes can continue all the way along this section?

Can all current work contribute to this long term aim?

Is parking banned on bike lanes on Swadford St. It is only implied from zone 2 proposal.

The road is too narrow already to make separate cycle lanes. Also what will happen to all vehicles that park in road in front of residences on Belle Vue Terrace

Although it is probably outside the scope of this project, what would most improve cycle access to Broughton Road and the railway station in Skipton and improve cycle safety in Skipton overall would be to put a cycle lane on Coach Street running against the current one-way traffic, from Gargrave Road to Broughton Road. Currently there is no safe cycle route from Gargrave Road, Grassington Road or the Bailey to Skipton railway station.

The cycle facility on the road crossing by the post office at the East end of Swadford Street has no purpose as the project stands. If the cycle lane on Coach Street proposed above were implemented, then it would make sense to have a cyclists light on this crossing, as cyclists could come down Coach Street, along the cycle path on the north side of the road to the crossing, cross the crossing and then head west along Broughton Road and to the station on the cycle path on the south side of the road.

I am concerned that the cycle lanes are not continuous along the whole route. When there is no cycle lane will cyclists have to compete with cars? There is a danger that this type of arrangement could increase the danger to cyclists

Broughton road is very busy and turning traffic a cause of bottlenecks (into Cavendish Street and out of Brewery lane). I'm not sure that the proposal helps this.
Make it 20mph ?

The limitation for pedestrians/wheel chairs is the cavendish street Belmont bridge crossing. I'm not sure what the answer is, maybe a pelican crossing some way into cavendish street. It's a blind spot for cars coming off the bridge turning into cavendish street. Some drivers assume the road will be clear and do not proceed with caution. Maybe a mini roundabout and traffic calming bumps ?
Would be good to make it more clear that pedestrians have right of way across the expanse of the b&m entrance. Could restrict B&m entrance ?

Changing cycle lanes from two way to two one way lanes may be risky, cause confusion and accidents. Consider keeping as two separate lanes all the way to the station

I welcome the addition of new footways and cycle lanes on Swadford Street and Broughton Road. Unfortunately due to the pinch point between Belmont Bridge and Cavendish Street the segregated provision is not continuous. This is a major barrier and cyclists nervous in traffic will not use the new lanes because the cycle route is not provided continuously. Every effort should be made to ensure the route is continuous - see LTN 1/20 page 172 "routes should be complete with no gaps in provision". This might mean narrowing the general traffic lanes to their minimum, removing the central white line, providing advisory cycle lanes on both sides of the carriageway with additional signage to inform drivers, reducing the speed limit to 20mph with camera enforcement, and changing the road surface to indicate to drivers that they are sharing it with vulnerable road users on this section.

The evening use taxi rank on Swadford street provides a valuable and safe place for blue badge users to park during the day to access that end of town including Specsavers and Post office - removing this and putting a cycle lane in will make it significantly more difficult for disabled people to access this end of town - the bus station car park is already difficult to access as it offers limited disabled parking and the taxi rank often extends back in front of the small number of spaces making them harder to access.

Overall the proposals will make things worse for bus users

Tourists to the area will not be arriving via train but vehicles and this layout will cause broughton street to be a bigger bottle neck than it is.
Two way cycle tracks are confusing and dangerous . Sharing walking and cycle tracks disadvantage walkers.

I think you should include motorcaravan parking bays and allow 48 hours overnight parking this will encourage this rapidly expanding market sector of touring motorcaravans to use the station parking and walk or cycle into town.
Maybe the inclusion of a cycle hire shop would be beneficial.

Difficult to comment as I am not sure how you squeeze in cycle lanes without creating additional hazards.

Money spent on improving walks can only be good for all local or visitors alike . And it means money saved on the NHS as people get healthier / fitter.

Broughton road is already over crowded and narrowing the taffic lanes by putting in cycle paths will not help as the wagons delivering to businesses and busses will compromise safety

I don't agree with the road hump at the Coach Street junction and it is shown as two way when it is a one way road.

The B&M junction could be improved further as currently I think it is dangerous to car users and pedestrians.

I do not like the idea of a 2 way cycle lane with cyclists moving other opposite way to traffic. This sounds distracting and dangerous to me.

Along this stretch of Broughton Road there are several junctions (B&M, Cavendish Street) with poor sight lines for cars. I am concerned this hasn't been taken into account when planning the cycling lanes. I struggle with some of these junctions currently as both a car user and pedestrian. Improvements in sight lines for all users would improve safety in my view.

Where is the taxi rank proposed to be moved to from Swadford Street? This gives a welcome alternative to use at night away from the busy bus station car park rank. We also use it when there isn't a taxi available at the train station! One area that could maybe benefit from a taxi rank is the Northern end of Coach Street as this area of town has had its night time economy increase in the last few years.

Can you consider a ban on turning right out of Swadford Street onto Keighley Road? This often causes issues with other car users and pedestrians.

Cycle lanes that stop suddenly are more dangerous for cyclists - drivers do not allow space or recognise the change from segregated to shared space. Cycle lanes that stop for side junctions or force people to cross the road are clearly less convenient for cyclists. I will not use them.

Where there is no provision for cyclists along Belmont St, presumably because it is too narrow, there should be clear road signage instructing vehicle drivers to give cyclists priority and pass wide, i.e. not try to squeeze past where there is insufficient space. The new crossing for walkers and cyclists next to the entrance to B&M should be traffic light controlled to enable cyclists heading from town towards the station to get to the new 2-way cycle lane easily.

Otherwise at busy times the temptation will be to pull towards the centre of the road to make a right turn onto the cycle path and this will impede traffic. Alternatively if getting to the cycle lane is difficult, cyclists may continue along the road, which defeats the purpose of the changes.

how many people use bikes at present from getting off a train apart from possible leisure users and is it worth spending all that money for just a few - yes all the area needs improving but giving so much space for limited benefits is not the answer - yes make the walk way that goes towards Tesco's part cycle would be much better and safer.

Concerned that the new cycle lanes are interrupted by widened pedestrian areas leading into zebra crossing. As a cyclist, this is not safe - where do the cyclists go if pedestrians are on this paved area? There is no facility for them to merge with traffic prior to this which could cause accidents. Equally, once pedestrian's have crossed - there is nothing to prevent more pedestrians walking into this area and knocking over cyclists or vice versa. The cycle ways should be allowed to continue in a straight line without the elongated pedestrian platform at this point but be intersected by the zebra crossing which would indicate to cyclists the need to stop safely without putting them or pedestrians at risk.

How do you feel about the plans for the canal footpath?

what's the point? there is little or no use for a footpath to the Mart and users wanting the college or the leisure centre go straight through the park via Gawflat Lane as it is the more direct route.

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

Why do we need a footpath to the auction mart? Upgrade the path through Aireville park and sort the drains out.
I would suggest making more of the route to the auction mart - include cycling provision if at all possible. would it be possible to provide dedicated cycle routes through Aireville park re access to the leisure centre? Probably beyond the scope/funding of this initiative but a canal bridge towards the auction mart stretch would be an enhancement to the whole scheme.
Absolutely no need. Access to Craven College via Aireville Park is perfectly adequate and pleasant, and the number of people likely to walk or cycle to the Auction Mart could be counted on less than one hand.
The proposal will only benefit vegetation (walkers less likely to stray from a clearly defined and well-surfaced footpath) if there is not damage to the existing vegetation - particularly mature trees - during the necessary groundwork
I don't understand the reasons for improving this area. The existing path to Craven Leisure and Craven College are already the most direct routes. Auction Mart traffic is entirely agricultural business-related - is there a use case and demand for foot and cycle travel to this venue? This is a nice leisure route, and I would use it when walking with my children, but I don't see it improving journey times. I worked at Craven College for 8 years and used the leisure centre every day - its a 90 second walk - I don't see how these plans will improve on this. Every year, all of our students who travelled by train, stated they wanted better lighting (as the path is dark in winter) and better maintenance (to remove leaves, debris etc)
Very positive development
This is the only plan that makes complete logic and is long overdue.
Signage at Gawflat swing bridge could say it's a good walking route to Keelham farm shop.
Love it! Only concern is if need benches - could this be possible area for ASB - would benches be better in park. lighting has been a huge issue on path - I have felt very unsafe in the past walking to the station in the dark, and I hope that this path will have adequate lightening. I know many women are put off using paths if feel unsafe - women are more aware of personal safety given levels of violence against them.
The Route to the Auction Mart could also improve walking links to Gateway House. Can the signage from the station reflect this. It will reduce the number of commuters using train and walking/cycling to this site.
It is very narrow at moment. A lot of the trees have been felled recently. A bridge across from Sawley Street area would be a very good idea. The footpath through Auction Mart area is quite dangerous in term of heavy traffic some days it will need safety fencing
Really good idea
Integrate access with station and Morrisons?
I would like more information on how accessible this path will be to wheelchair users - will it be step free (unlike the other new access onto the canal towpath from Aireville park) and will cycles be able to use it as allowing cycles onto the tow path makes it significantly less accessible to wheelchair users due to inconsiderate behaviours of cyclists, not giving sufficient space to wheelchair users or stopping or dismounting to allow safe passing.
The proposals could lead to increased cycle activity on the Conservation Meadow which will damage it. At present mud puts cycle users off going along the path. Also the proposals do not include safeguarding the old stone wall, which will soon disappear if the stone thieves can access it more easily, and safeguarding it by repairs was part of the previous proposals for the footpath.

By providing suitable overnight parking spaces for touring motorcaravans they will be encouraged to visit the town and spend in local shops.
Motorcaravan owners tour year round and love to park up and walk or cycle into town.

There are good links already through Aireville Park?

The obvious and sensible route is to make part of the existing path through Aireville park into a cycle route..
I don't anticipate MANY PEOPLE WANTING ON FOOT ACCESS TO THE CATTLE MARKET.
I THINK THE PATH HAS MORE RECREATIONAL VALUE.

Try to avoid tarmac or paving for the footpath, these surfaces are designed for wheels and not feet.

As a woman walking alone, I would avoid walking the proposed footpath as I avoid using Black Walk now. It's not safe.

Responding on behalf of friends of Aireville Park - very much support the new path - only concern is situation of benches/seating area, and if these become a focus area for anti social behaviour

question about bins for litter and recycling - we litter pick in park, and there can be a lot of litter on walk from college to station though the park, and so would like to see bins on the path way.

Questions about lighting for the path - we have had feedback that some women don't walk back though the park at night (up centre path) as inadequate lighting and don't feel safe.
Wondered what the plan for lighting in in this area.

Unless cycles are facilitated there will be no equivalent improvement in cycle access

How do you feel about the plans for a proposed new footpath link to the Craven Leisure Centre?

What is the demand for a less direct route between Gawflat Lane bridge and the leisure centre?

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

Think of all the rubbish and dog mess that will a consequence of doing this and who will go and clean the bins assuming there are any?

See comments above [Absolutely no need. Access to Craven College via Aireville Park is perfectly adequate and pleasant, and the number of people likely to walk or cycle to the Auction Mart could be counted on less than one hand.]

see above re impact on vegetation [The proposal will only benefit vegetation (walkers less likely to stray from a clearly defined and well-surfaced footpath) if there is not damage to the existing vegetation - particularly mature trees - during the necessary groundwork]

There is already an adequate path from Gawflat Bridge to Craven Leisure - it just needs to be made available for cyclists as well as pedestrians (perhaps with a segregated lane). Why would anyone choose to walk from Gawflat Bridge along the N canal bank and then up a new path when the existing path leads straight from the bridge. Also there is a more direct existing route from Auction Mart to Craven Leisure.

The current path is well used and in reasonable condition and routes directly to the train station. The proposed new path is much longer and goes through woodland. It is a nice leisure walk but not a commuter route.

Brilliant - also gives more options for circular walks on firm footpath around park - so good for those with limited mobility or health issues.

Could be good place for drinking water fountains for leisure centre/park users and students - save plastic

Currently dogs are not officially supposed to use the former Pitch and Putt course area although in practice they do. All dog banning should be lifted as dog owners will make up the majority of users

As above - I would like more information on how accessible this path will be to wheelchair users - will it be step free (unlike the other new access onto the canal towpath from Aireville park) and will cycles be able to use it as allowing cycles onto the tow path makes it significantly less accessible to wheelchair users due to inconsiderate behaviours of cyclists, not giving sufficient space to wheelchair users or stopping or dismounting to allow safe passing.

Another route to attract the touring motorcaravan owners.
On average they spend £47 per day in local shops and restaurants when staying locally overnight

Not sure it is needed.

How do you feel about the plans to close Gas Street to vehicles?

I am very please that this route is to be upgraded. There is also a nice walking route into Skipton Tpoen centre via the canal towpath

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

If you close gas st to vehicles are you giving them free parking in Cavendish St. Car park?

unable to give an opinion on the four boxes above

I assumed that Gas Street still allowed vehicle access to the houses

As Black Walk and especially Gallows Bridge, are designated as footways, how can changes to Gas Street help people cycling to the bus station?

Closing gas street to vehicles is irrelevant but will improve the looks and approach to gallows bridge. How are the residents supposed to get vehicular access to their homes? Pointless doing any of this if you're still going to rely on the crappy bridge which is so badly maintained. It needs better wider access and wider crossing to be a real benefit.

See comments on Shuttle bus between station and bus station in zone 1 [Will there be Bus stops at station? There are now. Will they be next to the station building entrance
Will signage at station direct to bus station and town centre? Today it directs to town centre only.

Can there be shuttle bus between bus stations and station - only one right turn across Broughton Rd if go via Carleton new rd. and then back via Swadford street]

The footbridge over the canal makes the use of Gas Street to reach the bus station by bicycle difficult if not impossible because of the steps at the bus station end of the bridge. For the same reason, this route from the railway station to the bus station offers no benefit to wheelchair users.

In all my years of living in Skipton and nipping over the Bridge I have never encountered an issue with cars in this area so seems pointless to me

Closing Gas Street is not mentioned on the map

Very difficult to say as there is virtually no traffic on Gas Street and cyclists will use other routes to avoid the bridge.

Closing Gas Street to vehicles will make it much easier and safer for pedestrians to get around

Think about widening Gas Street into Cavendish Street car park to provide more space to pedestrians.

How do you feel about the plans to make Carleton Street one-way and ban parking on the north side?

please ensure that bus access is improved

I will submit further comments by email as this questionnaire misses several key points that will have a very detrimental affect on Carleton street for the health and safety of residents

As there is no right turn from Keighley Road into Cross Street i.e. from the town centre how do residents get access unless coming from the South along Keighley Road? They would have to turn around somewhere and head back along Keighley Road.

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

I would include Cross Street in this and make the entire area around Christ Church traffic free.

unable to comment on boxes regarding residents

No one cycles to the bus station via Carleton Street and Gas Street as they have to carry their bike over the bridge. There's no capacity to take a bike on a bus. There's no secure bike parking at the bus station. These improvements will benefit pedestrians walking to and from the train station, and parents like me who have children at Christ Church School.

Like the crossing of Cavendish Street. Could it be made to be more of a square so it feels more inviting for pedestrians

The one-way system arrangement should be the other way round (north facing) for both Carleton & Cross Street, allowing opportunity for cars to turn either left or right onto Keighley Road than coming out onto Cavendish Street.

To be brutally honest this is a terrible plan and will badly affect the lives of residents on Carleton street. You are pushing parking up against the fronts of peoples houses rather than away from them, this will mean cars parked straight outside their doors. Also residents struggle to park near their homes already, the only way this could improve their lives is to force the parking to the church side of the street and make it residents only. Widening the pavement outside the houses improves their lives and pavement users. In my opinion making Cavendish Street one way from Keighley road to Broughton road would make a huge improvement to peoples lives. One way Cavendish st ... Broughton road ... one way along Belmonds street and Swadford Street to Keighley road. Much the same as Ambleside in the Lake district.

Will Carleton street be two way for cyclists?

Many women want to cycle/walk children to school before making onward journeys, do the plans sufficiently take this into consideration at Christ Church school. An issue for me, has been if cycle children to school, and then I go to work - what do I do with their bikes (inadequate storage at school).

Given closeness to school - this street could be really fun - there is a lot of thought and research about play in streets, and how playful environment encourages families to walk with their children to school/shops/station etc. Seems to be this would be good space for fun!

Walking does take longer - when my youngest started school - it took me an hour to get hour from school (I now walk this in 10mins - there was a big hill involved). making street fun helps, but big factor is also public toilets - and the ones at the bus station re terrible. not the remit of this project, but it will effect families desire to walk/cycle anywhere if no decent toiles nearby. again good place for drinking water fountains

more planting would be good to include in this area - a mini wildlife corridor to the canal .

The proposed changes in Cavenish Street are irrelevant to improving access to the bus station, other than the addition of the new crossing at the junction of Carleton Street/Cavendish Street.

To make it seem like a coherent plan for pedestrians the Tesco customer car entrance / Tesco goods entrance / farm supplies / vet / cavendish street / carleton street interchanges should be laid out with one coherent clarity of pedestrian right of way with a paved broad exit from black walk round and forward across to, and the same width as, carleton street. at the moment pedestrians juggle different vehicle activities. It's our main route from Middletown to the station

As for Gas Street above..... [Very difficult to say as there is virtually no traffic on Gas Street and cyclists will use other routes to avoid the bridge.]

Who would choose to walk this way to the bus station, instead of Broughton Rd. What improvements will be made to gallows bridge.

How do you feel about the plans to resurface the footpaths along Black Walk and create a walking link to Morrisons Supermarket?

The fares currently charged for public transport are ridiculously high and are punitive to those trying to live green without a car. I wish this money was instead spent wholly on reducing public transport costs so more people started using it.

Unhappy about Black Walk Morrisons access. I think I will feel less safe with another access point to the walk.

Please plant trees and address lighting.

Black walk is a fairly uninviting route running mainly past the unloved aspects of Morrisons and Tesco and in an awful state with litter most of the time. Unless a major 'boulevarding' approach is adopted I'm not sure that much can be done. I'd prefer the Morrisons/B&Ms stretch of Broughton road to be improved as a pedestrian route, i.e traffic reduction, access to the rail station and far end of Broughton Road primarily from the bypass as part of an overall reduction of traffic in Skipton town centre.

Black Walk is currently an unpleasant environment and feels unsafe even in daylight, being enclosed on both sides by high metal fencing.

Despite these improvements without significant lighting and a much improved sense of security, I would never use Black Walk. It feels like the perfect place to be jumped on, especially in the dark and I wouldn't let my daughters walk down there. I think it's because it feels isolated and no-one would hear you scream!

Improvements to Black Walk are needed but are they ambitious enough. Ideally should be wider, better lighting and more colourful and inviting

Good to try to improve these routes, but they will still be perceived as long and awkward. It would be much more effective to arrange for buses to call in at the station as part of their routes, so as to help people plan multi-mode non-car journeys.

I have used black walk to cycle for shopping - some of the other junctions near by are terrible, so being off roads helps with safety. It would be god if this could continue. It is also used a shortcut from Broughton road area to Christ church school, and good if children can cycle this journey as a long walk.

Again safety really important, I know women who would not walk this way - the new escape route to Morrison will help with this, but look at lightening, and feeling openness of route as a whole (women don't like walking anywhere they could get trapped) . would be good if access to Morrisons includes ramp for bikes and/or pushchairs.

Can't add enough text to Gallows bridge box - safety concern around this area too

area better now big bushes cut down, and better feeling of space - nicer planting in this area would be good too.

Area feels unsafe as it looks shabby - agreement with British rail to tide up their side of walk would be good - a lot of litter in this area, and planting that is overgrown (could nay of this area be used to expend width of path?) .

The Black Walk is a disgrace in terms of litter. The rail authorities must be made to clear up the masses of visible litter on the tracks over the wire fence. As an entry point to Skipton for visitors on foot it is disgraceful

Ease car congestion around that small area

My current route from the railway station to Morrisons is to go along Broughton Road. Enhancements to the Black Walk are unlikely to make me start going that way instead. The Black Walk route looks marginally shorter using the new emtrance, but I don't think that would make me change my habits. Because of Covid I haven't used the Black Walk for a while so i can't remember what state the surface is currently in. Does it really need resurfacing? Not mentioned in the improvements is lighting on the Black Walk. Again I can't remember what it is like because of Covid. If the lighting is inadequate, I would favour improving the lighting over resurfacing. From memory, the start of the Black Walk at the railway station end is quite initimidating - a narrow path between two high metal spiked fences, which is quite claustrophobic. If I were a woman, I would have second thoughts about using this path in the evening. Thought needs to be put to how this section of the path could be made to feel safer and more attractive.

The proposals in Zone 4 do not go far enough and fail to address the problems and reluctance of people to use this route particularly after dark. Black Walk feels dark and oppressive at the best of times, strewn with litter and the occasional haunt of local drug addicts getting their fix. What the path needs is to be made much more welcoming and feel safer. Widening and resurfacing the path, cutting back the trees and shrubs, revising the hard and soft landscaping, improving the lighting, clearing the litter and providing (escape) routes from the main path into Tesco, Morrisons etc would all help.

Black walk is isolated walkway for some. The new entrance to Morrisons will make it seem more social. Make black walk broad enough for pedestrians and cyclists. Discuss with rail track and Morrison's their public spirit in letting us adopt some land either side. From station through to rail track yard. same for using some of railtrack yard. Make the low traffic frequency Tesco delivery yard and rail track yard road single lane with traffic control lights. Across into carleton street (as discussed previously) then pave right round into cross street. Make parking residents only. It will accentuate the pleasant setting of Christ church and cross street. Make Carleton and cross street two way for cyclists. We will have a comfortable wheel chair route to bus station, aside from the pull up pinder bridge!. Why cross street two way for cyclists? If we sign appropriately a safe secure right turn for cyclists on keighley road after pinder bridge, turning right into remodelled junction with cross street. Eg. Cyclists coming into town centre along Newmarket street can continue round onto keighley road then travel mostly car free to and from the station.

Will require improved lighting and CCTV

Whilst resurfacing would be nice I feel good streetlighting would be more important and I do not see this mentioned

The main problem that makes the black walk unpleasant is the litter not the surface and being hemmed in by a high fence on one side with nothing attractive about it.

No mention of better street lighting along Black Walk or other safety measures to encourage all pedestrians. Nothing about cycling this route.

The only way to improve black walk is more lighting and CCTV cameras to make it safe for all.....

Black walk is a dingy and obscure path, and it's hard to see that changing substantially.

Please consider better lighting and safety for pedestrians along Black Walk. This area can be very enclosed.

Please tell us what changes (if any) you would like to see at Gallows Bridge to encourage walking in this area?

A safer more accessible bridge

Long slopes instead of steps

restore the bridge so that it's a feature of the canal - highlighting its heritage through redesign.

This was supposed to have been done a few years ago after some old chap fell down these steps.

I would suggest street lighting to ensure path is well lit and CCTV to discourage crime.

Its not a particularly attractive bridge, there are worse, main issue is access. on and off.

Needs a ramp for mobility scooters and cycles

Ramp access would make it accessible to wheelchairs and pushchairs.

I am not aware of any issues with the bridge other than it being inaccessible to wheelchair users

Better steps

Steps unsafe: steep and uneven. Safety and ease of use needs addressing.

Make the steps even. Best of all, add a ramp so that pushchairs etc can use this route.

Improved grip/surface. Hand rails. Regular maintenance. Bridge regularly freezes in winter. Grit bins
The steps leading up to Gallows Bridge are very steep. A ramp would be ideal esp for prams, buggies
ramp or shallower steps up to the bridge.
The steps and bridge need improving. Also needs to be attractive to improve the area as now its ugly
Improve the step steepness, adding modern anti-slip steps and renew railings with additional lights.
Wheelchair friendly and at least 4 metres wide (Social distancing)
That crappy bridge needs replacing with a wider bridge, better access / steps, and maintained better
I would be very happy to see more money spent on a total rebuild to make accessible to wheelchairs
It needs a new bridge - accessible for more people - wheelchair & pushchair users
I would prefer a structure that enables cycle and mobility, and wheelchair access across the bridge
Must improve the stone steps on it. A pedestrian was killed falling there and no improvements made.
Tread on the steps as steep and slippy. Bridge less wobbly.
Replace the bridge with one with ramped access
Gallows Bridge should have ramps at both ends so that wheelchair users can use it.
The surfaces need improvement to make the bridge less slippy in bad weather. Signage should be used
The steps are steep and uneven - so if you can make them level and provide hand rails it would help.
The bridge must be DDN compliant with a non-step option.
Something to make the steps less slippery
Add a slope section to the sides to help pulling luggage rather than having to carry it as now
Ideally the bridge would incorporate a ramp for cyclists and disabled access.
A refresh would be good
New railings and a resurfacing of the bridge
Make the steps safer
some way of being able to cross the bridge by bike
A more substantial, wiser bridge with less steep steps would be good
Make top step between stone steps and the bridge itself less high, better non-trip surface on top
Access for all without streps.
A long ramp on either side with no steps
Accessible for wheelchair users especially as skipton has a special educational needs school!
Wider bridge with flower boxes. Very depressing looking at the moment.
The steps are uneven and even for someone steady on their feet are a worry in the winter.
Making it safer in winter, the steps, and the bridge itself are too icy in winter.
Less steep

A better built bridge again with good lighting and CCTV cameras, A new bridge should be in the plan
A bridge with architectural merit so it draws people to the canalside and ped links. Less steep too.
Make the steps less steep
Gallows bridge is unattractive and dangerous. Provide new bridge over canal without steps.
Ramps not steps, better lighting
Improved lighting, improved surfaces and handrails.
Can't add enough text to Gallows bridge box - safety concern around this area too

Appendix Two

Questions received via YourVoice Q&A tool and the responses provided

Q&A 1

What are the number of car park spaces available now and planned? Where will the taxis wait and how many spaces are available for them? Why not build a multi-story car park for commuters who wish to use the rail services?

Response

Good morning, Thank you for taking the time to send us your comments. The car park configuration is aimed at improving station access particularly for active modes of transport - walking and cycling, in line with funding requirements. Of course, this needs to be balanced with other transport modes and so parking spaces and taxi space is retained at or very close to existing provision - detailed numbers will be finalised in the next stage of design. Regards, The Project Team

Q&A 2

On Broughton Road, between the railway station and the crossing at the entrance to Morrisons, is the new 2-lane cycle way the only thing on the North side of the road, or is there also a separate space for pedestrians? On Zone 1 Plan B and Zone 2 Plan B it looks as though there is space for pedestrians but on Zone 2 Visualisation B it looks as though there is no space for pedestrians on this side of the road, or if there is space, it will be very narrow and partially obstructed by tree planting.

Response

Good afternoon, Thank you for taking the time to send us your comments and questions. The footway will be provided on this side of the road with a typical width of 1.5m - the perspective within the visualisation makes the footway appear narrower

than it would actually be. Regards, The Project Team

Q&A 3

How does a cyclist heading towards Tesco from the railway station negotiate the right turn into Cavendish Street? I assume they will have to move to and sit in the middle of the road until it is safe to turn, as now?

Response

Good afternoon, Thank you for taking the time to send us your questions. The existing right turn protocol is retained here. Regards, The Project Team

Q&A 4

The crossing by the post office at the East end of Swadford Street is marked on Plan B and Visualisation B as being for cyclists as well as pedestrians. Where are they supposed to go when they get to the other side? The cycle lanes either side of the crossing are one-way and there are no side roads. The only use possible use this crossing has for a cyclist would be to facilitate a U-turn!

Response

Good morning, Thank you for taking the time to send us your comments. We will ensure that the utility of including provision for cyclists on this crossing is reviewed. Regards, The Project Team

Q&A 5

Hi Roseann/Aidan, I had a few further comments/questions in addition to the survey if that's ok? I've stated in the survey I don't think this is a good use of funds - but this is aiming squarely at the cycling provision in zone 2. Something does sorely need doing here to encourage what is a very short journey to the station from anywhere in Skipton. However - have you considered access to the cycle lanes from the rest of the town? The vast majority of people you would be looking to attract to this route live east of Swadford street (as I'd guess do a majority of Skipton's population? Those East of Swadford street don't need this scheme - they would come through aireville park or via the canal (which zone one is great for by the way!). The biggest issue to me and my wife - both regular cycle commuters is not this stretch - but is the nightmare of the roundabout at the bottom of new market street and the right turn off of Swadford street. If you spent all the money on zone two on addressing this one pinch point you would encourage more active travel than the whole of the rest of the zone 2 elements. No one who doesn't currently have the confidence to cycle through that junction is going to be encouraged to access some great cycle lanes after this point? Everyone who can reasonably be expected to use those cycle lanes is east of that point? Additionally there are for more vehicle journey's to Morrison's I would

have thought than to the station? Surely the scheme needs to incorporate something to make cycling access to the supermarket easier?

Additionally - if I am cycling to the station with a car beside me/behind - the car will now have to stop to let me cross the first crossing to access the bi-directional cycleway? It just doesn't seem effective to make the car and cyclist stop and once again at the end of the bi directional cycleway to access the station? I would go so far as removing the bi-directional cycleway and think it actually safer and more convenient for a cyclist or motorist to co-exist all the way to the station sharing the carriageway rather than forcing a cyclist to stop traffic twice? The section away from the station is excellent I would like to say! The bi-directional creates potential conflict as more competent cyclists (and anybody quite quickly who is encouraged to now make the journey - will quickly realise stopping twice massively inconveniences everyone. If a cyclist is not using the bi directional cycle way for this reason it creates a conflict with the motorist 'there's a cycle lane there) where the conflict just isn't needed. I cycle to Morrisons with my daughter in the bike seat - she loves it - I am terrified of standing in the middle of Swadford road attempting to turn right! Happy to discuss further - at the very least save the money on the bi directional between Belmont bridge and the station - it will 100 % do more harm than good to cyclist using that route.

Response

Good morning, Thank you for your detailed and considered comments which are very useful - these will be fed back to the design team and considered as part of the preferred option to take forward. We note particularly your comments on accessibility onto Swadford Street. Whilst this sits outside of the scope and the funding envelope of the current scheme, the current scheme is intended to form a link which can be extended under future funding packages, as part of a coherent wider network in the town. Regards, The Project Team

Q&A 5a (following on from above)

Good morning team, thanks for your reply, much appreciated. I'd just like to re-iterate/ask if a pedestrian/cycle zebra crossing across Swadford street (i.e. from card factory to the barbers shop where there is currently an island) can be reconsidered within the scope of this scheme. As a value for money measure it just seems like a drop in the ocean compared to the wider scheme to put this in - both in and of itself and as a massive boost to the value for money for the proposed scheme? I can't overstate the positive impact this would have for the vast majority of people of who will now be encouraged to walk/cycle? It's the access to the new scheme I have concerns over - it just seems like a huge wasted opportunity not to extend the scope to include a crossing when you 'have the bonnet open'?

As a cyclist and pedestrian using this route as a family I can't really see a huge need for further cycling provision in the town over and above this key piece of infrastructure (except for pedestrianising the high street and a one way system which would do wonders for all transport modes in my view - appreciate well outside of scope!) If its impact could be considered fully as an inclusion and discounted for

'x' reason no problem - but it doesn't seem to have been considered when looking at the original scope? Thanks again.

Response

Thank you for your further comments. The suggestion for a crossing at the location of the existing island would need to be subject to some detailed feasibility - we will pass your comments to the design team for consideration in our consultation analysis and decision of scope to be taken forward to more detailed design.
Regards, The Project Team

Q&A 6

Have you looked at how dangerous pedestrian and cycle access is to Engine Shed Lane? This is also a commuting route for many - to Sandylands and the Engine Shed Lane commercial units, but there is no pavement or safe crossing

Response

Thank you for taking the time to send us your comments. Unfortunately Engine Shed Lane does not fall within the project area for this scheme, but your comments have been recorded for consideration within future funding opportunities. Regards The Project Team

Q&A 7

Regarding part 3 of the proposals have you considered extending the path a bit further past the Auction Mart along the canal bank to meet the other path which descends Niffany Hill to Niffany Bridge to create a circular route back into town- it would enable walkers to go under the bridge in safety rather than having to cross the bypass further up?

Response

Thank you for taking the time to send us your comments. We will feed this point to the design team for consideration at the next stage of design. Regards The Project Team

Q&A 8

All the existing bus stops in the area appear to have been omitted from the maps - please can you confirm that these will be retained and improved where appropriate. The bus stop on the station forecourt is currently served by services 72, 73, 75, 210, 211 and 884, and a recent study undertaken for Craven District Council has highlighted the opportunity for additional services, such as the Embsay service, to also call there to help facilitate more sustainable travel. Therefore sufficient space and prominence should be given to this important facility for bus-rail interchange

within the new layout. In addition Broughton Road is served by long-distance bus services to Clitheroe, Preston, Barnoldswick and Burnley, as well as local journeys to Carleton, with key bus stops at Morrisons and outside the railway station. It would be good if the TCF scheme could improve these stops with improved waiting areas/shelters. Towards Skipton on Broughton Road the proposed cycle lane appears to conflict with the existing bus stop at Herriots Hotel - this needs to be resolved to ensure safety of both cyclists and bus users.

Response

Replied through the Transforming Cities Email (see Email 19)

Q&A 9

Just a p.s. to my comments about Carleton street/cross street. I wondered what percentage of residents would care to swap their on street parking for easy access parking in separate cctv secured area of cavendish street car park

Response

None required

Q&A 10

Regarding part 3 of the proposals have you considered extending the path a bit further past the Auction Mart along the canal bank to meet the other path which descends Niffany Hill to Niffany Bridge to create a circular route back into town- it would enable walkers to go under the bridge in safety rather than having to cross the bypass further up?

Response

Thank you for taking the time to send us your comments.

We will feed this point to the design team for consideration at the next stage of design.

Regards

The Project Team

Emails and responses received via YourVoice and NYCC TCF inbox

Email 1

Dear Your Voice, WYCA, Miss Hughes,

Please find my comments in relation to the 'Skipton Station Gateway' attached to this email.

Yours faithfully
[redacted]

The proposals are certainly an impressive improvement in comparison to the existing forecourt.

The provision for cycle storage appears to be extremely low. If anything this should match the existing level of provision that is provided at Selby! It is also a shame that it is not proposed to re-provide the Northern staff cycling facilities, as doing so would allow a 'Changing Places Facility' to be created as an extension to the existing toilet facilities! This would make Skipton much more appealing and inclusive place to visit for those with complex needs who are excluded from accessible toilets!

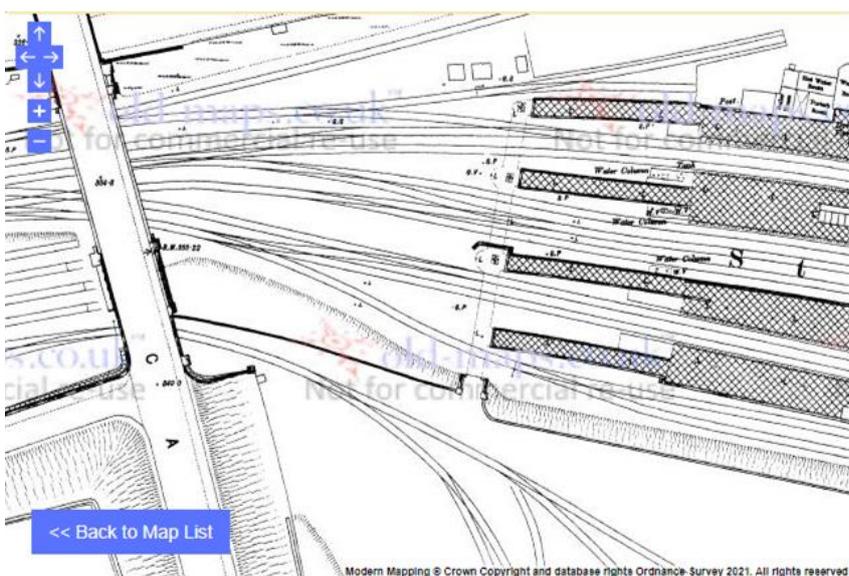
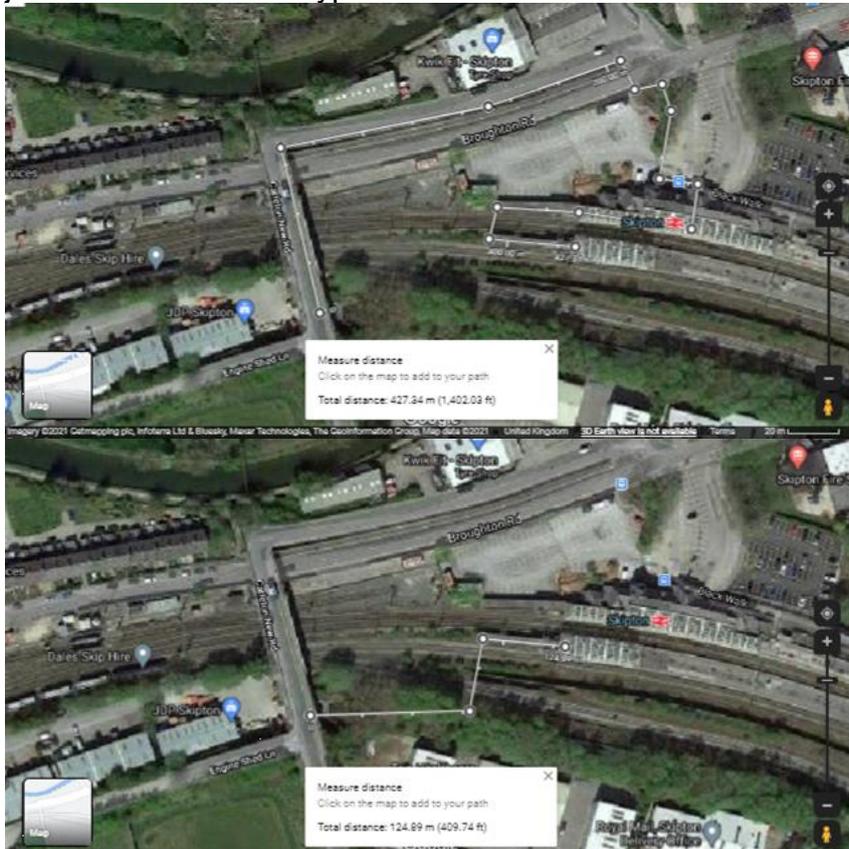


The cycle facilities at Selby



The staff cycle facilities at Skipton

Also I am surprised it has not been proposed to re-open the entrance on the South side of the station through the disused part of the subway. From engine shed lane the walking distance to the top of the ramp leading to the island platform is approximately 410 meters, if station entrance was reopened then this would be reduced down to less than 125 meters! Whilst most of the population lies North East of the existing station they're is now a significant amount of development going on just above the A629 bypass!



<https://www.old-maps.co.uk/#/Map/398500/451500/13/100455>

Response

Good afternoon,

Thank you very much for taking the time to send us your detailed comments.

We will consider and seek to optimise the amount of cycle storage as part of detailed designs.

Unfortunately, the funding criteria and budget exclude the possibility of further improvements inside the Railway station as part of this project.

Regards

The Project Team

Email 2

I will need to travel to the station by car. A large car park at the station will be a priority for many dales train- users.

Thank you

Response

Good afternoon,

Thank you for taking the time to send us your comments

As part of the proposals, we are seeking to retain the existing quantity of car parking at the station.

Regards,

The Project Team

Email 3

Dear Mr Rayner,

I'm writing to you in respect of a letter I have just received about the proposal of changes to Carleton Street and Gas Street Skipton.

Your letter mentions improvements to the junction of Carleton Street/Cavendish Street, would this also include Clifford Street?

Also you also mentioned restrictions on access to Gas Street for residents, would you also include the same/similar restrictions to Clifford Street?

As a resident of Clifford Street I have noticed an increase in the number of cars being left on Clifford Street by people going to the train station, the bus station, the railway pub and into town. This is having a massive impact on the residents as there is no other alternative area for us to park.

Is there an alternative for us as residents to enforce the street as residents only? As

I'm aware we are a private street
Any help would be greatly appreciated .Many Thanks . [redacted]

Response

Dear [redacted]

Thank you for your email.

The project is looking to improve the Tesco junction at Craven Street and the crossing to Carleton Street and onwards to the bus station – unfortunately Clifford Street is not directly within the project scope. However the whole package of measures is intended to encourage more people to cycle or walk between the railway station and bus station/town and I hope that this may help alleviate the problem you describe.

I'm afraid I can't offer any advice on parking restrictions for private streets.

Regards

Email 4

Attn Aidan Turner

Thank you for your letter. The route is in great need of upgrade and I fully support the principal of what you are trying to achieve but ask that you take care in considering the needs of residents, particularly in the cul de sac of Hirds Yard which can only be approached via Gas Street.

The current lack of parking restrictions on Carleton Street and the lack of thought given by those trying to avoid parking charges can often make access difficult for us in cars and often impossible for larger vehicles. I know neighbours who have had to pay extra when moving in because the furniture van had to park (and totally obstruct) Cross Street and walk their furniture through to the yard. When we moved in, I borrowed cones from NYC in Harrogate the previous day and placed them along Carleton Street, Gas Street, including the footpath towards the canal bridge, and the base of Hirds Yard. Had I not done so, the vehicle would not have reached our house.

Please note that it would be challenging, if not impossible, for a large removal wagon to turn into Gas Street from Cross Street. This needs to be given very careful thought when designing the one way system whilst at the same time avoiding making the route a rat run to avoid the traffic lights when leaving Tesco and heading into town.

Please do not cut Hirds Yard off from practical access for larger goods and emergency service vehicles.

With best regards

[redacted]

Response

Thank you very much for your considered response to the proposals, it is much appreciated. I have passed the details you have provided to our design team to ensure they are factored into the design as it evolves. I have also instructed a check

to be made on the vehicle tracking in respect of the Gas Street/Cross Street turn you have highlighted to ensure the design can accommodate the manoeuvre.

Email 5

Attn Aidan Rayner

Regarding the above May I draw your attention to the problem of access of larger lorries negotiating a sharp right turn into Gas Street if the one way system is extended into Carleton Street in the current direction . Larger lorries would be house removal types etc. Should pedestrian access be widened in Gas Street this would add to the problem .

Reversing the current direction would solve this dilemma . Lorries would access Gas Street from Carleton Street in a straight line .I hope that you will give careful consideration to my proposal .Finally please bear in mind that Christ Church has Christenings , Funerals, and Weddings involving car parking in Cross Street which would add to access problems for larger lorries trying to turn right into Gas Street . Kind Regards - [redacted]

Response

Thank you for your detailed response to the proposals which is very helpful. I have passed your comments on to the design team to make sure that the manoeuvre you describe can be accommodated and also to consider your comments on the direction reversal.

Email 6

FAO Aiden Rayner

We are writing to say we fully support the initial proposed improvements to Black Walk and Gallows Canal Bridge, making the area more pedestrianised. The idea of making Cross Street down to Carleton Street one way, we feel would definitely improve things, as the current situation is that the short stretch of one way system is completely ignored, as is the speed limit.

All the streets including Hirds Yard would benefit from residential/business only parking as they currently get very congested with people parking to avoid paying car parking charges.

There are a number of elderly residents in the area and if the emergency services were needed at times they would struggle to gain access.

Kind regards
[redacted]

Email 7

Dear Aidan Rayner,
Attached microsoft word document re Cross Street.

Yours sincerely,

[redacted]

Dear Sir,

In response to your letter 15th February 2021, I would like more detail on Cross Street/Carleton Street improvements.,

1. My main concern ever since cross street was made one way from Keighley road to junction with Gas street and Carleton street is constant number of vehicles driving at speed the wrong way up cross street.

The main reason is that the top of Cross street was left two way for the few residents who live in Thanets court so all drivers assume they can exit to Keighley road as it is open.

2. The other concern is parking on Carleton Street both sides of the road which narrows the road for delivery vehicles plus the pavement on west side adjacent to kingdom hall is very narrow.

If Carleton street is made one way from Gas street to Cavendish street this may stop the illegal use of Cross street except for one problem.

The extension of Cross street beyond Gas street junction (the cobbled surface) would still be used as access to Cross street and driving the wrong way.

On the initial consultation of Cross street being made one way, it was suggested that the east end of Cross Street (Keighley road) be made on the north side a limited parking lay by for local business, access from/to Keighley road only.

As I do not have video camera on my laptop, I would be unable to join your online meeting tonight.

Yours faithfully,

Response

Dear [redacted]

Thank you for your email regarding the proposals for Cross Street/Carleton Street. The consultation is now live and the documents can be found online using this link:

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

There are descriptions and plans of all the scheme elements and also a questionnaire o complete with your feedback.

Regards

Email 8

Hi, I live [redacted] in Skipton. I have received your letter and would appreciate a little more information. What is the logic behind extending the one-way system from Cross Street to Carleton Street? If it is to reduce traffic volume, this will have little affect on traffic reduction, unless there is some way of stopping the illegal traffic coming from the Pinder bridge on/from Keighley road ignoring the NO RIGHT TURN signage which accounts for the majority off traffic. The Cross Street/Carleton street area has been a rat run to Tesco for decades, the implementation of the one-way system did not resolve these issues, as drivers still ignore the no entry sign at the bottom of Cross street and of course the " no right turn" signage at the bridge. The police do not have the time to stop this, and North Yorkshire Highways will not improve the junction and say it's a police matter. Complaints from neighbours about this to the police have stopped being made, due to being told by the police that they will probably make the two streets back into a two way road again if the situation can not be resolved in any other way. My other concern is if the one-way extension will involve any reduction in parking spaces. I am a blue badge holder and struggle to park (even in lockdown). The blue badge system only allows parking outside my house for 3 hours, before the car has to be moved onto a different street (just as full with parked cars). This of course practically renders my blue badge useless as far as parking on the street is concerned. I am also very confused about Gas street, this is a dead end anyway so is basically residents/businesses only. [redacted]

Response

Dear [redacted] Thank you for your response and hopefully I can a little more detail to help with the queries you have raised. The reason for proposing an extension to the one way system to include Carleton Street is to enable the use of more road space to accommodate widening the footway to make the street more pedestrian friendly. The parking on the South side of Carleton Street will be retained and the restrictions which currently apply to the north side of Carleton Street would be extended to apply at all times – parking on the other streets would be unaffected – we are proposing upgrades to the surface of Gas street and formalising the residents/businesses access only to prevent obstruction by vehicles. I have also logged your comments in respect of the right turn from Keighley Road in order that we can consider that as part of the evolving design. Many thanks

Email 9

In response to the above proposal, we are a 2 car family who find parking an issue outside our home under normal circumstances. There would be no alternative for us anywhere in the vicinity should this space be used for a cycle lane. What would happen once the road narrows towards Belmont Bridge. Surely this is not wide or safe enough for a cycle lane. Cyclists from the railway station currently use the main road or more often the canal towpath behind our house, what's wrong with that? Also could you not widen the footpath known as Black Walk right next to the railway station, this would take you almost into town.

We are Foster parents with NYCC and grandparents and would struggle greatly if we had to cope with small children, shopping etc. on this busy road as would our neighbours. Also our local dental practise has a disabled parking bay on this row, how would disabled people access their dentist without this? Occasionally we have

used Morrisons car park for short periods until our parking space becomes free, often taken by rail users who object to paying parking charges! How about reducing parking charges thereby encouraging more people to use the train, not just cyclists. We do see the value of cycling lanes but not if they are very limited in length as this would be.

Should we wish to move in the future, not having direct access to parking would also greatly reduce the value of our property. We hope you can come up with an alternative plan on how to spend the £5.8m without disrupting the lives of so many residents. We will be attending the meeting this evening.

Email 10

Following the meeting with yourself and the other residents of Belle Vue Terrace please find below our points of dispute to oppose the plans for the new cycling routes. The main point of concern is the removal of on-street parking for the residents of the street as this poses a threat to house devaluations, car insurance, car theft etc. As residents of [redacted], we purchased this property in September 2020 as a full renovation project and as full time workers and students we found the parking for this property as a necessity for our transport for either work/college/removal skips etc. As this house is in much need of modernisation, we would find it very difficult for contractors to come and carry out works on this property if the parking was to be taken away. We currently struggle as it is as the street parking is usually fully occupied during the day by other residents, however we are happy to share this as we know we always have parking for our cars at the end of the day. Doing our normal day to day activities such as shopping would become seriously burdensome and a strenuous activity at best. Luckily we are still young but other residents on this street are not, and asking anyone to carry their shopping from their car say 500 yards away and across a busy road is much easier said than done. Another point of concern would be in the event of emergency either for us or our pets, we need the parking outside to be able to get to the doctors/vets quickly and safely. The route proposed and the crossing to the other side of the road where most likely you are saying our cars would be is a busy and dangerous route in an emergency. As I mentioned during the meeting, I would like to see any surveys/statistics that say this solution points to an abundance of new cyclists using the proposed route. This would not go in any other work place to carry out proposals without research first. To remove the very short space of residential parking in front of our properties instead of looking at other non-invasive alternatives. There is a tow-path behind the street that leads into Skipton town center and joins across the road from the train station, this is frequently used by cyclists at the moment as the road in front on belle vue is treacherous for cyclist with speeding cars and turning lorries. This road is very busy due to the multiple supermarkets and as it feeds off the A59 into the town. The canal route at the back of the houses looks to be a better alternative as there would be no disruption to any residents and also a safer route for pedestrians and cyclists alike. We as the residents of Belle Vue Terrace feel targeted as we are a minority and not many in voice to oppose of this, it is only us few that would feel the impact from this losing our parking spaces. We hope our opposition to this has been heard, as we feel that no matter how loud we shout we will never have a true say in this. These are our very strong and valid oppositions. [redacted]

Email 11

Hello

I have looked at the documents online and I welcome the improved walking connections between the rail and bus stations

However I am dismayed to see that bus rail interchange at the rail station is not provided for.

The station is already used for links to Grassington, Malham and Dalesbus. It would be better if the Skipton locals also went to the station to reduce the number of cars going from Skipton suburbs to the station.

I use the station links to get from Shipley to the Dales and this is a market with great potential if officialdom would get behind it.

Many more people could get from W Yorkshire to the Dales without clogging up the Park with cars. It just needs the will from NYCC and YDNP who at present only car about cramming in as many cars as possible, which is a disaster for locals, congestion, CO2 emissions and air pollution.

Regards

[redacted]

Email 12

Hi Aiidan Rayner

I had problem booking on so missed the visual plan could you please send me one. The bridge problem could be solved by putting a roof over it . it would save icing on the stairs which is most of the problem for us oldies iam 80-6

regards [redacted]

Response

Dear [redacted]

Thank you for your email and suggestion for the bridge, and I am sorry you had problems booking on to the meeting. The full range of materials is now available to view on the following web pages:

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

Please do let us know if you have any problems accessing these or if you need a hard copy.

Regards

Email 13

Hello,

I would like to opt-in to the mailing list receive email updates based on transport improvements in the Skipton area.

Regards,
[redacted]

Email 14

Hello

We have recently received a link to your consultation for Skipton Station. We are very surprised to see no bus stop included on the station forecourt which will prevent the current bus services that call in there from doing so. We also note a segregated cycle line the full length of Broughton Way again without an indication of how bus customers will safely board bus stops as you cannot have a scenario where customers step off into a live cycle lane. Indeed there are no bus stops shown at all. I assume this is an oversight, but a very worrying one if so!

Also, out of the blue, last week I was consulted on plans to remodel Skipton Bus Station to allow apartments to be constructed, which was apparently part of the Railway Station Master Plan. This seems not to be part of the TCF consultation and happily the footprint on the maps appears the same. Has this now been dropped from the plans?

Many thanks
[redacted]

Email 15

I have completed the online consultation process regarding the plans for Skipton. However there are broad comments I wish to make which do not fit into the categories offered for responses. Whilst I have been able to comment on some specifics I would be grateful if my points below can be considered, particularly those about additionality and best use of money, and the consideration of wider rail developments. These are as follows: My main concerns are three fold: First, a large proportion of the developments are cosmetic. Tree planting and path improvements would not be high on many people's priorities. Generally speaking Skipton town centre is not unpleasant and does not need millions of pounds spending on it. Secondly, some seem pointless, such as: a new pedestrian crossing near Morrisons when one already exists towards the station, another opposite the council offices and another by the post office in town. Improving a footpath to Craven College and the Auction Mart is not necessary. Routes are already perfectly adequate and indeed pleasant through Aireville Park. As a cyclist I would not say that there is much benefit from cycle lanes as proposed on Broughton Road. The documents admit that space is restricting to their installation. Also to be effective they ought to be part of a much wider network around the town, which is unlikely to happen. Why have a cycle path for 50 metres? What happens at the end of each stretch? Indeed the ancient pattern

of roads around Skipton does not make it possible to install comprehensive cycle routes. If there are issues about safety then a 20 mph speed limit through the town centre would serve as well for less cost and less disruption. Thirdly, there is little in terms of additionality and functionality. £5 million pounds could be used or put towards developments that really add something to the functioning of the area. I would support the following: 1. elements which promote better integration with the bus station. It would not seem cost effective to relocate the bus station to the railway station site (space is at a premium there, and in the current climate redevelopment of the bus station site might be difficult) so improving pedestrian links and signage between the two are important. between the two are important. 2. Should the rail route to Colne be reopened this would justify some expansion and redevelopment of the functionality of the Skipton railway station site to encourage rail travel, such as better bus links, and car park improvements. 3. As a Skipton resident for over 25 years I am interested that there has never been any public exploration of the opportunities to develop travel links into the Dales. Two clear opportunities present themselves, namely reopening the freight line to Rylstone quarry to passenger traffic with links to Grassington and secondly enabling the Embsay Steam railway to operate into Skipton station. This would improve the semi derelict part of the station, as well as hugely impacting on tourism potential and the Skipton and Dales economy, whilst enabling more tourism without generating more road traffic. I would be grateful to have it confirmed that these comments can be included in the consultation. [redacted]

Email 16

Dear Sir/Madam,

I would like to comment on one specific item of the proposed plan for Skipton with regard to development in Swadford Street.

Currently my disabled access to the Post Office on Swadford Street and also access to the Swadford Centre for U3A Meetings is to park on double yellow lines outside the Swadford Centre using my Blue Badge. The plan appears to prevent any parking at all in Swadford Street.

Regards, [redacted]

Response

Dear [redacted]

Thank you for your comments on the proposals for Swadford Street – your comments have been logged and will be considered by the design team in finalising the options to take forward.

Regards

Email 17

On weekdays Transdev bus no 72 calls in the station forecourt; also normally on

Saturdays Kirby Lonsdale Coach Hire bus 75 to Malham (not running currently due to Covid).

On Sundays Dalesbus 884 calls in the station forecourt.

Also Transdev Pendle Whizz and Stagecoach 280 call on the main road outside the railway station (and on the outbound run outside Morrison's as well), so suitable bus stops need to be provided for these.

[redacted]

Email 18a

Hi Aidan,

Please can you highlight the proposal for west end of Cross Street (the cobbled area adjacent to no's 1-5 Foundation organisation.

I can see this being used as access to drive up Cross Street the wrong way.

Regards

Response

Hi [redacted]

Thanks for your query.

I think this is the section you are referring to?:

The current proposals seek to install a raised table crossing on the corner and improve the surface of Gas Street – let me know if I have misidentified the location.

Thanks

Email 18b

Hi Aidan,

Thanks for getting back to me so quickly.

Yes that is correct location.

Sorry to be a pain I am just concerned that vehicles accessing Cross Street the wrong way.

I'm assuming the raised crossing will stop vehicles coming out of the cobbled area.

There entry exit will be via Cavendish Street?

Regards

Response

Hi [redacted]

If we implement the extended one way system we would design in countermeasures including signage to deal with the risk of people proceeding the wrong way – we

have also received feedback on the need to look at the cobbled section itself which we will do as part of the next stage.

Thanks

Email 19

For the attention of the TCF Skipton Station Gateway Consultation Team

I have complete the online survey but I just wanted to add the following comments as there seemed to be some serious information omissions from the maps and plans provided and insufficient character space to provide full explanations:

MISSING INFORMATION – BUS STOPS

All the existing bus stops at and near Skipton Rail Station, Broughton Road and elsewhere in Skipton Town are missing from the maps provided for the consultation – why?

I was under the impression that the TCF scheme was supposed to be mainly about improved connections between Bus and Rail.

For example, the bus stop on the Skipton Rail station forecourt is currently served by services 72, 73, 75, 210, 211 and 884, and I am aware that a recent study undertaken by a number of local organisations for Craven District Council has highlighted the opportunity for additional services to call at the rail station such as the Embsay service to help facilitate more sustainable travel.

So the maps and plans need to be updated to incorporate the bus stops and space for such vehicles to this important bus-rail interchange within the new layout proposals.

In addition, Broughton Road is served by long-distance bus services to Clitheroe, Preston, Barnoldswick and Burnley, as well as local journeys to Carleton. Key bus stops include at Morrisons, outside the railway station entrance, as well as outside Herriots Hotel and Belle Vue Square where the Craven District Council offices are sited. Again the maps and plans need to be updated to incorporate these bus stop. Also note that towards Skipton on Broughton Road the proposed cycle lane appears to conflict with the existing bus stop at Herriots Hotel - this needs to be resolved to ensure safety of both cyclists and bus users.

It would also be good if the TCF scheme could improve the bus stops with improved waiting areas, shelters and information displays.

SKIPTON RAIL STATION TO SKIPTON BUS STATION VIA BLACK WALK – ZONE 4

In terms of improved connections on foot between the Railway and Bus Station – the shortest and most direct route is via Black Walk between the Skipton Rail Station to the junction with Cavendish St/Carleton St.

However the proposals in Zone 4 fail to address the problems and reluctance of people to use this route particularly after dark.

I use it regularly when I am in Skipton and am always fearful I am going to be mugged – it has that sort of feel / atmosphere about it.

Black Walk feels dark and oppressive at the best of times, strewn with litter and the occasional haunt of local drug addicts getting their fix.

What the path needs is to be made much more welcoming and feel safer. Widening

and resurfacing the path, cutting back the trees and shrubs, revising the hard and soft landscaping, improving the lighting, clearing the litter and providing (escape) routes from the main path into Tesco, Morrisons etc would all help.

Hope this is helpful

Regards

[redacted]

(In a personal capacity)

Response

Dear [redacted]

Thank you for your helpful comments in respect of the Skipton proposals.

The consultation plans produced seek to highlight at a high level the changes proposed (these are feasibility designs rather than a detailed design) and that is the reason that detail such as the existing bus stops does not appear on the plans. We see buses as an important part of the sustainable transport mix and there is no intent to implement anything to the detriment of bus services. Your comments regarding existing bus stops are noted and we will feed these into the detailed design process to understand any opportunities which exist.

In terms of Black Walk we do intend to look at the lighting and landscaping as part of the detailed design and your comments here are helpful.

Many thanks

Email 20

I have lived on [redacted] for over 18 years, so I am very aware of the traffic and pollution problems, and how difficult it is for pedestrians and residents to navigate the area safely.

Parking spaces on Carleton street and who uses them

Residents - 6 large houses, 3 flats.

Foundation housing - offices and 6 flats.

Kingdom Hall - 2 meetings a week, 30+ attendee's

Christ Church - Funerals, weddings and concerts plus church services, mother and baby groups

The Railway pub - B&B, restaurant customers

The Craven Pub - limited parking

People who work and shop in Skipton.

Tourists

People who won't pay the parking charges at the railway station and use the black walk to then walk to the station.

Vehicles that need access to Carleton Street

Amazon vans, UPS 3.5 tonne, DPD vans etc

Supermarket delivery vans - 3.5 tonne

Delivery vehicle of 7.5 tonne or over (Brand Interiors). Will these vehicles be able to safely navigate Cross Street and keep it safe for both residents and pedestrians?

The majority of traffic comes from either people trying to park on Carleton/Cross/Gas street and deliveries both for residential and business. The greatest volume of traffic arises due to the illegal right turn from Pinder Bridge.

Maintenance of properties on the north side of the street

Scaffolding - Would it still be possible for scaffolding to be erected, would builders be still able to get a license to erect scaffolding on a narrow pavement and double yellow lines?

Use of ladders, painting and maintenance of properties - could this still be safely done?

Placement of a skips etc

Advantage of keeping parking on north side of Carleton St.

Reduced traffic speed

keeps traffic away from houses

Increased safety when exiting of house

Ability to unload without stopping traffic

Being able to use Blue badge to park outside of house if no other parking place can be found

Easier maintenance of buildings

What if anything is going to happen with the cobbled section of Cross St? Is this suitable for increased traffic use?

The proposed alterations to the street will greatly affect both my physical and mental health and well being.

[redacted] The increase in pollution levels and particulate matter will be detrimental [redacted]. The camber on the north side of the road will mean large trucks, vans, 3.5 ton vehicle's and 7.5 ton vehicles making deliveries to the business and residents will lean precariously towards the house. It will be quite frightening to have vehicles so close to the (legal minimum width) pavement [redacted]

The reduced parking will make it even more difficult to park, and I will no longer be able to use my Blue badge on the street.

Making traffic access Carleton street, say coming from Brought road, travel up Craven St, que at the traffic lights, travel down Keighley Rd and then Cross St to arrive at Carleton St is totally going to increase pollution on those streets. If as is the norm, there are no parking spaces available on Carleton St, what do we do? Drive around in circles until one becomes available?

Good points

Crossing at bottom of Cross St

Planters would be welcome addition as long as no parking spaces are reduced.

Involving Christ Church would increase the impact both of aesthetics and biodiversity in the area without any need for major expenditure. There was a beautiful wild life area planted by the children of Christ Church primary school years ago, but this was grubbed up and is now mown to within an inch of its life. The drop in wild life in the church yard is so diminished we are left with a few crows and pigeons. The bat population is decimated, it is so rare to see one now.

In my opinion the proposed alterations are far to complex and will cause more problems than it intends to solve. Also these proposals have not been well publicised and are difficult to find, I have spoken to several Skipton residents who have had no idea at all about these proposals.

Regards

[redacted]

Response

Thank you for your further comments in relation to the Skipton proposals.

Your comments are valuable and have been logged, they will be considered as part of the Consultation analysis.

In terms of the questions you have asked I will deal with each in turn for ease of reference:

- The detailed design will ensure that the vehicle types you have described will be able to safely use any new road layout – designs are tested using the tracking for different types of vehicles to ensure they can be accommodated.
- Access from the highway for property maintenance would still be facilitated by the final designs.
- Currently the proposals do not include the cobbled section of Cross Street, however we will review this in light of your concerns.
- In terms of parking and availability, we are proposing the retention of parking on the south side of Carleton street but would need to extend the restrictions on the north side of the street to 24hrs – this would be the period (overnight) when competition for spaces on the south side of the street from many of the groups you have described would be much reduced.

In terms of the publicity around the proposals we have sought to reach a wide audience through a range of methods including Letter drops to directly affected residents, media advertisements, a Press launch & associated media coverage, Flyers distributed with library books, Social media and Stakeholder meetings.

Once again thank you for your comments and suggestions.

Regards

Email 20b (a follow on from the previous)

Thank you for answering some of my worries.

Re parking issues. The competition for parking will hardly be reduced later in the day as you suggest, as there are only 8 parking spaces on the south side of the street. Residents all ready need more than 8 parking spaces. There will still be competition with the Railway pubs B&B and restaurant customers. They have 6 guest bedrooms plus a very popular restaurant open 7 days a week, 12pm till 8.30pm. What about day time parking? Residents need to park in the day time too, especially for me as a Blue badge holder.

Will there be any alterations to the pavement on the north side of the street?

Will there be any changes to the Pinder bridge layout to stop illegal right turns?

What if anything, is going to be done to reduce the impact of pollution, noise and reduction in residents health and wellbeing with these proposals for the north side of the street?

Is there going to be any improvements to the pavement on the south side of Cavendish street, i.e. repair of drop curbs, evening out of the camber and improvement to the surface?

Why is it deemed more important to encourage cycling and pedestrian use between the railway and bus station, yet allowing this to be at the detriment of residents?

Regards

Response

Dear [redacted]

Thank you for your email.

I note your concerns about parking and we appreciate the need to find a balance, we see the very close proximity of the Cavendish Street car park as an advantage in achieving this.

The proposals would include improvements to the pavements on the north side of the street and in terms of the impacts of traffic on properties to that side of the street we would see an advantage of cars no longer being able to park directly in front of them – in terms of Cavendish Street the pavement around the proposed new crossing would be improved. Pinder bridge is not currently within the scope of the project but your concerns have been recorded and this will be looked at as part of the next stage of design.

I appreciate your concerns regarding use for cycling and pedestrians and impacts on

residents – we are seeking to find a balance which encourages and enables sustainable forms of transport which is a key part of removing short vehicular trips on our roads and reducing the associated carbon, noise and pollution impacts, particularly for residents.

Regards

Appendix Three

Emails received from stakeholders and responses provided

Email 1 – Christ Church

Dear Mr Rayner,

Thank you for your letter advising us of the above.

Having discussed the matter with Revd Ruth Harris, our vicar, from Christ Churches point of view, we feel that the proposals will be an advantage on the whole, especially with regard to the Cavendish Street/Carleton Street junction and the extension to the one way system.

However, at present cars park, where parking restrictions allow, on Cross Street, Carleton Street, Gas Street and Cavendish Street. Will the proposed changes, incur any further parking restrictions?

As you are probably aware, parking in Skipton is at a premium, therefore we would be reluctant to lose any further spaces.

Also, may we ask that you include more visible signage on Keighley Road, where there is no right turn for vehicles coming over Belmont Bridge from Skipton town centre, as this is flouted by many drivers on a daily basis and can be a major hazard to pedestrians.

We hope that this is of some use and we look forward to hearing from you.

Kind regards,

[redacted]

Parish Administrator

Christ Church and St Mary's Office

Response

Dear [redacted]

Thank you for your considered response on behalf of Christ Church – it is much appreciated.

We will record the detailed comments for consideration by the design team as the design evolves. In respect of parking, within the current proposal the provision will be retained on the church side of Carleton St. On the northern side the current parking restriction would need to be amended to apply at all times in order to facilitate an improved footway width and retention of the existing parking on the church side of the street. Other than the proposal to make Gas Street residents only access, parking on other surrounding streets would be unaffected.

Regards

Email 2 – The Skipton Academy

To whom this may concern,

I am writing with regards to the proposed Skipton Station Gateway developments which will affect areas of Skipton surrounding Aireville Park and parts of the town centre.

As a [redacted] at The Skipton Academy, a local stakeholder which will be potentially affected by the scheme, I am very keen to get our students involved in the survey and allow them an opportunity to shape their town.

As I am sure that you are aware, the proposed footpath connecting the canal footpath to Craven Leisure Centre will be very close to the entrance which students use to enter/exit the school grounds. As such, it is likely that a number of our students will use this footpath on their commute to school. As a significant amount of our cohort live in the Broughton Road area of Skipton, these plans will have a considerable positive impact on them. In addition, a number of students use the public transport running from the bus station as part of their commute to and from school, with many students opting to make the journey between school and the bus station on foot and therefore will likely interact with the planned developments on their journey to/from the bus station, if the plans are approved.

Please could you advise on the best way for students to be involved in the response to this proposal? I wondered if there is a way which the survey can be completed to represent the views of different students without them completing individual surveys?

Further, I wondered if there was any concise information which could be provided to students and their families?

I look forward to receiving a response about this and working with you in providing the views of a significant stakeholder.

Kind regards,

[redacted]

Response

Dear [redacted]

Thank you for your email.

It would be great to engage with your students and I'd like to talk to you in more detail – would you be happy to provide a contact number that I could call you on to

discuss?

Regards
Transforming Cities Team

Email 3 – Friends of the Settle Carlisle Line

Dear Sirs

I am writing on behalf of the Friends of the Settle Carlisle Line (FoSCL) in respect of the Zone 1 proposals for the redevelopment of Skipton Station.

As you may be aware FoSCL is a 3000-strong members organisation supporting the Leeds-Settle-Carlisle railway line. Improvement of integrated transport along the line is one of our objectives.

However, having studied the Zone 1 proposals we would raise serious concerns as to the scheme:

- There would appear to be no provision for bus services despite the fact that the station forecourt is currently used by regular bus services which in fact turn at the station. Adequate provision therefore needs to be provided for full sized buses to enter and exit Broughton Road.
- Furthermore, there is no provision for a bus pull-in on Broughton Road for the regular services which pass the front of the station
- There seems to be an over emphasis on the use of private vehicles and the EV charging points have been proposed in the prime position which is currently used by buses
- The proposals would seem to disadvantage disabled users currently able to alight from a bus and enter the station with relative ease.
- There appears to have been no consideration as to integrated transport and we would invite you to consider the recent FoSCL submission to the DfT Future of Transport: Rural Strategy <https://www.dalesbus.info/ruraltransport.pdf> Page 19 details the services currently serving the station. Indeed it is anticipated that the need for public transport provision should increase in the future.
- The proposals would appear to disregard the fact that Skipton Station is the gateway to the Dales necessitating onward travel, particularly including bus services to Grassington, Ilkley and Malham. Indeed, this would appear to be contrary to the opening statement, viz 'Skipton railway station should be a key gateway welcoming people traveling into and from Skipton and influences how people experience working in and visiting the town. Skipton railway station has a key role to play in the growth and development objectives of both Skipton, and the wider region, yet the existing facilities do not reflect its important role as a gateway to jobs, education and amenities across Craven'.

In conclusion we would suggest that the proposals have serious shortcomings and we would urge a rethink.

Kind regards

[redacted]
Friends of the Settle Carlisle Line

Email 3b (follow on)

Dear Sirs

We hope that the submission below reached you as we have not received an acknowledgement.

We have however seen your response to another party to the effect that buses were in contemplation. In that event, it does seem bizarre that the required space is not featured anywhere on the proposed drawing. We have also forwarded our concerns to Craven DC.

We look forward to hearing from you in due course

Kind regards
[redacted]
Friends of the Settle Carlisle Line

Response

Dear [redacted]

Thank you for your comments on the Skipton proposals, you should have received an acknowledgement email and I apologise this doesn't appear to have been received.

The consultation plans focus on the changes proposed in terms of the active travel infrastructure and I take your point with regard to marking up of bus stops on the plans, we are continuing to work with Northern Rail and Network rail to achieve the optimal car park layout– the current plans are at an early feasibility stage – and will be speaking with operators of the bus services throughout the next design phase - I will ensure that bus arrangements are marked up on future plans. I would welcome the opportunity to stay engaged with your group as we progress the proposals.

Regards
Aidan

Email 3c

Dear Aidan

Thanks indeed

Just to let you know I am also a director of DalesBus (Dales & Bowland CIC) and as you may know several of the services we manage use the station. They would also be pleased to input.

It is imperative that a turning point is included as some services terminate at the station. We would also like to encourage all passing services to detour into the station to better create an integrated network.

Unfortunately the walking route from the rail to bus station is not ideal and so it is necessary that some bus services serve the station also.

Kind regards
[redacted]

Email 4 – Action for Yorkshire Transport

I am responding to your consultation on behalf of "Action for Yorkshire Transport". Please see our response attached.

SKIPTON GATEWAY STATION CONSULTATION

Action for Yorkshire Transport is a local campaign group with the aim: for everyone to have access to high quality sustainable public and active transport that meets their needs, improves their quality of life and protects the environment. This consultation has been circulated around our membership and we have the following comments specifically about the connectivity between bus and rail services.

This project has the following objective amongst others: Deliver a 21st century transport gateway for Skipton, with better connections between the Railway and Bus Stations to make it easier to travel between bus or rail, and to encourage more people to use public transport. The plan includes proposals to satisfy this objective by creating a better walking route between the Bus and Railway Stations. However, it appears to eliminate the current bus stops immediately outside the station and in the adjacent street, making the situation worse. We are left to assume buses are to use the Coach drop off point, which could lead to clashes in its use as coaches are not timetabled as buses are. On Boughton road we have the following situation:

- The bus stop on Boughton Road outside the station also seems to be in some doubt because of the move of the station forecourt exit.
- The pavement outside Herriot's Hotel will become a cycle lane potentially affecting the bus stop there.
- The new crossing outside Morrison's appears to be in the place of the bus stop there.

Despite wanting to encourage more active travel and the use of public transport, the front of the station appears to be dominated by cars with electric vehicle charging points taking over the space now provided for buses.

Relying on an improved walking link between the Railway and Bus stations will do little to encourage connectivity between buses and trains, given the distance, especially for those with disabilities. Yet provision is made for cars to park immediately outside the Station. Skipton is described as a gateway station but these changes will make it more difficult to connect with buses into the Dales, to such

places as Grassington, Ilkley and Malham. Better provision for buses in the immediate vicinity of the Railway Station would help alleviate the need for car travel to the Station helping reduce climate change, air pollution and congestion. The resultant reduced need for parking space at the Railway Station will allow space for some bus stops. This reduction in car use will also support your final objective: Improve air quality within Craven by reducing traffic on the local road network and reduce carbon emissions from transport within Craven.

The Station forecourt should be redesigned to accommodate more buses than currently use it in order to increase the connectivity between these dominant public transport modes.

Response

Dear [redacted]

Thank you for your thoughtful response to the Skipton proposals. Your comments in respect of provision for buses at the railway station are noted and will be considered alongside our other consultation responses as we shape the next stage of design.

Regards

Email 5 – Canal & River Trust

Dear Sir/Madam

Further to your consultation on the Skipton Station Gateway (see <https://www.yourvoice.westyorks-ca.gov.uk/skipton>), please find attached comments from the Canal & River Trust.

We hope these are of use. If you have any questions or require further information, please feel free to contact me on the details below.

Kind Regards

[redacted]
Area Planner North East, Canal and River Trust

Dear Sir/Madam

Proposal: Skipton Station Gateway Masterplan

Waterway: Leeds & Liverpool Canal

Thank you for your consultation on the above Masterplan.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural

communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation.

The Trust own and manage the Leeds and Liverpool Canal.

Based on the information available, we wish to provide the following general advice on the emerging Masterplan:

Gallows Bridge

The masterplan includes proposals to alter the steps upon Gallows Bridge over the Leeds & Liverpool Canal. The Trust appreciate that the steps upon the bridge are uneven, and generally welcome proposals to improve the safety to pedestrians using the bridge that the proposals would result in.

The bridge is in a Conservation Area, and the abutments that would be affected are historic, and so do form heritage assets of some note. The Skipton Conservation Area Appraisal, for example, identifies in section 4.6.2 that views out from (the Belle Vue and) Gallows bridges over the Leeds and Liverpool Canal are important in understanding the views to the south and east over the Victorian housing and mills.

As a result, we advise that the final design would need to consider the impact on the heritage value of the asset in line with the recommendations of the National Planning Policy Framework. The use of historically sensitive materials (e.g. stone, painted railings) could help to minimise any harm to the setting of the Conservation Areas. Opportunities could also be taken to help improve the appearance of the bridge deck, which is a modern intervention and detracts from the historic setting of the canal.

We wish to highlight that there is evidence for archaeological interest in the immediate vicinity of Coach Street Car park which may require appropriate investigation mitigation and could provide an additional opportunity for public engagement and inform any public realm reinstatement and enhancement scheme.

Any changes to the bridge would need to consider the provision adequate headroom to the Leeds & Liverpool Canal below, should any changes to the height be proposed. Provisions to ensure that roosting birds are not attracted to the structure would also be welcomed.

We understand that the Highways Authority and Local Planning Authority have both been in contact with the Trust on the proposals, which we welcome. We would be happy to provide further advice as the scheme is developed further.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Response

Dear [redacted]

Thank you for your formal response to the Skipton proposals – we look forward to

continuing engagement with the Trust as we move forward to the next stage of design.

Email 6 – Transdev

Hi

Please find attached our response to the Skipton Station Gateway consultation.

Thanks

Dear Sir

SKIPTON STATION GATEWAY TCF Scheme

This is our formal response to your consultation on the Harrogate [sic] Station Gateway, submitted by Transdev on behalf of the Keighley Bus Company and Burnley Bus Company. We operate regular bus services into Skipton and use the station forecourt as a terminus for services contracted by North Yorkshire County Council and Dales and Bowland CIC (Dalesbus).

The Railway Station Forecourt

We are concerned that the designs for the railway station forecourt does not include a bus stop. There are at least two buses per hour which enter the railway station frontage to drop off and collect customers. These include our regular 72 to Grassington and NYCC's network of minibus services to Skipton estates and villages.

Broughton Road

We note the scheme designs show a segregated cycle lane from the railway station into Skipton town centre along Broughton Road. We note from the artist impressions at the public meeting that segregation appears to simply be by a white line yet the cycle lane will be two way. This seems extremely poorly thought out and raises critical safety concerns:

- There are existing bus stops on Broughton Road which your design will make impossible to serve. It will either be necessary for buses to cross into the cycle lane with obvious safety risks, or for the cycle lane to be routed behind the bus stop which then requires customers to cross into the path of cyclists. There is no provision in your drawings for any of this.
- Two way cycle flows mean that cyclists will pass road vehicles on the nearside when traveling towards the Railway Station – this presents risks when headlights are illuminated as there is a clear risk that cyclists may be dazzled by dipped beam headlamps.

In conclusion – this scheme seems to have forgotten about local bus services and the needs of their customers. Hopefully it is not too late to address that.

Yours faithfully

Response

Thanks for taking the time to speak with me regarding the Skipton proposals and for your formal response. I look forward to continued engagement and demonstration through the more detailed design process of how the proposed walking and cycling

infrastructure works with and where possible enhances bus provision.

Regards

Email 7 – Skipton Town Council

Dear Sirs

Please find below the response from Skipton Town Council

Transforming Cities Initiative - Skipton Gateway Project Views

The plan does not make sufficient provision for access of buses to the station. There has to be a coordinated approach to public transport. To expect people with destinations beyond Skipton to walk to the bus station with luggage is unrealistic.

There needs to be greater emphasis on the use of the canal towpath by pedestrians from the Station into town. It is more scenic and safer taking people away from cyclists, traffic and pollution.

The proposed cycle lanes are unrealistic. Cyclists travelling to the Station from Belmont Bridge will not stop and wait to cross the road, they will simply carry on that side of the road without interruption. Better to mark cycle lanes in the existing carriageway with bollards in both directions.

Black Walk needs to be illuminated properly to encourage use during nighttime. Consideration needs to be made to widen the path with a view to ultimately accommodate both cyclists and pedestrians. The access link to Morrisons is vital.

Gallows Bridge needs to be DDA accessible and be able to accommodate cyclists. To simply replace the existing bridge without increasing its function would be an opportunity lost.

Kind Regards

Response

Dear [redacted]

Thank you for the most useful session with the Council last week and for submitting the formal response.

Regards

Email 8 – Aire Valley Rail users Group

Dear Roseanne and Aidan

I have attended the on line meeting concerning the Skipton Gateway Scheme and have completed the on line questionnaire as a private individual (and regular user of Skipton station). I have also consulted with colleagues in the Aire Valley Rail Users Group. I am now commenting both on behalf of our Rail Users Group and as Skipton Station Adopter.

While we wholeheartedly support the aims of the scheme, we do have a number of significant comments about the scheme. We hope you may be able to take into account these comments – set out in the attached document.

Yours, [redacted]

Attached document:

Dear Sir / Madame

Skipton Station Gateway Scheme

I am writing as Chair of the Aire Valley Rail users Group and also as Skipton Station Adopter. I am a regular user of Skipton station accessing the station by car, bus, bicycle and on foot from my home in Embsay, about three miles from the station.

Skipton station is very well used. It has an annual footfall of over one million passengers per year which is considerably higher than other towns of a similar size. The approach to the station is, as your proposal suggests, very much dominated by motor vehicles. Almost as many passengers access the station on foot (as by car) so the aim of the scheme to improve pedestrian and bicycle access is laudable. We are however concerned that there are flaws in the scheme that mean it will be less successful in achieving these aims.

There is a particular challenge in that a substantial proportion of the road traffic in the area is made up of cars accessing the two nearby supermarkets (Tesco and Morrisons), This traffic will continue to use Broughton Road and Swadford Street unless traffic can be redirected on alternative approaches. The scheme does not address this issue at all.

The reconfiguration of access to the station frontage and car park looks to be helpful. In particular moving the car park exit away from the Carleton New Road junction should help to improve traffic flow while providing better pedestrian and bike access to the station. We are however concerned that the scheme appears likely to reduce the number of parking spaces at the station. (Prior to Covid the car park was full from about 7.30 am on working days making access for many potential passengers to the station difficult).

We are less convinced that the revised cycle access from Skipton High Street will result in significant benefits. I regularly cycle to the station. In principle cycle lanes would be helpful. However the proposal provides segregated lanes on stretches where conflicts are minimal. It does nothing to address the area which does concern me as a cyclist – over Belmont Bridge and at the Cavendish Street junction.

In addition when I cycle from the High Street direction it is directing me across the road to the north side – only to have to cross the main traffic flows again outside the railway station. This will extend my cycle journey times while I wait for traffic and it is likely to increase congestion for motorists in the area.

The aim is to encourage people to access the station by bike or on foot. We believe that there is scope to encourage residents of the Raikes Road residential area to walk or cycle across Aireville Park, rather than drive into Skipton on the congested Gargrave Road, High Street and Broughton Road. A well-signed walking / cycling route across Aireville Park could relieve congested roads of some traffic and be an attractive alternative route to the station. The scheme does not address the potential to make improvements here. Instead there are footpath improvements to enable access to the Auction Mart. We are not convinced of the benefits of this part of the scheme.

A significant part of the scheme improves pedestrian access to/from the bus station. This is helpful. There are however some useful bus connections to the railway station (the service from Grassington which terminates at the station and the service to Colne / Burnley which passes the station). There does not appear to have been commensurate attention to the potential to improve connections with these services. Indeed the Zone 1 plans do not clearly show where these buses will call and what provision there will be for passengers connecting into these services (e.g. shelters and information).

In order to improve integration between the travel modes we would like to see a dedicated bus stop, immediately outside the station building. This would be separate from coach parking. This could be used both by the Grassington service and by the westbound Burnley service. Passengers waiting for these services would then be able to wait inside the heated station building until their bus arrived.

We are fully in agreement with the aims of the scheme – to improve access to Skipton station. We hope you will be able to take account of our comments both to improve this immediate scheme and to develop further plans to make Skipton an attractive place to live in and to visit.

Yours, [redacted]

Chair, Aire Valley Rail Users Group

See Appendix: Comments listed by zone

APPENDIX: LIST OF POINTS FOR CONSIDERATION

OVERALL

Consider the potential to manage the traffic flows to/from the supermarkets in order to reduce traffic on the Broughton Road

ZONE 1

Include improved interface with the bus services which pass or call at the railway station (a dedicated stop outside the station building)

Consider the possibilities of alternative provision of car parking for the station – ideally on the south side of the line where it would not detract from the station frontage.

ZONE 2

Review the arrangements for bike lanes to address the key area of Belmont Bridge / Cavendish Street junction

Reconsider the direction of westbound cycle traffic – to avoid the cycle lane crossing the main road twice in the quarter mile approach to the station

ZONE 3

Focus improvements on access to Raikes Road residential area – rather than the Auction Mart. This has much more potential to reduce road traffic through Skipton town centre.

Response

Dear [redacted]

Many thanks for your response to the Skipton proposals.

Your detailed thoughts are most useful and will be considered as we shape the next stage of design for the proposals.

Regards

End of Report

Harrogate Station Gateway Public Consultation 2021

Consultation Analysis Report

TCF Consultation & Engagement Team
West Yorkshire Combined Authority

June 2021

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Overview

The Scheme

Harrogate Borough Council, North Yorkshire County Council (NYCC) and the West Yorkshire Combined Authority are working together to deliver an exciting £7.9m of improvements which will benefit residents, businesses and visitors alike.

This project is part of the Leeds City Region Transforming Cities Fund (TCF) programme, a major new programme of investment that aims to deliver transformational, new transport infrastructure and help change how we travel across the region. Doing so will help make active travel options like cycling and walking safer and more appealing and help encourage use of public transport, all of which is essential to reducing reliance on car travel and meeting the [Leeds City Region commitment to become a net zero carbon city region by 2038.](#)(External link)

In 2019, North Yorkshire County Council undertook a study into a new relief road within Harrogate and undertook consultation as part of a congestion study. The public feedback indicated support for implementing more sustainable transport measures, including better provision for walking and cycling, and improved public transport access.

Building on this outcome, we have been developing new options, through the TCF programme, for improving walking and cycling access to rail and bus services and reducing general traffic within the town centre.

It is our ambition to use this investment opportunity to:

- Improve transport connections to the town centre and public transport stations, giving people better access to jobs, education, healthcare and leisure facilities
- Reduce the carbon emissions associated with transport to help address climate change
- Support the regeneration of the Station Parade area of the town
- Improve public health and wellbeing

This ambition has informed the following objectives:

- Improving the walking and cycling links to Harrogate bus and railway stations and the town centre
- Increasing the number of people traveling to/from Harrogate Station and in and around Harrogate town centre by environmentally friendly transport (bus, on foot and by bike)
- Positively enhancing the sense of place within the town centre and creating a higher quality environment for visitors, residents and nature

Consultation Activity

The consultation was carried out over four weeks between **Wednesday 24 February 2021** and **Wednesday 24 March 2021**.

The purpose of this consultation was to involve users and stakeholders in the process to help develop and improve the proposals. Final design decisions have not yet been made, and public feedback and input will help to shape the final scheme which will be consulted on later in 2021.

Usual engagement activity would typically include public meetings and focus groups, which would not meet current government COVID-19 guidelines on public gatherings and social distancing. The overriding priority for North Yorkshire County Council and the Combined Authority must be the public safety of residents and employees. That said, meaningful consultation and engagement is an essential part of any major programme, and it is vital to ensure the engagement is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, whilst accepting that this consultation would be predominantly via online methods, more traditional options of communications such as post and telephone were used to ensure the consultation was safe but also accessible and inclusive.

Promotion

The consultation was promoted via the following methods:

- **Press:** A press briefing was held on 19 February 2021. Alongside this, a series of press releases were sent out to local and regional media organisations to promote the project and encourage people to participate in the survey. Examples of press promotion can be found in the Yorkshire Post [here](#) and Harrogate [here](#)
- **Social Media:** Frequent social media posts from Harrogate Borough Council, North Yorkshire County Council and West Yorkshire Combined Authority across platforms such as Facebook, Twitter and LinkedIn were used to promote the consultation
- **Leaflets:** The consultation was publicised in leaflets accompanying library books. The leaflet included a link to the website where people could find out more and take part in the survey
- **Support from stakeholders:** Joint County/District elected member briefings, to discuss the proposals, took place in advance of the consultation. Officers from North Yorkshire County Council and Harrogate Borough Council also emailed stakeholders and interested parties and held early discussions with key stakeholder groups as part of ongoing engagement
- **Online Webinars:** Two evening sessions were held over Microsoft Teams to share information on the proposals with the public, with information presented by the county council, local council and delivery partner. Attendees could also

ask questions via a chat box, with answers provided live at the end of the session

- **North Yorkshire County Council helpline:** NYCC telephone number was made available for members of the public to request further information, printed copies or information in other formats: 01609 780780
- **Freepost:** Freepost envelopes were provided with any printed copies of the survey requested, for return to the address: Corporate Director, Central services, North Yorkshire County Council, County Hall, NORTHALLERTON, DL7 5AL

Your Voice Online Engagement website

The consultation was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub using the web address: <https://www.yourvoice.westyorks-ca.gov.uk/harrogate>. The following tools were available on Your Voice to help provide further information:

- **Your Voice Survey Tool:** The survey was hosted on the Your Voice site, which could be reached on the project page or via a direct web address link
- **Your Voice Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) allowing participants to submit queries for response by the project team
- **Your Voice Email Inbox:** Responses, questions or feedback were encouraged via the YourVoice email address (yourvoice@westyorks-ca.gov.uk) and also a dedicated email address set up for the North Yorkshire TCF projects: TransformingCities@NorthYorks.gov.uk
- **Your Voice FAQs:** The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources
- **Your Voice Documents:** provided details of plans and proposals

Inclusive Engagement Methodology

The term 'seldom-heard groups' refers to under-represented people who are typically harder to reach, or rarely have the same opportunities to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. Thus, it is pivotal that efforts are made to connect and communicate with these groups, helping to facilitate better participation and ensuring that the TCF consultation is accessible and inclusive as possible.

Many factors can contribute to people who use services being seldom heard, including:

- Disability
- Ethnicity
- Sexuality
- Community impairments
- Mental health

- Homelessness
- Geographical isolation

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

We were also keen to reach people who are digitally disengaged. We supplied a freepost address for letters, a dedicated telephone number, printed leaflets, ran articles in local newspapers and offered paper versions upon request. Contact details were supplied for those requiring consultation materials in different formats.

As we develop the next stages of design for this scheme, we will proactively undertake further engagement with seldom-heard groups to enable their communities to input directly on specific scheme components, in line with the detailed level of designs. This will be enhanced by further public consultation on specific scheme components as we develop the full business case for the scheme.

Understanding the Results

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

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

There were a number of other opportunities provided for members of the public to submit open-text responses:

- Questions received and responded to via Your Voice Q&A tool
- Emails received and responded to via the Your Voice or NYCC TCF inboxes
- Letters received and responded to

6 Q&A questions were asked via the YourVoice Project Page Q&A Tool, all of which can be viewed in full, with associated responses, in [Appendix Two](#).

29 emails were received, which can be viewed in full with their associated responses, in [Appendix Three](#).

11 formal responses from Stakeholders can be viewed in full in [Appendix Four](#).

Consultation Results

During the four-week consultation period, 7,491 visits were made to the Your Voice engagement hub. **A total of 1,101 online surveys were completed.**

The proposals were divided into geographical zones and the survey questions asked respondents to what extent they agreed with the proposed plans for each zone.

Respondents were also offered the choice of selecting from a list of motivating factors to explain more about the reasons for their answers. Again, respondents mostly selected the positive motivating factors as reasons for their answers, however, respondents with concerns about the proposals selected negative motivating factors as reasons for their answers. Questions that included some negative motivating factor selections are highlighted below.

An open text question was included to enable respondents to tell us more about their views and opinions. Key messages from this question, for each zone, are also included below. These open text responses are summarised in the Analysis of Survey responses section, commencing on Page 10, and are shown in full in [Appendix One](#).

Key Messages

Zone One

Station Parade

- 49.1% chose the One-Lane Option, 26.7% chose the Two-Lane Option, and 24.2% chose neither of these options
- For those who selected the One-Lane Option, the highest motivating factors are that it will improve the look and feel of the town centre (382), it will make it safer for walking (368) and for cycling (362)
- For those who selected the Two-Lane Option, the highest motivating factors are that it would improve traffic flow and reduce congestion (147), it will benefit local businesses and residents (94), and it will improve the look and feel of the town centre (77)
- For those who chose neither of the options, the highest motivating factors are concerns over traffic flow and congestion (190), also that both options would be bad for local businesses and residents (165), and neither option will persuade fewer people to travel by car, so the air quality will not improve (160)

Northern section of Station Parade – make one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling

- 38.5% of respondents feel very positive, 15.1% feel positive, 9.1% feel negative and 29.3% of respondents feel very negative – removal of car

parking can be an emotive subject particularly for people who feel they may be losing something, which may explain this high 'very negative' score (7.3% are neutral)

- Despite the overall positive response, there were some answers that were motivated by a higher number of negative reasons than positive reasons. These include:
 - it would be worse for taxis and their passengers (146) than better (105)
 - more respondents think the proposal would not improve traffic flow and congestion (296) compared to those who think it would improve traffic flow and congestion (188)
 - more people believe it would make loading and deliveries more difficult (214) than make it more convenient (64)
- The most common open-text responses show there are concerns about congestion (14) and that the changes will discourage visitors (11)

Plans to improve the One Arch underpass

- 43.3% of respondents feel very positive about the One Arch proposals, 27.5% feel positive, 5.7% feel negative and 7.4% feel very negative (14.3% are neutral)
- All answers are more motivated by positive reasons than negative reasons
- The most common open-text responses mention the retention of trees (21), that improvements are needed and commented generally positively about the proposals (18), and concerns about cyclists and walkers sharing the same space under the bridge (16)

Safe cycling facilities on East Parade and Bower Road

- 39.4% of respondents feel very positive about the proposals, 18.7% feel positive, 10.2% feel negative and 19.1% feel very negative (12.1% are neutral)
- Despite the overall positive response, there were some answers that were motivated by a higher number of negative reasons than positive reasons, including:
 - More people feel it will not improve road safety for drivers or passengers (195) than it will improve road safety (142).
 - More people feel it will make it more difficult for disabled users (145) than make it easier (140).
 - More people feel it will not be good for taxis and their passengers (145) than be good for taxis (67).
 - More people feel it will be more difficult for loading and deliveries (168) than be more convenient for loading and deliveries (58)
 - More people feel it will not improve traffic flow and congestion (250) than think it will (138)
- The most common theme in open-text responses is concern the proposals will increase congestion (10)

Zone Two

Plans to change Station Square

- 42.2% of respondents are very positive about the plans, 17.2% are positive, 9.7% are negative and 21.4% are very negative (9% are neutral)
- All answers were more motivated by positive reasons than negative reasons
The most common open-text responses included generally positive comments (22), generally negative comments (16), suggestions to plant more greenery (16), concerns about water feature maintenance (13), concerns about congestion (11), negative on the pedestrianised area (10) and keep any designs sympathetic to Harrogate's heritage (9)

Queen Victoria Monument

- If the Queen Victoria Monument needs to move after more detailed design work is carried out on the proposals, 42% would not mind if the monument has to move, 38.3% would not like to see it move, and 19.7% are undecided, saying it would depend on the new location

Options for James Street

- When considering the three options for James Street, 45.3% would prefer full-time pedestrianisation, 32% would prefer motor vehicle access to be retained at all times, 16.6% would prefer some part-time pedestrianisation with traffic restrictions, and 6% would not choose any of the options presented
- For those who chose the full-time pedestrianisation, the main motivating factors are:
 - it will improve the look and feel of the town centre (354)
 - it will make walking safer (348)
 - it will create more space for trees and green features (322)
- For those who prefer motor vehicle access retained at all times, the main motivating factors are:
 - it would benefit local businesses and residents (158)
 - it would improve traffic flow and congestion (149)
 - it would make access easier for disabled users (113)
- For those who prefer part-time pedestrianisation with some traffic restrictions, the main motivating factors are:
 - it would improve the look and feel of the town centre (109)
 - it would make walking safer (103)
 - it will create more space for trees and other green features (87)

For those who would not choose any of the options presented, the main motivating factors are:

- the options will not persuade fewer people to travel by car, so the air quality will not improve (41)

- all of the options will be bad for traffic flow and congestion (40)
- all of the options will be bad for local businesses and residents (38)
- In terms of benefit for local businesses and residents, more people who chose the full-pedestrianisation option thought it would benefit businesses and residents (282), than those who chose to retain full motor-vehicle access where 158 think this option would benefit businesses and residents
- In terms of access for disabled users, more people who chose the full-pedestrianisation option thought it would make access easier (194) than those who chose to retain full motor-vehicle access where 113 think this option would make access easier
- The most common themes in open-text responses (only from those who prefer Option One - full vehicle access at all times) are concerns regarding negative impacts on retail (21) and congestion (13)

Connection to Harrogate and Travel Habits

- 980 respondents said they live in Harrogate, 386 said they work here and 279 said they visit for leisure or social activities
- 709 said they typically travel to and from Harrogate town centre by car/ van (as a driver), 704 walk, 278 cycle and 264 go by bus

Respondent Demographics

- 55% of the respondents identified as male and 41% female
- 45 – 64-year-olds made up 44% of the respondents, with 65+ year-olds (24%) and 25 – 44 year-olds (22%) being the second and third largest groups. 16 – 24-year-olds made up 4% of the respondents

YourVoice Engagement Analytics

During the four-week engagement period, 7,491 visits were made by 5,217 'Visitors' to the Your Voice engagement hub. A single Visitor may visit the site several times, which is why the total number of 'visits' is higher than the total number of 'Visitors'.

The Visitors can be divided into the following categories:

Aware (5,217 Visitors): Visitors that we consider to be 'aware' have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but not taken any further action (not clicked on anything).

Informed (3,457 Visitors): An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs) about the project, download the Privacy Notice, or look at Key Dates.

Engaged (1,027 Visitors): Every visitor that contributes to a website 'tool' (in this case, the Survey and Q&A tools) is considered to have actively 'engaged' with the

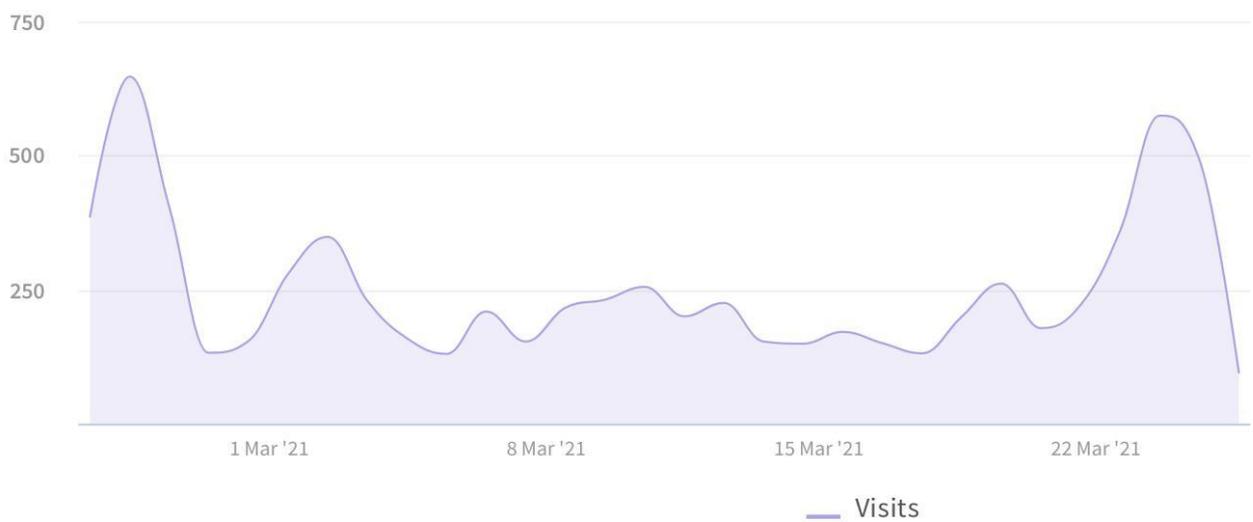
project. The number of surveys completed (1,101) is slightly higher than the number of engaged visitors due to some surveys being completed on the same device (such as family members in the same household).

Timeline of visitors

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

Visitors Summary

Your Voice from 24 Feb '21 to 25 Mar '21



Traffic Channels

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

Site access routes	Number of visits
Direct (by typing the web address URL directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	3720
Social media (including Facebook, Twitter, LinkedIn, Instagram)	2263
Referrals (re-directed to the site)	933
Search engine (including Google, Bing, Internet Explorer etc)	314
.GOV sites (referrals from government websites)	252
Email (via direct email campaigns using external email tools)	9

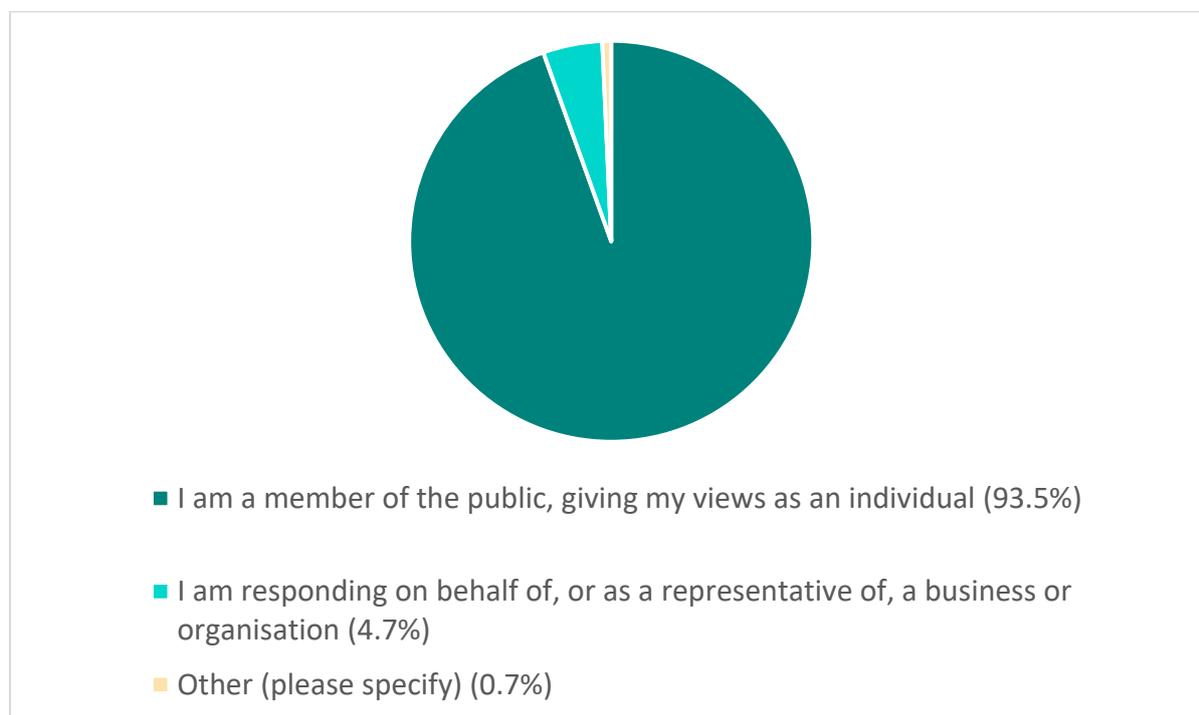
Analysis of Survey Responses

Members of the public were invited to complete a survey hosted on the YourVoice website. At the start of the survey, participants were asked about their current travel habits (based on their 'normal' travel habits before Covid-19 restrictions were put in place from March 2020 onwards). Respondents were then asked to complete all relevant sections of the survey which asked their views on the proposal options for the Harrogate Station Gateway scheme. For ease of consultation, the scheme was divided into two zones, with opinions being sought on the proposals within each section. An optional section containing demographic questions was also included.

A total of 1,101 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received. Comments received as open text responses have been coded by subject matter and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which they would like to answer.

SECTION 1: Your Travel Habits

Q1: How are you responding to this survey? (n = 1091 responses)



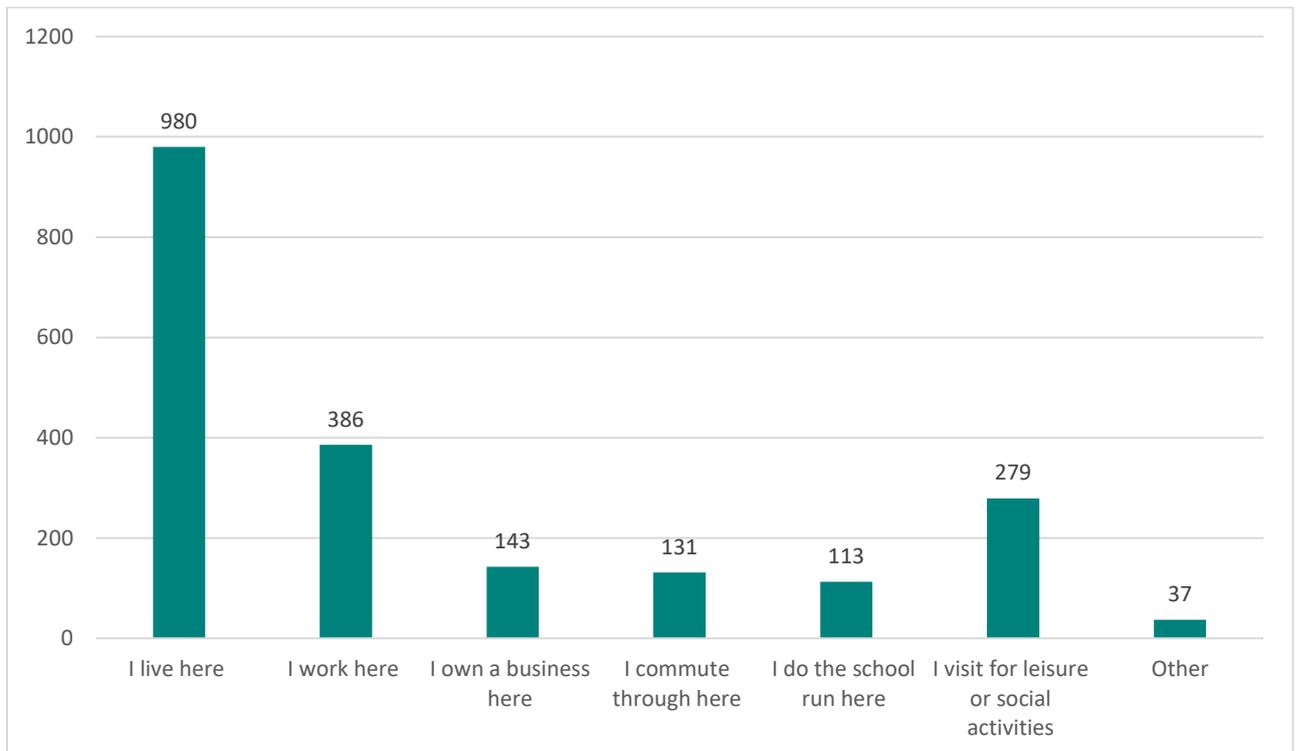
Other (please specify)
Both business and residential
Air B & B business
HBC ward councillor
Both as I live & operate a business in central Harrogate
Both - Doh!

BOTH!

I am a Harrogate Borough Councillor

I am responding as a local resident and as a taxi (Hackney) driver who works in the town.

Q2: What is your connection to Harrogate? Please select all that apply. (n = 1093 responses)



Other (please specify)

Our children and grandchildren live in harrogate

My family have owned a retail business in central Harrogate for over 127 years

Ripon resident - visit for shopping plus hospital visits and similar things, visit Harlow Carr, drive through, mainly on A61

I shop here

i live in Birstwith and visit Harrogate for shopping and leisure/entertainment facilities and frequently have to drive through Harrogate when travelling to other destinations

Born and bred in Harrogate but now live in Boroughbridge which is in the Harrogate area.

Shop in Harrogate

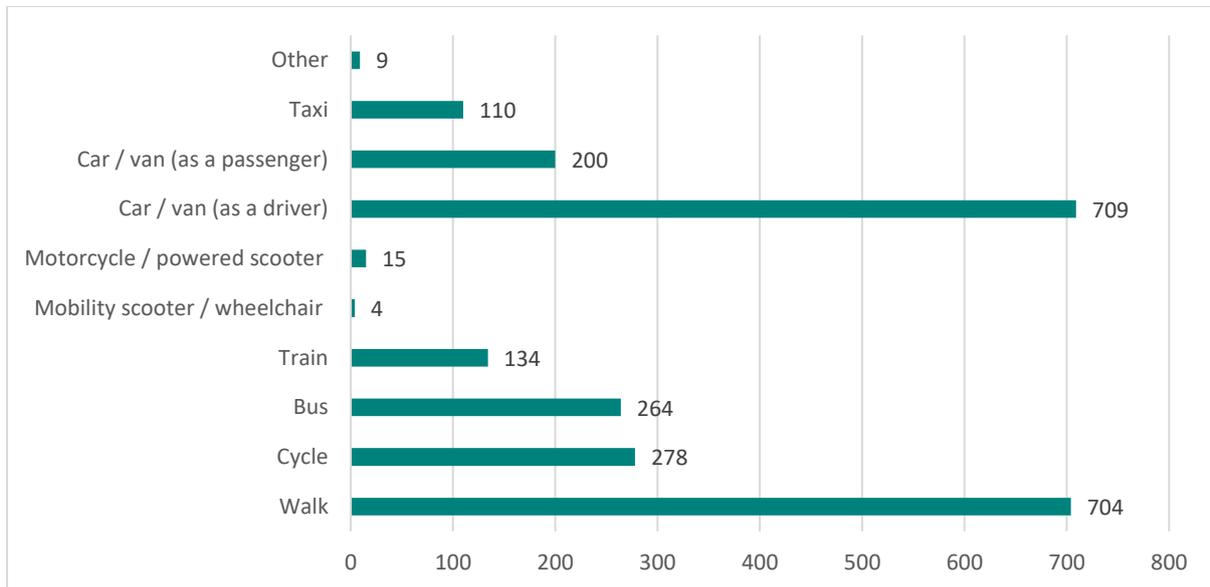
Visit to shop

Pre-covid, for 10 years I looked after (including during holidays and the school training days) three children including collecting them from school, taking them to activities, entertaining them/accompanying them for exercise/fun... My mum died in Harrogate. I visited her in the hospital. Her service was at the crem. I've done more things here/know my way around better than the place I've lived in during this time.

I shop in Harrogate and live in Knaresborough

My parents live here.
Harrogate is my closest town, it is where lone of my daughters live, shop, volunteer and meet friends.
Councillor
I am a representative of CPRE North Yorkshire so cover those interests within the location
I use the local stations to travel to Leeds York and London
I run a retail business here.
I come here to shop from a rural part of the district.
I live in knaresborough
I live in Knaresborough and work, shop and socialise in Harrogate.
I run a charity based in Harrogate
My relatives lived here.
I will be doing the school run in a year!
Education
As a Harrogate Borough Councillor I have views applicable to the whole of the Borough including Harrogate Town. I also shop in Harrogate Town, go to the Civic Centre and visit for leisure and social activities
I shop for food.
Former resident and CEO of the British Independent Retailers Association (Bira)
I live in a nearby village
I shop here
I live in Ripley just 4 m from Harrogate Town
Former resident of Harrogate with family members still in Harrogate
Shop
Shopper
i work across north yorkshire including in Harrogate
I am member of HDDF, Harrogate and District Disability Forum, my wife is very disabled and suffers from the lack of progress/interest from all authorities viz a viz disabled facilities/access, the lack of accessible highways due to MASSIVE onstreet obstructive UNENFORCED parking
I used to live there, but still have family there, who'd I'd visit on a regular basis if not for Covid
I sometimes shop/bank here

Q3: How do you typically travel to and from Harrogate town centre? (Tell us your travel habits before covid-19 social distancing measures and travel restrictions) Please select all that apply.
 (n = 1093 responses)



Other (please specify)

I live close enough to do this.. but I'm very aware making the older generation and those with children, heavy bags and outside of the direct locality drive or walk is a false pipe dream!

Minibus driver

I live above a shop in the town centre.

My subconscious mind drifts effortlessly planning the most effective routes for travel avoiding all the pollution causing obstructions created by NYCC's complete lack of capability or understanding to plan the works they are responsible for that disrupt resident & business day-to-day travel - walking, cycling or if necessary, by powered transport. When will NYCC's consistent failings ever be addressed? Not via these plans, that's for sure.

Walk when not doing heavy shopping; or not lugging laptop and files to get to my destination. Use the car for medical appointments during work time - its quicker

i am a taxi driver own my own car so start as soon as i get in my car

I occasionally drive if I have the children with me but would really rather not. Am looking for safe cycle routes into town.

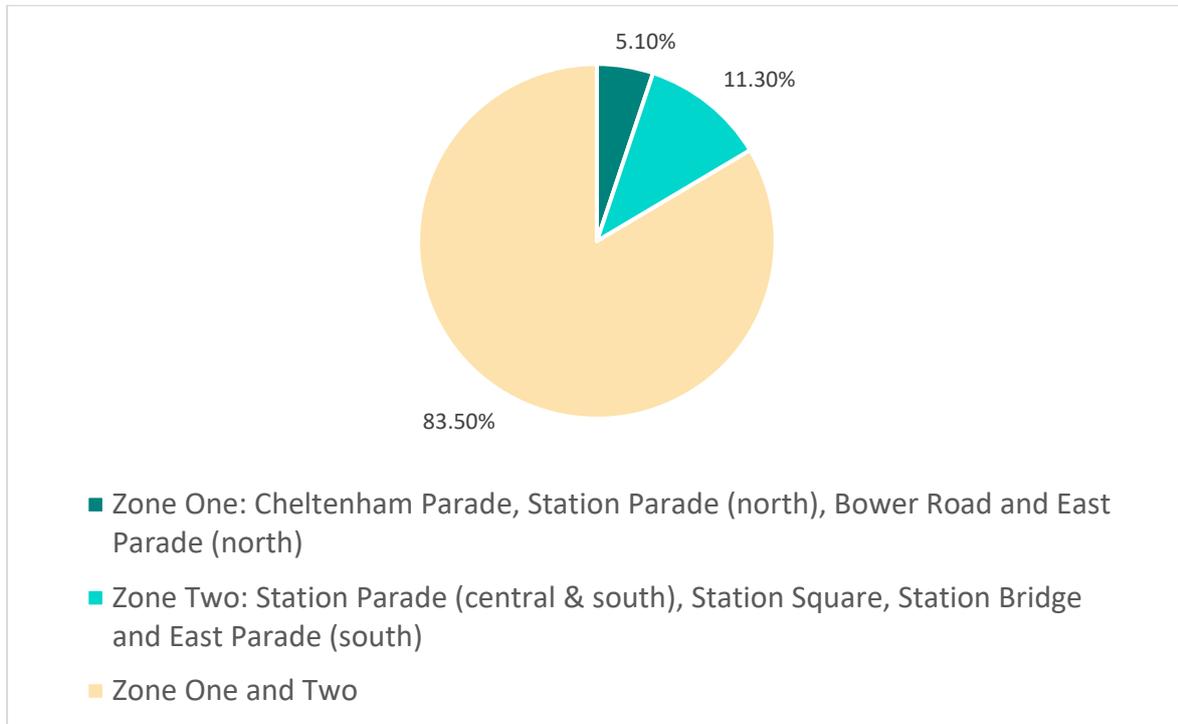
Public Transport for those of us who live outside Harrogate is absolutely useless

Not applicable

SECTION 2: Your views on the proposed plans

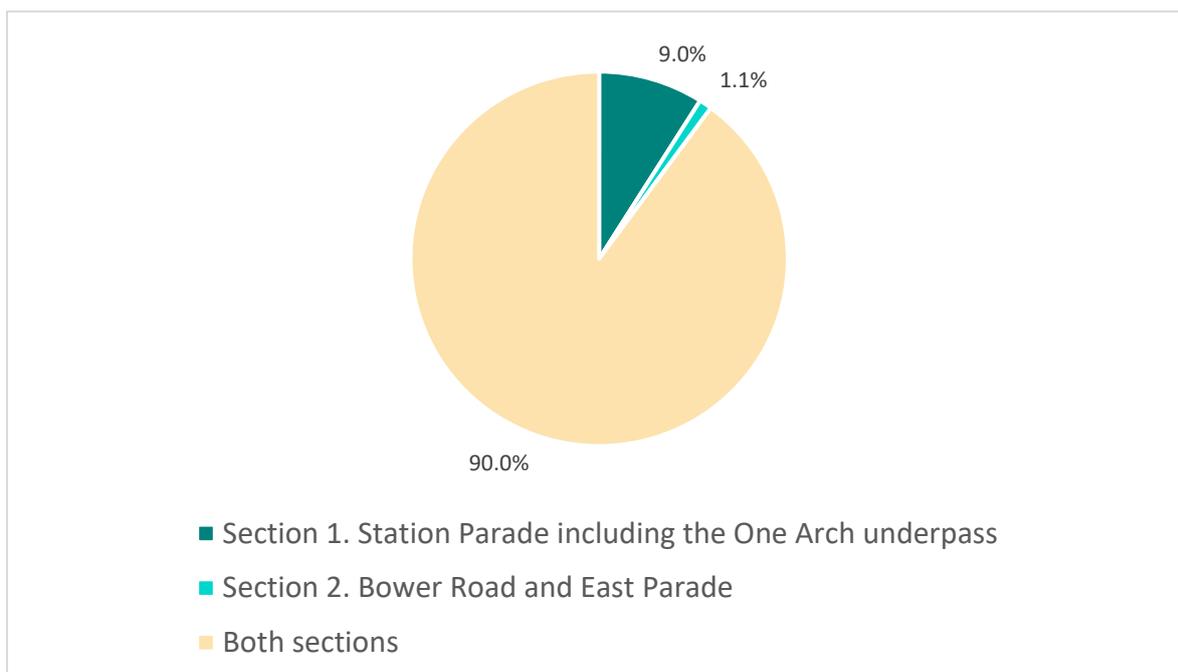
Q4: Please tell us which zones of the proposals you would like to comment on?

(n = 1077 responses)

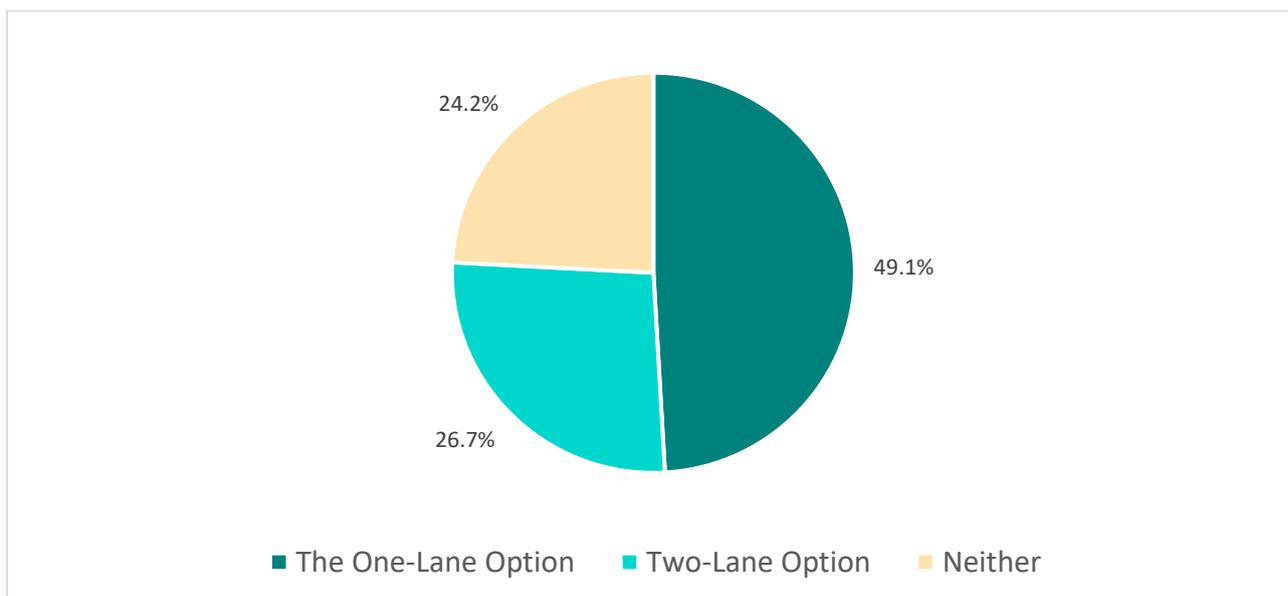


Q5: Please tell us which sections of Zone One you would like to comment on?

(n = 949 responses)



Q6: In the plans we have outlined two options for Station Parade. Which do you prefer? (n = 935 responses)



Q7. Please tell us the reasons you have chosen the One-Lane option? (n = 458 respondents)	
It will improve the look and feel of the town centre	382
It will make cycling safer on this route	368
It will make walking safer on this route	362
It will create more space for trees and other green features	345
It will encourage cycling	335
It will improve air quality as less people may use their car	334
It will encourage walking	324
It is a better use of public space	322
The new layout will encourage more people to use the bus and rail station	281
It will benefit buses and bus users	248
It will reduce noise	232
It will benefit local businesses and residents	225
It will make access easier and safer for disabled users	191
It celebrates Harrogate's heritage	145
It will improve road safety for drivers or passengers	131
It will improve traffic flow & reduce congestion	118
It will be more convenient for taxi drivers and passengers	82
Other (please specify)	32

'Other (please state)' comments by theme	No.
Less cars will improve the area	9
Would like more information	5

Better for climate change	4
Better for visitors	2
Better for air pollution	2
Positive for cyclists	2
Would like more tree planting	1
Concerned about disabled access	1
Will improve connectivity in the town	1
Negative about cyclists	1
Better for road safety	1
Better for public space	1
Traffic light synchronisation	1
Public transport needs improving	1
Taxis	1
Would like more to be done	1
Positive comment for the two-lane option	1

Q8. Please tell us the reasons you have chosen the Two-lane option? (n = 242 responses)	
It will improve traffic flow & reduce congestion	147
It will benefit local businesses and residents	94
It will improve the look and feel of the town centre	77
It will improve road safety for drivers or passengers	76
It is a better use of public space	66
It will make access easier and safer for disabled users	56
It will make cycling safer on this route	55
It will be more convenient for taxi drivers and passengers	52
It will benefit buses and bus users	50
It will create more space for trees and other green features	50
It will make walking safer on this route	49
The new layout will encourage more people to use the bus and rail station	47
It will encourage walking	40
It will encourage cycling	39
It will improve air quality as less people may use their car	30
It celebrates Harrogate's heritage	23
Other (please specify)	48

'Other (please state)' comments by theme	No.
Worried about congestion	17
Does not feel cyclists would use the cycle lanes	4
Comments on A61	3
Would like more to be done for cyclists	3

General negative	3
Comments on electric vehicles	3
Concerned about access to shops	2
Cheltenham Mount	2
Public transport needs to be improved first	2
General positive	2
Will be better for congestion	2
Concerned for disabled users	1
Consider post-covid	1
Needs more consideration to Harrogate's heritage	1
General negative about the one-lane option	1
Comment regarding taxis	1
Support new planting	1

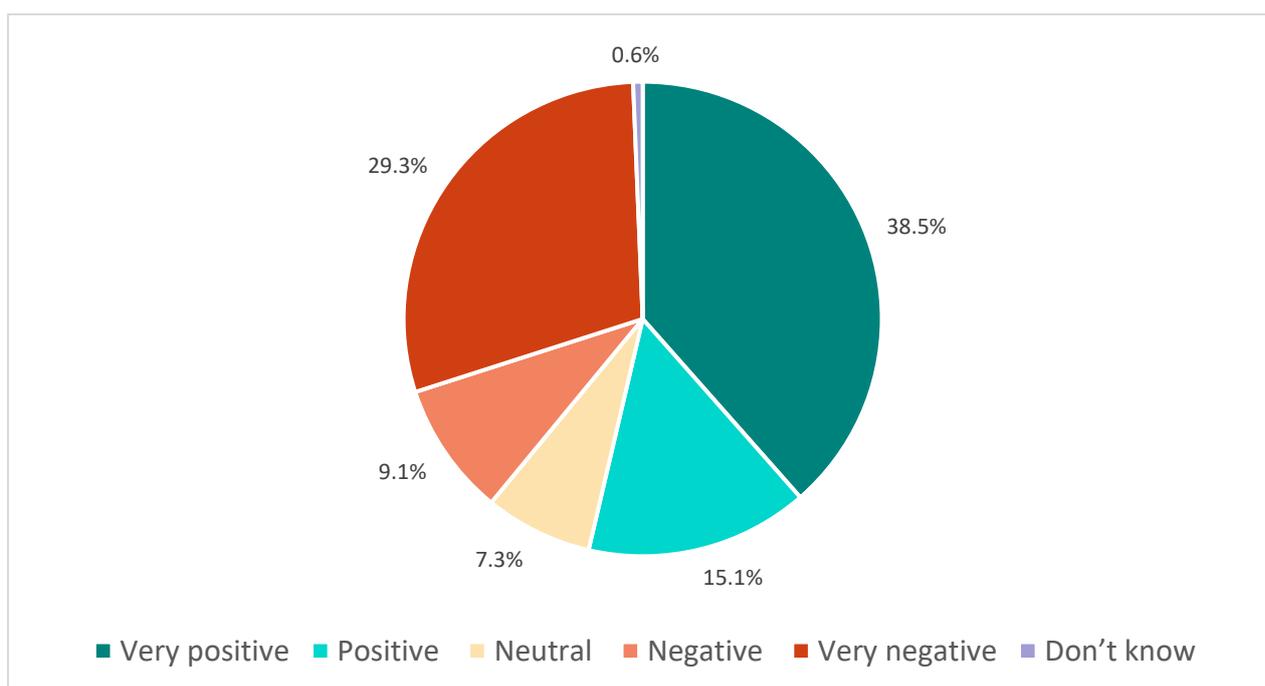
Q9. I don't like either of the options presented for the following reasons:
(n = 225 responses)

They will worsen traffic flow and increase congestion	190
They will be bad for local businesses and residents	165
I do not think these options will persuade fewer people to travel by car, so the air quality will not improve	160
They will not encourage more people to use the bus and rail station	151
They will make it inconvenient for loading/deliveries	134
They do not make better use of this public space	122
They will not improve the look and feel of the town centre	122
They will not improve road safety for drivers or passengers	121
They will make access more difficult for disabled users	118
They will be inconvenient for taxis and their passengers	109
They will not encourage cycling	105
They will not encourage walking	99
They will not make walking safer	88
They will not benefit buses and bus users	86
They will not make cycling safer	75
I do not want more trees or greenery	17
Other (please state)	55

'Other (please state)' comments by theme	No.
Concerned about congestion	14
Does not feel cyclists would use the cycle lanes	7
Would like money to be spent on other schemes	7
Concerned about discouraging visitors to the town centre	6
General negative	6
Traffic signals	5
Comments on cycle ways	4

Concerned for disabled users	3
Would like more to be done for cyclists	3
Concerned about lack of parking for residents	2
Cheltenham Mount	2
One arch	2
Wants to preserve existing trees	2
Would like more to be done	2
Comments on electric vehicles	2
Concerned for road safety	1
Positive comment on the two-lane option	1
Negative comment on the one-lane option	1
Comments mentioning a ring road	1
Taxis	1
Improve public transport	1

Q10. How do you feel about the plans to make the northern section of Station Parade one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling? (n = 934 responses)



Q11. Please tell us why you feel this way? (n = 930 responses)

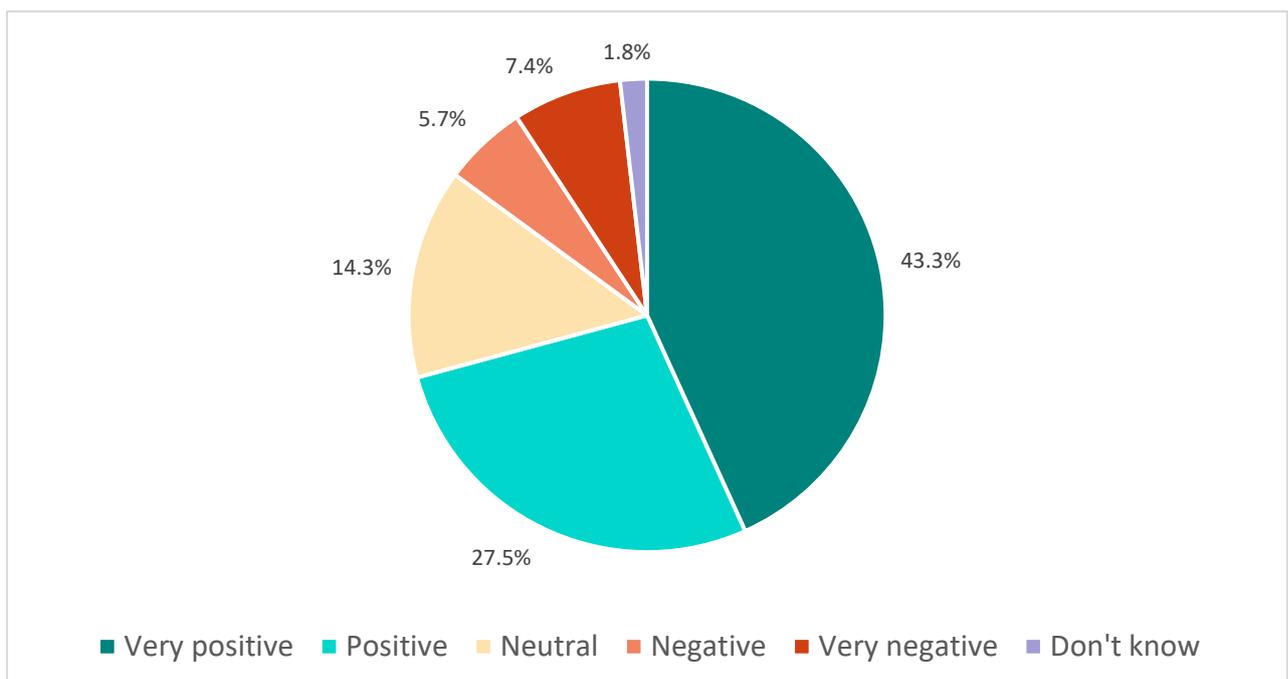
It will encourage more people to use the bus and rail station	266
It will not encourage people to use the bus and rail station	190
It will make cycling safer on this section	425
It will not make cycling safer on this section	99
It will encourage cycling	382

It will not encourage cycling	152
It will make walking safer on this section	379
It will not make walking safer on this section	142
It will encourage walking	333
It will not encourage walking	142
It will improve road safety for drivers or passengers	188
It will not improve road safety for drivers or passengers	187
It will make it easier for disabled users	186
It will make it more difficult for disabled users	156
It will be good for taxis and their passengers	105
It will not be good for taxis and their passengers	146
It will improve traffic flow and congestion	188
It will not improve traffic flow and congestion	296
I support the new road layout of Station Parade	355
I prefer the existing layout of Station Parade	253
I do not mind removing some on-street parking to help create space for cyclists	423
I do not like the idea of removing on-street parking	231
I think this is a better use of public space	350
I do not think this is a better use of public space	209
It will create more space for trees and other green features	381
I do not want more trees and greenery	39
It will be good for local businesses or residents	267
It will be bad for local businesses and residents	243
It will be more convenient for loading and deliveries	64
It will be more difficult for loading and deliveries	214
It will improve air quality as these plans may persuade more people to leave the car at home	328
I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve	290
Other (please specify)	106

'Other (please state)' comments by theme	No.
Concerned about congestion	14
Concerned will discourage visitors	11
Does not agree with making improvements for cyclists	8
General positive	7
Would like more to be done for cyclists	6
No need for any change	6
General negative	6
Public transport needs improving	5

Would like more information	5
Will encourage visitors	4
Comments on electric vehicles	4
Better for the climate	3
Better for congestion	3
Supports tree planting	3
Concerned about safety	3
Worse for air pollution	2
Concerned about disabled users	2
Would like to keep two-way traffic	2
Positive for cyclists	2
Traffic lights suggestions	2
Would like the money to be spent on other schemes	2
Would like more 'transformational' changes	2
Miscellaneous	2
Concerned about parking	1
Will improve connectivity in the town	1
Agree with making improvements for pedestrians	1
Concerned about two-way cycle lane	1
Concerned about large vehicle access	1
Just remove parking on one side	1
Harrogate's heritage not celebrated	1
Do more for pedestrians	1

Q12. How do you feel about the plans to improve the One Arch underpass?
(n = 935 responses)



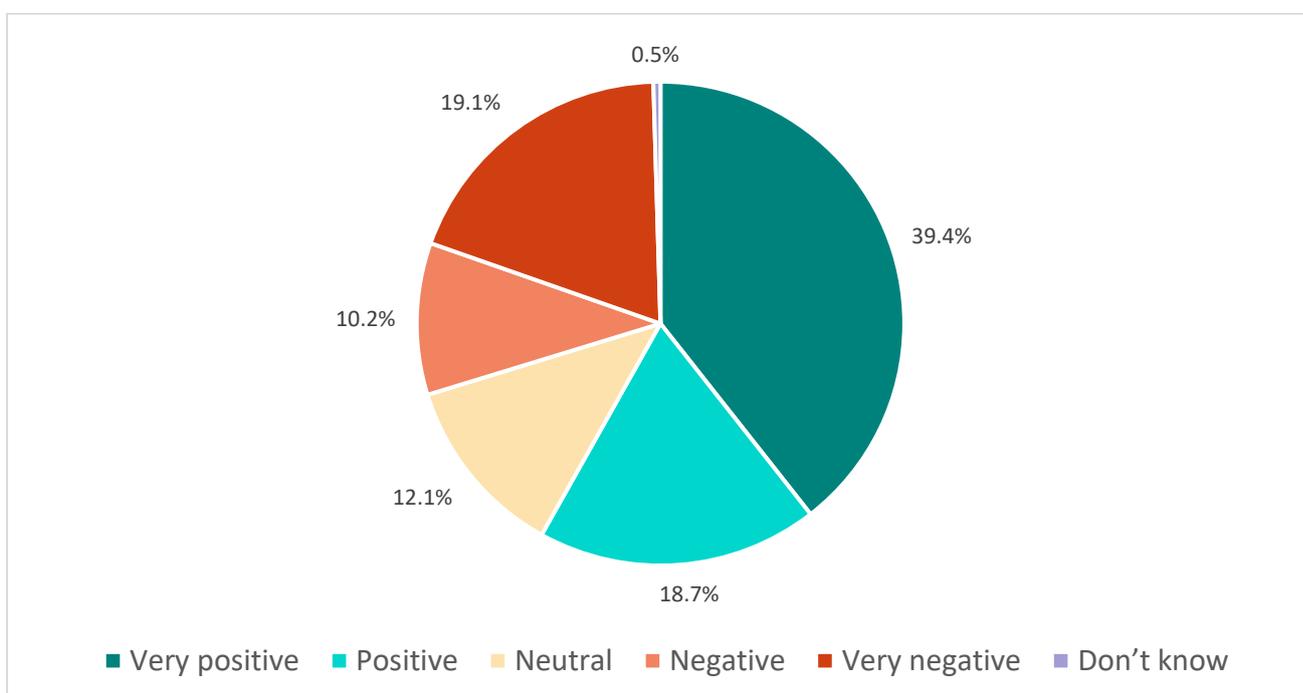
Q13. Please tell us why you feel this way? (n = 905 responses)	
It will encourage more people to use the bus and rail station	247
It will not encourage more people to use the bus and rail station	127
I think One Arch will benefit from these improvements	589
I prefer One Arch as it is now	100
It will make cycling safer	301
It will not make cycling safer	80
It will encourage cycling	254
It will not encourage cycling	100
It will make walking safer	478
It will not make walking safer	97
It will encourage walking	347
It will not encourage walking	83
I think this is a better use of public space	336
I do not think this is a better use of public space	85
It will benefit local businesses or residents	271
It will not help local businesses and residents	102
It will improve air quality as more people may choose to leave their car at home	200
I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve	178
It celebrates Harrogate's heritage	165
It does not celebrate Harrogate's heritage	84
Other (please specify)	112

'Other please state' comments by theme	No.
Does not agree with cutting trees down	21
Agrees that improvements are needed / looks good / general positive	18
Concerned about shared use of cyclists and walkers	16
Worried about anti-social behaviour	11
Feels money can be better spent elsewhere	11
Better lighting is a good option	10
Neutral / not used / misc	9
Maintenance is important	7
Not clear if cyclists allowed through or not	5
Would like the flooding issue resolved	5
Will be safer	4
Comments on the artwork - negative	3
Would like more information	3
Comments on on-street parking	2
Would like the elderly to have priority	2

General negative	2
Concerned does not align with Harrogate's heritage	1
More needs to be done to improve One Arch	1
Negative about cyclists	1
Positive comments on the artwork	1
Comment on electric cars	1
Better for cyclists	1

Zone One: Section 2. East Parade & Bower Road

Q14. How do you feel about the plans to create safe cycling facilities on East Parade and Bower Road? (n = 857 responses)



Q15. Please tell us why you feel this way? (n = 846 responses)

It will encourage more people to use the bus and rail station	197
It will not encourage people to use the bus and rail station	169
It will make cycling safer on this section	472
It will not make cycling safer on this section	109
It will encourage cycling	394
It will not encourage cycling	154
It will make walking safer on this section	285
It will not make walking safer on this section	131
It will encourage walking	257
It will not encourage walking	150

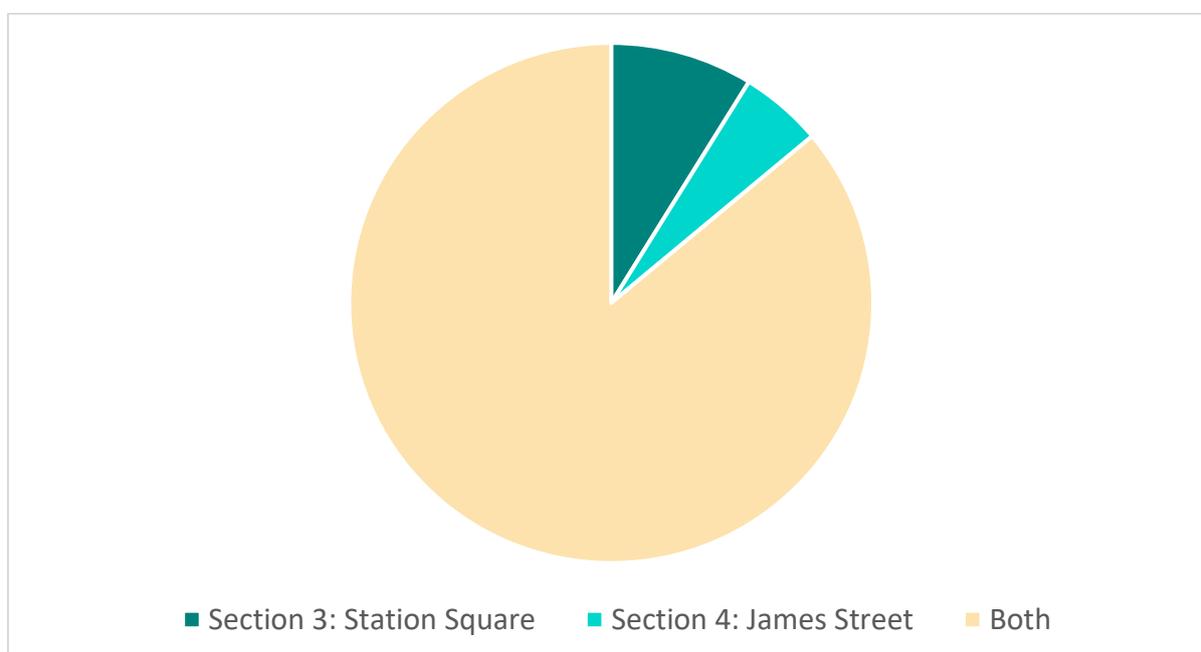
It will improve road safety for drivers or passengers	141
It will not improve road safety for drivers or passengers	195
It will make it easier for disabled users	140
It will make it more difficult for disabled users	145
It will be good for taxis and their passengers	67
It will not be good for taxis and their passengers	145
It will improve traffic flow and congestion	138
It will not improve traffic flow and congestion	250
I support the new road layout of East Parade and Bower Road	319
I prefer the existing layout of East Parade and Bower Road	193
I do not mind removing some on-street parking to help create safe space for cyclists	330
I do not like the idea of removing on-street parking	189
I think this is a better use of public space	257
I do not think this is a better use of public space	147
It will benefit local businesses or residents	202
It will be worse for local businesses and residents	192
It will be more convenient for loading and deliveries	58
It will be more difficult for loading and deliveries	168
It will improve air quality as these plans may persuade more people to leave the car at home	264
I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve	215
Other (please specify)	83

Other (please specify) comments by theme	No.
Concerned changes will cause congestion	10
Would like more information	8
Concerned cycle ways are disconnected	7
Prefer to prioritise pedestrians / public transport / electric buses over cycling	5
Other suggestions for pedestrianisation / more could be done	4
People won't cycle e.g. hills and weather	4
Negative feelings about cyclists	4
More bike storage	4
Would like to see cycle lanes	3
Concerned about disabled parking / residents parking	3
Concerned about road safety at Cheltenham Parade / Bower Road	3
Current state of the roads	3
Will not make a difference	3
Concerned traffic using residential streets	3
Will encourage cyclists/walkers	2

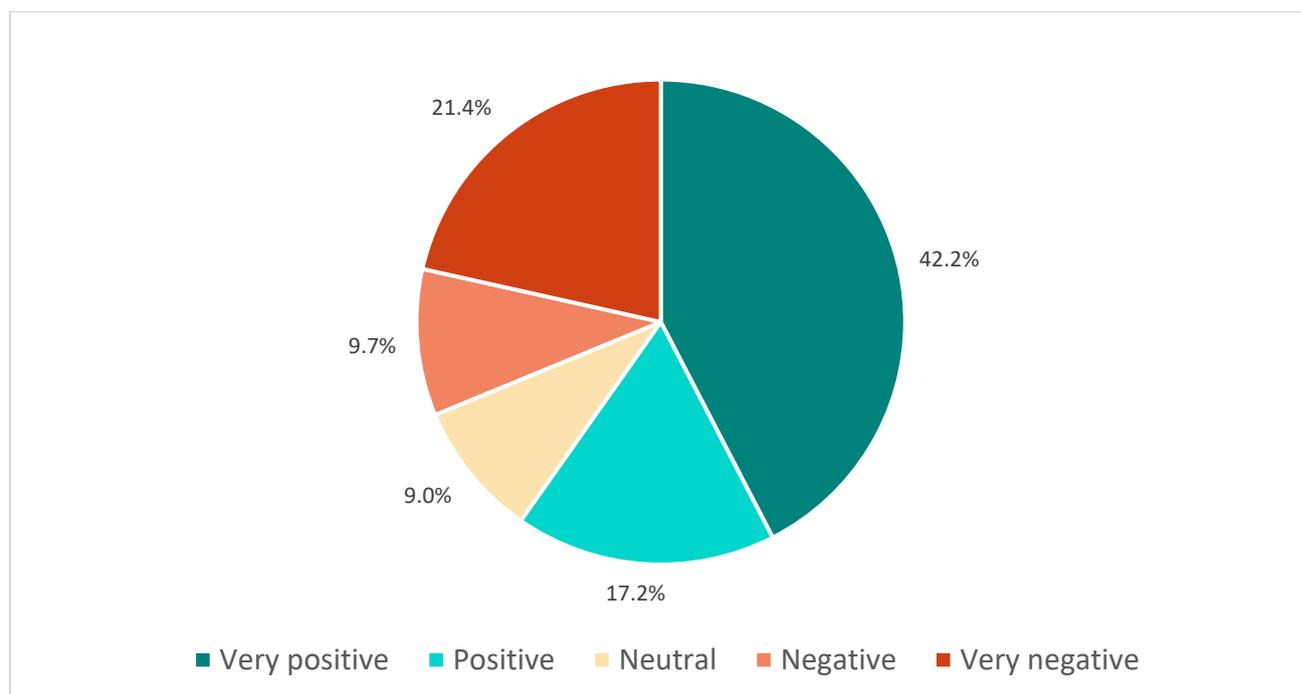
Supports one-lane option	2
No change needed here	2
Concerned will have a negative impact on visitors	2
Improve the traffic light synchronisation	2
General negative	2
Does not cycle / go to that area	2
Better for traffic	1
Would like to see more greenery	1
Supports two-lane option	1
Concerned drop off/pick up will cause obstacles	1
Would like to see more provision for people who have a disability	1
Knaresborough	1
Cycle lanes need to be maintained	1
Concerned over pedestrians and cyclists	1
Electric cars = clean air	1
Concerned about roadworks	1
Miscellaneous	1

Zone Two: Section 3. Station Square

Q16. Please tell us which sections of Zone Two you would like to comment on? (n = 996 responses)



Q17. How do you feel about the plans to change Station Square? (n = 935 responses)

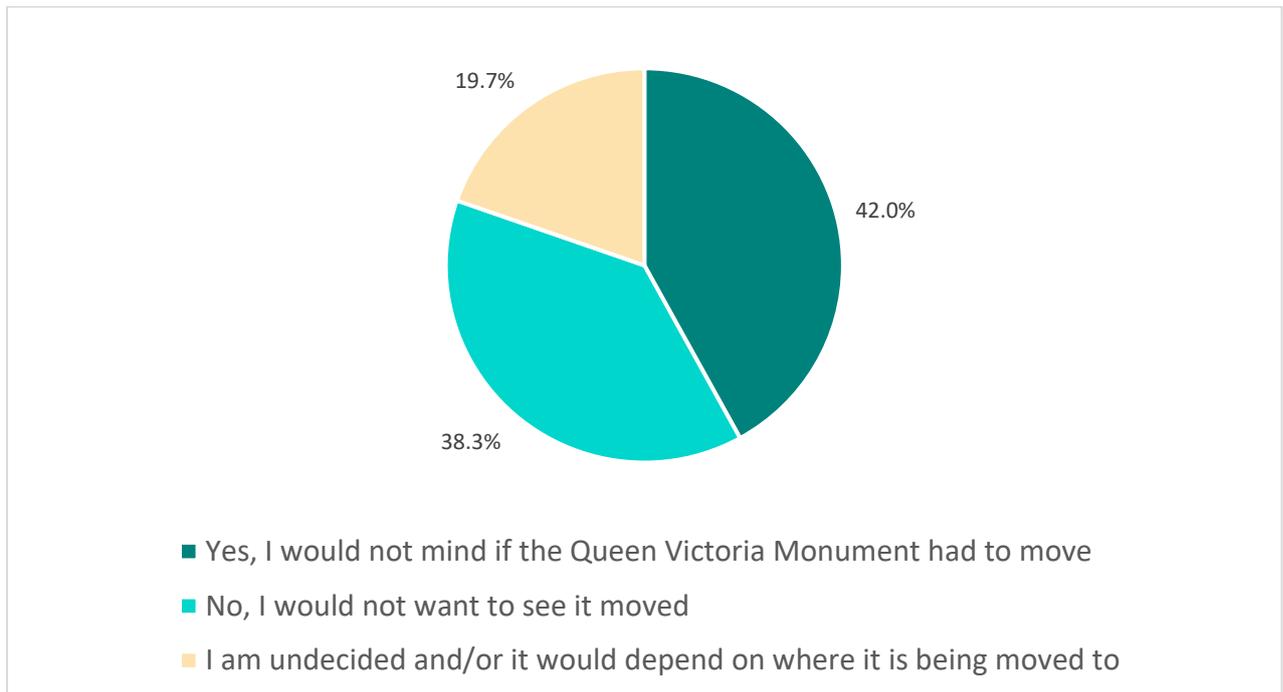


Q18. Please tell us why you feel this way? (n = 926 responses)	
It will encourage more people to use the bus and rail station	379
It will not encourage people to use the bus and rail station	218
I prefer the existing layout of Station Square	170
I think this is a better use of public space	508
I do not think this is a better use of public space	213
It will provide more opportunities for events and activities	433
It will not provide more opportunities for events and activities	135
I like the idea of a water fountain and reflection pool	426
I do not like the idea of a water fountain and reflection pool	183
It will provide easier access and space for disabled users	265
It will be worse for disabled users	124
It will benefit local businesses or residents	361
It will make things worse for local businesses and residents	218
It celebrates Harrogate's heritage	283
It does not celebrate Harrogate's heritage	182
Other (please state)	135

Other (please state) comments by theme	No.
Positive – Better space for visitors	22
General negative / Waste of money	16

Would like more tree planting / green spaces	16
Concerned about maintaining any water feature	13
Concerned about congestion	11
Negative about proposed pedestrianised area	10
Make sure designs celebrate Harrogate's heritage	9
Alternative / additional suggestions to the proposals	8
Intervention not needed here / spend elsewhere	6
Would like more to be done	6
Would like more information	6
Keep Queen Victoria statue	5
Does not support the art feature suggestion	4
Tourist Information Centre suggestions	3
Negative about cycling	3
Positive for cyclists and pedestrians	3
Concerned about provision for cyclists	3
Concerned how windy / rainy it can be there	3
Supports one-lane option	2
Concerned about impact on businesses	2
Concerned about disabled parking / accessibility	2
Concerned about provision for motorists	2
Concerned about provision for Taxis	2
Neutral	2
Would like less traffic here	2
This would be a small improvement	2
Suggests improvements elsewhere	2
Miscellaneous	2
Suggests a Park and Ride	1
Would like the car park to stay	1
Suggestion for bikes	1
Does not support one-lane option	1
Concerned about safety for pedestrians	1

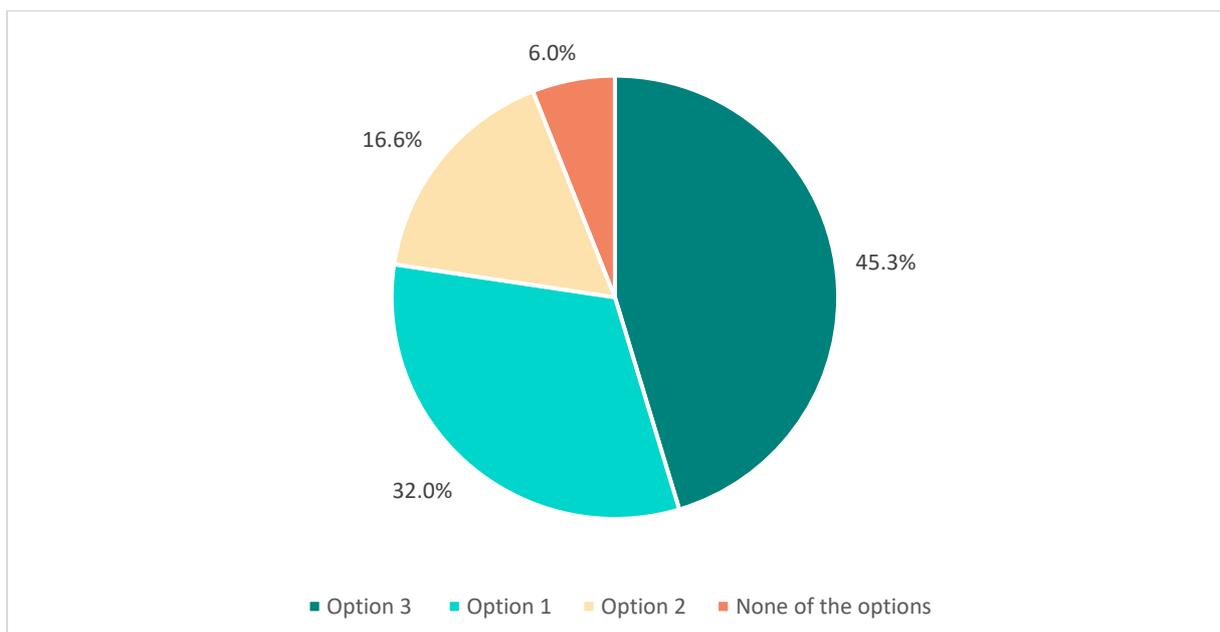
Q19. If more detailed design work identified a need to move the Queen Victoria Monument, would you support this change? (n = 931 responses)



ZONE TWO: Section 4. James Street

Q20. We have outlined three options for James Street, which option do you prefer? (n = 904 responses)

- **Option 1** (Motor vehicle access retained at all times)
- **Option 2** (Part-time pedestrianisation with traffic restrictions)
- **Option 3** (Full-time pedestrianisation)



Q21. Please tell us the reasons you have chosen this option?	Option 1 (full vehicle access retained) n = 264	Option 2 (part-time pedestrianisation) n = 147	Option 3 (full-time pedestrianisation) n = 403
The new proposal will encourage more people to use the bus and rail station	5	28	167
It will benefit buses and bus users	5	19	103
It will make cycling safer	5	48	186
It will encourage cycling	6	35	159
It will make walking safer	22	103	348
It will encourage walking	10	66	275
It will make access easier for disabled users	113	43	194
It will be better for taxi drivers and passengers	92	18	45
It will improve road safety for drivers or passengers	45	31	72
It will improve traffic flow & congestion	149	30	85
It is a better use of public space	66	78	318
It will improve the look and feel of the town centre	40	109	354
It will create more space for trees and other green features	8	87	322
It will benefit local businesses and residents	158	67	282
It will improve air quality as more people may choose to leave the car at home	3	61	290
Other (please state)	72	0	0

'Other' comments by theme	No.
Worried about negative impact on retail	21
Concerned about disabled users	5
Concerned about elderly users	1
Concerned with safety	7
Negative about floral verges	1
Improve air quality	1
Parking	2
Improve public transport	1
Waste of money	1
Worried about congestion	13
Electric cars	1
Would like to keep area open by road	1
No need for any change	12
Negative comments on cycling	6
Need other options for cyclists	2
Concerned about streets which are already pedestrianised	6
Miscellaneous	4
Concerned about losing Harrogate's heritage	1

Would like more greenery / trees / planting	2
Money better spent elsewhere	1
Restrict parking to one side	1

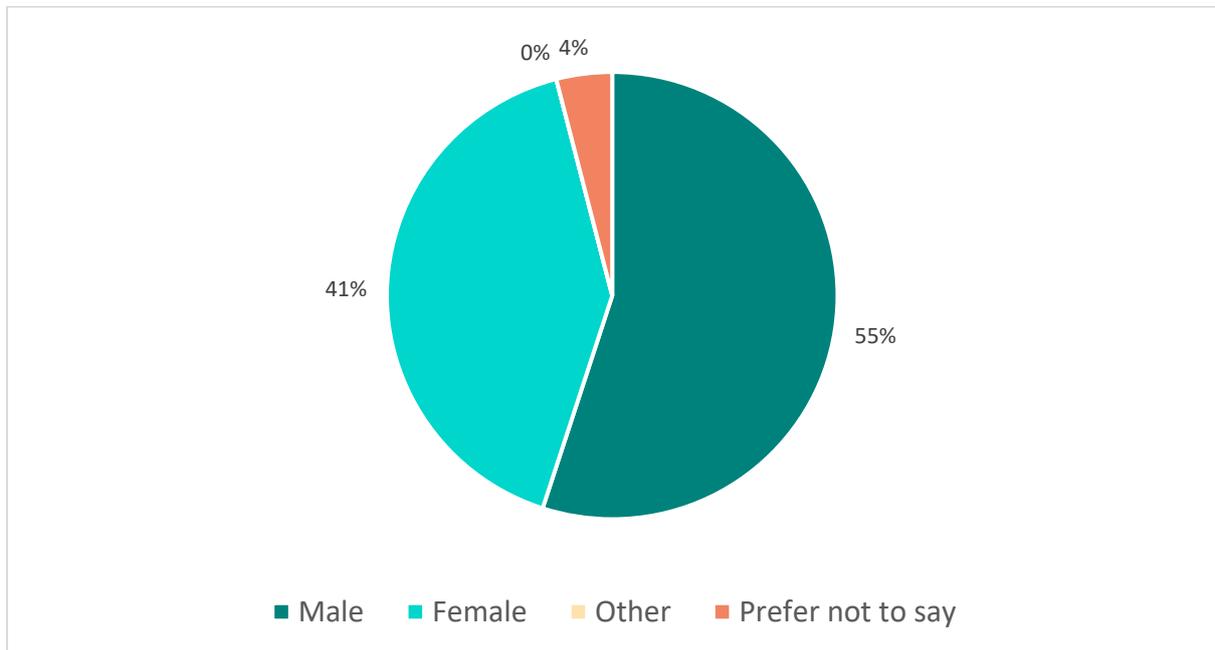
Q22. I don't like any of the options presented for the following reasons (n = 54 responses)

They will not encourage more people to use the bus and rail station	36
They will not benefit buses and bus users	33
They will not make cycling safer	23
They will not encourage cycling	25
They will not make walking safer	23
They will not encourage walking	27
All of the options will make it more difficult for disabled users	29
They will not improve road safety for drivers or passengers	31
They will not be good for taxis and their passengers	31
They will be bad for traffic flow and congestion	40
They do not make better use of this public space	28
They will not improve the look and feel of the town centre	30
They will be bad for local businesses and residents	38
They will make it more difficult for loading/deliveries	37
I do not think these options will persuade fewer people to travel by car, so the air quality will not improve	41
Other (please state)	21

'Other' comments by theme	No.
General negative	2
Albert Street	1
Station Parade	1
Concerned about existing pedestrianised streets	2
Prefer no change	2
Does not support cycling improvements	1
Concerned for businesses	1
Prefer money to be spent elsewhere	1
Comment on e-scooters	1
More could be done for cyclists	2
Comment regarding taxis	1
Would like to keep the car parking spaces	2
Unclear what the three options are	1
Concerned about congestion	2
Would like more information	1

SECTION 3: About You

Do you identify as: (n = 1076 responses)



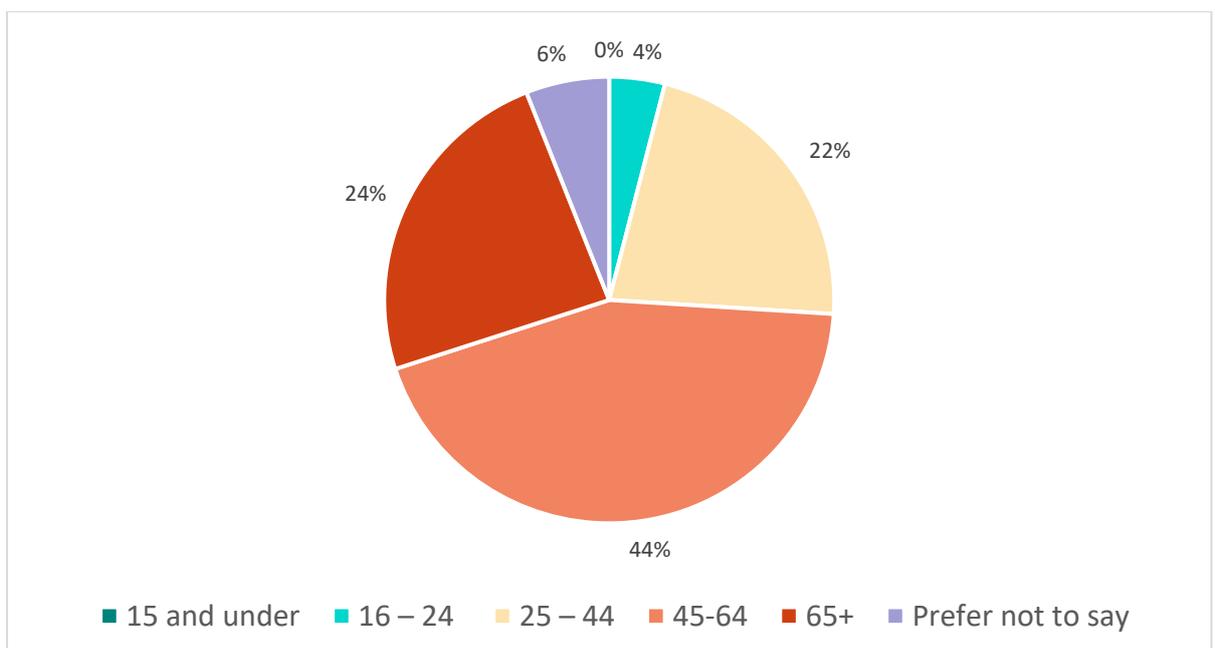
Other (please specify)

NOT RELEVANT

None of your business

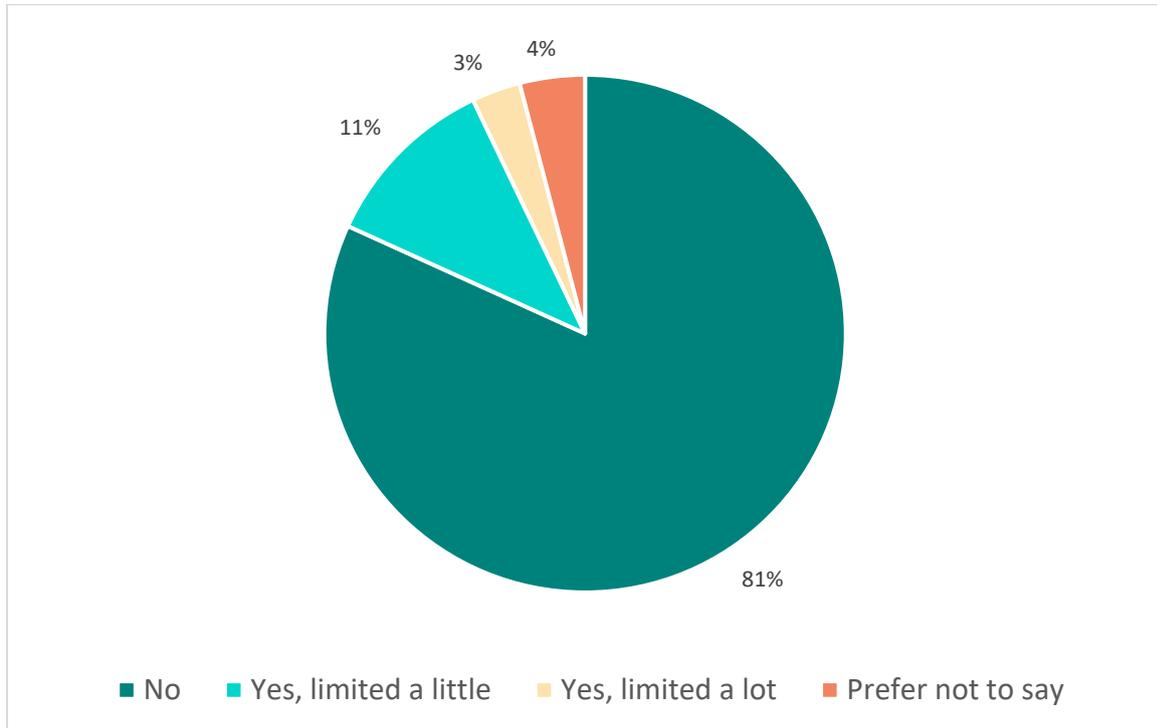
My pro-nouns are Who? & That?

Which age category do you fall within? (n = 1078 responses)

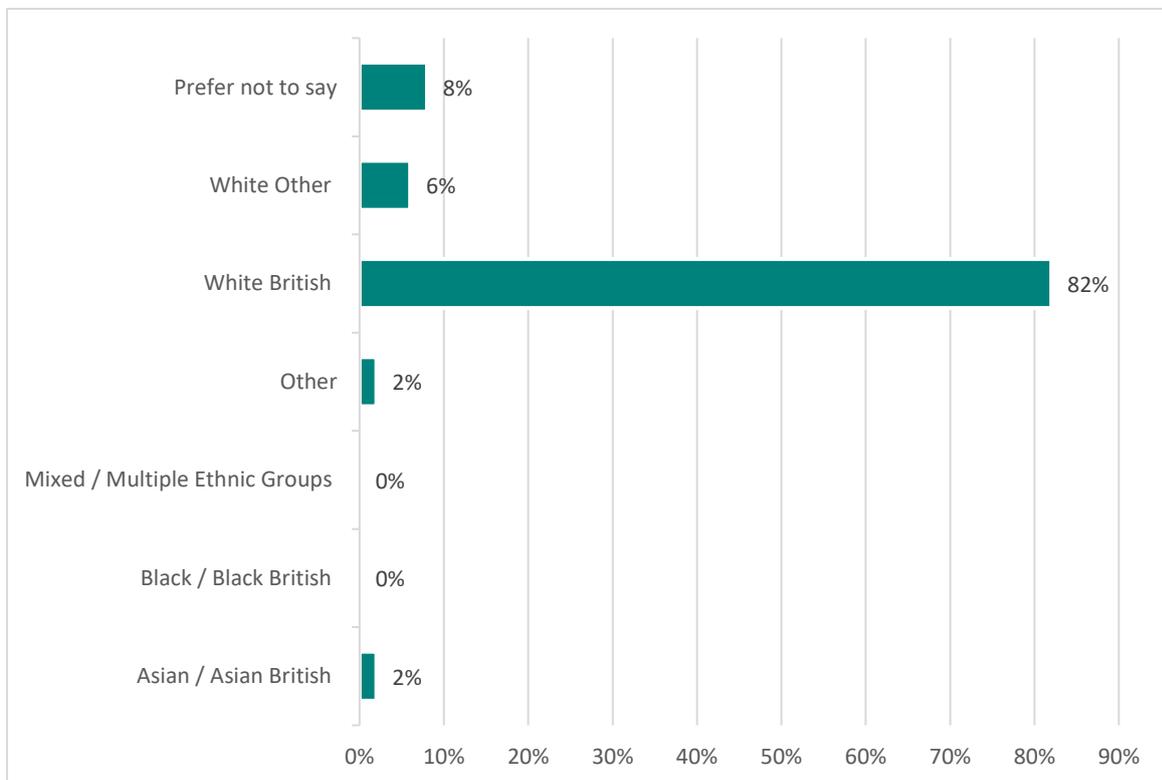


Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

(n = 1068 responses)

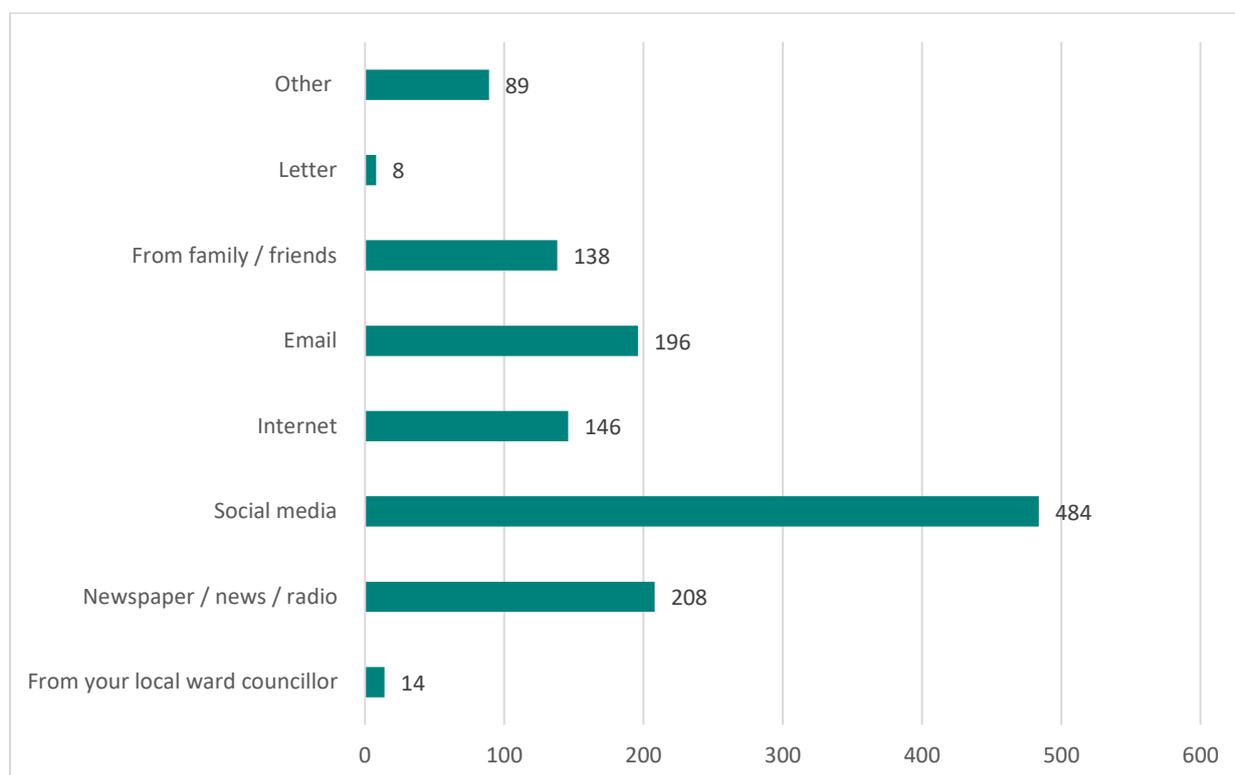


What is your ethnic origin? (n = 1074 responses)



Other (please specify)
British-I regard all colour categories as racist. I am of course mixed Neanderthal, Mesolithic, Bronze age etc etc and therefore have at least 3 colours and 2 homo genus species in my blood. Colour is less than 0.1% of DNA and needs to be abandoned in normal population statistics. There may be a case for such categorisations in very carefully controlled and monitored surveys.
NOT RELEVANT
English
European
European
White European.
English
Chinese
This question is completely irrelevant
None of your business, please get on with DELIVERING much needed improvements ASAP!
latino

How did you find out about this consultation? Please select all that apply (n = 1079 responses)



Other (please specify)	No.
Work	11
Harrogate Borough Council	9
Stray Ferret	8

Harrogate BID	7
Harrogate District Cycle Action	6
Zero Carbon Harrogate	5
Residents Association	5
Leaflet	5
Harrogate Civic Society	4
HBC Resident News	4
Facebook	3
Library	3
Cycle Club	2
Neighbour	2
Labour Party	2
Internet search	2
Commercial Street Retail Group	2
Harrogate Chamber of Commerce	2
Various	1
Taxi Office	1
Internet	1
RDF	1
Local Environmental groups	1
Harrogate Green Party	1
Harrogate College	1
A briefing given by council officers the day before press release	1

Please tell us the first four digits of your postcode: (n = 1055 responses)

Postcode	No.								
HG1	118	HG2	122	HG3	54	HG4	7	HG5	18
HG1 0	3	HG2 0	70	HG3 1	24	HG4 1	2	HG5 0	18
HG1 1	24	HG2 1	1	HG3 2	50	HG4 2	7	HG5 8	12
HG1 2	60	HG2 2	1	HG3 3	11	HG4 3	2	HG5 9	10
HG1 3	37	HG2 4	1	HG3 4	2	HG4 5	1		
HG1 4	79	HG2 6	2	HG3 5	4	HG4 7	1		
HG1 5	48	HG2 7	53	HG3 7	1				
HG1 6	1	HG2 8	101						
HG1 8	3	HG2 9	60						
HG1 9	2								

Postcode	No.								
LS12 4	1	LS23	1	LS7 3	1	YO23	1	Yo51	1
LS17 0	2	LS25	1	LS8 1	1	Yo24	1	YO51 9	5
LS17 9	1	LS27	1	LS8 2	1	YO24 1	1	YO61 2	1
LS18 5	1	LS29 6	1	Pr2 1	1	YO24 4	1	CA7 9DT	1
LS21 2	3	LS29	1	WF7	1	YO26 7	1	DN5 7	1
LS22	1	LS4	1	Y05 1	1	YO268	2		
LS22 7	1			yo16	1				

Appendix One

Full list of verbatim open-text comments received for each section, in response to question: ‘Do you have any other comments on the scheme to share at this stage?’ Comments are listed in alphabetical order.

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

Please tell us the reasons you have chosen the one-lane option?
It connects Nidderdale Greenway to the Town Centre
I also like features of the two-lane option - specifically, the improved junction of Bower Road and East Parade.
That road is not busy enough to be two lane, so it makes sense to make it one lane and allow more space for trees and wider public footpath.
Currently Station Parade regularly feels like a race track where two adjoining cars try to out-race each other between traffic lights. Making it single-lane will significantly reduce speed and stops lane-switching
It is essential that we address the amount of traffic going through the town centre. It is completely off-putting with the noise and the fumes. It is not somewhere that I want to take my children and it is not somewhere that I particularly like to walk. I have to walk that way every day to work. I do have a car but Harrogate is so small that it really dos not take long to walk from one side of town to the other, and certainly not into the centre.
I am not totally certain that either plan will do all that you are seeking answers to.
It provides space for a public events space. Kiosks or stalls could be built for new business owners to rent for max 24 months then they have to move on to permanent premises.
I have never been able to cycle to/from the city centre with three children. We always had to leave our bikes at Asda and walk. This made all trips to the rail station, the bus station, the shops, the cafes, the library, the theatre, the cinema, the Christmas lights, the lights switch on, the Christmas market unnecessarily time-consuming, was sometimes impossible when the children were very young and had a limited walking range, was unattractive in cold and wet weather... Meaning we did make make all the trips we wanted to and also that we did not therefore spend money in the town centre and at the independent shops/eating options. I seek provision that links the cycle route through Asda to Bilton and beyond that is safe, flat, legible, direct for all ages of cyclist, all fitness of user, on all designs (including longer and wider - family, disabled,

<p>cargo machine) as per LTN1/20) - in both directions. Cycle parking is urgently needed at the bus station and at the 'gateway' to the shopping/theatre area, at the restaurant/cafe/cinema end of town. I am particularly pleased to see the plans to enable people to cycle through the One Arch underpass. This is a key connector for people on foot/cycle/wheelchair as it reduces distances and therefore exposure to the road environment/pollution. Further, you say it is not possible to create segregated cycle lanes on Bower Road under the railway. I ask that you urgently look at ways to find ways. In the interim this makes One Arch an even more urgent requirement for people to be able to move - safely and conveniently - from one side of the railway to the other. I am concerned about how people (of all levels of fitness and confidence, intelligence and experience of cycling) on cycles (machines or all sizes, all weights, including people human cargo and freight onboard) will move between the cycle lanes. Junctions are the most hazardous, time-consuming, tricky part of people's cycling journeys. One issue you don't mention about the two-lane option is that this will mean people cycling will have car headlights coming straight at them after dark/for much of the winter. This is unpleasant, intimidating and can create a hazard as the person on the cycle is temporarily blinded.</p>
<p>It will enable a less car dominated area and encourage a community space to develop.</p>
<p>Sadly none of the above. The options above only allow you to answer the points you want to here. These plans will not increase or encourage walkers, cyclists or train / bus passengers</p>
<p>It will be an improved gateway into the town and improve the ambience of the town centre, being cleaner, greener, less polluted and more interesting</p>
<p>it will have a huge impact on air pollution and cut carbon.</p>
<p>People biking are not coming to shop and spend money in the town. They are passing through or purely cycling for exercise, not stopping to spend money or supporting Harrogate's economy. Harrogate should be trying to encourage more people to stop and shop by tidying up the town centre, keeping it cleaner and more welcoming. Not deterring actual shoppers who drive here just to please cyclists.</p>
<p>It is part of a wider necessity to de-carbon our transport network in order to take action on climate change.</p>
<p>I support the most change & reduction of pollution however I notice there are no targets or measurements. Is this because the plans are subjective & have not been thought through (BAU for HBC)?</p>
<p>It appears it may reduce pollution but as usual there is no factual information - very poor HBC/NYCC!!!!</p>
<p>It may improve traffic flow and reduce congestion if fewer people drive into town when they don't need to. I doubt it will be more convenient for taxis but some compromise may be unavoidable to enable the considerable benefit to most from these proposals</p>
<p>This proposal is inadequate! Restore West Park & Parliament Street to 2-way and stop taking through traffic via a tortuous route through the town. The whole of Station Parade could then be made pedestrian/cyclist friendly.</p>
<p>It will improve traffic flow & reduce congestion ,The current 2 lane layout creates a barrier between the east and west sides of Station Parade. It cuts off the main shopping area from the transport hub and is unpleasant and inconvenient for pedestrians when crossing. The One-Lane option would significantly reduce vehicle</p>

dominance of the area, provide space for walking and cycling and be a more healthy and beautiful place to underpin the future of the town centre.

Traffic flow is currently impaired by lack of synchronisation between traffic lights and pedestrian crossings. This must be addressed as part of the plan, taking into consideration the entire A61 southbound flow from Royal Hall to Princes Roundabout.

Reducing traffic to one lane on Cheltenham Crescent will probably have a positive effect by avoiding conflict between vehicles at choke points.

You have omitted to reveal the remainder of the Station Gateway / Transport hub options. Why? The proposals make much more sense in that context

It is currently far too convenient for local people to drive into town. It is important to provide good quality alternatives but also good to make the car journeys less convenient at the same time. That will encourage mode change and reduce traffic volumes overall.

Cars are a plague on the downtown that dramatically reduces the enjoyment of that entire section of town. Severely limiting cars and encouraging walking and cycling is the only way to reign in the negative externalities we experience from cars.

It will make access easier and safer for disabled users ,NYCC has rightly declared that it will reach net zero, and so has HBC. We know we are in a climate crisis, so we need to make huge changes to the way we travel. Transport accounts for half of Harrogate District's carbon emissions, and we need to use more public transport, and more active travel (walking & cycling). This means that we need to discourage driving and make it safe and pleasant for people to adopt the climate friendly options. Also, the climate friendly options are good for air quality, general health, and our mental health -as we will see the town playing it's part to resolve the major crisis we are in.

The existing layout creates a race track and allows little room for cyclists to travel safely along the route as they are squeezed in from all sides. Creating a fine public space in the hole area provides a welcome to the town centre. Currently visitors face a continual line of traffic that needs to be negotiated.

as long as there is significant tree planting . This is a perfect opportunity to make Harrogate centre a green lung. It would be a grand statement and a beautiful sight to walk out of the station to almost an urban forest. If you are bold, remarkable things can happen here.

It will improve the visitor arrival experience from the bus and train stations and Victoria Car Park

It shows we are taking climate change seriously and beginning to do something for future generations.

It is a better use of public space , It will make access easier and safer for disabled users , It celebrates Harrogate's heritage,We are a spa town so it is great to go back to encouraging healthy options- clean air, active travel, reduced obesity and asthma. More and more people own cars- we cannot keep expanding the roads to have more cars, we need to encourage people out of their cars & onto public transport/active travel.

It may cause traffic issues but people need to change their behaviour. This will only happen if the trains and buses are improved. The railway line needs to be electrified and be run on a more frequent basis. There needs to be better bus links throughout town

The existing 2 lane road cuts Harrogate in half. Shops on Station Bridge are an afterthought as are the Council Offices, the Jobcentre etc. Houses are cut off from the town centre rather than being integrated with it.

Not offering comment on what is there. You ask if access for disabled will be improved but give almost no reference to this in the actual plans presented.

It will improve air quality.

Please tell us the reasons you have chosen the two-lane option?

It's one of the main routes through Harrogate, reducing access in any way will just increase congestion

It is a better use of public space , It will improve the look and feel of the town centre , It will create more space for trees and other green features , It will be more convenient for taxi drivers and passengers ,We must maintain a good route through for cars as no relief road is considered possible. Congestion here could have a disastrous effect

The only people that benefit from the one-lane option are cyclists, if the footpaths were widened and some green features were added I would consider this a better use of public money for the one way system rather than adding cycle lanes

Best maintains traffic flow for through traffic. (at 73 and for various reasons car travel is my only realistic option)

if its too difficult to opo to one or two shops without going to a mulit story car park then i would probably just avoid going at all.

Without an outer ring road none of your new proposals will work. This survey is far to "wordy" and I doubt you will get a balanced view.

It is not going to do any of the above, but it might improve street appeal.

It will increase congestion!

Changing to one lane seems to give no indication of where the traffic volumes will go. Just creating gridlock and further pollution. Electric vehicles are coming in next 3-5 years, volumes of cars mean volume of customers! in clean zero emission vehicles. Cyclists going in to Harrogate will head to Montpellier or the Valley Gardens. You seem to be creating cycle lanes with no evidence that they will be used.

It wont add to the already horrenous congestion in harrogate. Slowing down traffic my restricting the flow just adds to more stationary, queuing traffic, emitting more pollution, and also makingbthe town less inviting for visitors, both in trying to get into town, and once there .

While closing off a lane on Station Parade for bicycles and walkers might be a desirable outcome, once public transport is improved, it is not viable now, as it would cause immense traffic flow problems at the bottom of Station Parade, and access problems for local shop deliveries etc.

It will encourage cycling , It will make cycling safer on this route , It will benefit buses and bus users , The new layout will encourage more people to use the bus and rail station , It will make walking safer on this route , It will encourage walking , It will improve road safety for drivers or passengers , It will make access easier and safer for disabled users , It will be more convenient for taxi drivers and passengers , It will create more space for trees and other green features , It will benefit local businesses and residents ,Extra cycling /walking space is good but not at the expense of losing a lane for cars. People prefer to travel via personal transport such as cars vs buses as it is more private, and in many cases it is essential (e.g. for businesses and self employed - vans/ deliveries and individuals carrying large items, lots of shopping etc). People also prefer the freedom a car provides - specifically freedom of location and timing. Cars and vans will be electrified in the next decade, and global energy supplies are turning to renewables, so cars will be very much part of the green revolution and the cleaning of our public spaces. British weather isn't changing anytime soon, and therefore people will continue to choose their own cars to drive into and through the town. The one-lane option doesn't propose ANY better use of the space in front of Victoria Shopping Centre and that 15 ft of tarmac is invaluable to the residents and visitors to the town travelling and going about their business via car. Add a fountain, add some trees, make a nice formal garden outside sweaty betty, replace the dirty floor with a lighter shade of stone and KEEP IT CLEAN! Regular jet washing would go a long way. That will make the town more attractive without starving the town and its vital businesses of its visitors and customers by keeping cars out - those cars that will be running on renewable energy in a decade's time!

It will improve the look and feel of the town centre , It will create more space for trees and other green features ,If there is no coherent cycle route joining up the different areas of Harrogate it will not encourage cycling to a notable level. Pieces of road with cycle lanes that stop and start are not safe enough for all cyclists with different levels of competency

Until we get "Park and Ride" running, and so reduce town centre traffic, it is ridiculous to reduce an A road to one lane. There would be so much traffic on a single lane that the whole system would be gridlocked.

Most people come into Harrogate to shop and visit cafes and cycling is not an option when you have shopping. Why would cyclists need to cycle through the town centre?

Because there is more cycle lanes along East Parade in this option, making it safer for cyclists to access the town centre.

I support the new tree planting it will make Station Parade much more welcoming and pleasant.

I like the cycle lanes on the roundabout.

Unless there is a clear alternative route for North to South traffic away from the centre (which is not included in these plans as far as I can see, this road will need to remain as two lanes to allow traffic flow to the same volume as the South to North route through town. A single lane will just create more slow moving / stationery traffic so defeating the object of the whole project.

The removal of the taxis from Station Parade will be very inconvenient, particularly for those taxi users arriving at the station or bus station. This element of the scheme needs to be re-thought.

The traffic filters at both Victoria Road and at York Place - you are in danger of creating bottle necks; more congestion. At the moment the traffic flows freely

There is no current issue with traffic queuing either way on this road. Making it one way will simply divert traffic onto other residential streets.

It will stop even more traffic queues by having 2 lanes rather than one. The only way you will encourage the use of public transport services is by reducing fares as well as having bus times running in conjunction with the arrival of train times and vice versa especially at peak morning and evening times when people start and finish work - not by simply reducing road lanes!

you are not asking the right questions. The real problem with Station Parade is that is part of the A61. Sending some of the traffic around East Parade involves the use of a low bridge one or sharp right hand turns on small roundabouts. In the absence of a town bypass

Serious consideration should be given to West Park and Parliament Street reverting to way traffic. A general speed limit in the town centre of 20 mph should be considered.

Until the A61 southbound is rerouted away from town centre discussing changes to Station Parade are pointless

IF the desire is to reduce carbon emissions, reduce the dependency upon motor vehicles and make the town a more pleasant place to visit, then there is a clear priority to segregate the different modes of transport, AND to anticipate the motorists need to complete the journey (should they do this via 'rat-runs') Introducing short (meaningless) cycle lanes should be avoided, and ALL cycle lanes must be separated by curbs/similar and not simply by a white line. My first impression of the scheme(s) is that none of the essential requirements listed here have been prioritised in these plans. Before undertaking any improvements/ changes, I would instigate a full survey of the changes made a few years ago to the junction of station parade with Cheltenham crescent (traffic lights and pedestrian crossing) This has exaggerated the plug flow caused by the traffic lights sequencing, and results in congestion for several junctions approaching this interchange. If this type of survey is not undertaken, then you cannot properly assess the task ahead. I have therefore favoured the options making the minimum changes to the existing layout, but I believe this may be missing a good opportunity.

Look forward to a change for the better

It will benefit buses and bus users , It will encourage cycling , It will make cycling safer on this route , It will make walking safer on this route , It will encourage walking , It will make access easier and safer for disabled users , It will improve the look and feel of the town centre ,Of the two options, it the least likely to cause congestion elsewhere, allowing time to design a town-wide traffic management plan (all modes of transport).

It will not encourage cyclists riding towards oncoming traffic if forced to react to for example pedestrians cyclists rarely stop but veer away possibly into oncoming traffic. They are bad enough in the same direction of travel but this proposal to funnel all traffic into one lane then ride cycles towards them seems crazy to me. Stockton on tees did a similar hack job on the widest high street in England buses suffered, business suffered and now it's only large shop is boots chemist. Cars will be changed to electric over the next 10 years so why attempt a long project to restrict them.

The focus on keeping through traffic on the A61 flowing smoothly requires the two lane access to York Place. Restricting the traffic flow to one lane will just result in further congestion on Station Parade. In the absence of a major ring road development plan it is very difficult offer a solution. The problem was created over ten years ago by the 'urbanisation' plans for the town with no thought of the required supporting infrastructure.

This plan originating pre-Corvid does not take into account the dramatic changes the High Street/town centres are now facing ie. *Working from home *Service businesses moving town centre 'back offices' to out of town/home, working *internet shopping etc. Before such monies are spent a reappraisal of what the 'New Normal' will have on town centres in the coming years.

Less traffic passing residential properties around Cheltenham Mount

It won't increase traffic in predominately residential areas.

I have chosen the two lane option because of the cycle lanes it proposes for Bower Rd and East Parade, not because I want to retain two lanes for motor vehicles on Station Parade. If there were a third option which proposed having cycle lanes along the entire length of Station Parade as well as cycle lanes on Bower Road and East Parade, I would select that option.

I cannot see that reducing Station Parade to one lane would achieve anything other than increased traffic jams, travel time and air pollution.

The One-Lane option would increase the already horrendous congestion (in non-Covid times) that resulted from the additional traffic lights at the junction of Station Parade and Cheltenham Parade. Please do not take the One-Lane option.

There is no appreciation of the natural and built heritage of Harrogate as Spa Town - past or future.

It is just boring Highways scheme for anywhere

I am not convinced that it would be possible to reroute much more traffic up Cheltenham Mount

It recognises that the A61 is a main arterial road carrying traffic between Leeds, Harrogate and Ripon.

It's makes no different unless you sort public transport and the route for cars from ripon road. It's a road and as a pedestrian if I have to cross one lane or two makes no difference

I would prefer it if you left it alone, but as it sounds like it's a done deal, 2 lane would the best option for traffic flow on a MAIN trunk road between Ripon and Leeds/Bradford

allow access to shops and parking

The single lane option is not disabled friendly

I do not support the single lane option

Because in my opinion the single lane option will cause terrible congestion

It will help prevent congestion.

Please tell us the reasons you have chosen neither option?

Please would someone consider looking at Knaresborough bus station its awful

<p>Considering the amount of green space in the pictures the survey is false to suggest it is more green space. It is a load of expensive concrete that itself is environmentally bad and ill thought out</p>
<p>They will grid lock the town, turn visitors away and create more congestion and pollution</p>
<p>These plans will impact badly on other streets</p>
<p>if you live in a village on the out skirts of Harrogate, 3 miles from the centre, the use of bicycles is not an option. therefore these people who pay their rates etc will receive no benefit. also where are all the bikes going to go when people are in town. the infrastructure needs to more in place before schemes and tax payers money is spent. We need the town to prosper and I feel that by taking more of the roads away, Harrogate is no longer going to be a destination that people will want to come to as there is nothing left in the town</p>
<p>Money would be better spent reducing business rates and parking charges</p>
<p>The whole scheme is an utter waste of money and will help in making access even worse.. The One arch development only requires improved lighting. Leave the tree and plants instead of a meaningless wall and ball!</p>
<p>They will make access more difficult for disabled users , They do not make better use of this public space , I do not think these options will persuade fewer people to travel by car, so the air quality will not improve , I do not want more trees or greenery ,You created the bottle neck at the Cheltenham Parade / Station Parade junction with the installation of the second set of lights adjacent to the underpass. Traffic is now stationery at both sets of lights at this junction at the same for periods of time, so much reduced traffic flow is now in evidence, creating backed up traffic down both roads, with traffic backed up as far back round as East Parade, this is the issue with the buses</p>
<p>These plans will totally strangle access and traffic flow. Harrogate needs to open up, not be shut down</p>
<p>Not much thought has gone into disabled access - the proposed cycleway through one arch just makes it more dangerous for disabled people in wheelchairs and the walking public - cyclists should be banned from the town centre and pavements for walking people should be made paramount!"</p>
<p>People don't shop or come for the evening by cycle. Stop obsessing about cycle ways</p>
<p>Shortly, most vehicles will be electric so exhaust pollution is not relevant.</p>
<p>Station Parade is fine as it is. I would rather money was spend on EV charging points to encourage electric vehicles and emission free travel.</p>

No provision for taxi ranks - if you want people to use public transport you must make provision for easy connectivity to and from those points. Increase real options for people to get around the area (residential areas, bus/rail stations, supermarkets, park a ride areas, business parks and schools - should all be served by small all electric hopper buses), only then will traffic reduce and restricting roads to domestic vehicles be viable, without causing greater problems elsewhere and reducing people visiting the town and stopping trade. You can't introduce a "stick" without having any carrot. Good practice is to introduce some carrot, get that working, then introduce some stick - that is a proven method across many different issues that need solving.

Trains only accommodate small numbers of physical cycle. Cycles take up an amount of space on a train and often are not having to pay more. This makes it less likely people are able to use trains which is something we want to encourage. We need more people to be easily, conveniently and low cost able to travel to and from train station in all weather conditions - cycling is not the answer. Having lanes specifically for all electric vehicles and or electric taxi and hopper busses will achieve this goal for many more people than a cycle lane could ever do. This is a much better use of public money and space. You must cater for the majority not the minority, however once a coordinated low carbon, low noise low cost alternative to private vehicles is available people will use it and there will naturally be more space and safer for those people who want to cycle for more than just leisure activities.

Waste of money. Harrogate is a tourist town and parking and cars in the town centre should be encouraged not discouraged.

These plans will make journey times significantly longer and deter visits to the town centre

One way traffic means a long diversion for traffic that has missed the turn along Chelt Mt heading for ASDA and continued along Chelt Pde to the Stn Pde Junct. This is a major through route where is the through traffic being diverted to? Non-contiguous cycle paths are dangerous as traffic merges. Footpaths are already wide enough for current use. One arch tunnel has a leaking roof so pedestrians weave through the puddles/drips. This is not consistent with safe sharing with cyclists. Major work needed fix? Comparison photos show that all that is needed is a clean up and maintenance of existing foliage. Photos used are disingenuous.

The proposals will do nothing to ease the flow of Southbound through traffic which at present has no alternative but to use Cheltenham Parade, Station Parade and York Place to continue a Southern journey on the A61. What proposals are there to resolve this major contribution to Harrogate's congestion problems?

They will not encourage more people to use the bus and rail station, The appalling notion of A61 through traffic undertaking an extended route through the town crawling past residents' homes on Cheltenham Mount & mingling with local drivers on Bower rd, who use this route to reach the busy Asda supermarket. Or do you expect them to do their weekly shop with bags balanced on their bike handlebars?

To increase the length of the journey through town will just create more congestion & pollution. Let the through traffic move smoothly through the town

As regards trees I simply want to preserve the existing mature trees & not to lose them as a result of this so-called 'green ambition'

Your plans are obsessed with encouraging cycling but ignore the cost of this to all other road users. The net impact is massively negative for the vast majority of people. Cyclists will still not utilise this area because they will face the same obstacles they face today on their journey into the centre. (Proof of this is I the fact that current, existing cycle routes around Harrogate are hardly used now). You also seem to be ignoring the more aged local demographic and the weather. Most people do not want to cycle into town. You also ignore the fact that motor vehicles are rapidly becoming 'clean' through electric and other technology, so cycling option is irrelevant to making the centre cleaner.

These proposals deliberately and completely ignore the fact that Station Parade is the main southbound arterial route through town and fail to address the main issues: where these road users would go instead, and the need to speed up CAR movements through the town. They address the narrow interests of a small group of road users while making things far worse for other road users. I will fight these plans tooth and nail.

These and other proposals , changes already made are forcing more traffic on to the A61 one way system. Insufficient money was spent on traffic signals when pedestrian crossings were enhanced on Cheltenham Parade. The result is that already it can take four changes of lights to clear the lights going east in Crescent Road even from a modest traffic queue.

Waste of money, money could used in Ripon.

I want much more pollution control & a serious attempt to address our climate change responsibilities, not this half-baked unmeasured & fact-less subjective nonsense. Why is there no real strategy, planning & leadership? e.g. backed by stats & targets - Doh! Is it because NYCC & HBC are out of their depth or just dont care about their work? Perhaps they have a self-serving leadership problem?

If an option MUST be selected (it appears there is a determination to make changes regardless) then option 2 is the better of the two.

Putting a two way cycling lane across the front of the bus station seems dangerous to me. Pedestrians and cyclists don't mix. Having lived and worked in London and seen how dangerous the cycle lanes are there for pedestrians to cross (they're like a racing track) I think this would be very dangerous.

The underpass looks better and definitely needs improvement but no matter what is done to it, I'm not sure it would attract more people to use it? Do you have statistics on the number of people that take an alternative route to using the underpass at the moment because of the way it looks?

Commercial street would become grid locked by traffic exiting off station parade to get to bower road/Cheltenham mount as the bottom of station parade turns in to a one way route.

Money better spent on maintaining the roads and footpaths we already have, they are a disgrace...

The money could be spent better by helping the shop retailers and other areas of the town

These proposals will only increase congestion as vehicles are funnelled into narrower lanes. You will be creating congestion and, in turn, worsening the air quality. There is little, if any, likelihood that there will be a large enough increase in habitual cycling to make these proposals in anyway practicable. Businesses will suffer as customers from both Harrogate and the wider area cannot easily access

the town, Deliveries will be difficult if not impossible and the town centre will simply die.

The cycle lanes do not follow Dept of Transport 1/20 July 2020. Too many stops to allow pedestrians to cross the street. Increases the difficulty for wheel chair users and other disabled to cross. Creates more polluting congestion. In order to reduce southbound traffic from the town centre West Park/Parliament Street should revert to two way traffic. Could encourage more traffic to use A59

I am very much against making a large section of Cheltenham Mount one way, and creating a dedicated bus lane on station parade. I think the level of confusion and distraction all the road markings will create, will result in accidents.

It will further reduce parking in the town centre which will discourage people from coming into the centre for people that dont live near a train station or have limited bus services

The traffic on this road has been made worse by the installation of traffic lights at the lower end of the bus station. Before that traffic could move south f=easily when pedestrians were crossing the A61

Mixing Cyclists with pedestrians, especially disabled and families with children is dangerous and unwelcome. They appear swiftly and silently, weaving about and can cause walking-stick users to fall.

I want to see the implications for the wider area, eg how would south bound traffic from Ripon to Leeds traverse Harrogate? Any form of by-pass will have a serious effect on the already congested roads.

Neither option considers taking all through traffic away from the town centre by reintroducing 2 way traffic on Parliament Street and West Park. If you did this then your one lane option would make more sense. By 'encouraging' (good luck with that) through traffic from Cheltenham Parade up Cheltenham Mount and then presumably along Bower Road and East Parade you will create chaos at the Odeon roundabout and Station Bridge and also up Queen Parade which will be used as a rat run which will also cause more queuing traffic from Queen Parade trying to turn right onto York Place. You will simply be moving slow/stationary traffic from Station Parade elsewhere which will have absolutely no benefit to air quality.

Further plans on how traffic will travel around the town need to be explained . Roads around the area are already choked with new housing developments with little no plans for extra traffic.

I object to giving so much more space for the few cyclists who actually ride into the Town Centre. The local economy depends mostly on visitors arriving by car

Priority when restrictions lifted should be to encourage people local and visitors to visit and shop here. The commercial outlets need all your support not more bureaucracy and upheavals, in order that they may thrive and in turn pay their rents and council taxes. How is pedestrianising James street going to encourage shoppers. People intent on shopping do not cycle in.

In essence the options run the danger of planned sterility. Unless something is done to create more of a community in the centre of Harrogate, then we will have a repeat of the existing town centre. A social desert after 6-00 pm.

What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.

The plans are not transformational. Tunnels under the town centre for the A61 and A59 would be transformational. The photos show lack of maintenance for the existing arrangements rather than improvement. How will this change? Any work should include the bus station to improve access, capacity and all weather use eg combined all over roof with railway station. Pedestrians will be separated from cyclists travelling at 30 mph by a 100mm wide white line. This is inherently unsafe. Bad luck if you are blind or deaf or both.

https://you.38degrees.org.uk/petitions/stop-the-station-gateway-project-the-pedestrianisation-of-harrogate-s-town-centre?bucket&source=facebook-share-button&time=1615575181&utm_campaign&utm_medium=socialshare&utm_source=facebook&share=d5bbe12c-7180-4d43-8136-a9be6fcf2b0a&fbclid=IwAR0mfswUDSKT6Cz6683FfwHlpzkAflsF_WsNoDWY2IcPTU8yJWF_HtdM_Hc

The reduced parking will negatively affect parking for residents, which is already extremely limited for residents on Mount Parade and surrounding streets. As a home owner in the centre of Harrogate I object to less parking being made available by any proposals being made and if anything parking should be increased.

It will deter visitors from coming to Harrogate as parking for all will be very difficult. It will also cause residential areas to become blocked with visitors cars

The area in question has no great aesthetic and architectural merit, it faces the wrong way for sunshine, people will not linger and utilise the space, if any area needs to be made a better public realm it is the link between Cambridge and James Street in front of the cenotaph plus opening up the Pier Head

Too many trees lost. leave roads as they are. i have never seen anyone cycle up Cheltenham Parade. It steep. You would have to be pretty hardcore.

Presenting a blockage to southbound traffic will cause motorists to take alternative routes through surrounding villages that have no infrastructure to cope

Both options include two way cycle lanes. This means that cyclists will have to cross the flow of car traffic which increase risk and hinders the cyclist, and will therefore not encourage people to cycle.

You have asked to divert traffic before and it was voted down you never seem to listen! You are just going to end up as other town centres with no shops and an no people!

I use East Parade regularly for my South-North journeys from St James through to the Greenway. If East Parade is made one-way, South to North, proper segregated cycleways can be created. Access to Victoria Car Park for cars will only be from the south. From the north cars will travel up station parade and over station bridge. Cycles will access the Train station via East Parade and the bus station via One Arch (dismounting if necessary - mixed messages about this in the proposals). In this scenario, there is no need for cycle way provision on Station Parade. The only reason for cycleway provision on Station Parade is access to the rail and bus station. The East Parade proposal I have made delivers that.

They miss the point that we have existing cycling lanes which are not policed adequately and are often over-parked.

Has a survey been carried out to establish where the existing traffic is travelling from and to, and for what purpose?

Also, how would the current drivers and passengers carry out their journeys if any of the new options were implemented?

The One Lane Option encourages through traffic to travel on Cheltenham Mount, but makes no mention of what to do with this extra traffic, especially on East Parade, other than to add more cycle lanes, thereby reducing the available carriageway, along which more traffic has been diverted.

Do we need more cycle lanes on Station Parade AND East Parade? Where is the evidence for this?

If the initial consultation involved groups of cyclists and walkers, was there any surprise when the response was that more cycle lanes and footpaths are needed? What does 'creating a stronger sense of place' mean?

The main way to encourage more cycling would be to repair the pot holes, and remove the traffic entirely by creating a ring road

Am concerned how the changes will impact parking on surrounding roads impacting residents parking.

The 'existing' plan states there are problems for buses exiting the bus station; exit traffic lights are required that form part of the adjacent pedestrian crossing.

Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.

The two lane option allows a combination of improved pedestrian and cycle paths, without compromising on efficient and easy travel of vehicles through existing wide road systems.

The one way system proposed suggests diverting traffic around town to the Asda. This area has narrow roads and is busy due to the supermarket and so would not ease congestion in town but just move it.

A lot of people have to travel through town to get from the Ripon direction to the Leeds direction as there is no ring road or equivalent in place. These travellers would not be using bikes as the areas/distances travelled are too far and so by reducing the road to one lane would have large impacts on the through travel which is already quite busy at times.

The cycle routes would only really be useful for those working in town who live in Harrogate as those coming from further afield would have to cycle on large roads which many wouldn't feel comfortable on. Local shoppers would most likely be more inclined to walk in with friends and family and again those visiting from further would drive or take public transport. For these reasons I feel the addition of cycle lanes shouldn't be at the expense of other travel methods, and instead more effort should be to improve the public transport as this could have an effect on a larger area of people.

The area in front of the bus station could be improved to include traffic lights to give priority to buses exiting the station and/or one of the lanes could be used as a

bus lane within certain times of the day to improve the flow of the busses and make the public transport more appealing

How do you feel about the plans to make the northern section of Station Parade one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling?

Response to question (very positive to very negative)	Open comments provided by respondents
Very positive	<p>It will make cycling safer on this section , It will encourage more people to use the bus and rail station,need lots of bike storage as in the Netherlands at the station.</p> <p>lots of trees please</p>
Very positive	<p>It will make it easier for disabled users ,Climate crisis means we need to transform the way we travel. That is what this money is for. We can't spend it on anything else - and if don't make major changes to our lifestyles there is no hope of limiting the damage we are inflicting on the climate. Everyone has to play a part - and the changes planned come with real positives for us all eg health, appearance, economic benefit of drawing in shoppers etc</p>
Very positive	<p>better for flow and buses</p>
Very positive	<p>Having seen the difference removing cars from the centre of Ljubljana has made to that town, I would really encourage these brave steps. They had opposition from the residents but now the residents and businesses love it as it is a real draw for tourism.</p>
Very positive	<p>I do support this idea, however there is a significant issue with the plan as it is currently drawn. When cyclists coming from Bower Road want to go straight on at the crossing with Cheltenham Parade, all busses turn off into the bus station. For a bus it is very hard to see cyclists. This means that the cyclists have to have cleared the crossing before the busses are allowed to go. This can either be achieved by having a cyclist island in front of the bus at the traffic lights or have separate traffic lights for busses and cyclists.</p>
Very positive	<p>I don't understand the purpose of a cycle lane of about 2 metres length (by the look of it) on Bower Road opposite Mayfield Grove. I am assuming that where the cycle lane runs out at each end of the northern</p>

	section of Station Parade, the pavement will be intended as shared use between pedestrians and cyclists. I am in favour of this but the plans do not make it clear what you are suggesting.
Very positive	It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Very positive	It is a small step forward however I am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Very positive	It is a small step forward however I am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Very positive	It is currently far too convenient for local people to drive into town. It is important to provide good quality alternatives but also good to make the car journeys less convenient at the same time. That will encourage mode change and reduce traffic volumes overall.
Very positive	It just makes sense as very few vehicles travel northbound on the northern section of station parade.
Very positive	It makes sense as then all station parade is one way - why do cars have to turn left there? Where have they come from? Creates circulating for spaces
Very positive	It will encourage visitors if the town feels nicer.
Very positive	It will really help retail in the town that has been struggling for some time. It will make people stay longer (dwell time) and consequently spend more money. It has to be seen alongside other developments planned for the town which this scheme amplifies
Very positive	It will take some vehicles off of the road hopefully so buses can keep to time table making them reliable again. Bus priority lanes and schemes are good and we will need more in the future, as well as more bus routes introduced to service the new out of town housing sites. A proper, regular bus service to the Cardale business and Harlow Carr gardens is definitely needed to deter car journeys now!
Very positive	Needs to be seen in the context of the full Gateway / H37 plans
Very positive	One way streets make all traffic flows easier. Not sure about the 2-way cycle path however. Cyclists going opposite ways on path however wide it is will potentially conflict.
Very positive	Radical change is necessary to deal with the climate and ecological crises. People will complain but they will become accustomed to the changes. More education needs to be given about the climate crisis and the dire situation that is already unfolding. It is important to try and take people with you but at the end of the day change has to happen now.

Very positive	Reduced use of important town centre street by through traffic which is detrimental to Harrogate
Very positive	see my earlier comment about tree planting, this along with less car use will help noise reduction and air quality as well as add an aesthetic appeal .
Very positive	There is evidence that businesses overestimate the spending of people who arrive in cars versus people who cycle. Further, inculcating active travel habits (and confidence to wayfind) means people have independence through their lives into much later life: people can't drive until they are 18. People have to (or ought to) stop driving later in life when they develop sight issues.
Very positive	This is just one step to reducing vehicular traffic/carbon emissions in Harrogate town. We need to be bold and look to the success of Park and Rides in York and Oxford.
Very positive	This would make make the whole area look and feel much better. It would be easier to cross the road and head on into town. Research shows that people spend more in local shops when on foot or bike rather than in the car.
Positive	It will encourage more people to use the bus and rail station, It will make cycling safer on this section , It will encourage cycling , It will make walking safer on this section , It will encourage walking , I support the new road layout of Station Parade , It will create more space for trees and other green features ,happy for this north section being made one way.
Positive	I am not convinced that the proposed cycle lane layout is the best available. Too many short, disconnected sections. How does a cyclist get from one section to the next without riding on the road, dismounting or cycling on the footpath. Are they shared use footpaths.
Positive	I can't see the advantage of a bus lane on Station Parade, I have used the bus countless times travelling down this road and the bus has never been delayed due to being stuck in a queue of south bound traffic. Better to allow traffic two ways so vehicles can avoid the section of station parade along the bus station where hopefully this can be one lane for vehicles. Omitting street parking to create a segregated cycle lane would be welcome.
Positive	I would love to see the steps connecting Kings Road to Cheltenham Parade resurfaced with coloured resin, after the successful chalking in with rainbow colours last year. I would love to see the railway yard spruced up perhaps with images from LNER Heritage posters and spruced up public utility boxes and cleaned down glass canopies
Positive	It could enhance appearance of this part of town with improved landscaping and trees
Positive	Must retainj Blue Badge parking

Positive	My only concern is drivers who want to park in town will use surrounding roads that allow people to park for free for 2 hours. Please can you also consider changing parking for non residents close to town. Eh. Strawberry dale , Franklin road
Positive	Northbound traffic on this section of Station Parade is already rare, and does not flow with the one-way section to the south.
Positive	The buses and trains will only be used more when the services improve i.e frequency
Positive	The traffic lights at the top of the northern section of station parade have been a disaster and need removing, replaced with a mini roundabout or back to the old set up.
Positive	The proposals MAY ...etc as long as pedestrian crossings in place with traffic calming - Belisha Beacons as at Bond End are better. Not very impressed. Station Road should be traffic free!
Positive	There is no traffic alternatives in the proposals
Positive	There should be provision for loading, disabled parking, and pick-up and put down for Taxis and Private Hire Vehicles. The recently re-designed Cheltenham Parade Station Parade Junction, lights need a major re-think, there is more "dead" time than anything else, motorists sit for lengthy amounts of time and pedestrians often get confused waiting for the green man, only to end up walking in front of vehicles where the lights have turned green for them. I would even suggest moving the crossings back a little, turning them into zebra crossings and going back to a give way junction with a 15mph speed limit, the new crossing at the north of the bus station could be moved south 6ft and also be a zebra crossing. There is currently a "starting grid situation" where traffic on Station Parade goes too fast, often because of the psychological effect of the traffic light delays or to get thought quickly while green. I believe a free flowing traffic approach would be more convenient and probably safer for everyone. A single lane method would actually support a higher volume of traffic if these junction improvements were made. Also the lights on lower Cheltenham Parade/Kings Road need putting back to how they were before, there is lots of "dead" time which is unnecessary (the most obvious being the delayed left turn for westbound Kings Road to Cheltenham Parade) and again cause pedestrians to cross in front of vehicles because it's red for both pedestrians and traffic for unusually long amounts of time.
Positive	This proposal is inadequate! Restore West Park & Parliament Street to 2-way and stop taking through traffic via a tortuous route through the town. The whole of Station Parade could then be made pedestrian/cyclist friendly.

Positive	We hope that your proposals will greatly improve pedestrian crossing of Station Parade at the junction with Cheltenham Parade because the present system does not work. It is important that the pedestrian crossing from the One Arch to the bottom of the bus station is redesigned as a large amount of water collects there making it unusable for pedestrians.
Neutral	I do not think this is a better use of public space , It will make it more difficult for disabled users , It will not make walking safer on this section , It will not encourage cycling , See above, this will not allow people to use the train more easily, it will not allow visitors to Harrogate to use the train for a day visit let alone a weekend or longer holiday. People need to carry luggage and there need a way of transporting themselves and luggage in all weather conditions (and with global warming we get more rain) meaning cycles are simply not convenient for most people most of time. All for making practical ways to allow pedestrians in a town and city to spend money, but be careful not to discourage pedestrians as they can't get in in the first place or are competing with fast moving users in the same space when they do get in - sound familiar to the cyclist and car argument - the difference is most people are pedestrians and most people will never be a cyclist and never only be a cyclist.
Neutral	I support the new road layout of Station Parade , I do not mind removing some on-street parking to help create space for cyclists ,It will increase car traffic northbound on Commercial Street.
Neutral	1) The 'one lane' option proposes remodelling the Cheltenham Parade/Mount junction to direct traffic into Cheltenham Mount. The junction is too restricted & the road is not suitable for through traffic, even when changed to one-way. 2) The 'one-lane' option for Station Parade appears to include a northbound contra-flow cycle lane in the centre of the road such that vehicle drivers would be faced by cyclists approaching on their left, the wrong side; very dangerous.
Neutral	Again no plans for the outer streets of Harrogate have been explained - this needs to be a larger plan with a holistic view
Neutral	Cycling will not be safer as cars and buses will have to turn across the cycle lane to access stations
Neutral	If we are a tourist town then people will come in their cars, plus traffic passes through Harrogate without stopping, in addition there are more and more home deliveries, and they are not going to resort to cycling! We need to make sure that any alterations don't just cause more congestion and fumes.
Neutral	It is not helpful to ask questions about cycling on Station Parade North without stating how it connects. My suggestion of East Parade as the key cycling artery on the East side of town has potentially safe access westwards to the town centre via Victoria Avenue and One Arch. If you have a cunning plan for a further east west cycle route incorporating

	Station Parade North then fine, but please share this plan so we can assess it.
Neutral	KNARESBOROUGH BUS STATION NEEDS SOME TLC
Neutral	Surely leaving Station Parade as it is with flow through traffic and pedestrianise James Street, Albert Street and Princes Square with options for more pavement cafes would bring more people into town. I don't see many cyclists in town, I don't think this is because it is not accessible but because cyclists prefer the outskirts or countryside
Neutral	The only difference that it will make is to eliminate the current northbound traffic on Station Parade from turning eastbound onto Bower Road.
Neutral	This is a wide road and I can see the positives of making it one-way with cycling. However due to it's width you could remove the parking and accommodate cycling and vehicles
Neutral	Travel down this road is not the only easy route to get to that part of town and so having this area one way would not affect vehicle travel too much. Improving it for pedestrians would link this area with the main part of town better and encourage people to wander to the shops and restaurants/cafes down the road, expanding the area that feels like the town centre
Neutral	You just make so angry . Whoever came up with the proposals didn't live in Harrogate
Negative	It will not make walking safer on this section , It will not encourage walking , Whilst we normally walk into town, if we have elderly visitors, this location is useful for parking, when we take them to a restaurant. With no convenient parking, we would probably drive to a country pub, losing business for the local restaurants and increasing the driving time and emissions.
Negative	Again, air quality isn't an issue due to the roll out of electric vehicles.
Negative	As outlined in my previous comments. From feedback in general conversations how many cyclists are going to be regular users in inclement weather to go into town from outlying areas? Better affordable public transport seems a more sensible proposition.
Negative	Cars are going to be green soon! Think long term! UK weather is poor for most of the year and Harrogate is hilly, particularly in the surrounding area where many of its visitors are coming from and going to. Therefore mass cycling is not going to happen. As I write this it is heaving it down with rain and 3 degrees outside... Bike lanes are good but you need to keep parking in order for people to choose physical shops and not the internet! Make it convenient! I write this as an avid cyclist, but a practical one!

Negative	discourage people from coming into harrogate to shop or just visit the town
Negative	footpaths and the carriageway are wide enough on this street to allow two way, and cycling lane and street trees.
Negative	Harrogate is known for its floral bedding schemes but there doesn't seem much to welcome the visitors coming by train and bus.You could be in any town not Harrogate.Why plant semi-mature trees they will take longer to settle in then smaller standard trees
Negative	I am a cyclist. The issue is that Harrogate has hills to access it from all directions. The town centre is not flat. This is not York and no matter how many cycle lanes you provide there will not be any measurable uptake.
Negative	I rarely visit the area, never encountered problems. A simple quality street design scheme is needed with two way traffic retained
Negative	It is not necessary to make this road one way to create a cycle lane, the road is wide enough if parking was removed on one side at least.
Negative	Over time any constriction to traffic through the centre will result in traffic coming from Ripon using the B6161, which will only add to the orbital traffic. People will in effect increasingly avoid the town centre. Also, the increasing penetration of battery driven vehicles will do far more to reduce pollution then this scheme will.
Negative	Reducing parking on lower Station Parade risks having an adverse on businesses there who rely on customers being able to easily stop to pick up goods, also for ease of deliveries.
Negative	Reducing parking spaces in Harrogate will reduce the footfall in shops
Negative	The north part of Station Parade is not busy and should be left alone
Negative	There is no alternative parking, I used to circle around town centre to find a space
Negative	These changes will not encourage commuters or school pupils living out of Harrogate to forsake the car. Many of them could not cycle from where they live (outlying villages etc.) and need an all-weather means of getting into town, especially if they are in a group or carrying bags etc. Only Harrogate residents can feasibly walk or cycle to school or work. Without a decent public transport network that accesses the outlying villages this will not work. Open up large car parks in the outskirts of Harrogate and fund shuttle buses to deliver commuters and school pupils - or fund free school buses.
Negative	Without a huge push for cycling it will be a unused waste of money and space. If it is followed by a cycling scheme then fantastic but I don't believe the need is there. It should be pedestrianised only.
Negative	You are creating 2 southbound routes from Bower Rd which lead to pretty much the same place - why not have the bus lane only southbound and have a northbound only lane for other vehicles?
Very negative	I do not like the idea of removing on-street parking ,Pandering to cyclists will not help the town's businesses , cyclists with high value cycles do not want to leave them to got shopping.

Very negative	It will not be good for taxis and their passengers , It will not encourage cycling ,Reducing to one lane and making more streets one way will just cause congestion, pollution, and damage businesses.
Very negative	It will not encourage cycling , It will not be good for taxis and their passengers , I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve ,Where.do all the cars go and the air pollution. Stuck in your new ring road choking the rest of town.
Very negative	A complete waste of taxpayers money when we do not have enough for services
Very negative	Any restriction to current free movement of traffic is not conducive to visitors by car (some 70% plus who visit Harrogate come by car.
Very negative	Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.
Very negative	Commercial street is very narrow and therefore if you have a bigger car or van, the southbound section of station parade is the only way to cut through to Asda, Bower Road, strawberry dale etc...
Very negative	Creates more congestion. In order to reduce southbound traffic from the town centre West Park/Parliament Street should revert to two way traffic.
Very negative	Devastating for traffic flow making it more difficult for getting into town and therefore driving residents not to bother and either shopping online or going elsewhere.
Very negative	Don't like the idea of a 2 way cycle path across the exit to the bus station with buses having priority - incredibly dangerous. Also as a car driver on a one way street I don't want cyclists coming towards me in a different direction. Wouldn't want to use this road at all as a cyclist, too dangerous.
Very negative	Encouraging more cyclists into an area with large vehicles trying to deliver on smaller roads will increase road deaths.
Very negative	Forget the cycling lane and the dedicated bus lane, widen the pavements and make it greener
Very negative	Harrogate transport links are bad and expensive. Very very few want to cycle. Better investing in outdoor seating for local bars and restaurants
Very negative	Has anyone considered the economic aspects of sacrificing cars at the expense of making life easier for a few recreational cyclists? Those who arrive by car probably spend more in town. One cannot carry anything of significance on a bike. Cars can transport 4 or more people at a time - all of whom might spend more than 4 cyclists. In the evening/night economy, car and taxi access and where they drop and pick up people can lead to people deciding whether they visit Harrogate or another town where access is easier. Hardly any cyclists visit the town at night so they contribute nothing to that economy. Creating a block on Station Parade will deter motorists from using the

	<p>town. If people are visiting our town they want to be able to park on-street as they may not want to stay in one car park all day. If southbound cars cannot park easily they will use a Killinghall bypass (if that stupid idea goes ahead) and then divert via Beckwithshaw, or Pannal/Burn Bridge and spend their money in Leeds, They may wish to visit Harlow Carr or one of the surrounding villages where there's no public transport so want on-street parking and convenience -especially for disabled users.</p> <p>This tick-box survey doesn't give the opportunity to list all comments as one is pushed through a series of simple alternatives rather than have a space for decent comment.</p>
Very negative	<p>I do not think changing the road layout will increase cycle or pedestrian use. Most people will still use cars to visit Harrogate and on street parking is convenient for short visits to local shops. Spending money to pander to a vocal lobby of cyclists, who may attract attention but will remain a minority of the people using facilities in the Town centre, is a bad use of public funds</p>
Very negative	<p>I think that the bus services currently run well, therefore these proposals will not alter passengers choices.</p> <p>I am a pedestrian as well as driver and have never ever experienced difficulties in walking around any part of Harrogate Town centre or otherwise.</p> <p>All pedestrian crossings on all parts of the A61 Northbound & south bound are perfectly adequate as they are.</p> <p>The changed one way system on the North of Station Parade removes the option for car drivers of turning right onto Bower rd To access Asda or East Parade</p>
Very negative	<p>It will adversely impact on the traffic circulation in the town, causing congestion and pollution in other areas. It will deter locals and visitors from coming into town. Delivery drivers will have to spend much longer in traffic congestion getting to and from their drops.</p>
Very negative	<p>It will cause massive traffic jams on other roads and impede through traffic</p>
Very negative	<p>It will cause more congestion</p>
Very negative	<p>Just leave the roads to continue to disintegrate to the point where cars are unable to drive on them..</p>
Very negative	<p>Our one way system is complicated enough and leads to traffic congestion as it is-this will make it worse.</p>
Very negative	<p>Removal of on street car parking on 1 side coupled with existing adequate pavement space allows cycle lanes to be added and retain two way traffic flow. Proper cycle lane sizing & segregation (eg. Curbing) to prevent motor traffic, cyclists and walkers from mixing is a must. Extra traffic will overspill onto surrounding roads and negatively impact the awkward and dangerous Station Parade / Bower road/ Mayfield grove junction.</p>

Very negative	Restricts vehicles
Very negative	The last item above demonstrates a huge flaw in your thinking. It assumes that you must reduce car numbers to improve air quality. The air quality will improve anyway as cars become electric and petrol/diesel is phased out. This is already official Government policy and is happening. Deliberately making it even more difficult for traffic around town is therefore even worse than doing nothing.
Very negative	The local authority needs to recognise that personal cars are and will remain the transport of choice for 90% of residents in the borough. Mixed use streets with space for parking and private car users is the key to success in reinvigorating the town centre which already has too much space given over to poorly conceived pedestrian schemes. The move towards electric cars will remove the environmental disadvantages of personal transport in the years to come. Further pedestrianisation will result the closure of more shops and prevent them from being redeveloped for residential use as the lack of car access will make them unsuitable for private dwellings. It is unrealistic to advocate large scale pedestrianisation of a town where the majority of residents rely on their motor cars for all of their transportation needs.
Very negative	The objective of the exercise is to alleviate traffic on major routes such as Skipton Road and Wetherby Road. This does not address this. Also the scheme is suggested to encourage and estimated 2000 additional residents to regularly cycle. Since there is a plan to increase cycle provision on East Parade and a plan to improve the underpass near the buss station it seems like plans for Station Parade are duplication of cycling provision and unnecessary disruption for traffic and represent unnecessary cost.
Very negative	The town is dying and taking away the parking will on make it worse
Very negative	the traffic tailbacks this will cause will make air pollution worse
Very negative	there is no evidence substantiating your claims that buses are SIGNIFICANTLY delayed at the Stn Parade / Cheltenham Pde junction, nor of excessive accidents involving pedestrians there. Planning Harrogate's traffic flow in this kind of piecemeal manner is BOUND to mess things up further. What's needed is a professional traffic consultant to be commissioned to review and prepare an integrated traffic management plan for the town to include: replacing congested traffic lights with peak controlled roundabouts, putting traffic light controls at roundabouts where A roads need priority (Eg. St. Georges Rd. A61), underpasses at the Empress and POW Roundabouts, and a "phased" lights controller to ease congestion. Could even consider 2-way on west park by removing some on-street parking and red lines/immediate tow away. thus the entire town centre could be Pedestrianised. An off-street/quiet thoroughfare cycle network and more convenient bus routes would also be integrated into the plan.

Very negative	These plans will also impact badly on other areas of the town
Very negative	This proposal would funnel more traffic up Station Parade past the train station, as traffic wanting to divert away (Northbound) will no longer be able to do this, hence exacerbating the problem.
Very negative	This scheme is bordering on the ridiculous with the farcical notion that Harrogate will become some perpetually sunlit place of outdoor living and dining. This is North Yorkshire and such nonsense as this scheme is ludicrous beyond belief. The reality is that people want practicality and ease not street art and fantasy.
Very negative	This will increase traffic along the souther portion of Stn Parade for access to East Pde, Asda and A59/Skipton/Wetherby Rd.
Very negative	Waste of money
Very negative	We already have a situation where the ridiculous one way system causes every vehicle going through Harrogate to travel up Station Parade. More one ways will make this worse. This money should be spent putting Harrogate back as it was before this "temporary one way system" was introduced and only beame permanent because council mismanagement could not afford to put it back as it was. We would then have Kings Road, Cheltenham, Station Parade and York Place free of traffic and the council would have a clean sheet to work on. There is no point talking about polluton when every vehicle in Harrogate is forced to use Station Parade.
Very negative	We don't have enough disabled parking bays in Harrogate anyway but this just makes the situation worse for those with a "Blue Badge"!!!
Very negative	What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.

How do you feel about the plans to improve the One Arch underpass?

Response to question (very positive to very negative)	Open comments provided by respondents
Very positive	Agree to make it safer and this will encourage people to use it, with shrubs and nicely painted

Very positive	Better lit and better maintained pedestrians will use it more
Very positive	Easy, inexpensive changes to improve the town. Proposals are good. Get rid of that tree and the uneven surface!!
Very positive	harrogates heritage is significantly based on health. A cleaner environment with better cycling and walking facilities respects this and indeed it takes the heritage to the next level. we have waited years for this moment.
Very positive	I regularly use this tunnel, and a renovation with additional lighting and ease of use features will make this part of town significantly better to use.
Very positive	I'm using this 'Other' box as it seems this is the only one I can get back to. I've ticked that this submission is on behalf of an organisation but I haven't seen, and may perhaps have missed, where it asks us to say which organisation. This submission is on behalf of Harrogate District Friends of the Earth.
Very positive	In some places the proposals says there will be no cycling, in other places that it will be a cycle route (cyclist shown in illustration). I believe it is essential for cycling. If necessary dismounted, but I am sure it must be possible to lower the path level to give more space and less claustrophobia. The illustration indicates how 20th century the plans are. Replace precious mature trees because they are so-called obstructions and insert obstructive local artwork? Surely some mistake. Harrogate's heritage is in its trees not its tunnel. It must be possible to work with the trees. The proposed attractive planting is again indicative of 20th century thinking. Harrogate does not have the resources to maintain more labour intensive old-style municipal beds of the kind illustrated.
Very positive	It currently looks grotty and unsafe, deterring people from using it whether on foot or cycling, especially at night.
Very positive	It is a small step forward however I am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Very positive	It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately! Why do you think it is necessary to provide answers to your own questions? Poor survey!
Very positive	It looks better
Very positive	It will allow cycling through one arch, which is currently restricted. It will also improve the portal areas of the tunnel.
Very positive	it will be a nice spot for the regular (and lovely) buskers, please consider including a busking spot.
Very positive	It will be less scary for women to use
Very positive	keep the trees or plant new ones and more

Very positive	NYCC/HBC should just be doing this & much more as part of their professional & personal responsibilities to us all. But as usual their performance is a dismal, unaccountable, non-transparent, self focussed waste of public funds. Lack of capability.
Very positive	One Arch is currently dingy, damp and uninviting. These plans are exactly what it needs in order for pedestrians and cyclists to want to use it.
Very positive	The most vulnerable, namely walkers, especially those with a disability, or the elderly, should have priority.
Very positive	The One Arch has a rather seedy aspect, though I do not feel unsafe there, and is due an upgrade.
Very positive	The one arch needs to be upgraded along with the Station Gateway to ensure the town centre attracts people in to spend their money in our town. It could be an attractive entrance to the more dignified town centre with its lovely buildings and potentially vibrant shopping and culture. Currently it is an eyesore.
Very positive	The proposal doesnt make any mention of the flooding that often occurs in One Arch. This also needs to be addressed as at times the underpass is not passable at all.
Very positive	The visuals shown of One Arch are excellent. Creating a much improved public space around the whole area is a great idea.
Very positive	We appreciate the landscaping at the entrances to the One Arch but question responsibility for future maintenance. The area is currently a disgrace.
	Needs to be seen in full context - but positive
Positive	Again - MAY - either way, but not much real change.
Positive	All positive except the seating area, which will be a magnet for drunks and weed-smoking teenagers - this will put many older and vulnerable people from using the area. The removal of excess shrubbery could be done immediately without the WYCA plan.
Positive	Be aware that the cycling path doe snot make it less safe for pedestrians , there are more electric cycles and although illegal we see many more electric scooters being ridden - this increases the risks to pedestrians and these users do not have insurance, if they damage a pedestrian is it the council liable for any injuries?
Positive	Currently a shabby, unattractive route which isn't welcoming or safe for pedestrians
Positive	Have you considered the flooding problem at one arch too? After heavy rain it is impassable.
Positive	How will you make pedestrians safer from cyclists using the underpass?
Positive	I do like the proposed plans but with some exceptions, the sitting area should not be there because I strongly believe it will encourage large groups of people stay there for a long period of time and there is potential for anti-social behavior and it will make the underpass even less safe. Sitting area should be replaced with planters/trees. I think that it is a right idea to remove large trees in front of the underpass as it is an obstruction and it will make walking there easier

	but I also think that you should not replace them with that art installation because it is a small space and it will just create another obstruction and will make it difficult to walk there and maintain distance (in there future I would still like to maintain distance when walking where possible even if it's not required and wider public footpaths without obstructions are needed)
Positive	I don't think it necessary to remove the mature pine tree at the east end of the One Arch underpass, pedestrians and cyclists can easily go around it. The scrappy little sycamore beside it I'm not bothered about. The present status of this underpass for cyclists is unclear which leads sometimes to conflict between pedestrians and cyclists, so it is better to signpost it as a shared or segregated use route. Better lighting is good but don't pretend dealing with "overgrown planting" is relevant to this consultation - that is simply a failing of the Council at present to do their job. And while I'm having a gripe: PLEASE CONTROL THE BRAMBLES THAT ARE GROWING OVER THE CYCLE RACKS AT THE WEST END OF THE UNDERPASS! I complained about this months ago because the cycle rack was unusable and nothing was done. Now I suspect a member of the public has done the council's job for them but they've left all the cuttings in a pile which no one has removed.
Positive	I support the plans for the arch underpass but I feel the seating area should be removed for more plants/trees. The seating area may encourage more anti-social behaviour and gatherings.
Positive	I walk through the one arch very regularly. It isn't very pleasant. The homeless project often has several people sitting on steps and the walls drinking during the day. I would not introduce seating again in this area as it will only be used as a drinking spot. I am not sure that without policing this area will become less intimidating with these plans. I would like to keep the Scots Pine tree as it is a mature tree and we need to preserve mature trees with climate change so pressing. I support the new paving, lighting and keeping shrubs back from the path and new flower planting would be welcome. CC tv could be an option to maintain safety in this area. The proposed Artwork would be nice but on the other side of the arch as it will be less of an obstacle and would be more fitting onto the entrance of Station parade.
Positive	I'm not convinced of the need to remove the tree in the middle of the open space. Better planting, lighting and maintenance, opening up to the sky would improve the scene.
Positive	It depends what one arch is linking with. It could encourage a broader use of this link area to businesses and services on the other side and open up new possibilities there. .
Positive	It is generally an improvement but will only encourage more walkers if cycling is not allowed through the arch.
Positive	It makes a very dismal area look more attractive
Positive	It may make people feel safer and more comfortable using that route to get into town

Positive	It needs a good clean-up, it is dirty, smelly and leaks
Positive	It will be better for walkers but only if cycling is not allowed through the arch.
Positive	It will be safer, as it will be lit
Positive	It will encourage car drivers to use the multi story & other car parks rather than park on street. (The Victoria multi story is underused)
Positive	It will improve the environment
Positive	It will result in solid street parking on the east side
Positive	It won't improve cycling because cycling can't be allowed in the arch
Positive	lighting in the underpass is a positive. That tree is not in a great place, but recognise plants are important for air quality. So would prefer not to see an overall reduction in plants.
Positive	More cycle priority. No no please, no more. Elderly people don't cycle. Have you checked the demographic age of Harrogate users ?
Positive	Please do not include seating in this plan . It will only encourage groups of youths and others to congregate and will look unwelcoming to people wanting to use one arch
Positive	The existing trees hinder effective use of the towns CCTV. A more open aspect will improve this and therefore personal safety of those using the underpass.
Positive	The One Arch has always looked so uninviting. A clean up and enhancement will benefit One Arch. I have walked through since the clean up began but the ceiling lights look terrible. Are they to be replaced with new? One Arch needs to be much brighter especially for night use.
Positive	This area is not very attractive, however if proper management of the vegetation had been carried out throughout, then it may look better than it is currently. It says overgrown planting, whose fault is it that it has been allowed to get that way and are there any guarantees it won't be allowed to go that way after money has been spent on new planting?
Positive	What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.
Neutral	It will not make walking safer , It will not encourage walking ,It seems rather odd to add seating at the eastern end of the One arch-providing a place for comfortable loitering In an area that is already notorious for dealers, spliff smoking, underage drinking, cat-calling and general anti-social behaviour. My advice to anyone in my family, let alone my teenage girls and wife is to avoid this area - and adding seating at that end, creating a gauntlet to run past when you walk through would reinforce that message to "a never walk through"
Neutral	Although this might help some and is important, it's doubtful lighting will improve the safety of the area

Neutral	cycling through the arch is hardly safe for walkers.
Neutral	Electric cars are coming this should improve air quality not ques of standing vehicles
Neutral	I designed the One Arch scheme back in 1990, 30 years on it does need better lighting and the 'overgrown' planting just regular maintenance. Fell the feathered tree but retain the fine conference tree. The proposed colourful planting is pathetic, will not last or be maintained.
Neutral	I do think it needs improving but I do not think you should be cutting down mature trees
Neutral	I think for cost effectiveness I'm not sure this would be the best use of money. I agree with lighting the archway and possibly opening the space up more will encourage walking and a cycling lane will make it safer for pedestrians
Neutral	I would never use it so am neutral.
Neutral	it does nothing, its just a face lift and do nothing than allow council to spend money
Neutral	It is little change from the current layout but the seating may encourage local drinkers and drug addicts to congregate there making the environment intimidating, unsightly and unpleasant
Neutral	It's not that big a change
Neutral	Money can be better spent
Neutral	more powerful lighting would help.The problem is that it is a quiet area.I would not go there at night.Your plans involve cutting down a fine Scots Pine.
Neutral	Please address the flooding that closes this route regularly.
Neutral	Please consider KNARESBOROUGH
Neutral	requires a tree to be cut down
Neutral	Since the drains at the One Arch are never cleared it will continue to flood when there are heavy rains, making access impossible and ruining any renovation work.
Neutral	The Council should have already put in Improved tunnel lighting and spruced up the Bower St. end if they were doing their jobs properly...
Neutral	The town cycling population is much smaller the the older population who are more likely to walk use the bus or bring a car to the town centre
Neutral	the trees could stay just the pavement needs amending and lights in the one arch
Neutral	There is, and will continue to be, a conflict between cyclists and pedestrians through One Arch, particularly because the height of the arch means that cyclists cannot use the side sections.
Neutral	WHILE THIS MAY IMPROVE THE AESTHETICS, WILL NOT NOT INCREASE ITS USAGE BUT MERELY ENCOURAGE FURTHER USE BY DRUG USERS ETC WHICH SHOULD BE DEALT WITH BY THE POLICE AND SOCIAL SERVICES

Neutral	Who's close at 5 or 6 pm, the town centre gets empty by 5.30 - hardly anybody would use the Arch when it's lit up.
Neutral	Your not making it any bigger and cyclists and pedestrians can use it now?
Neutral	Your presentation indicated that there would be segregation of pedestrians and cyclists in the one arch tunnel. This will doubtless create more accidents and trouble than it is worth.
Negative	I do not think this is a better use of public space ,Tidying up the area around the One Arch & providing some lights is a small useful alteration. However, the inclusion of a bike lane in such a restricted area is questionable . As with the Otley road cycle path there is danger of collisions. Older pedestrians may be deterred from using the passage. These parts of Harrogate do not fit in the category of heritage that visitors come to see.
Negative	It does not celebrate Harrogate's heritage,Making a formal cyclepath through the One Arch will discourage foot users; cyclists should not be permitted to ride on footpaths; "shared use" is a bad idea. Better lighting and waterproofing are essential, plus maintenance of the nearby planting.
Negative	does not make sense to remove the tree but then to put local artwork instead. They're both obstructive to the path but a tree is better for the environment.
Negative	Focus of proposal seems to be on cyclists and cars - rather than pedestrians or those using mobility scooters. I have concerns about conflicts between cycles and pedestrians - due to restricted headroom cyclists would use the centre. They should be encouraged to dismount to make it safer for walkers particularly families and elderly
Negative	I don't agree with the removal of trees and don't feel that any improvements will make the area safer.
Negative	I object to cutting down the tree for no good reason. The other elements of the plan look fine.
Negative	I would be sorry to see the big tree removed, but better electric lighting would be good to have. Mixing more cycles with the pedestrians and families is bad: Riding of cycles should be banned under the bridge, with riders only using it as pedestrians and not pushing their way past, but taking their turn.
Negative	It does not make it more inviting. The principles are there and it sounds good in principle but from the visual you can still see it will be an ugly underpass. Needs more creativity to make it attractive.
Negative	It is a waste of money. Major rail works needed to make roof watertight needed so pedestrians do not slalom between drips and puddles as well as buskers. Incompatible with safe sharing with cyclists. Current entrance and lighting just need to be properly maintained and shrubs trimmed. The photos used adequately show

	that it is lack of maintenance that is the problem. Any new works will soon revert to the existing (poor) state if council does not do its job.
Negative	Loss of existing trees.
Negative	Nice space for drunks and drug addicts to sit.
Negative	One Arch is a clear desire line and critical link for sustainable transport. Please seek funding to widen the arch/get a second arch to increase the space available for people walk and to cycle through this - including making cargo bike deliveries (and enable last mile deliveries).
Negative	Pandering to cyclists will not help the town's businesses , cyclists with high value cycles do not want to leave them to get shopping.
Negative	Seems like a waste of money for very little gain
Negative	Some improvements would be good for this area but it is mostly used by shoppers from Asda accessing the town and teenagers etc trying to run you over cycling through the arch
Negative	The archway could certainly be smartened up. I am happy to share the space equally with cyclists, so long as they are completely separated from pedestrians and are subject to a speed limit in this confined space.
Negative	The existing mature planting is fine. It just needs better lighting
Negative	The proposed design does not give confidence that walkers' & cyclists' mutual safety is met. Proper barriered or segregated cycle lanes to prevent walker / cyclist interactions should be made here and throughout all of the plans.
Negative	Tidy it up and improve the lighting by all means, but leave the central trees - they have more character than the bland looking but equally obstructive 'artwork'.
Negative	Why remove the less central of the two mature trees?
Very negative	As have stated previously if these changes go ahead, the one-arch will be a more dangerous place for disabled people and pedestrians as the cycleway increases the risk of accidents - the only advantage it may have would be to get rid of the tramps and buskers which is long overdue.
Very negative	Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.
Very negative	Does not require change
Very negative	More wasted money
Very negative	The archway is isolated and unsafe and better lighting will do little

Very negative	The One Arch underpass has been neglected by the existing authorities. Claims of "More open space for pedestrians" would only be achieved by making the actual underpass wider. The "Before" picture shows neglect by the existing authorities, the ground needs to be swept and the overgrown vegetation pruning back as part of a managed maintenance plan - why has this not been done? Why pick on the two "obstructive" trees and not the obstructive bollards, trees are nature's "bollards" The 2 trees shown as "Obstructive Tree Planting" are not an issue at all, the existing bollards need to be removed, reduced in number and relocated instead and replaced by either one at each entrance to the underpass instead, or incorporated into the line of the two existing trees. Natural bollards are more environmentally friendly than the man made ones in situ at present. The Before and After images are making problems up that do not exist. Why push for more trees and plants in the whole plan when the One Arch existing vegetation has been left unmanaged and is now being pictured as a reason for spending lots of money as a direct result. You do not replant a neglected garden at home unless you have won the lottery, some hard work and serious pruning is the usual chosen option. Fix the lighting by all means in a managed risk assessment and ongoing maintenance programme. Why waste money on local artwork at this place? The artwork is itself a planned obstruction, the reason that you have already utilised to condemn the existing trees. The seating is not required at this place, the underpass is a through route and does not need to encourage undesirable loitering in the evenings.
Very negative	The only apparent aesthetic changes are to add different lighting and art works. The issue with One Arch is that groups gather there and it is used as a toilet. The smell and groups won't be discouraged by a seeming change in appearance
Very negative	This area will still be on a 'traffic corner' it is a through route to the town and a shortcut, you will not get people sitting there, it is a windy corner and faces the wrong way for sunshine.
Very negative	Waste of money money
Very negative	You are chopping down two trees for no need and building walls where there is currently greenery. The trees do not cause a blockage to those of us who use the tunnel. We just need the drainage sorting so it doesn't flood when it rains, and CCTV. Any art work will just be vandalised. You people who come up with these ideas don't live in the real world.
Don't know	Don't really care about this bit. If you want to put the lights up, fine.
Don't know	Don't know enough yet.
Don't know	I don't use it
Don't know	No comments

How do you feel about the plans to create safe cycling facilities on East Parade and Bower Road?

Very positive	Cars are a plague on the downtown that dramatically reduces the enjoyment of that entire section of town. Severely limiting cars and encouraging walking and cycling is the only way to reign in the negative externalities we experience from cars.
Very positive	Cycle lanes protect pedestrians. They create distance between the carriageway (noise-, air-pollution). They can also protect pedestrians from the glare of oncoming motor vehicles. Moving around the city on a standard cycle with no dependants onboard is difficult, unpleasant, intimidating and not legible. The streets are hostile and intimidating whether on foot, in wheelchairs, on cycles. There are already people who use a cycle as a mobility aid around the city (including trikes, recumbents). The highly visible and dedicated space for people cycling will support those with mobility issues who currently cycle and enable others to start/return to cycling. There's also the copycat effect... That person looks like me (is my shape, size, has children, has luggage, has a visible physical or learning issue, etc...) ...if they can cycle, then so can I. I know this because of the number of times I've been stopped and asked about my cycle, my luggage... Please see my comments about junctions in the previous section.
Very positive	How do these proposals fit into a targeted & measured plan & why have they been chosen against a wider, more inclusive context? Do HBC/NYCC have a clue about what they are doing or is this all guess work - as it appears?
Very positive	I like the segregated cycle routes along East parade and provision around the roundabout which is very busy and scary if you cycle. Please introduce more cycle racks on the corner of Station bridge and more at the One Arch and Station area. Pedestrians can be critical of cyclists walking along footpaths with bikes trying to find a cycle rack free. I have often had remarks made to me. Zebra crossing on Bower Road connecting to Commercial Street is needed. A terrible place for pedestrians to cross and dangerous! I support all new tree planting anywhere that there is a space in the town centre. More trees where possible along Oxford Street would make this pedestrian street much more attractive.
Very positive	I think these proposals would encourage more people to walk and cycle into town.
Very positive	It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Very positive	It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!

Very positive	It is important within the scheme that there is plenty of secure parking for bikes, bikes, scooters. This should be comparable to the number of spaces made available for cars
Very positive	It makes a better route for through traffic.
Very positive	It's important that we consider joined up a network of clearly designated cycle routes that are more than a narrow strip to the side of a poorly maintained road (potholes and crumbling tarmac edges) - which is what this proposal is considering at. To properly encourage people to cycle we need to adequately facilitate safe cycling, and maintain it.
Very positive	See previous comments about context
Very positive	The existing cycle network is not continuous. Any improvement will help access to many places including the Nidderdale Greenway and the network towards Oatlands drive and Yorkshire Showground greenway and Hornbeam Park
Very positive	The existing cycle provision in this area is very poor with on pavement cycling with various road furniture hazards.
Very positive	This will only work if the cycle lanes are kept free of potholes and drain grates - unlike every other cycle lane I have ever ridden
Very positive	traffic lights giving cyclists a head start , for times when lights are turning from red to green. Also , it would be useful to extend the blue cycle track across the junction to make priority clear.
Positive	It will make cycling safer on this section , It will not make walking safer on this section , It will not encourage walking , It will not improve road safety for drivers or passengers , It will make it easier for disabled users , I do not like the idea of removing on-street parking , I think this is a better use of public space , It will be worse for local businesses and residents , It will be more difficult for loading and deliveries , I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve ,cyclist and drivers are both dangerous for pedestrians!
Positive	Another basic Highway scheme but an improvement for ALL
Positive	Anything that improves the 3rd rate position of the pedestrian/cyclist/disabled is a MUST. The Bus station is a disabled disaster, the planners appear to have allowed the maximum number of bus bays at the expense of wide 'finger' pavement which connect to the bus doors, it is impossible to negotiate by wheelchair up and into the bus. Transdev are not interested
Positive	Concern over the large delivery wagons which will be forced up mostly residential streets. Their turning circle is large. I am not sure what cyclists would do with their bikes if they came into town. Harrogate is quite hilly so cycling is quite challenging as an offer.

Positive	Drivers are often unaware if the road is one or two lanes on Bower Rd, easier to make it one lane until Harrogate Theatre and then split to two lanes, this will give space for a cycle lane up the hill from the conference centre.
Positive	I am unclear why the two-lane option (Plan C) has better cycling provision at the approaches to the Bower Road/East Parade roundabout than the one-lane options (Plan B).
Positive	No solution for existing traffic congestion suggested
Positive	Simply catching up with the rest of the country in terms of cycleway provision.....
Positive	The 2 lane option offers more cycleway on East Parade & Bower Road
Positive	The location of these cycle lanes are just outside the main roads of town but are still very close to the centre. If cycling into work is wanting to be advertised and promoted, locating the paths here will have minimal impact on the main traffic of town and put cyclists in a quieter area where they may feel more safe to ride in.
Positive	Whilst the 1 lane design is a great start to encourage cycling with good standard infrastructure and improve the environment for walking, it is vital that the scheme links up with the routes that people will want to cycle to town. It is of little benefit to cyclists if it doesn't ultimately create complete routes. The key routes to join with are the Bilton Cycleway from behind Asda, North Park Road (to ultimately link to Stray Rein and onwards) and Victoria Avenue (to link to Beech Grove and Otley Road).
Neutral	It will not encourage people to use the bus and rail station, it will make cycling safer on this section, it will encourage cycling, it will not make walking safer on this section, it will not encourage walking, it will not improve road safety for drivers or passengers, it will not be good for taxis and their passengers, it will not improve traffic flow and congestion, I support the new road layout of East Parade and Bower Road, it will be more difficult for loading and deliveries, I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve, the re-ordering of the East Parade/Bower Rd roundabout with foot crossings should help pedestrians.
Neutral	As a private hire driver, I often get jobs picking up or going to both Little Dragons Nursery and Arthington Court retirement apartments, these jobs often require my assistance, being there for a few minutes. I wish to be able to stop my vehicle for a short amount of time without causing an obstruction to traffic flow.
Neutral	Bower Road is narrow and has poor visibility around the bend on Cheltenham Mount, so not a good road to encourage cycling on. East Parade is wider and more suitable for cycle lanes and perhaps there should be more focus on bringing cycles into the train station via this entrance, which is much in need of aesthetic improvement.
Neutral	Currently East Parade is not heavily used, so it is fairly safe as it is. Bower Road near ASDA is much used by pedestrians. It is not clear how you are going to separate the cyclists from the pedestrians

Neutra 	Depends on feeder/ exit at far end (away from town) of East Parade. Will it go back to narrow roads at the Skipton Road junction?
Neutra 	Do walk around that area of town very much
Neutra 	East Parade is a wide road other than at the Odeon roundabout. I see people on foot in this area on the whole and very few cycles. I don't think that this area would benefit from a cycle route at all and the money could be better used elsewhere
Neutra 	I concerned that traffic will back up across town if capacity is reduced here.
Neutra 	I don't see the benefit fo a short stretch of 'cycle lane' under the underpass. What use will this serve as there are no 'cycle lanes' each side of the roadway.
Neutra 	I think more investment should be made in improving public transport other than focussing on cyclists
Neutra 	I'm disabled. I couldn't care less about cyclists. What I care about is keeping this town accessible to disabled drivers
Neutra 	If cycling provision is to be improved then this should be here rather than on the busier Station Parade. It makes sense to provide cycle parking at this side of the Railway line
Neutra 	If only buses were allowed access to the bus station, Station Road North could be pedestrianised up to Station Square,
Neutra 	It depends on how it is done
Neutra 	Its not clear what benefits walkers get from the new plans. Will any current pavement space be used for cyclists?
Neutra 	KNARESBOROUGH PLEASE!
Neutra 	My wife and I are both over 80 and can't ride a bike
Neutra 	People who want to or need to use their cars will continue to do so and find alternative routes if necessary thus moving a problem in one area to another.
Neutra 	Same story, make greater provision for electric hopper busses and domestic electric vehicles which will benefit the majority without hurting business. Then those who want to cycle or walk will naturally get the benefit of less vehicles, less pollution less noise and those who need to drive will do so causing the least amount of congestion, noise and polution.
Neutra 	There's no connection to other cycle lanes out of town centre
Neutra 	Where is the evidence that cyclists will replace vehicles and spend time and money in the town? Making it harder for cars makes less come in to Town and they wont be replaced by cyclists. Bad weather, hills, restricted to young and healthy, cant carry purchases etc etc

Negative	I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve ,I think the placing of 4 crossings on the East Parade roundabout will increase traffic congestion and therefore carbon emissions emissions from the waiting cars. Crossings on roundabouts in general are not a good idea-they can be dangerous and confusing . There is a controlled crossing outside Asda, others can be put on other roads.
Negative	1. Bower Road diversion would take traffic through highly populated residential streets increasing pollution. 2. The height restrictions at the railway bridge could cause some safety problems if we encourage HGV's to take this route.
Negative	As I've tried to outline in earlier comments spending no doubt significant sums of money on well intentioned gestures is in my view not going to solve a problem created a decade ago.
Negative	discourage access to the town
Negative	Do you really think people don't cycle because there's no way to park bikes - current cycle racks are empty. Will the average person going into town to shop or out for the evening cycle? No!!! Concentrate on buses and trains
Negative	Don't think it will make any difference at all
Negative	In order to encourage people to cycle a totally comprehensive network of cycleways needs to be installed. The current patchwork of cycle paths achieves nothing. The paths often lead to nowhere and frequently just stop at a major road.
Negative	Not sure that one-way cycle paths will work. This is an area of quite heavy pedestrian use - ASDA shoppers and mixing cyclists with this is not good. Often quite large queues at bus stops again do not mix with cyclists particularly if attention is concentrated on children and shopping.
Negative	Once you've encouraged cars to use Cheltenham Mount - where are they supposed to go then? You can't just fling the traffic into residential areas and hope it sorts itself out.
Negative	The cycle lanes on Bower Road are short, disconnected sections with no provision at the railway bridge. Both cycle lanes just stop or feed back onto the road at the bridge. What happens to the cyclists. Potential for motorist vs cyclist confrontation. Risk to both. Cycle lanes have to go from A to B with right of way or you will create bad behaviour and loss of reputation for the planners
Negative	The traffic flows well on these roads you will move more traffic back onto skipton road
Negative	The Zone 1 map suggests that you wish to encourage more vehicles to travel along Cheltenham Mount and hence on to Bower Road from Cheltenham Parade. The bend on Cheltenham Mount is quite dangerous as it is in particular with parking along the bend. At the moment drivers coming from the Cheltenham Parade direction have to pull out into the line of potential oncoming traffic (it is effectively a blind bend) which is quite dangerous. Parking along the bend should be removed and/or the road

	<p>should be made oneway. There is also a problem with increased traffic for residents and pedestrians along Cheltenham Mount and Bower Road</p>
Negative	<p>These routes, and their directions, form an important part of the circulation of traffic flow in the town. Adjusting them in this way will create congestion elsewhere and cause more pollution. Traffic currently moves slowly, so more safely, so much better than not moving at all and causing jams on other roads.</p>
Very negative	<p>I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve , It will be more difficult for loading and deliveries , It will be worse for local businesses and residents , I do not think this is a better use of public space , I do not like the idea of removing on-street parking , It will not improve traffic flow and congestion , It will not be good for taxis and their passengers , It will make it more difficult for disabled users , It will not improve road safety for drivers or passengers ,you live in a village on the out skirts of Harrogate, 3 miles from the centre, the use of bicycles is not an option. therefore these people If who pay their rates etc will receive no benefit. also where are all the bikes going to go when people are in town. the infrastructure needs to more in place before schemes and tax payers money is spent. We need the town to prosper and I feel that by taking more of the roads away, Harrogate is no longer going to be a destination that people will want to come to as there is nothing left in the town</p>
Very negative	<p>As a keen cyclist my issue is the scandalous state of the roads in Harrogate rather than the volume of traffic or general cycling safety. With so many poorly amintained and poorly repaired roads cyclists often have to negotiate potholes which place them in danger. It would makes sense to prioritise maintaining roads correctly rather than present a solution for a secondary issue. Proper policing of the existing cycle lanes would be more productive to road safety. The idea that if it impossible for car users to get into the town so will encourage walking and cycling is flawed as the psychographic and demographic profile of the town doesn't support that.</p>
Very negative	<p>As before, there is no need to reduce traffic to improve air quality. Cars are becoming electric and technology developing fast so air will be cleaner anyway.</p> <p>You also assume that the benefits to potential cyclists (a tiny minority of the Harrogate demographic) outweighs the cost/harm done to those who want to walk, use public transport, taxi or drive into town. The harm done to these groups is massive and outweighs any minor benefit for cyclists. Cyclists will, in any case, not use the new facilities as they will still face the same reasons for not cycling elsewhere all around Harrogate. Proven by the underutilisation of current cycle lanes, routes. Most people simply do not wish to cycle into town, given age, weather, items to carry and lack of interest in cycling. They want easy public transport, smooth flow of traffic and places to park. Your proposal actively works against at least two of these.</p>

Very negative	As previously suggested, making East Parade one-way South to North makes for the best traffic flow and creates space for proper cycling lanes to form the key south-north route on the east side of the town centre, connecting with existing routes.
Very negative	Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.
Very negative	Creates more congestion. In order to reduce southbound traffic from the town centre West Park/Parliament Street should revert to two way traffic. HGVs would have difficulty using this route due to low bridge. Could increase traffic on A59.
Very negative	Cycling within the town, and leaving cycles parked in front of shops or at the sides of our shopping streets should be banned.
Very negative	Cyclists are an inconvenient part of the community, I am 78 year old and a 'chav' went straight into me on his bike, right into my wheelchair.
Very negative	Feel really strongly about access to and from the streets in and around this area for residents and also feel strongly about any reduction in on street parking which is already very difficult as a resident without the option of visitor passes. As spaces are taken away then there will be no alternative but for residents to suffer even more than we do currently.
Very negative	I don't care about cyclists. Ban them from the town centre.
Very negative	More cycle lanes and less room for cars just creates congestion. Bikes clog up the roads. Very few cycle here as Harrogate is steep and wet. People cycle where it is flat, Holland, York, Cambridge.
Very negative	My concern is "Blue Badge" parking - what is to be done for disabled people, if all the parking bays are removed?
Very negative	Pandering to cyclists will not help the town's businesses, cyclists with high value cycles do not want to leave them to go shopping.
Very negative	removing road space for cyclists will only hamper traffic flow and increase congestion. There are already cycle lanes on the top half of East Parade, I suggest continuing that by losing some of the green area's by the side of the footpath.
Very negative	See earlier comment - The existing authority has created the grid lock of all traffic and the noted delay of buses along both these roads by installing the traffic lights at the junction of Station Parade and Cheltenham Parade near One Arch
Very negative	Southbound A61 traffic will be encouraged to use Cheltenham Mount, Bower Road (beware low bridge) and East Parade and this will cause more congestion. NYCC must revisit Parliament Street and return it to dual-way traffic - this is the most efficient way of keeping A61 traffic out of the town centre.

Very negative	Taking these plans together, they're a recipe for disaster as section one's plan would transfer Station Parade's existing traffic onto East Parade. With this increased traffic volume East Parade would be even more dangerous and unpleasant to cycle down than at present, so cyclists won't be encouraged to use the new cycle lanes at all. These plans have clearly been prepared by someone who neither uses Harrogate's roads regularly, nor knows anything about traffic management and flow.
Very negative	The cost of running a car these days is very high, so why do think any car owner is going to spend thousands of pounds a year to be able to run a car and then leave it at home and go by bicycle. Especially when it is cold, raining and windy. We do not have the climate to make cycling a viable option.
Very negative	The roads in and around Harrogate are a disgrace not to mention the footpaths.. Its like putting sandbags at your door when water is already in your living room
Very negative	Waste of money
Very negative	We don't need more roadworks as the town's economy is recovering from Covid.
Very negative	What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.
Don't know	wrong link for zone 2 showed up. Unable to comment

How do you feel about the plans to change Station Square?

You are going to reduce the road to a single lane for a very busy road so you are going to create massive congestion of stationary traffic extending down Cheltenham Parade and all belching out exhaust fumes. What are you thinking - madness!!!!!!!!!!!!

will this covered and therefore an all weather venue?

look at the existing pedestrianised areas in Harrogate- they are AWFuL. Make them successful BEFORE destroying more of the town!

The cycle lanes will be a complete waste of money. The idea that Harrogate is in dire need of cycle lanes everywhere is laughable. People don't get the train / bus for fun they do it to commute. This money should be better spent solving the half empty shops that are plaguing the town first. No point having a fancy looking Train and bus station if there is nothing to visit and spend money on in town

There's nothing this proposal brings which can't already be done on Station Square.

I do not like the idea of modern art installation there, it will look out of place and tacky, I would like to see it being replaced with more planters/trees.

There is no 'other' box for the James st proposals so I will put it here but it applies to both. Taking traffic out on the daytime improves the environment for pedestrians and cycles so is positive. At night time the pedestrianised areas of harrogate currently feel unsafe however, whereas streets like james street which have some traffic, some evening economy feel much safer. Maintaining some road access, which can be accessed at night is preferable. All of the above proposals should only be progressed in line with a thorough understanding of post-Covid town centre changes/trends.

I believe there is scope to celebrate Harrogate's association with Britain in Bloom, RHS Gardens by making this a greener space rather than majority concrete/stone. This would better celebrate Harrogate's green heritage.

Too many cyclists make the area unsafe and unwelcome for most people

In comparison to vehicle visitors train visitors are very few. Yet you seem happy having bad access to the multi storey car parks. Seriously, what are you thinking?

We have the stray and we should use this space for the people of Harrogate. if Harrogate was flat, maybe the wider group of people might use it. As a town with an older age group, I do not feel that it would benefit anyone. The businesses in Harrogate need support not obstacles

This particular space is not important to me - I visit Harrogate town centre for shopping only a few times each year and am unlikely to increase my visits

I think it's very positive and needed to address the areas around the station as they are the first thing rail visitors see when they arrive to Harrogate. It is incredibly disappointing and dull and in need of much regeneration. However, I'm not sure the proposed plans are adequate. I would urge you to look at other areas such as how the city of Bath redeveloped the station end of town from the worst part of town to one that could rival the other parts. On a much smaller scale look at the improvements of new Bond Street in London. The key is materials. Use the historical stones, not basic flat paving. Use bricks on the floor in herringbone or another pattern rather than just flat slabs. Avoid black tarmac on the roads. Again use red brick or Yorkshire stones creatively. Trees are a must which I can see you've captured, but think cherry blossoms or silver birch. But the biggest issue you have is trying to hide the awful tower directly above the train station. Possibly some cladding to make it appear nicer, but in a sympathetic way to the heritage of the older buildings in Harrogate. The large area outside the station and shopping centre is a very flat, wide space and could appear rather uninviting or underwhelming if left very sparse. Could it be used to integrate a new space like a glass indoor food market (thinking mercado San Miguel in Madrid).

As I say, materials used is more important than anything else here. It should aim to reflect the quality of the Montpellier quarter.

Reflection pool fine but leave the road layout as it is and dont waste money

It needs an update. However there is one aspect that has been missed. There is no safe bicycle parking. I would like to suggest some form of bicycle parking on the square. It doesn't need to be fancy, just a number of steel arches to which bicycles can be parked and locked.

This aspect has been missed throughout the plans. If people are encouraged to come to the centre on their bikes, then they should be provided with a way to park their bicycles and lock them against something immovable. These steel arches can be placed throughout the pedestrianised area near the shops.

It could just make it a nice place to be, which at the moment it is not. It's horrid.

seems like a waste of public money for very little gain

Putting an additional footway on the bus station side of Station Parade is a total waste. There is a covered footway inside the bus station and there no reason for pedestrians to walk on the outside of the bus station.

a bit underwhelming. Its too narrow for an event space. Just looks like a pedestrianised road with some art plonked at each end.

Plans to move Queen Victoria Monument shows no interest by decision makers in retaining the existing heritage. The "After" image has no taxis and only 1 car showing, this is miss representation and miss information - where have all the vehicles gone to? The proposed artwork installation is a waste of money and an obstacle, liable to attract graffiti. The water feature is a waste of money and will require maintenance and cleaning. The proposed trees will damage existing underground facilities and eventually the pavement areas around the trunks will be damaged and the leaves will create a slip and trip hazard each autumn and will need collecting at a cost - the Stray is ideal for a few more trees. There is no reason to remove existing planted areas unless there is money to waste. Station Square should be made into a true transport hub for the flow of people through it and not a destination in itself, no one visits Kings Cross by choice, the Stray is the existing Harrogate entertainment area. Seating areas encourage anti social behaviour and loitering in the evenings (take a look at the existing Halifax Bank in the evenings) and should be eliminated unless directly linked to a taxi rank, bus or train area. There is no provision for bicycle parking in any of the proposals, thieves love locked bicycles, provision for secure bicycle boxes will be needed, where and how many will need to be factored in. Are small town centre flat residents really able to take their bicycles into their flats, covered in mud. Parked bicycles if uncontrolled will become a major issue, take a look at Oxford and Cambridge, bicycles locked against drainpipes, lampposts and anywhere else possible. Again taking Oxford as an example, by removing the car based traffic and the money it brings in will create a vacuum inside the town centre, an area then surrounded by roads with continuously stationary vehicles on clogged roads increasing pollution, Skipton Road is already a problem that has not been addressed. Many 70's open style shopping centres are no go areas at night due to anti social behaviour - why create such a similar area now. If pedestrianisation of the small town of Harrogate (this is not Leeds) was such a great business plan, why is the Victoria Shopping Centre never fully let, this is an enclosed heated, traffic free shopping area, it should be fully let? Taxi ranks should be on both sides of Station Parade to enable safe access from both the bus and train station and from town centre pedestrians, use the existing space of Station Square to encourage traffic flow into town with an increased "traffic hub" area, not narrowing down the transportation designated space. Station Square is not "crying out" to be pedestrianised any further than at present, it is looking for more life being put into it, try catching the last train home and walking this area in the rain on a dark night. Do not pretend the majority of people are asking for this scheme, a small vocal minority maybe shouting loudly, but the silent majority want easy access into Harrogate generally by car, alongside 2 hours free parking to carry out their business and get out again. Not a single road has been built to accommodate the vast number of houses being built in the areas all around Harrogate and Knaresborough, are commuter bus services being planned for the Whinney Lane, Pennypot or Skipton Road mass housing developments? Lastly can you fix the pot holes on Leadhall Lane - why would anyone choose to ride a bicycle down it God only knows.

The proposals are utilitarian and take away from Harrogate's character and heritage as a spa town for residents to cherish and visitors to enjoy.

I think the gardens should be restored to the elegant style used in the 1960s & 1970s

You are clutching at straws. Bite the bullet
send traffic via East Parade and make Station Road Traffic Free.

We still need taxi ranks in the town - especially for disabled people in wheelchairs!!!

Very poor proposal

I fully support the one lane option. This provides continuous high quality facilities for cyclists and increased footway for pedestrians, it also uses the space equitably for all mode users. The current two lane highway layout is not really ever fully utilised and the wide two lanes encourage high speeds in an area which has lots of pedestrians. The section of highway which feeds into Station Parade from Cheltenham Parade is one lane so it therefore seems logical that a single lane could be suitable for the full length to York Place. I also note that there have been roadworks in the past on Station Parade which have closed a lane and had little impact on congestion or journey times. The one lane option also breaks down the barrier between the two transport hubs and the town centre. I would comment that the separate entrance and exit arrangements of the station forecourt should be combined to reduce the number of conflict points with cyclists / pedestrians. The segregated cycle lanes should also have priority at junctions, continuing across the junction, rather than entering shared space and having to use a Toucan crossing (this is not LTN 1/20 compliant). The cycle lanes should also continue through pedestrian crossings, setting back the pedestrian crossing and treating the cycles as a vehicle mode, rather than entering a short and confusing (for peds and cyclists) area of shared space.

Looks like too much hard landscaping making it look less friendly than it could but also making flooding more likely. No provision for electric charging points. Removes some good Harrogate features that could be incorporated into a new design not removed. Need to have a policy to encourage cafe bars with outdoor seating / dining. Currently retailers are in this area. Suggest best place to remove traffic and open up with a fountain and cafe bar is Princess Street/Square. Already contains restaurants and cafe bars and is a natural point to do this and helps link the station to the Stray. Making this square pedestrianised makes total sense as there is vehicular access above and below it, there are no retailers who rely on customers needing to carry the goods from the shop.

cause traffic problems for through traffic and access to the town. Unless Harrogate get a bypass traffic needs to pass through the town centre.

Most of the questions are asinine because you fail to tackle the root cause of Harrogate's traffic problems. When will we get a park & Ride. Harrogate is too hilly for day to day cycling. Young social cyclists are already out there and do not need to come in to the Town

Exiting from the station on the town centre side is currently a non-event. Straight ahead of you in the station building are steps and doors that are closed. Intimidating. The step-free exit is not the main exit but leads to a car park often with lines of taxis the first thing you see. Harrogate does not welcome people arriving by train it reluctantly lets them in the servants entrance. Once out on the street you face two lanes of traffic and the need to find the crossing, and wait till it activates. Who is more important - the drivers that can't stop, shop but who create noise and air pollution, who pass through undermining community, or the people on foot, cycles, wheelchairs who have come to spend money, meet friends and family, who create community because they can interact but don't create noise or air pollution?

Other than road reduced to single lane why do people start using space around Victoria statue - there's space now and not used. It's not a centre for shoppers or people to go to or use. Why will people go there more than now. Water fountains will not be used. Better to have things that like in valley gardens

This entire scheme is a waste of money. The money should be better spent building a park and ride at the show ground, attracting new business into the town. The council are good at wasting money but not very good at investing it in people and business.

It's not that I really object to the water fountain. But it does look nice at the moment, with the amount of greenery and seating. If it 'aint broke...

I think it's all well and good having this big plans but we have to remember that we live in the North of England and so we're open to the elements and we have often got a lot of rain which will render these spaces unusable for outdoor events. I think whilst it's lovely in theory actually in practice these spaces will be futile. England is not designed for this kind of outdoor culture

Unfortunately, Station Square was vandalised after the last redevelopment of Victoria Gardens, which was public realm space very reflective of Harrogate's heritage as a spa and visitor town. These proposal will simply extend the unattractive concrete streetscape. There's already plenty of precincted space for activities and events on Cambridge Street, Oxford Street and Beulah Street.

It will be a convenient central public space that people can enjoy, quite a different purpose to the Stray and the water feature could really reconnect with the Spa heritage of the town

Current Victoria Gdns provide a sheltered (by hedges) oasis from the wind and have attractive welcoming floral displays to visitors who can wait or meet here in good weather. They are NOT outdated. Planters outside Victoria Centre are overgrown and decrepit reflecting poor council attention to this allegedly "Gateway to the town". Paving is dirty and has been badly patched. Why will the new arrangements be any better kept? Previous water feature and (in) famous amphitheatre were constantly vandalised and litter filled, and as a result had to be filled in. What has changed? This is N Yorks, the wind is cold and the rain wet, it is not the climate for vast open displays and events. With the exception of the access alley at the side of the Victoria Centre, which is an eyesore, the gardens do not need to be redesigned. Signposts should be sufficient for all but the most shortsighted tourist arriving by bus or train to be able to find town centre. In any case Google will help! Better to concentrate on improving the appearance of the wall at the rear of the bus station and station and maintaining what we already have to a better standard. Cambridge St for example is a disgraceful depressing area with botched repairs to the paved areas and large puddles. These grandiose schemes are doomed to fail if not properly maintained in the future. For example, the whole point of block paving is to make repair and replacement easy, contractors should not be allowed to use tarmac after excavations. Perhaps the council should visit German towns to see how it should be done.

Orientated towards people not road traffic.

Re-vamping Station Parade would be a waste of resources and achieve nothing without first resolving the problem of Southbound through traffic. It needs to be re-routed away from its current, confusing route. Parliament Street for example!!

Hands off the statue.....or else!

I didn't answer some of these questions e.g. The question relating to access for access and space for disabled users. There is plenty of space as it is. The little garden & seating area are of a style & proportion in keeping with the Victoria monument. The little circular repro temple echoes the style of the Victoria Garden building. The square itself has quite an area of paving. In the colder days & months the space can appear dreary. Harrogate's heritage lies elsewhere.

It's largely a waste of money. Encouraging a few cyclists (who will still face the issues elsewhere around town that they say stops them cycling now) at the massive cost to everyone else is worse than doing nothing. The air will be cleaner anyway, without deliberately obstructing traffic, as vehicles become electric and petrol/diesel is phased out (as is already happening and is existing policy).

This area has never worked well despite various attempts to fix that. Opening the space up will create a proper gateway to the town.

it will benefit people's mental health, and provide food for bees
<p>What a disgraceful waste of public funds these Station Square revamp plans would be, when those funds are desperately required to alleviate congestion, mend potholes and provide cycle lanes along quiet streets instead!</p> <p>There's no evidence busses are delayed substantially when departing the station, or justification for stopping two lanes of busy traffic just so that 1 (or 2) bus (es) can leave the station!</p> <p>These proposals deliberately and completely ignore the fact that Station Parade is the main southbound arterial route through town and fail to address the main issues: where these road users would go instead, and the need to speed up CAR movements through the town. They address the narrow interests of a small group of road users while making things far worse for other road users. I will fight these plans tooth and nail, and campaign for a professional traffic consultant to thoroughly review the town's transport issues and needs, and prepare a proper integrated transport plan fit for the 21st century...</p>
You will just cause congestion on other already congested roads
<p>A redesign of existing Station square space would be more value added.</p> <p>Fountains are an indulgent waste of money and prone to more misuse than well designed or maintained hard surface features or gardens.</p>
David Attenborough "we need to rewild the world". Make it in to a beautiful garden setting. It would soften what is currently a very concrete setting.
The Bridge from Station to Victoria Centre needs to be finished, so could there be better access from it down into the Bus Station, to avoid bus/pedestrian conflict when trying to catch a bus from a train.
The plan doesn't seem to make a whole lot of change to station square. Make it more attractive - formal gardens, seating, fountain, better stone floor, well lit, recycling bins and kept clean!
Many people arriving at Harrogate Station are not staying in the town and are being collected by relatives to go outside the town. Therefore the station car park should stay. I said it would make things worse for businesses as it is to encourage cyclists. But no one is going to buy too much in the shops if its raining and also they have to get back home on bike with bags.
It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
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It is a small step forward however i am concerned about the lack of factual measurement & targets. It appears NYCC/HBC do not know what they are doing - situation normal unfortunately!
Extra trees and shrubs, combined with seating and a water feature would be good for the environment and should provide a pleasant space to relax. Harrogate's garden team are first class - let them showcase their creativity. Just make it a peaceful spot - it's too small for any kind of events.
We had a workable area the council destroyed years ago at great expense now they want to change it again. You wont encourage people to leave car at home. Sort out a park and ride. That may help!!
No change should happen until through traffic is re-routed away from the town centre and Skipton Road.

Currently the space lacks soul; it's merely somewhere to pass through. Making it more attractive and interesting will increase its appeal, especially if traffic is reduced.
It provides an almost traffic free space in the centre of town and creates a more seamless link between the bus/train stations and the town centre.
Harrogate already has plenty of places for outdoor activities. It is too cold and windy most of the year to be used
Spend the money on improving Harrogate as a destination. The bus/train station isn't the reason for coming here.
I think the addition of an art feature is unnecessary and will not bring anything to the area, unlike the water fountains.
Money better spent on roads
I support this area being utilised more in the future for public events. We need a tourist information booth perhaps using the domed architectural feature that is there already. Our tourist information is too far away from the travel hub. I am in favour of lots of tree planting in this area together with thick shrubs to stop the wind. It is a very windy spot and it would be nice to have seating in sheltered spots. Sunken seating would be ideal, a mini amphitheater possibly. In the winter it would be great to have a small ice rink area which would be a focus. I like the idea of a water feature, but I think that it is too windy in this area. A better area would be on the Montpellier hill gardens as it is more of a sun trap and sheltered. I support a public work of art, perhaps depicting Harrogate's Spa town heritage in some way.
It would be nice to see Station Square used more as a public open space. There should be markets and outdoor performances here but the present volume and speed of motor traffic blights the atmosphere. Put in some speed humps. I think a lot more trees need to be planted here because there is a very windy microclimate caused by the tall station tower block. I'm not that fussed about a water feature but I think the gardens here could be made more spectacular, to make a good impression to visitors arriving from the bus & train stations by showing that Harrogate is a green town.
If you choose option 1, it will cause horrendous congestion
Modernising Station Square to the degree that you propose would be detrimental to the area. Most towns/cities that have been modernised "die" there is no pull into the town. People visit Harrogate because it is considered "posh" and a pretty place to visit. Modernise it and you rip the heart out of it. People who visit Harrogate are the same visitors that would go to York, Cheshire etc. They are looking for a nice, special time. The artists impressions very much remind me of the centre of Milton Keynes. Have you been to Milton Keynes? I have and it's soul-less. Also - all taxi ranks should be at the station entrance - not across the road. Catching a taxi, with lots of luggage in the pouring rain should be a convenience not inconvenience. I traveled to a lot of towns/cities with my job and Harrogate is the only place that you have to seek the taxi rank.
It will be good for visitors, making the space inviting rather than a bit cruddy as it is now.
The shape of the reflecting pool should mirror the buildings better. It is a curvy shape but within mostly straight boundaries.
A fountain will encourage people to dispose of stuff in it.
Paving the entire area is the antithesis of improving Harrogate. Take a look at some of the old shots of station square in the 1960s and 1970s. There were a pair of delightful hedged lawns with municipal flowerbeds. An attractive and welcoming first impression of the town and a far cry from the paved and desolate wasteland you are proposing.
There is too much paving in the plan....harrogate is known for green space and gardens but this just looks like a concrete concourse. More greenery and grass is needed

I feel that this area of Harrogate (together with many other parts, such as Cambridge Street precinct) need a face lift and smartening up. I don't feel that the proposals being put forward properly address the issues of trying to reduce traffic in the town centre and trying to move people from using their cars to travelling by foot, bicycle or public transport. Harrogate has the wrong terrain (too many hills) to try and encourage alot of people to use a bicycle rather than a car. I believe what will make Harrogate town centre a more carbon neutral space is to provide affordable, reliable and very regular public transport. The ideal situation would be to have buses running along all roads which connect to either other bus routes or to the train stations, which would then reduce the number of car journeys needed to be made. As this is so unlikely to ever happen the next best solution would be to have adequate sized car parks at bus and train stations to encourage people to connect easily with public transport at a convenient transport hub for them. This station parade gateway scheme looks like a massive waste of money to just reduce the carriageway to one lane, install cycle lanes which lead to nowhere and enhance the pedestrian space but not really as an entertainment zone. Richard Cooper, leader of Harrogate Borough Council, has been interviewed in the Knaresborough Post page 15 on 4th March 2021 and what he outlines here about changing the face of the town centre and encouraging more residential units and other facilities would be the direction where any funding should be spent. There needs to be an overall masterplan for the town centre and then areas can be identified for initial spending and then can be topped up as further funding comes available, but allowing the initial spending to make differences to peoples lives. Putting in cycle lanes that only go a short distance isn't going to encourage anyone to leave their car and feel safe. travelling this way. This is a very difficult and challenging problem to try and find solutions. It's not at all easy but it does feel like the proposals being put forward here (and in other areas) are very bity such as random cycle lanes being suggested on random streets.

Think about the disabled. Parking in Harrogate is already a no go area for disabled with barely any parking spaces. Most disabled need to park very close to the place they are visiting which is currently impossible and these proposals will make it worse. You took away the double yellows at the end of the streets many years ago because the council wanted more spaces and these double yellows were the only way 99% of disabled were able to park.

Station square should be all grass with benches round the perimeter, a place where families & workers can sit & eat & play like it used to be. It's just a concrete jungle in the proposals.

I cannot find an option to comment on the effect on traffic, which is surely the main issue here. Any reduction in the lanes on this through route will be bound to cause delays for everyone, buses, taxis and motorists. The traffic lights at the north end of the bus station now cause more tailbacks to the Royal Hall than before. Making the road narrower will discourage drivers to visit Harrogate for shopping or any other purpose and will have an adverse effect on the local sops who struggle now. reducing parking will have a similar effect as the local car parks are dreadful places. Harrogate was forward looking when it introduced disk parking and that encouraged shoppers. The only way this scheme will work is if you make Parliament Street two way again and take the through traffic out of the station area. Its either that or a bypass.

Such changes firstly cause disruption, but then have costly maintenance if they are to stay elegant and healthy. With all the other commitments on the Town's budget, it would only be an expense for vanity at this time and not for any essential reason, so should not be attempted at this critical time.

<p>The current 2 lane layout creates a barrier between the east and west sides of Station Parade. It cuts off the main shopping area from the transport hub and is unpleasant and inconvenient for pedestrians when crossing. The One-Lane option would significantly reduce vehicle dominance of the area, provide space for walking and cycling and be a more healthy and beautiful place to underpin the future of the town centre.</p>
<p>Nothing to add</p>
<p>The one lane option would be a disaster and the two lane option doesn't alter anything very much except for some cosmetic work.</p>
<p>Retain Queen Victoria in this location but could Queen Victoria be turned round to look down Station Parade towards the train station?</p>
<p>Waste of money!</p>
<p>information missing</p>
<p>Can we see the full proposals (Local plan H37) - otherwise this consultation feels premature - unless that was the point?</p>
<p>Whilst the designs appear very attractive, they will not work without causing further traffic congestion on the main A61 route through the town centre. Reducing the flow to one lane for however short a distance will create problems back to Cheltenham Parade; this already happens when there is a blockage or roadworks on Station Parade. There is no other suitable alternative route. Pedestrianisation only works when a trunk road can be diverted elsewhere.</p>
<p>It seems a lot money to spend on a largely cosmetic exercise. The part of wall behind the bus station is an eyesore and needs replacing. I am not convinced that this area will attract events.</p>
<p>Will increase congestion and therefore pollution.</p>
<p>See comments for Question 7.</p>
<p>What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.</p>
<p>see comments above re bus station etc.</p>
<p>The quadrant at the Victoria centre has never attracted much by way of public events either when there was an amphitheatre or after it was covered in. The southern part of the open space would be better as a 'green' area - not too much hard surfacing. A fountain is very good but the associated 'reflection pool' could be deleted.</p>
<p>Flexible space is required somewhere in the town centre. This would be a good space for that.</p>
<p>We did have a very successful shopping street namely James Street and I feel that it is already being adversely affected with ridiculous parking restrictions. We do not want this street to be like the other pedestrianised streets which are ugly and more importantly unsafe particularly at night.</p>
<p>It is the A61 southbound major road so all through traffic uses the road.</p>
<p>A good opportunity to improve the Squares welcoming opportunities, as this will be the first impression of Harrogate from Rail visitors and car visitors from the multi storey park..1. A fountain set in the five pillared dome roofed building by the gardens will help recognise our Spa status. 2.This will help focus visitors view across the road towards the Square and the Centre beyond. 3. A great opportunity to site the TIC right were it is needed as visitors arrive for the first time. 4. Even with a TIC in place it is important to</p>

<p>have high tech.'information station' were key attractions of Harrogate can be featured. This would entail access by mobile 'phone, Press button guide information and seperate permanent information boards of a general nature. This will ensure any 'out of hours' visitors during the time TIC is closed will still be well informed as to what Harrogate has to offer. 5. Open up the Garden area by removing the surrounding hedges. 6.Ref. t\o q17 below. The Queen Victoria statue if sited as to be seen as visitors cross the road be another draw to the Square and the Town centre.</p>
<p>Cars are a plague on the downtown that dramatically reduces the enjoyment of that entire section of town. Severely limiting cars and encouraging walking and cycling is the only way to reign in the negative externalities we experience from cars.</p>
<p>They have tried this before. The water feature will be vandalised and the open spce is just a wasteland for rubbish/tumbleweed.</p>
<p>Again convert all crossings into zebras with low speed limit. If you're feeling ambitious pull out the crappy car park, buy the Station/Tap car park and move the bus station, and make a transit hub with integrated taxi rank, electric scooter and bicycle hire (with some 15 minute car parking). Because there is no 'other' on question 18, if direct access to Station Bridge was possible from Albert Street I would support option 2 or even 3, you could also be more generous with loading/disabled/waiting space, from a semi-selfish point of view I'm thinking about waiting on my customers doing Private Hire driving.</p>
<p>Where is a benefit cost ratio calculation for this proposal?</p>
<p>Currently outside the station is awful, these changes will be a minor improvement</p>
<p>Welcome any improvement to existing Victoria Centre "plaza" which is featureless, spoilt with unpleasant smelling burger van and sales pitch for cars. As there is no place to add additional comments about James Street I will add here. As a former retailer of 30 years we would endorse pedestrianising as many streets in the town centre as we can. Shopping habits have changed and public realm space needs to be attractive, safe and non polluting. There is no on street parking in the centre of most towns. That is why we have car parks. And we have to change people's habits. Local opposition from a few retailers with no evidence of their concerns is worrying. Take them to Waltham Forrest and Enfield and Leeds and York and Manchester. If they think James Street is our premier shopping street lined with huge 4x4's then it says something. I note that Betty's are not shouting that their trade will be ruined by changes to the town centre.</p>
<p>need water bottle fill points and drinking fountains - this definitely fits with Harrogate's heritage and will help combat the plastic scourge</p> <p>will be much more welcome g to people arriving in Harrogate from the train station,</p> <p>cleaner air and a safer family environment & the disabled due to less traffic.</p>
<p>I feel very positively about the one lane option for Station Square as it is the option that provides the most opportunity for safe cycling.</p>
<p>I recognise the benefit of improving the first impression of Harrogate for users of public transport and agree that the planting near the Victoria Monument is enclosed and potentially unwelcoming or unsafe. So it seems that redeveloping this area could make a better first impression. Additional trees and a nod to the Spa town history seem appropriate but a reflecting pool has safety concerns, and since the weather is unpredictable and the plan for this areas is wide open it feels like it could be better served with some covered areas, more dynamic lighting and a design that funnels pedestrian traffic to James Street and the Shopping centre rather than pointing them towards Market Place.</p>
<p>Because of steps inside the station I don't believe people use this entrance as much as</p>

the side entrance and so the plan could be improved by moving the the proposed wide crossing to opposite the shopping centre.

The plan to reduce Station Parade to one lane seems ill advised as traffic will likely burden residential streets or divert towards the already congested Kings Road and Skipton Road. It seems unnecessary to provide cycling provision on this route when there is also plans to improve cycling on East Parade. Should there later be a need for more cycle paths perhaps a route through Cambridge Place or Beulah Street could be explored as an alternative.

The plan does not appear to address the outside appearance of the station or the car drop off area at the station which would seem to be critical to improving the success of this scheme.

The plan does not address making the station area generally feel safer and more welcoming at night. Perhaps the plans could borrow initiatives from Hospitals and Airports and have bookable venue spaces to encourage people to visit use public transport to these areas outside peak hours (example encouraging Guides/Scouts groups to be invested in the area but having a meeting venue for them.)

The plan seems to suggest that the Station Square area could also be used as a space- the concern would be that Christmas markets or similar would lower the tone of the area and distract from quality shopping- perhaps Library Gardens and Victoria Avenue could be better suited for development for these purposes.

if water fountains are established which definitely fits with the heritage then water refill points for bottles should also be installed. I saw this on social media today and it is a great idea. if that doesn't fit with arrogates "taking the waters" heritage what does!

Allocating space for cyclists on the road is a great way to reduce the likelihood of accidents. I do believe however that these cycle lanes should have a physical barrier to the road (curb or bollards) to further protect cyclists.

Not sure the changes achieve anything. Why has the dome been removed?

I worry about traffic which travels through Harrogate will now have to find alternative routes to avoid congestion but cause congestion elsewhere, there needs to be a decent ring road around the whole of Harrogate

Station Square is a concrete black hole in its current form. Anything would be an improvement.

It makes this part of town a nice place to spend time, a plaza like feel. Improved air quality & noise. More welcoming so good for business, better for health.

It has little if any regard for the natural and built heritage of Harrogate as a SPA Town Just basic anywhere highway thoughts for TRAFFIC Cyclists and humans

It will not solve the problem of the square being a windswept thoroughfare. Modern public art is always awful.

We do not agree with the installation of a pool because if will not be maintained by the local authority. What we need is a modern water feature which is self cleaning, similar to Sheffield and Bradford. This will be a celebration of our spa heritage.

There used to be a water feature there before admnd it for filled in. How would this one end differently?

it creates a better impression for visitors to the town as they leave the station

A water feature looks nice but is terrible to maintain just look at York who battled for years to maintain it and finally filled it in. I don't think the design makes the best use of the space it just looks empty to me not welcoming. What reason is there for people to use it? There is very little colour or interest. To be honest the fund may tidy up this area of Harrogate but Cambridge Street needs a make over as it looks so tired and has lots of mis-matched materials. Surely some of the money could be spent on Cambridge Street where the people will be attracted to the shops

I welcome the proposals re new planting but it is insufficiently ambitious. There is too much concrete which will heat up the area particularly as summers become hotter as a result of climate change. This could be a real garden area for the town - another lung and a cool space in the summer. Trees planted in towns and cities have been shown to reduce street temperatures. The plan has a very outdated 1970s look to it.

Station square is the ugliest spot in the town. You can't undo the building of Copthall Tower or the Victoria Centre; you can't just tart up the square and make it quintessentially Harrogate with a water feature, planters and public art. People are not going to choose to relax here when at the other end of James St and Cambridge St is a space that is quintessentially Harrogate, green space with trees with onward views of parkland amidst elegant buildings.

The best you can do with Station Square is to introduce trees, not the random ones on the sketches but a limited number sited as determined by creating a generous planting hole away from utilities. This is the 21st century approach. Ask Glen Gerner at Leeds. Start with the trees, semi mature with room for root growth, and then see how the space evolves. Harrogate = Trees. Honour and respect them, nurture them in the right place not stuck in the ground with little thought or in planters.

The proposal trees 15 mature trees sacrificed, with 3 for one replanting. This is 20th century thinking. Harrogate's mature trees are a precious amenity and resource for the future. Three new trees does not replace one, nor does 30. Work with the existing trees. They are our greatest asset. They define the town. Add more in spaces where the roots have room to grow, not a token line of trees that will never grow properly to a point where they add real value. Trees are not simple things that can be plonked anywhere or removed at will. This should be at the heart of the green/sustainability/carbon reduction/pollution reduction strategy for the future. Bikes do not need Station Parade as a thoroughfare. For now and the next 30 years we need to shift cars on the least worst circulatory route round town, which is the existing one. Please just accept that. And make a similar one for bikes using East Parade connecting through to West Park using Victoria Avenue. There must surely be a way of adopting the wide footpath down the west side of West Park as a cycle route.

It is too modern a design. It makes it look like every city centre in the country. It will age quickly. There should be a more sympathetic design with true longevity including wrought iron railings, more traditional, quality design - think Grantley Hall.

The setting of Grade II listed Jubilee monument should be enhanced. Tourist information/ orientation required in this area. Fountain not reflection pool. Not convinced it will be utilised for public events - previous amphitheatre was not successful. Consider Structured tree planting to enhance view on arrival from station rather than view of service yard of Victoria shopping centre. Consider provision of activities/ facilities for children.

I suspect it will be another boring public space with the pool full of litter

Total waste of money

We have already had a water fountain

the design of the reflection pool and fountain should demonstrate clear links the Harrogate's spa town legacy. as part of the gateway to the town - it should also have a robust maintenance contract. What about some Trees, please?

The planting is very important. What you described as old fashioned planting makes an area look so much better than the awful scrubby shrubs that towns plant to save money. The shrub beds councils plant tend to become full of litter and become an ashtray. They are often an eyesore. Flower beds are in keeping with Harrogate's heritage and are important for tourist towns.

Any water feature will be a focal point for disorderly behaviour.

I think it will encourage more people to linger and enjoy the area.

I am concerned that disabled people could be disadvantaged. I wonder about the water feature, these things seem a lovely idea if they are looked after and continue working, other wise an expensive white Elephant. Was there not an amphitheatre there at one point, which was later filled in? Who is going to use this space and what type of entertaining which wont mean that pedestrians are inconvenienced because they take up the space. I don't really see why putting an art installation, as much as I admire a number I see in various places, means that it's better utilisation of the space and wont that interfere with the 'entertainment' space? I think there will be more people, collecting passengers from the train, waiting in their cars in the streets behind the station, some with engines running, as sadly that is what many do.

Station square used to have trees and plants and the clowns at HBC removed them all.

Yet more wasted money

It won't make any difference to making people come to harrogate - i don't use public transport because of the look of station parade - yes smarten in up but don't waste money that could be used on more electric buses or subsidying transport costs. Offer free or cheaper bus tickets and see the increase. There will be many more willing to use public transport than a bike!!'

Nothing should change until-

- 1 The effects of the pandemic on the town are known
- 2 A bypass for the A59 is constructed

It will really improve the look and feel of this area of town.

Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.

Station square currently is a nice space that doesn't have much purpose. As Harrogate is renowned for its green spaces, this area could be turned into a mini park in town with water features to create a pleasant atmosphere. If this space had seating areas in the form of benches, possibly around the water feature, it would become a space where people could sit and relax with a coffee if they're visiting or for those working in town to have a space to take their break in more peace. With the road being next door it's never going to be completely peaceful, but adding trees here can screen the area off and make it feel like it's own space

Please tell us the reasons you have chosen this option? (Option One: Motor vehicle access retained at all times)

Pedestrianising James Street fully, or in part, would be yet another nail in Harrogate's coffin by NYCC-and I speak as a Tory voter. To have a busy, prosperous town centre, you need thriving businesses. Harrogate's businesses have been decimated by this pandemic, I've lost count of the number of businesses which have closed:Topshop, Qantro, Cordings, Carluccio's, Magpie Gifts, the list goes on. By allowing cars and parking down James Street you announce that Harrogate is open for business and welcoming to visitors-ALL

visitors . Ah, I hear you say, "But we want to encourage people to walk and cycle into town , much better for the planet, and the local environment ." But what about those for whom this is just not feasible , the elderly, the disabled, the mothers with young children? And let's remember that not all of us live on a bus route-if one lives in an outlying village, buses are few and far between. Why do planners never consider these people??

Second, Harrogate already suffers badly from traffic congestion thanks to a badly planned one way system, and the lack of a Northern bypass, shutting James Street and/or Princes Street would simply add to this problem.

Third, I note the use of the word "decimated when describing traffic on James Street-the use of such an emotive and negative word in what should be a neutrally worded survey slants the questiion, and is utterly outrageous.

I think it will increase congestion.

It will not help businesses, it will ruin what's left of the High street in Harrogate. Slash business rates and make parking free if you want more people in the town. They use cars, accept it. They don't just walk in from round the corner, they come from the dales and beyond.

The street will go down hill if it is pedestrianised. this is a common fact with towns where a street is pedestrianised. you need to look no further than cambridge street for an example.. was once a smarter shopping street now it's loitering awfulness.

Cambridge Street should never have been pedestrianised, no further part of Harrogate should be. It should be opened up to as much as possible, parking charges scrapped and a return to the old disc parking system. Why would people want to fight and pay to get into Harrogate when you can park easily pay nothing and have the same type of shops at places like Monks cross, Clifton Moor and the outlet places at York. You are in direct competition with these places and at the moment you come up very short.

Pandering to cyclists will not help the town's businesses , cyclists with high value cycles do not want to leave them to get shopping.

It will maintain vehicular access to town centre shops for those who have difficulty walking (especially the elderly).

Why are the it will not options been removed. Leave James Street alone!

important to keep the route open for car users to spend money in the town. otherwise be careful what you wish for!

Still concerned about parking restrictions and the availability left to "Blue Badge" Holders!

Full vehicle access is absolutely necessary for traffic flow. The existing pedestrianised areas of the town are terrible and detrimental to the town's image. We need fewer such areas, not more. The solution to the traffic issues must be to increase traffic flow, not make it worse. As for people who ride bikes around the town centre they are a menace as anyone who actually walks about in town knows. One of the proposed schemes has a bike riders flow between two traffic flows in the opposite direction... a recipe for disaster! Clearly the people making these proposals have not actually walked around town... and it looks like they do not have a grasp of the real issues.

It will decimate businesses. You can't cycle to a shop. Buy something and put in a saddlebag. Get serious.

It will cause more congestion and we don't need another pedestrian / cycle road it also affect access to the homes behind the odeon cinema

Every small town that has restricted vehicular access has more severely restricted trade often leading to those towns dying as a commercial operation - this does not benefit the local residents who have to travel further away to get essentials and reduces the revenues the council gets meaning even less money to provide services. This in turn leads to greater reduction in facilities and the life of the local residents. This leads to less visitors as there is no pull for them to come to the town. Things need to be balanced - need to get a lot of people to be able to get in, need lots of variety of business in the town centre to attract people and need to feel safe, secure when in. Pedestrian areas can very quickly look cold hard and uninviting when they are empty or people. Hard landscaping can look very dated very quickly. If businesses can't survive because there is no way for clients to easily access them or their goods they can't survive and then the people will stop coming even quicker.

Closing James Street to traffic will force cars down Parliament street and around the already congested one way system. After dark pedestrian areas feel less safe to walk through and we already have two routes like this, the town centre would become very daunting to walk through from Station Parade to West Park/Parliament Street. As a woman I would feel very unsafe having to traverse the town centre this way alone in the dark, this should be considered.

It will have a negative impact on businesses

nothing wrong with the way it is.

My understanding is that the businesses on James Street want to keep it open to traffic. The council should listen to them.

This demonstrates the council's determination to close off access to all vehicles. James street is Harrogate's premier shopping street, part of our heritage. It was suggested by one of the council's planning team that pedestrianizing James street might 'encourage' people to cross over to the other side of the street to look in the windows. Of course they wouldn't dream of doing so without the pedestrianization! There is no problem crossing James St. It is one of the few remaining streets of traditional appearance. So much of the town is pedestrianized and it looks dreary. Combine the amount of paving, the vacant shop fronts & the reduction in footfall & you have a depressing scene.

There is no issue at the moment. You are looking for a problem to solve when no problem exists here. All your proposals make things worse for most people. There is no issue with driving, parking, walking around town including on James Street and there is no issue for cyclists that will be resolved as a net benefit for all by any change. Pandering to cyclists claims that "if we just had a bit more done here, then everyone would cycle" is delusional in Harrogate, given the demographic, the weather, the hills, the lack of showering/changing facilities for most workers in the centre (in small businesses).

It will allow people to access all areas by road

It will improve the air quality as fewer people will be stuck in queues trying to get to a parking space, or their shopping home.

Money and resource would be better spent supporting business to maximise retail space occupancy than transform James st as proposed. I favour option 1 with removal of parking on 1 side of the street to allow for enhancements. None of the current options put forward promote safe cycling in any way

James Street and Beech Grove proposals will together make west and south access from the Duchy much worse.

The existing pedestrian streets are uninviting and are not looked after

<p>You should allocate this money to making Cambridge St more attractive, we don't need James St pedestrianising too and yet more parking spaces lost. Cambridge St is near the stations and it isn't pleasant. Stop discouraging people driving into the town. Many of those close enough will walk if and when they can, the others drive. Public transport is expensive, not enjoyable and inconvenient. Businesses need visitors to be able to park conveniently. You should make parking ticket machines contactless as no one carries cash and support the businesses of the town. People like to park their expensive cars on James St - let them!</p>
<p>Again a concern for customers who need to bank or pick up goods with mobility issues or time constraints that will no longer be able to park</p>
<p>We always walk into town and never have any problems from the car traffic I like the current set up with extra space for pedestrians. The current planted boxes though are unexciting. Give us magnificent planters that will impress the visitors.</p>
<p>No change should happen until through traffic is re-routed away from the town centre and Skipton Road.</p>
<p>THE EXISTING LAYOUT WORKS WELL AND APPEARS TO SUIT PEDESTRIANS, ROAD USERS AND LOCAL SHOPS ETC.</p>
<p>I've never had any issues either as a pedestrian or a driver. Traffic is slow and considerate, no congestion. Also, no alternative extra parking spaces.</p>
<p>It will improve nothing and would be a waste of public money. What is needed in Harrogate are measures to improve traffic flow not reduce it even more. Also we need measures to remove bike riders from pavements. They are a danger to pedestrians and disabled people. There seems to be an obsession with bikes. Planners please note that bike riders are not shoppers, or, at best, can only carry very small amounts of shopping. Our town needs to encourage people to shop.</p>
<p>It's an important route for vehicles through the town centre. It does not need to be pedestrianised it works well at the moment.</p>
<p>Full pedestrianisation would be bad for the high-end retail in this street, which relies upon having convenient on-street parking.</p>
<p>I fear that pedestrianising James Street will make night time walks home from Harrogate train Station unsafe. At the moment, while cars are passing through and lighting the road, I feel safe walking down this road while it is dark. I am a 24 year old woman commuting from Leeds. If James Street was pedestrianised I would feel less safe using this route to travel from the train station to South Harrogate. Cars passing through is a deterrent for attackers and anti social behaviour.</p>
<p>We need to prioritise women's safety in town planning. Making James Street pedestrianised removes a viable option for safe travel after dark.</p>
<p>It is VITAL that you keep James street open to traffic at all times. This will enable women to walk safely along a busy thoroughfare at night, to reach west park, The Duchy Estate, Cold Bath Road and the west of town. Oxford street and Cambridge street are already paved as are Cambridge place and Market Place and these are already no-go zones at night. in the light of current news coverage it would be foolish and reprehensible to ignore personal safety at night.</p>
<p>It will encourage nothing and create problems elsewhere.</p>
<p>Go on, pedestrianise it! Why not just tell the disabled "YOU ARE NOT WELCOME IN HARROGATE"</p>
<p>See previous reasons</p>

Stop pedestrianising and pandering to the tiny minority of cyclists. free on street parking two days a week and free evening parking after 6.

Shared Space allowing vehicles (massive increase in electric vehicles by 2030) to turn right into James Street will allow access to the centre of Town to people who cannot walk very far and cannot ride a bike! Object to more pedestrianisation of the town centre very strongly. Do not support the pedestrianisation of James Street.

?

Why create more space for pedestrians? Why would pedestrians want to visit the town when there are so many empty shops, cheap tacky mobile phone shops, tacky discount pop up shops and drug problems. The town is losing its spa town appearance what with so many boarded up shops and beggars, it all looks rather depressing.

I do not have a problem with using James Street as it is.I find that there is not too much traffic and that it generally travels slowly.
It is the only West to East road in central Harrogate, which otherwise a giant roundabout.Charging the direction of Albion Street will not solve completely solve the problem as the would no direct access to Station Bridge.

Mixed use streets are critical for vibrant and successful streets. Who is going to visit these streets if all the parking is removed?? Car ownership is the principal means of transport for over 90% of your residents - banning cars will force residents to shop elsewhere

It will not benefit local businesses and residents from outside Harrogate Town. The options are totally geared to making it difficult for motorists and show that both Councils are anti motorist. In a few years time cars will be electric and environmentally sustainable !!

Will destroy business

There is a reason as to why all the upmarket shops have been located on James Street and not Oxford or Cambridge Street. It is a much nicer and safer environment to walk, ironically, with cars and on street parking. By leaving the on street parking this would encourage visitors to the town who are able to park and shop for short periods of time as opposed to driving to free of charge parking at out of town shopping centres. I live in the centre of town and choose to walk on James Street, particularly at night, as it is safer than the pedestrianised streets which are a magnet for groups of youths who very often behave in a menacing and intimidating fashion.

1. There is a growing awareness that were traffic is present in town centres at night, pedestrians feel safer. Pedestrians streets and open squares can be forboding for pedestrians at night. 2. Businesses would benefit from customer easy access with short term paid parking. 3. The floral verges do not look good and there is maintenance costs to be considered.

James street should not be pedestrianised. It will take a lot of people away from the upmarket shops (people with money to spend judging by the cars. Also a someone who almost always walks into town, including to any evening events, walking through a pedestrianised zone after everything has closed is frightening not safe. You need passing traffic to keep you safe otherwise you are easy prey for anyone intent on doing harm. It is bad enough with other areas being pedestrianised - they should be opened to car after the shops close.

How can residents and visitors access city centre if they can't drive and park?

Look at your demographics. An elderly population does not walk or cycle into town centre. We need car access and parking for local residents and visitors

No argument has been provided about the negative economic effect this proposal will have. Cyclists contribute less to the economy than virtually anyone else, so why encourage a few extra leisure cyclists at the expense of others who contribute significantly to the economy?

The current pedestrian areas of town are awful, not sure why anyone would want the only decent street to be turned into another awful area

Restricting traffic on James Street will increase traffic elsewhere and contribute to increased congestion elsewhere specifically Kings Road, Cheltenham Parade and Station Parade.

The scheme is expected to lose 45 parking spaces many of them from James Street. I suspect this will have an adverse effect on an already struggling high street.

Stopping traffic on James Street will be a disaster for local business. It will stop people 'popping into the town' to get what they need as it will be too much hard work. This will either drive residents to buy things online or go elsewhere e.g. St James Retail Park/Leeds!

A pedestrianised James St looks fantastic - however, parking spaces are at a premium in Harrogate. Reducing on street parking will reduce the footfall in the town centre. I don't believe it will encourage people to use a different form of transport - it will just encourage people to go somewhere else.

Shared space would be a better option. Blocking traffic at any point in the street would create an eyesore similar to the current Oxford and Cambridge streets. With respect to Barnsley and Wigan both of those streets would not look out of place in those towns.

It is the better of 3 evils, all three ideas have no real feeling of Victorian Harrogate OR a quality feel for a modern SPA town

Keeping full motor access will reduce congestion in other parts or the town centre. Pedestrianisation kills town centres creating soulless precincts, encouraging anti-social behaviour (as with Cambridge Street and particularly Oxford Street.) James Street is the best street left in Harrogate centre, both aesthetically and practically, precisely because it is a road used by vehicles creating the vibe of a bustling town centre. It enables people who are unable to walk far to park in the centre of town close to shops and banks instead of having to walk some way from Victoria and Jubilee car parks. The road is very easy to cross, so pedestrianisation is unnecessary and only serves to ruin a beautiful street.

Pedestrianisation a street will be a sure way to put the existing businesses on James Street out of business. In all other towns (not cities) that have pedestrianised streets have seen businesses leave and the quality of the shops reduce. This has happened I Harrogate already. Look at Cambridge St/ Beulah st!

Not allowing cars and stopping parking on James Street will drive car congestion to other areas of the town and stop people going into town for short shopping trips. If people need to 'pop' and get something and it means it takes forever to get into town and then they can't park near by they just won't come. They not going to jump on a bike but just go online. This will have a detrimental effect on business and in turn on the town.

The presence of cars provides 'informal surveillance and activity making it safer for lone pedestrians (unlike Cambridge Street at night which feels unsafe due to absence of people/activity. Increased width of pavements, tree planting would enhance appearance of conservation area and environment for shoppers/visitors and could be achieved if parking was restricted to one side only

Don't understand the need to change how it is now

Pedestrianisation of James Street will not change bus usage. Other options need considering for cycling

As an older pedestrian cyclists are a major hazard. A traffic free St James street would impact negatively on retailshops

Closing James Street will result in more traffic using Parliament Street adding to the congestion.

I like the idea re James Street having seating and greenery. What I am concerned with is, if there isn't a road through, cyclists will just wind their way through the pedestrians, even if they are not allowed to ride along that stretch. I walk and cycle, but I am appalled at the lack of manners of a number of cyclists who ignore signs, don't press bells or give way to pedestrians and don't look properly before they cycle off.

More wasted money that won't benefit the town at all in fact it will just send bussiness elsewhere. It will also increase congestion. Absolute madness . Not that you will listen to us

Both are a complete waste of money which will undoubtedly go to HACs and give residents zero benefit. Try lowering the astronomical council tax instead.

Most people who come to Harrogate either come by car or public transport depending on where they're from. Parking in harrogate can be very tricky as it is, but in town parking can be particularly great for businesses as it allows people to come directly into town where shops are located. By pedestrianising this road, a significant amount of parking will be removed which will only discourage people to visit if they can't find anywhere to park when they come. If the town centre was to be made more pedestrian, more parking would need to be made available elsewhere, such as an improved car park which wasn't too expensive to use, or the public transport would need to be made a more attractive option otherwise the businesses will lose customers who choose to go to other larger cities which are easier to park and stay in.

It will increase conjection elsewhere

I don't like any of the options presented for the following reasons

James Street is a much loved traditional open high street, something which is becoming quite unique as all the other towns opt for soulless concrete precincts. It is the very reason why many niche, high end and boutique retailers come to the town, which attracts the more discerning shopper. This unique characterful blend and the ability to still park on the street is a major characteristic of James Street and it must not change if it is to lead the revival of retail in the town and maintain its high positioning in the retail towns surveys. We have plenty of dystopian pedestrianised streets already and the focus for change would be far better directed at them before any attempt is made to ruin the attraction of James Street. Furthermore, James Street offers a very important cross-town access when travelling for west to east.

Passengers arriving by bus and train will need taxis. More space needed for them. WAV taxis are longer so need more space.
Give cyclists their own space on the outskirts of town.

This open high street is important to Harrogate's recovery and it attracts many visitors who spend.

This would close a controlled but important west to east access through the town centre and cause major congestion in other areas of the town, particularly Parliament Street, Cheltenham Parade and Station Parade.

The infrastructure needs to be sorted first. Where would the bikes go, when not in use? Where do you go when you need to make short visits? If you live slightly out of town, the roads have too much traffic and this will only increase.

What are the three options for James Street? Looking at the document images - Is option 1 to leave it as it is presently? The three options 1, 2 & 3 are not clear. The option "Neither" has been selected to leave it unchanged (but in the English language the word "neither" only relates to a choice of two) There is no need to widen the pavement on James Street and then cover most of it with seating and trees/plants. Encourage businesses to flourish, encourage 2 hour free short stay street parking to help business turnover to grow. Focus on empty the properties and why they are empty. More people mean more business so do not encourage people to head to Knaresborough Retail Park or even Monks Cross instead.

This street provides good shared access for all users and functions really well. With its on-street parking, it's what makes Harrogate stand out from other places and is hugely popular with retailers, residents and visitors alike. Don't spoil it.

James Street has well developed characteristics that can attract retailers, shoppers and visitors alike. This is still reflected in the level of rents the street continues to attract. It s a well controlled shared space with good access for all stakeholders, being located in close proximity to bus and rail stations, whilst still providing a traditional community high street feel through its retention of on-street parking, a characteristic which has become quite unique as other towns have opted for pedestrianisation and are suffering the consequences of that far worse than Harrogate is. Good access to all, including the car as it moves to electric, and a more relaxed variation of the strict retail uses will be key to the revival of high streets and James Street is ideally placed to achieve this in its current format. Much more so than it's pedestrianised counterparts on Cambridge and Oxford Street. James Street is also a critical route running east through the town centre. To seal this off would cause significant pressure and congestion for the lights at the bottom of Parliament Street and would deter people from visiting the town centre. People like it las it is. The rental levels are testament to that. It ain't broke, so don't try to fix it.

The council has proved to be incapable of maintaining existing pedestrianised areas throughout the town centre. Pedestrianising this area will just add to the problem. The current car parking is only a problem on a few peak days near Christmas, the existing paths are of adequate width for the, non-covid, other days. Raised flower beds etc would probably be less susceptible to vandalism/damage than those at ground level. How are deliveries to be made in option 3?

Retaining motor vehicle access on James Street is pointless without retaining the parking spaces. Removing vehicles completely from the commercial centre of the town will guarantee its continued demise.

They will spoil the town's best shopping street

there's insufficient footfall or shops on James st. to justify pedestrianising it, and doing so would not significantly enhance the existing pedestrian precinct unless Station Parade can also be pedestrianised (For example by re-instating 2-way traffic down Parliament St/West Park and moving the bus station -to Crescent Gardens perhaps?...)

If I had confidence that Option 2 could be executed to a high level, with high quality surfaces, smart heritage street furniture and well-tended planting, I might be encouraged to go for it. Cambridge Street, Oxford Street and Beulah Street give the lie to these plans. The councils must surely regret doing these the way they were done? Sure, you would want to improve these before working on new streets? James Street is one of the premium shopping streets in Yorkshire, and needs handling with real care. The imagery of Option 2/3 looks like a high quality sandstone finish; sadly, I cannot have confidence that this would be the case.

Waste of money

Money better spent on the roads

What's needed is a multi-modal assessment of the wider traffic implications in relation to all options being considered each of which could potentially have implications across a much wider network of routes as opposed to reliance on judgement/guesswork in terms of modal changes. More congestion will increase pollution and reduce air quality.

This isn't Amsterdam - a couple of new bike lanes will not encourage a whole town to start cycling. The real issue here is traffic density which can be reduced through improved public transport and parking

Option 3 would work if there was a cycle path. If this is not possible, then cyclists should at least be allowed to walk their bikes in the pedestrianised section and cycling parks should be provided in order cyclists can leave their bikes whilst shopping. I like to park my bike close to where I've shopped!! This is the joy of cycling!

I don't know where this should be mentioned. But there is no mention of E scooters - isn't this a growing area and for some people it will be their mode of transport? You can now hire escooters in towns and cities and considering Harrogate is very hilly maybe this mode of transport could become popular. Would they also be allowed on the cycling routes?

Albert street should be pedestrianised with all its shops and bars for outdoor seating. This last year has proved that harrogate is lacking in outdoor seating.

Leeds council put in more cycling lane a reduced cars/ parking , it has ruined my business

See my response for Station Parade above.

Appendix Two

Q&As received via YourVoice and responses provided

Q&A 1

Can you reassure us that disabled access will always be possible. Many people can't use bikes and can't walk, and can't carry any bags!

Response

Good afternoon,

Thank you for taking the time to get in touch.

Wherever possible we want to help people with disabilities access town centres and make full use of the public transport network. We have proposed new safe crossing facilities and a range of other features to help improve access. This being said we have also proposed changes to taxi-related facilities, parking and traffic flows which may impact people's existing travel habits. We want to understand how people feel about the proposals and why they feel this way. This feedback will inform the next design stage. Moving forwards we would like to engage people with disabilities and groups which represent people with access and use-ability challenges to discuss the types of materials we may want to use, the exact location of safe crossings etc. The design of the schemes will need to meet all relevant industry best practice, government issued guidance and legal requirements such as the Disability Discrimination Act.

Regards,

The Project Team

Q&A 2

There appears to be no way of commenting on the proposals for these roads; Station Square, Station Bridge and East Parade (south). They appear in option 2 but the questions are all about Station Square not the roads. Am I correct or have I missed something. If I am correct it invalidates the whole survey,

Response

Good afternoon,

Thank you for taking the time to send us your query.

Where people wish to make comments on the proposals over and above the standard questions, it is possible to comment further through emailing TransformingCities@northyorks.gov.uk (or YourVoice@westyorks-ca.gov.uk), or utilising the free text fields presented by the 'Other' option on any of the questions within the survey.

Regards

The Project Team

Q&A 3

I saw an interesting suggestion elsewhere. Would it not be better for traffic reduction and air quality to restrict the traffic along Cheltenham Parade and Station Parade to buses, taxis and cycles. Parliament Street could then be two way for through traffic.

Response

Good afternoon,

Thank you for taking the time to send us your suggestion - this has been recorded and will be reviewed by the design team as part of the consultation analysis exercise.

Regards

The Project Team

Q&A 4

Following the recent revelations on social media that many of the most active detractors of the scheme were in fact fake accounts, what steps are you taking to identify and remove bogus survey responses?

Response

Good afternoon,

Thank you for getting in touch with your query.

All survey responses are analysed and where there is suspicion of a fraudulent submission this will be followed up.

Regards
The Project Team

Q&A 5

Besides the very welcome improvements to cycle lanes, what provision are you making for secure bike storage?

Response

Thank you for taking the time to ask us a question.

The project will address cycle storage - the location details will be worked up as part of the next stage of design.

Regards
The Proejct Team

Q&A 6

As regards the one lane & two lane options, what type of vehicles will be permitted to proceed up Cheltenham Parade, rather than the proposed altered Cheltenham Mount proposition. Will it be confined to buses, taxis, delivery vans etc, or will any local traffic be permitted?

Response

Good morning,

Thank you for taking the time to send us your question.

There are no proposed restrictions on the types of vehicle permitted to use Cheltenham Parade as part of the scheme. A bus priority lane would be created for use of buses alongside a lane for all vehicles.

Regards,
The Project Team

Appendix Three

Emails received via YourVoice and the NYCC TCF inbox and responses provided

Email 1

Hi,

I have submitted the form for feedback on the projects in Harrogate on your voice but I wasn't able to submit any species about it and hoped they would be heard.

I am a business owner in a property on Station Parade which is a through property that also has an entrance on Beulah Street. I think the plans are fantastic and really hope these go through as it will make a real positive impact on tackling climate

change and I think it will attract fresh business to this side of town which is a forgotten area of Harrogate centre that tends to get overlooked regularly with events and the projects.

My business is The Disappearing Chin which is a bar and I observe near misses and a couple of times actual collisions between vehicles on Station Parade due to the corner where 2 lanes remain 2 lanes but often cars cross lanes and cause near misses/collisions. The reduction to a single lane seems a great idea not just for encouraging cycles but also for a safety side of things. On road safety I do have a concern for Beulah Street though. Currently there is quite a lot of traffic that use Beulah Street to skip the traffic lights and often this is done at a dangerous speed for a road that to the general public appears to be a pedestrian street. I personally think this will probably increase after these proposals are put into place. To ensure the safety of the public after these plans go through would it be a sensible option to restrict Beulah Street to being a pedestrian street all through the late afternoon and evening to remove this risk? I understand that access is required for loading and unloading but this only happens in the morning and other than traffic skipping the lights there isn't any other traffic.

I hope this makes sense and I am available on email or telephone if you would like any further clarification.

I look forward to your plans going through.

Kind Regards,
[redacted]

Email 2

Hello,

One bit of the Harrogate Zone 1 consultation document confused me (screenshot attached) - then I realised it may be a mistake.

Where it says 'making this section of Bower Road one-way' I think it means Station Parade.

Best Regards,

Response

Thank you for your email and most useful observation – we have corrected this in the consultation material.

Regards

Email 3

Dear Sir / Madam

Our company 10 JS Limited is the freeholder of 10 – 14 James Street.

We have seen an online public consultation for the aforementioned proposal which includes proposals for James Street which may impact on our asset.

Pls can you kindly send detailed plans which we can review and make any comment.
Best regards

Response

Thank you for your email.

The current consultation presents concepts for the area and the relevant section for James Street can be found in the Harrogate Zone 2 plans at this location:

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

You will see that 3 options are presented for James Street and there are visualisations included to illustrate what could be done – There is an online questionnaire to allow you to provide feedback on the options, if you wish to discuss the proposals further please don't hesitate to get in contact.

Regards

Email 4

Hello,

I am a Harrogate resident, impressed by the Harrogate Station Gateway plan. I think it's terrific.

I was Writer-in-Residence on the Chatham Placemaking Project, a £4m government regeneration initiative, which was just won a National Planning Award. We embedded the voice, soul and history of the town into the built environment and it strikes me that, with Harrogate's proud past, a similar initiative would be a low-cost, high-impact way of celebrating what makes this town unique. It is all about the welcome and as I couldn't see any evidence of placemaking in your proposal, though there no harm in flagging it up.

<https://youtu.be/GEOG8JZF9T8>

<https://www.francisknight.co.uk/public-realm/chatham-placemaking-masterplan>

There is no need to reply but if there is anything I can do to help, feel free to get in touch.

Best wishes,

Response

Thank you for your email and constructive comments on the proposals which are most welcome.

We very much hope to reinforce the sense of place in the preliminary design phase which will follow the consultation window and I have sent the links you kindly provided onto the project team in order to help inform our thinking for this phase.

Regards

Email 5

Hi,

I would like to thank you for some excellent ideas to encourage the use of bicycles in Harrogate town centre through the above plans.

I have filled in the survey, however there are a couple of areas that I couldn't feedback on through the survey, hence this email.

I grew up in the Netherlands therefore you will understand that I have some natural experience with mixing safe cycling with other road users. As I have lived in Harrogate for over 20 years now, I also know the road use situation in Harrogate very well.

When the one-way system was introduced in Harrogate, most roads stayed dual lanes but both lanes going in the same direction. The problem with this is that traffic will have the opportunity to change lane, which can be seen throughout the 'inner-ring', West Park, Parliament Street, Cheltenham Parade, Station Parade. Especially on Station Parade, this encourages aspiring racing drivers to race away from traffic lights to over/undertake cars in the other lane and then swap lanes. Therefore your plans to make Station Parade and part of Cheltenham Parade single lane is music to my ears. However there are some areas where I would like to provide you with further feedback for consideration. I am concentration on Zone 1, Plan B as I think that is significantly better than Plan C for the aforementioned reasons.

The individual points:

- Encouraging through-traffic onto Cheltenham Mount. It isn't clear whether Cheltenham Mount would become one-way. There is a mention of a one-way restriction, but would west-bound traffic be fully stopped? If so, then Cheltenham Mount would be wide enough to provide a cycle lane to connect to the Bower Road underpass. By moving the car parking spaces into the road, the cycle lane could sit in between the parked cars and the pavement.
- I like to give you in consideration to make the whole of Cheltenham parade single lane, right from Kings Road. Too many people seem to change their minds right at the last minute and turn onto Cheltenham Mount or Cheltenham Crescent from the opposite lane where they need to go and thus having to change lane. By having a single lane, this problem disappears.
- Currently there are two pedestrian crossings at the top of Cheltenham Parade, one at the back of the theatre and one a couple of metres further along to Commercial Street. These pedestrian lights are NOT coordinated, so one can be green and the other one red. As the traffic stops for one, people start crossing on the other, causing dangerous situations. It would be a significant improvement if the whole area from the Theatre crossing upto Station Parade, would be a 'pedestrian crossing island', a slightly raised area, made out of bricks so that it is clear to road users that this is a pedestrian crossing area. The current pedestrian crossing lights behind the Theatre would then become the main traffic lights for the Station Parade crossing.
- I very much like the idea of a bus lane on the top end of Cheltenham Parade, however I see one major issue with the cycle lane right next to it. All busses coming from Cheltenham Parade will be going straight on into the bus station. However, a significant number of cyclists will want to go south down Station Parade (turning right). This is impossible as the busses will be blocking their way. A solution for this would be to have an area at the traffic lights in front of the bus lane (and car lane)

where the cyclists can wait for the lights. Then the cyclists can turn before the bus goes straight on. This same issue, but even worse, is created in your plans on Station Parade coming from Bower Road. All busses need to turn left to go into the bus stop whereas the majority of the cyclists will go straight on. One option here would be to have separate traffic lights for cyclists and for busses. Cyclists and vehicles can be on the same sequence, but busses would have their own lights.

- I can imagine that the two-way cycle track towards Bower Road will cause difficulty getting on coming from Cheltenham Parade if cyclists are waiting for the traffic light on Station Parade. Having two cyclists waiting next to each other would basically block the entrance to the cycle way.
- Also the two-way cycle way going through the exit of the bus station is very dangerous. The label says that busses will have priority but if that is not enforced by traffic lights then I can't see how cyclists will have to deal with this.
- I am not sure that having a cycle lane going against the traffic on the south end of Station Parade is a safe option. Of course the cycle lane can be separated from traffic, however it has to cross Raglan Street and car drivers turning into Raglan Street won't necessarily expect/realise that there might be cyclists coming towards them. Currently pedestrians have the same issue but of course pedestrians stop for every crossing whereas cyclists will expect to be able to continue moving. My proposal would be to extend your plans onto West Park and Prospect Place, make those cycle-safe and abandon ideas of cyclists going against one-way traffic altogether.

I hope you can and will take this feedback into consideration and please let me know if you would like further explanation or discussion.

Kind regards

Email 6

I'd like to show my support for any plans that will reduce vehicular traffic and promote public transport/walking/cycling in Harrogate. As you know, you're going to be hit with a barrage of negativity (a lot of it seems to be coming already from fake identities). Please keep in mind that there is also a huge amount of support for your plans, although many of these people will remain silent (silence is often a way of showing support, it is only negativity that becomes vocal). I thank you for your and NYCC's efforts.

Email 7a

Hello!

It appears that this page <https://imsva91-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.yourvoice.westyorks%2dca.gov.uk%2fharrogate&umid=248F4520-BC7D-3605-AA1B-F4E06DC9BCE9&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bfb7-680830239fd79be0d7170c37a620cfce11dba93b> has a link to a survey which is non-functional. I presume it is a previous draft which is no longer in use. It's on the lower right hand side of the page under Documents. Unless I have misunderstood the intention of this link, could it be removed please? I am concerned that some users

may abandon their attempts to respond to your consultation when they encounter the page that this takes them to.

Email 7b

To whom it may concern,

In the two lane option for Zone 2, there is a section of 2 way cycle lane on Station Parade opposite the east end of Cambridge Street which appears incoherent to me. I don't understand its use, how a northbound cyclist would access it and especially where a northbound cyclist is expected to go having reached the north end of this stretch of cycle way. Are you able to explain any more about this please? It would be especially helpful if this area could be included as a visualisation on the relevant web page.

Best regards,

Response

Thank you for your query on the Harrogate proposals.

Under the two Lane Station parade option there isn't sufficient width to the north of the area you highlight to accommodate a continuation of the cycleway – under this option the link is a terminal one at the station and northbound cyclists would need to use alternative routing, including use of the dedicated cycle lanes on east Parade which would be installed under this option. Also thank you for pointing out the problem with the survey ink, this has now been removed to avoid any confusion.

Regards

Email 8

There will be hundreds of people living between Oatland Drive & Wetherby Road who will massively affected by the proposed one way system to appease the few. Every driver will have to join the already contested Hookstone & Wetherby Roads which are already highly polluted. Many older residence are not able to ride bicycles but will be forced to stay indoors not able to access doctors or attend other essential services because of NYCC astonishing inability to use common sense to recognise the additional problems they will be making for themselves in the future. This must not be allowed without full consultation with all those affected by it. DONT ALLOW THIS TO HAPPEN

Email 9

I am Co Chair of Harrogate Civic Society and we plan to give these exciting proposals serious consideration

Am I able to obtain printed copies of the discussion document. Some of our members are unable to read on line and printed at A4 the plans in the document are very difficult to read.

I look forward to hearing from you.

Response

Thank you for your email.

I have arranged for hard copies of the consultation material to be posted to your address.

Email 10

Hello!

I am hoping this email can be directed if necessary to Roseann Hughes, Aidan Rayner and Matthew Roberts, whose names were shown on the Harrogate Station Gateway page of the Your Voice website of the West Yorkshire Combined Authority. I represent Zero Carbon Harrogate, a charity dedicated to Harrogate District reaching net zero carbon emissions as soon as possible. Would it be possible to arrange a video meeting to discuss aspects of the Station Gateway project and help us to formulate our formal response? Some point next week or the week after, preferably not a Wednesday or a Thursday, would be ideal. I anticipate two, three or at most four of us wishing to attend.

With my best regards,

Response

Thank for your email – we would be happy to hold a session – I will liaise with the project team and come back to you with a proposed time.

Regards

Email 11

Dear Mr Rayner,

The traders on Prince Albert Row, Harrogate which is the shops on Station Parade Harrogate, Nos. 63 onwards (under the canopy) between Station Bridge & Victoria Avenue, are very concerned that they will be able to unload/load in front of their premises.

The possibilities for unloading/loading at the rear are very restricted.

Many thanks for your help.

Yours sincerely,

Response

Thank you for your comments in respect of the Harrogate proposals.

I would like to reassure you that the scheme will be developed to take full account of loading requirements for the businesses on Prince Albert Row – the scheme is currently at an early stage and as we move into more detailed design we will ensure

that traders are fully consulted to ensure that loading requirements are accommodated.

Many thanks

Email 12

Dear project team,

I have just completed the "Your Voice" survey about the proposals for Harrogate Station Gateway.

I live in an outlying village and am wholly dependent upon my car due to there being no public transport from my village. However, because of significant concerns regarding the climate and biodiversity emergency, and air and noise pollution, I have answered wholly in favour of increased use by pedestrians, cyclists, better use of public space, and greening (trees and rain gardens, etc).

However, I was hoping to be able to comment further on the "greening" plans. Whilst there are some good intentions, I am unconvinced that these are significant and I would strongly urge far greater planting of trees and the creation of far more garden and even wild areas. Indeed, the renderings of the railway underpass appear to show less vegetation than exists currently, and I see no natural ground under the trees in many of the drawings - they generally appear to grow out of the street pavement when they could have plants and flowers around their bases.

I think these plans should be far more ambitious with respect to the amount of vegetation, the variety of vegetation, and there should be far more areas for wildlife-friendly planting such as native wildflower meadows for pollinators. Indeed, there appears to be no reference in the proposals to biodiversity and bioabundance increases and yet I feel there should be a Biodiversity Net Gain demonstrated overall. To not produce a significant increase in trees, pollinators, and natural abundance in Harrogate would be a huge disappointment, not just in relation to the current emergencies of the natural world, and the clear connection people have been making more with the natural world during the pandemic, but also given the move other cities are making towards "greening" their centres. Nottingham's rewilding proposals and Bristol's College Green wild flower meadow plans are 2 such examples, but there are many and more with every passing month.

I would also propose a specific inclusion of wildlife habitats where possible. For example, the creation of significant numbers of swift nest boxes/holes.

I would also propose some kind of more formal connection (traffic-free) of the Nidderdale Greenway to the main public area on Station Parade to help people use the Greenway traffic-free from central Harrogate all the way to Ripley (and perhaps one day beyond).

With respect to street lighting, I would like to urge the plans to specifically include reductions in diffuse light pollution by ensuring far stricter control of downward lighting to reflect the dark skies status of the 2 nearby national parks, both of which

have recently become International Dark Sky Reserves.

Overall, I think the proposals are positive. But I think there is a huge opportunity to incorporate many more elements for a full transition to a more sustainable and more naturally beautiful town centre.

Best wishes,

Response

Thank you for your detailed comments in response to the Harrogate proposals.

The proposals are currently at an early feasibility stage and following consultation we will be undertaking the next level of design which will allow for more detailed proposals in respect of the planting throughout the scheme and your comments have been logged for consideration as we develop that.

In terms of connection to the Nidderdale Greenway, we are restricted in terms of the project budget in what we can include, however we believe the proposals form an integral 'spine' in the heart of the town to which future connections can be joined as funding sources become available and we are aware of the importance of the Nidderdale Greenway link. Your useful comments in respect of lighting are also noted.

Many thanks

Email 13

I was going to fill in the survey but realized there was no box for a comment. That's a serious limitation for any genuine consultation and it makes me wonder if you actually want people's input or if this is just an airbrush exercise and you have already decided a course of action. I bet someone is already looking at spending lots of money on 'street art'.

No traffic and urban design solution for Harrogate will work without serious economic detriment for Harrogate and the convenience of visitors etc. without a park and ride, a system of little hopper busses and more parking. Harrogate lies in a rural landscape and many people who want to arrive in Harrogate for work, shopping or leisure have to drive and I haven't even considered convention visitors or tourists. There is no other alternative for villagers in the surrounding area. I understand how attractive a pedestrianised area with cycle lanes can be and how healthy, and environmentally friendly etc. But ideology cannot totally replace common sense. The general population of Harrogate is older than your average English town and you won't find hundreds of elderly people wanting to cycle to the supermarket or be able to carry their groceries or other shopping over long distances and even walking with our cold and wet winters can be tricky. Getting from the north of Harrogate to the south of Harrogate as well as East and West is already a problem. So making the way through the centre even more difficult, will not help anyone from a practical point of view unless you can reduce traffic in the first place. short of forcing 80 year olds onto bikes and banning cars altogether this is best done with park and ride and better parking just outside the centre. you cannot make isolated changes to two parts of Harrogate without considering the whole of Harrogate and the impact this will have

on the economy, shops, and traffic build-up on other roads. If you can address these problems, then go ahead and make the centre more pedestrian friendly. And do please put in lots of benches for the elderly to rest. They can then gaze admiringly at the street art while taking the weight off their feet.

Response

Thank you for your response and considered comments which are valued.

When completing the survey each response option has an 'Other – please specify' option which allows free text entry for any thoughts which aren't covered by the standard options – the standard responses are provided to allow efficient analysis of large numbers of responses where people don't have specific comments – this is important because we are presenting genuine options and the responses will inform how we take the proposals forward. Whilst the scope of this scheme cannot look at the other options you have mentioned such as park and ride, there are wider initiatives looking at those which would require other funding sources – this scheme seeks to capitalise on the early opportunity that has been presented to us through the Transforming Cities Fund. I would stress that the proposals seek a balance which retains the ability to access and park in the centre of Harrogate whilst also making better provision for walking and cycling which is part of the solution in reducing traffic.

Regards

Email 14

Hi

Any ideas why I'm getting these emails? Which group are you wanting me to share this with?

Regards

Response

We are looking to try and engage with Seldom heard groups across the county on proposals for Skipton, Harrogate and Selby – as part of your work with migrant community groups we would be really grateful if you could share the details with any migrant community groups you engage with in these towns who may be interested in contributing to the consultation. Apologies if you are the wrong person – if that's the case and there is somebody more appropriate it would be great if you could share their details.

Many thanks

Email 15

Good afternoon,

Looking forward to tonight's meeting regarding Station Parade.

I wonder whether there is an opportunity to challenge this statement from the business groups:

<https://imsva91-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.harrogateadvertiser.co.uk%2fnews%2fenvironment%2fjoint%2dstatement%2dfrom%2dharrogate%2dchamber%2dharrogate%2dbid%2dand%2dindependent%2dharrogate%2don%2dharrogate%2dgateway%2dproject%2d3145157%3fitm%5fsource%3dparsely%2dapi&umid=CA8537A4-BD30-4105-8A97-2B24F17F0117&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bf7-6b5392bdabb80d161fae901db4973637c2e1d180>

2B24F17F0117&auth=de41389fcd07b045c2bf0b8b6a6bb2cde097bf7-6b5392bdabb80d161fae901db4973637c2e1d180

I've asked all three groups where the '80% of visitors come by car' statement comes from but no-one seems to know, or willing to tell me!

Do you know?!

I am conscious that people will believe stats like this without much scrutiny so it would be great if you could counteract this. (Clearly if 80% of people do indeed come by car then of course the aim is to halve this!)

I look forward to hearing from you.

Kind regards

Email 16

Dear TCF team

As Aidan Rayner suggested at our ZCH meeting with him and the team online this morning, I am forwarding the link to Harrogate historian Malcolm Neesam's article in The Stray Ferret last week

<https://thestrayferret.co.uk/history-wheres-the-vision-wheres-the-hope/>

It includes old photos of Station Parade and Cheltenham Parade.

I will ask him to make a submission to the survey, though he more than likely has done already.

Thank you again for a very positive meeting this morning. We will do all we can to support this vital project, help get the details right, and encourage as many as possible who share our view to complete the survey. We take your point that, as always, it's the objectors who are likely to be most motivated to respond, so we need to try to counterbalance that.

Also copying to ZCH colleagues in case any of them haven't seen it.

Email 17

The closing date of 24th March for Harrogate Town Centre proposals risks disenfranchising those who do not have access to a computer or purchase the Harrogate Advertiser.

The country is in lockdown and libraries are closed, the latter used by some who do not have access to a home computer. NYCC should at minimum extend the consultation closure date.

Email 17b (continued)

The closing date of 24th March for Harrogate Town Centre proposals risks disenfranchising those who do not have access to a computer. The country is in lockdown and libraries are closed, the latter used by some who do not have access to a home computer. NYCC should extend the consultation closure date.

Cllr Don Mackenzie is disingenuous when he says the Relief Road Congestion Study gave NYCC a mandate to implement NYCC sustainable transport proposals. Harrogate has a population in the region of 75,000, yet only 77% of 15,000 were in support of sustainable measures rather than a relief road alongside the Nidd Gorge. The demographics of the population, the terrain and also weather need to be taken into consideration.

In the 1970s Parliament Street (A61) was converted into one lane for northbound traffic. The southbound traffic on the A61 was rerouted along Kings Road, Cheltenham Parade and Station Parade joining the A59 at York Place and the A61 southbound at the Prince of Wales roundabout. Currently this can be a frustrating journey for those travelling to locations south of Harrogate. The A61 is a major trunk road between Thirsk and Derby. Congestion and pollution is created on what is primarily a major trunk road caused by the routing of it through Harrogate town centre. The problems for traffic are due to the frequent stops as result of pedestrian crossing between the shops from the bus and railway station. With hindsight this certainly was not the best routing of a major trunk road and an inadequate solution to Harrogate congestion considering the significant increases in traffic over the decades and the location of the bus and railway stations.

NYCC's previous solutions to congestion in Harrogate were ring roads. The southern one was built in the 1990s. The reason given for the Western and Northern Ring roads not being built were changes to Government Funding. Both the northern and western ring roads were removed from NYCC TP and LTP for 2001-2006. In 2011 NYCC proposed to reroute the southbound A61 via Cheltenham Mount and East Parade, rejoining the current route at Station Bridge. The cost was apparently assessed at £750k - however it did not materialise. This is not surprising given the difficulties some HGVs may have turning left back onto the A61 carriageway at Station Bridge. The low bridge height also being a problem. Suggestions were made at the time to reopening Parliament Street/West Park to two way traffic. I understand HBC were not in favour of the rerouting proposal.

The additional congestion and time added to journeys through the centre of Harrogate should be considered as part of the proposals to introduce cycle lanes and reduce traffic to one lane.

Given the guidelines in Department of Transport Note 1/20 dated July 2020, it would seem to be an almost impossible task. Not only has allowance to be made for cyclists who prefer to use the highway but the safety of those wishing to cross the road requires consideration, particularly those with disabilities and wheelchair users. An important question is where will the traffic go to avoid the congestion. Certainly HGVs will not use the Bower Road, East Parade route. The A59 already suffers severe congestion.

Has the Department of Transport guidance 1/20 dated July 2020 been followed?
Link and pertinent extracts below.

There are pedestrian crossings from the bottom of the station to the Barbers shop on the opposite side. A little further up there is another pedestrian crossing from the bus station, the exit for buses, then entrance to Station Parade parking, entrance to Station parking/drop off, exit from the latter, pedestrian crossing at Station Entrance and an entrance to underground parking at The Exchange office building. A significant number of buses enter and exit the bus station.

1 A,B,C and D - Harrogate to Knaresborough
2A and 2B to Bilton
3 Jennyfields
6 Pannal Ash
7 Harrogate to Wetherby and then Leeds
8 Harrogate to Knaresborough then Wetherby
24 Pateley Bridge
36 Harrogate to Ripon and Leeds
A2 Flyer Leeds Bradford Airport
X52 Otley

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20pdf

It reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.

Furthermore, to receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in this Local Transport Note, unless it can be shown that there is little or no need for cycling in the particular highway scheme.

There will be an expectation that local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure.

1.1.3 To effectively apply this guidance those designing cycling and walking

schemes should have an appropriate level of experience and training. An example would be the Institute of Highway Engineers' Professional Certificate & Diploma in Active Travel that allows applicants to demonstrate their experience and produce work to the required standard.

1.4.6 Cyclists and pedestrians are considered to be 'traffic', within the meaning of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004, and therefore duties to manage the road network to secure 'expeditious and safe movement for all traffic' apply to them as well as motorised modes.

1.5.2 Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

Cycling is a physical effort. Schemes should not impose constant stopping and starting or unnecessary level changes

All designers of cycle schemes must experience the roads as a cyclist. Ideally, all schemes would be designed by people who cycle regularly. But in every case, those who design schemes should travel through the area on a cycle to understand how it feels - and experience some of the failings described above, to understand why they do not work. The most effective way to gain this understanding is to get out and cycle the route and observe users' behaviour.

Work out every technical aspect of a proposal thoroughly and in detail before you present it, to anticipate and pre-empt likely objections, and get it as right as possible at the beginning. When communicating the proposals be confident about it and absolutely be clear about your intentions, the benefits and disadvantages. Proposals must be clear and unambiguous, as detailed as possible, including good maps and drawings, and frank about the disadvantages, to build trust and discourage misrepresentation.

Department of Transport Local Transport Note 1/20 July 2020 Cycle Infrastructure Design

Comfortable conditions for cycling require routes with good quality, well maintained - smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.

Regards

Response

Thank you for your comments in respect of the Harrogate proposals and also for your separate email concerning the length of the consultation window – for ease of reference I will respond to both in this email.

The consultation window is due to last four weeks, closing on 24th March, during this period the library has been open for the use of computers and also we have been issuing hard copy leaflets with any books withdrawn to publicise the consultation, alongside other advertising, newspaper coverage and social media. Additionally we have written to a wide range of groups including those supporting older residents, to help promote the consultation to their networks. In light of this we have no plans to extend the consultation window.

I note your comments with regard to the Congestion Study but I can only reiterate the Council's position that the results of the study support investment in sustainable transport infrastructure.

In terms of the traffic impacts of the proposal to reduce Station Parade to One Lane, traffic modelling has been undertaken as part of understanding the feasibility of this, with the results indicating a minor increase to average journey times (20 seconds) based on pre-COVID traffic flows.

Finally thank you for comments in respect of LTN 1/20, I am pleased to be able to reassure you that in formulating the feasibility designs full regard has been taken of LTN 1/20 and this will continue to be the case as further preliminary and detailed design is undertaken.

Once again many thanks for your comments – these have been logged and will be considered as part of the full analysis of consultation responses.

Email 17c

Thank you for your response.

I understand the library in Harrogate town centre is open with use of computers requiring booking. The Bilton and Woodfield Community library according to their website remains closed until further notice.

I also know of some unaware of the proposals for Harrogate town centre when I spoke to them. Not everyone purchases the Harrogate Advertiser, uses social media or is part of a support group. In view of the number of homes built during Covid, including those in Ripon who use the A61 to travel to Harrogate and further south, I would hope a review of the increase in average journey times is undertaken. I had previously been informed by my local councillor changing the A61 to one lane would add less than 1.5 minutes to travel time through town – big difference between that and the 20 seconds quote in your email

It would not be feasible nor acceptable to expect those living in villages like Bishop Monkton and Burton Leonard not to use their cars to travel to Harrogate. As previously stated the A61 is a major trunk road. It does not just serve local people. The loss of one lane will have an impact on those travelling southbound through Harrogate to Leeds and other destinations.

Although NYCC view is the study supported investment in sustainable transport it does not absolve NYCC tackling congestion. The measure proposed to reduce Station Parade to one lane will only increase more polluting congestion. It also reduces disabled parking by taking away those on Station Parade.

I note the GL Hearn HEDNA report considered congestion and parking were likely curbs to the attractiveness of Harrogate as an office destination. It also stated 22% of the Harrogate population were over the age of 65. Unlike Leeds 15% and York 18%.

Harrogate's performance as a shopping location is well behind Ilkley and Skipton. If the proposal for one lane traffic goes ahead the impact on Harrogate retail from not only when the work is undertaken but long term will be immense. Nottingham City Council had to compensate many businesses in Beeston when tram tracks were laid.

Business are struggling already from the impact of Covid-19. They need time and support to recover - not impediments. The state of Cambridge and Oxford Street should be sufficient are reason not to further pedestrianise the town centre.

I.

<http://hdh.co.uk/wp-content/uploads/2021/02/HDH-Vitality-Rankings-2021-Commentary-and-Methodology.pdf>

- 1 Beaconsfield South East 6 4 6 3
- 2 Henley-on-Thames South East 2 8 2 6
- 3 Tenterden South East 3 9 3 6
- 4 Wimbledon Village Greater London Authority 7 3
- 5 Marlborough South West 1 0 5
- 6 Sevenoaks South East 3 0 2 4
- 7 Kingston upon Thames Greater London Authority 2 0 1 3
- 8 Berkhamsted East of England 1 4 6
- 9 Harpenden East of England 139 130
- 10 Ilkley Yorkshire and The Humber 2 9 1 9
- 11 Cobham South East 1 7 6
- 12 Skipton Yorkshire and The Humber 110 9 8
- 13 Reigate South East 1 2 -1
- 14 Farnham South East 7 5 6 1
- 15 Ringwood South East 9 0 7 5
- 16 Milton Keynes South East 5 8 4 2
- 17 Truro South West 8 9 7 2
- 18 Chiswick Greater London Authority 2 4 6
- 19 Beverley Yorkshire and The Humber 7 0 5 1
- 20 Chester North West 4 6 2 6
- 21 Hampstead Greater London Authority 4 3 2 2
- 22 Muswell Hill Greater London Authority 3 8 1 6
- 23 Harrogate Yorkshire and The Humber 2 2 -1
- 24 Tunbridge Wells South East 8 8 6 4
- 25 Brighton South East 2 1 -4

ILKLEY has been named as one of Britain's leading shopping locations according to new research ranking the nation's best performing retail centres.

The location ranked as the nation's tenth best performing, in a list of 1,000 retail centres compiled by strategic retail property consultancy, Harper Dennis Hobbs (HDH) – climbing 19 places compared to last year's rankings. It is the only Yorkshire shopping location to make the top ten.

According to several factors, the HDH Vitality Ranking determines the health of high streets and shopping centres, including the change in residents' movement, vacancy rates, and suitability to local consumers' demands.

Regards

Response

Thank you for your further comments.

These will be carefully considered as part of the consultation evaluation – on the specific point of the traffic modelling the reason for the discrepancy is that the modelling is continually updated as part of the evolving design process – the figure I quoted is the latest figure based on the current design freeze.

Email 18

Dear Transforming Cities, North Yorkshire,

Please find my comments in relation to the 'Harrogate Station Gateway' Scheme attached to this email!

Yours faithfully

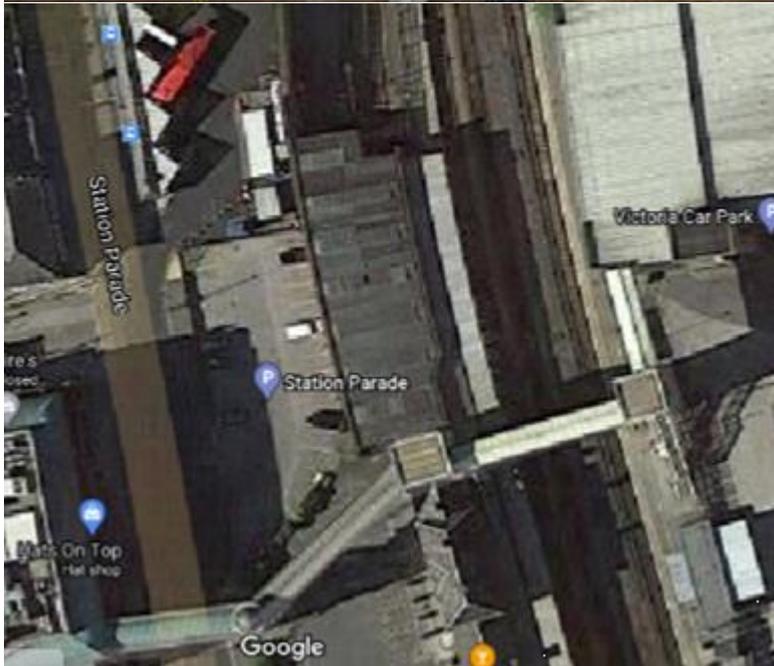
I am a bit disappointed that despite this being a 'Station Gateway Scheme' the lack of proposals concerning the actual station. Whilst there is a lot of proposed improvements for cyclists they're doesn't appear to be much detail regarding proposed bicycle storage, in particular at Harrogate station. A while ago I was under the impression that the former Parcels depot would be included within this scheme, the fact that it hasn't is a disappointment as what's left of the building facing Station parade creates a poor impression of Harrogate and contrasts with the rest of the town centre. This would an ideal site for an enlarged bicycle storage facility that could also improve visual links between the station and the wider town centre if demolished. Ideally I am of the opinion that the level of storage provision should match at least, the provision already provided at Selby that has less than 0.7 million rail users at pre-covid levels!

Regarding East to West links across the station I am pleased to see it is proposed to improve the 'One Arch' underpass. It would be advantageous if a similar underpass could be created between East Parade and Cambridge St. Whilst they're is an existing link, this isn't open to all users but only for those travelling between the multi-story car park and the shopping centre. Although this is also used as a footbridge to connect both platforms at the railway station, this is below standard for a station such as Harrogate. It is narrow and open to the elements, ideally this cross platform link should be accessible from the main station concourse, in a similar fashion to the layout at Wakefield Westgate that also has a much superior enclosed footbridge. Whilst the section over Station Parade is of high quality, the remainder to the car park is of exceptionally low quality in comparison. If this section was demolished and access provided from station parade, then it would also be possible to restore the symmetry of the old Refreshment Room building now occupied by the Harrogate Tap. The land in front of which would be ideal for transforming into a lush green garden! I appreciate that a lot of potential future development concerning the station itself, is dependent upon the existing track layout that may or may not be altered in the future, in particular over the wasted space between the tracks!

If the objective of this scheme is to make the station much more accessible and improve the appearance of Harrogate I am of the opinion that a 'Changing Places Facility' should be included! Harrogate is the largest town within North Yorkshire, if

we look at other towns in Yorkshire, Halifax is including one within their brand new bus station with another to be included at the railway station in the near future. Although Harrogate does fall slightly behind in terms of station usage statistics at pre-covid levels, in comparison to Halifax by around 0.2 million, between Harrogate, Starbeck and Hornbeam Park the combined usage is around 2.4 million, around half a million over and above Halifax! Recent changes to legislation that have made the inclusion of such facilities within certain new buildings, have put further emphasis on incorporating these facilities into existing key buildings!

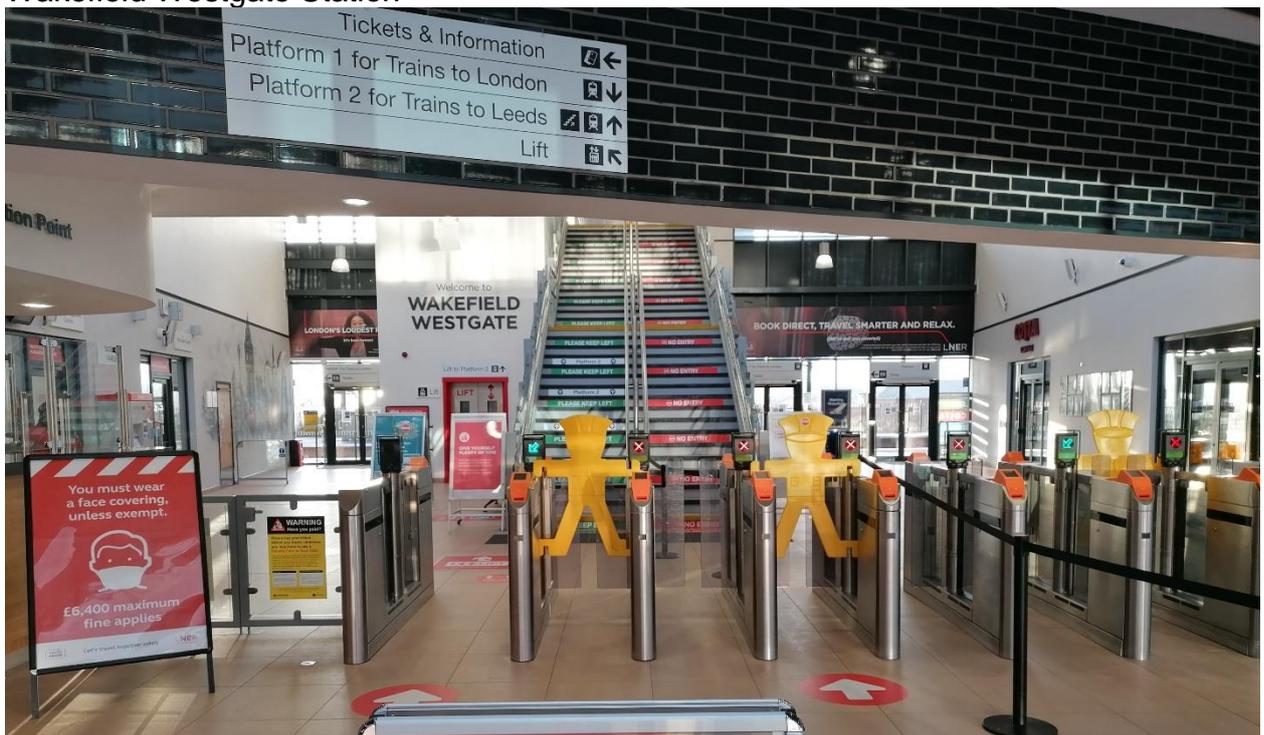
The disused Parcels depot facing Station Parade!



The (existing) Cycle Storage at Selby Station



Wakefield Westgate Station





Response

Thank you for your considered comments in response to the proposals for Harrogate.

Your thoughts are very useful, they have been logged and will be considered as part of the next design stage where more detail, such as the positioning of new cycle storage, will be developed.

Many thanks

Email 19

Seen comments re town centre. Most important is a ring road. Traffic congestion is bad All these new houses will make it worse. If I want to get to A61 south of Harrogate have to navigate minor roads not wide enough for 2 large vehicles to pass without GREAT difficulty. Sort out a ring road then town centre

Email 20a

A friend of our in Killinghall has just sent this to us. He said it was dropped through his letterbox today. It makes the usual assertions about discrimination, danger and congestion with no evidence to back them up. In short, it's nonsense but in all likelihood will make a lot of people who don't the details, the benefits and the need for these changes think Harrogate town centre is threatened with some sort of Armageddon.

I believe colleagues of mine know who is behind this newly formed Harrogate Residents Association.

Response

Thank you for this– it wasn't something we were aware of – I'm discussing it with our comms team now.

Email 20b

Dear TCF team,

I sent my response on the survey form several days ago but I want to add a comment. I'm very concerned indeed that the decisions on whether to have one or two lanes of traffic on Station Parade and regarding pedestrianisation of James Street are made on the basis of merit - which option will work best to achieve the aims of the TCF funding while improving the Gateway area – and not on the basis of who makes the most noise.

This will only happen with strong political leadership. There's little sign of this so far. The only local county councillors I'm aware of who have made it clear that they see the need for bold decisions and meaningful curtailment of car use in the town centre are Richard Cooper and Paul Haslam. Others, of both parties, seem to be leaning towards the two lane option in the face of the considerable noise being generated, predictably, by the most vocal members of the business community. I may be wrong, but I believe there is a lack of rigour about this among many councillors: The two lane option is the easy one so let's go for that and avoid a fight with influential groups like the Chamber of Trade and the Civic Society. I'm doubtful that many councillors have studied the plans in depth to ascertain whether one lane really would cause congestion as opponents claim (without any evidence), or merely add just a few seconds to journeys as the TCF team say on the basis of their traffic modelling.

This is hugely important for the future of Harrogate. Will there continue to be a wide expanse of tarmac to cross from the bus and railway stations into town, with drivers often going well over the speed limit when the road is quiet enough as they have for decades with impunity, or will there be just one slim lane, with vehicles necessarily going at a more appropriate speed?

The pedestrianisation of James Street is again being opposed, as it has for the last 40 years or so, by those in the business community who make the most noise. A couple of years ago I went into all the shops on James Street and asked them what they felt about pedestrianising the street. Views were very split but quite a few were supportive. I think they are reluctant to go public in the face of the hostility to the idea from their more outspoken neighbours. In my view the opponents are ostriches, heads in the sand, holding on to old nonsense about people needing to park outside the shops; they are looking this gift horse in the mouth, even more so than they did in the 80s, a one-off opportunity at no cost to themselves (apart from some disruption during construction) to massively improve the quality and appeal of the street.

In the TCF meetings I attended as part of Zero Carbon Harrogate and Harrogate District Cycle Action I gained the strong impression that the TCF team very much

favoured the one lane and full pedestrianisation options, with the less radical alternatives included only as a compromise fallback.

A host of letters in the paper, comments on social media, and the attached leaflet which I sent to TCF on Monday, add to the noise against the proposals. They 'will undoubtedly cause more congestion'. No evidence. They 'will' make the streets more dangerous at night because there are no passing drivers to keep pedestrians safe (!). Again, no evidence. They will 'discriminate against so many people who are unable to cycle'. Which people? And who made this up? Some seem to have got the idea that they won't be able to drive into town or park. Again, complete nonsense.

At the TCF team meeting with the Chamber of Commerce the first comment, from the chair, was to question whether this was the right time to be making such changes, 'while recovering from the pandemic'. This is a theme which has been regularly repeated by many others. Part of the answer, as the TCF team said, was that for some there's never a 'right time'. That's particularly true if you don't want them to happen.

I suggest this is absolutely the right time. Everywhere you look – Bath, Cheltenham, Newcastle, Edinburgh, Sheffield, London, to take a few random examples I've read about – decisions have been or are being taken on very much the same principles, to make urban centres more people-friendly, more welcoming to people on foot, on bikes and using public transport, to end the domination of the car. This is partly because of environmental necessity and to meet carbon emissions targets, and partly because urban centres have to change if they are to prosper. They have to become places where people want to spend time and money, and increasingly, to live.

Some opponents say we shouldn't make these changes until there is a 'holistic plan' for the whole of the centre, or of the town. That's just another delaying tactic. For the first time we have a really significant pot of money to transform a key part of the town centre for the better. Also for the first time we have a sophisticated proposal for how to do it developed by a new breed of planners who understand that the car can no longer be king. They recognise that some of the details need tweaking, which is the purpose of the consultation. Many of the politicians, on the contrary, and many others, especially the loudest voices in our conservative (small 'c') thinking town, are old school.

This is a pivotal moment for Harrogate. I fear that much of the value of the good work of those who made the successful funding bid and who have produced the designs will be lost unless the politicians make some bold decisions. When drivers feel threatened there is invariably a noisy opposition, claiming it will be a disaster. Once the changes are in place, as famously in Waltham Forest, and locally in Cambridge Street, Oxford Street and Beulah Street, very few people indeed want the cars back.

Email 21

Good evening

Attached is a letter with feedback regarding the above scheme.

Best regards

Dear Sir / Madam

The Station Gateway project presents a great opportunity for Harrogate, in particular the bus and train station areas could at long last benefit from reduced traffic flow to encourage local shoppers and visitors to the town.

However, for this to succeed there is one significant element which is not being properly addressed, namely the effective throughflow of traffic from North to South. This traffic may just want to get around the centre and therefore does not want to be delayed by complicated routing / diversions / traffic calming etc.

Currently, when travelling from South to North traffic flows reasonably well with two lanes down West Park and Parliament Street.

But unfortunately, looking at the plans for the North to South traffic flow in Zone 1 there appears to be no 'masterplan' for this, just a wishy washy attempt to encourage this traffic to travel via Cheltenham Parade and then disperse it around the outer centre of town.

I attended the 10/03/21 online event to learn more about this project and asked about how this significant volume of traffic would be diverted via a different route rather than up Station Parade. The answer was effectively that this is not part of the remit for the project.

This 'silo' thinking is unfortunately why we have a piecemeal approach to the road network in Harrogate, and why this project will either fail, or not achieve the potential it would with a more joined up approach.

I would ask that this matter is considered further as part of the project review.

Yours faithfully

Response

Thank you for your considered comments in respect of the Harrogate proposals.

Your comments are valuable to us and will be considered as part of the review before the next stage of design.

Email 22

Hello,

I wonder if it would be possible to add water bottle fill points / drinking fountains to the plans for the Harrogate centre upgrade. This would be entirely in keeping with a more sustainable less environmentally impactful development.

I proposed this to NYCC and Harrogate Borough Council about 2 years ago but

sadly no one was willing to take ownership of the idea and they passed me from one authority to the other.

This is the perfect opportunity .

Thank you in anticipation of your reply

Response

Thank you for your suggestion – we will certainly consider this as part of the next phase of design for the scheme.

Regards

Email 23

I would just like to add some comments to my survey submission.

I understand the source of the funding for the gateway project and how that limits the scope of the work proposed.

I therefore would like to raise the issue of parking. I live in one of the zones under focus. I can see when the scheme is complete that it might increase the number of people visiting Harrogate, especially to the new event space in front of the station. This is all well and good if they come by public transport, bike or on foot.

I just have a concern that this new use for the Station Square would encourage more cars into the Town Centre. This would happen after as many as 40 on street parking spaces have been removed because of the new design.

Obviously as a resident with a residents permit, you will not be surprised that I am making the case that the current ability for non residents to park on the streets for even ten minutes might be something that should be looked at when the wider implications of the gateway scheme are considered.

Such a move would reduce the number of car journeys in the central area which may be important if the new scheme does increase, even slightly, congestion in the central area.

Consideration would have to be given at this point to encouraging visitors to use the council car parks and maybe the proposed park and ride schemes.

I hope these points can be looked at by the relevant authority after the scheme design is finalised. Overall, I think the new proposals will improve the area around the bus and rail stations and is long overdue.

Thanks

Response

Thank you for your considered response to the Harrogate proposals, which is appreciated.

We understand your concerns and the need to ensure a balance in parking is retained with better utilisation of the car parks in close proximity to the town centre – we have logged your comments and they will be included in our evaluation of the consultation and used to shape the next stage of the project.

Regards

Email 24

Dear Sir/Madam,

I am submitting these comments regarding the proposed Station Gateway plans for Harrogate. I found the survey form does not allow for more detailed observations and in some places does not allow me to express my view on a particular aspect.

To start with the first three questions - I am an individual responding on my own behalf. I live in Harrogate and I walk into Harrogate Town centre (can't remember the last time I drove there it's so long ago)

Firstly, I welcome the fact there is money to be spent on improving Harrogate Town Centre. However, this will only be of benefit if spent on those things that matter.

I am concerned that having a plan for a small part of the town centre, without an overarching plan for the whole town and encompassing a full traffic plan, will not enable a coherent and sensible project to be fulfilled without knock on effects on other parts of the town. Whilst I appreciate that money is not available for other schemes, planning different bits piecemeal is no solution. In particular the whole traffic issue has to be addressed. There is a probability that (despite what your traffic modelling says) restricting and diverting traffic in the town centre will cause problems elsewhere. Using Bower Road and East Parade have been proposed in the past. Nothing has changed to make that route more suitable for a main arterial through road. Indeed, if it is thought that congestion may happen or if it occurs that the scheme proceeds and congestion does happen, then people will look for other ways to go from North to South, for instance Killinghall to Beckwithshaw to Burn Bridge/Pannal causing more traffic to be added to all that which will occur from all the new houses on the West side of Harrogate, for which there is no road plan.

I am also concerned that so much emphasis is given to cycling being the panacea for all things sustainable travel related. Many more people walk and prefer to walk, but pedestrians are not given top priority (and I say this as someone who has cycled for 60+ years). I walk everywhere and find that nothing is done to improve the lot of the pedestrian.

The cycling lanes around Bower Road & East Parade seem sensible, but others in the scheme not so. For instance, after the new cycle lane East bound at the end of Cheltenham Parade, the cyclists go left, cross the road on a crossing, turn right and either go through One Arch or along Station Parade. Observing the behaviour of those who cycle just to get around town, I believe it is quite likely that they will ignore this layout and turn right or go straight across, especially if the N end of Station

Parade becomes south bound only.

On the two-lane plan for Station Parade you have a two-lane cycle lane going from the front of the railway station to the start of the bus station. What happens there ? do cyclists get off their bikes and walk - unlikely I think - they'll just carry-on cycling down the pavement. Or will they cross Station Parade and then ride down Cambridge or Beulah Street - which are pedestrianised - the last thing we want is mixing of pedestrians and cyclists (it doesn't work, ask pedestrians, look at the research).

One Arch - you've split this into two sides - one for pedestrians, one for cyclists. This won't work. The cyclists tend to go down the middle due to the height. They will take no notice of the "lanes" and just cycle anywhere they want down it. If they think they have their reserved area they will go at speed. This needs calming measures to slow the cyclists down, preferably barriers at either end.

One thing the town does need is a better welcome for visitors arriving at the railway station. However, does the new plan provide that ? I think more information should be provided for visitors, including for instance a good map board, signposts. The idea that that this area will also be good for outdoor events / concerts does not seem to match the reality -noise from traffic windy site, shady aspect. The visualisations look good and I would like to see more trees here, but what plans are there regarding maintenance. The reality of such areas never matches the planning pictures.

What about the area between the Station carpark and the bus station - this is a private car park and it & the brick wall behind it have been an eyesore for years. This is not mentioned in the plan.

James Street. This currently is already a safe street, it is never particularly busy with traffic, which also tends to be travelling relatively slow and does not hamper any shopping experience. It provides a good link through from West Park to Station Parade. To close completely to traffic would as mentioned above create knock on problems which don't seem to have been considered. It's very useful for dropping people off at the Station Parade end, when using the railway station - people aren't going to cycle to the Station with suitcases !. Additionally, traffic at night does tend to make places safer - Cambridge Street for instance is not attractive once the shops have shut. I would therefore suggest, not a full closure perhaps the single lane option with potential some closing off, but that then creates the problem of people knowing when it's closed. It should also be noted that there are many high-quality shops along here, perhaps "rich" shoppers value close parking.

Please add my email address to your list of interested people, to be kept informed of future developments etc.

Regards

Response

Thank you for your considered response to the Harrogate proposals, which is much appreciated.

We have logged your comments and they will be used in the evaluation of the consultation and shaping of the next stage of design for the project.

Regards

Email 25

As residents of Mount Parade, Harrogate we think the proposal to force all vehicles from Cheltenham Parade onto Cheltenham Mount and then onto Mount Parade, already a very busy one way road consisting of mainly domestic properties, will be a massive detriment to safety on Mount Parade.

House owners in 18,20 and 22 have parking forecourts in front of their properties and must reverse onto Mount Parade to access the road and this is within 10 metres of the proposed new junction. Properties towards Cheltenham Mount also have parking forecourts and this will cause serious problems and danger to local residents and motorists.

could you please take these comments into consideration, many thanks.

Response

Thank you for your response to the Harrogate proposals and comments on Cheltenham Mount which are appreciated.

The One Lane proposal for Station Parade would result in some redistribution of traffic onto Mount Parade, although Station Parade itself would still be available for through traffic, no restrictions other than reduction of the section of dual carriageway to one lane are proposed under this option.

Your comments have been logged and will be considered as we shape the next stage of design for the proposals.

Regards

Email 26

We are Harrogate pensioner-residents living in the [redacted] of Harrogate 1 km NE of the station.

We are responding to the consultation with a written submission rather than the survey approach, wanting to look at the principles behind the Proposals as they impact on the detail for the greater good of the people of Harrogate as a whole.

Whenever possible we walk and cycle into the Town Centre and around Harrogate. Wherever possible we follow the established blue-signed Cycle Routes (see Active Travel Harrogate map) to keep ourselves away from motor vehicles, making us safer and healthier and the experience more relaxed. We also avoid hills, looking for the flatter routes (though the growth in the use of electric bikes is changing that perspective). Living between the Asda Greenway and the Nidderdale Greenway/ Beryl Burton Way was the single-most important factor to making cycling a much bigger part of our lives in Harrogate. The Greenways are the place to cycle. They are

so enjoyable, safe and improve our sense of wellbeing that we regularly cycle for leisure to Knaresborough, Ripley and beyond.

The lack of suitable cycle routes into and across the Town Centre substantially reduces our options. So we hugely welcome the improvement of cycle access for which the Station Gateway Scheme is proposed.

Our thoughts reflect our interest in active health, a desire to improve Harrogate for all the community, and the environment - both local and global, particularly as Harrogate is such a beautiful town. We would like to see the town centre improved as a destination - less motor traffic, increased pedestrianisation, appropriate street furniture and improved cycle access. Urban design is important for many reasons, the economic health of the town obviously but also our health and well-being as its citizens.

Comments

To comment on the proposals is complex. This opportunity is probably unique. Our overall view is that it needs to be a part of the functioning of Harrogate as a whole and to reflect the rapid and fundamental changes occurring and their impact changing transport modes.

We believe the evidence for segregated cycleways for a more sustainable future is overwhelming. The initiative to increase the take-up of cycling seems to hinge on creating more safe cycling spaces to suit all ages and abilities, meaning separate from and away from trafficked roads.

The current proposals include very limited two-way cycle routes. As these seem the best long term option, particularly for cross-town cycling, we hope that the opportunity presented by this Project can see segregated two-way cycleways, exclusive to cycles, incorporated in much more of the Proposal.

The existing approach to cycle lanes marked along the sides of our evolved highway network is unsustainable against the evidence. Current thinking promotes a substantial increase in the numbers of people cycling. To achieve this goal cycling infrastructure needs to be safer to suit all ages and abilities, including young families, the elderly and those with customised and adapted bicycles, cargo bikes and trikes. The current problems with white-line marked, unsegregated cycle lanes are:

- cycle lanes are located on the bumpiest, dirtiest and wettest part of the highway made worse by inadequate cleaning and surface repair. They are likely to get even worse without a change in attitudes and commitment to financing local services.

- cycle lanes exist where less beneficial, where the road is at its widest, and disappear just when essential for cyclist safety, at junctions and pinch points, for example on East Parade at the Bower Street/ Park View Toucan crossing and the Bower Road roundabout. At this point cyclists need to 'take the lane' which needs experience and confidence. In this vein any idea of using Bower Road Railway Bridge for cars, cycles and pedestrians would be a grave mistake. There's only just enough space for the existing arrangement without cycles. The northerly cycle

connection route would best follow the one-arch tunnel solution (subject to improvements - waterproofing, lighting, signing, tree removal, height?) via an upgraded Haywra Road and a replacement Bower Road crossing, or even controlled junction, repositioned on the Asda side of the railway bridge and of Toucan design. This would be perfect to create a 'Gateway to the Greenways'.

- cycle lanes are ill-defined safe-cycling spaces. Broken white lines are often crossed by moving vehicles, even legally-enforceable white lines and obstructed by parked vehicles/ delivery vehicles. Painted lines wear out, so do green painted lanes. Cutbacks are likely to make this worse in terms of both maintenance and policing budgets. This makes even more pressing the need for better designed highways for cycles and therefore, cars.

- cycle lanes, even where they exist, often fail both cyclist and motorist to satisfy the safe and enforceable overtaking standard of 1.5 m clearance. Impatient drivers believe they've been given space and squeeze past. In times past this expedient was acceptable but it no longer fits the thinking.

- cycle lanes place cyclists immediately among motor vehicle pollution. Indeed, to what extent have pollution levels in the town centre been tackled by the Proposals.

If total vehicle emissions and resultant pollution close to all people in the town centre as a whole are to be reduced the Station Gateway Scheme would be a perfect opportunity. Downgrading Station Parade to single lane 'Access Only' would improve air quality and reduce noise levels around the shops and stations and for the new cycling and pedestrian environment at the heart of these proposals. It would give more priority to buses and enhance their place in the overall improvement of access to Harrogate Town Centre. A largely cycle-free Bower Road and East Parade would benefit their use as a Town centre by-pass returning motor traffic to the existing system along Station Bridge or, maybe better Station Avenue/ Queen Parade for York Place/ The Stray or the very wide boulevard Victoria Avenue for the south end of the town centre.

Segregation of cars and cycles would resolve so many of these issues. Ideally, for cycling the solution would comprise a raised two-way cycleway, permanently demarcated by colour, protected from motor vehicles by raised kerbs or parking bays and away from as much traffic as possible to reduce the impact of pollution. A raised, segregated cyclepath would form a 'trunk cycleway' or 'super-link' the length of Station Parade To emulate those in major cities of the world like Copenhagen and Amsterdam and even Seville would be ideal (see Conclusions) and maybe satisfy all objectives.

- cycle lanes need good crossings, indeed the best designed crossings whenever cars and cycle lanes come together to include
 - the minimum number to maximise opportunities for conflict reduction/ elimination
 - minimising speed for similar reasons
 - well managed to encourage use and safety.
 - for cyclists and pedestrians crossing major roads and major junctions - wide Toucan light-controlled with ample waiting areas and priority to encourage use

- for cars crossing cycleways - a raised cycleway with approach ramps designed to drastically reduce speed, say 10 mph max and clearly marked Give Way To Cyclists and Pedestrians

Other considerations

- cycle parking areas and station access - the centre and stations need more and improved parking frames, well monitored by CCTV plus some secure parking 'shelters'. Accessing the stations is very important to many cyclists for changing to public transport or actually accessing trains with their bike. Many a good 'Station Hub' with bike parking, servicing and a cafe has increased the numbers encouraged to use public transport, a perfect opportunity to improve the modal split away from the motor car. Hull has a good example of this within the station building. Here in Harrogate the land between the two stations used for parking lends itself to improvement and would also allow for level access to the railway station from the side (rather than front with steps) and would no doubt influence the shifting of the new Toucan crossing position.

- cycle-friendly /shared pedestrianised areas - to make clear that considerate cycling is encouraged and create access for all to town centre businesses and services. Also, to provide links across the town centre as part of the 'hub' concept. For the welfare of pedestrians and cyclists include a low speed limit, say 5 mph and 'Share With Care' worded signs and blue 'shared use' signs.

- Cycle Optimised Junction design CYCLOPS . These seem to be the new preferred design for large junctions heavily used by cyclists, pedestrians and motor vehicles. Depending on which approach is adopted in the Proposal's Final Design the major crossings like the roundabouts at N and S ends of East Parade and Victoria Avenue junctions with Station Parade and West Park might benefit from this new design, already in use in parts of Manchester.

- improved cycling may need the reconsideration of the Princes Square area as well maybe enabling the closure of one or both the Albert Street/ Raglan Street junctions with Station Parade through altering existing one-way designation and access points. As this part of the Town Centre is the closest to West Park and the proposed changes to Beech Grove the two Proposals need to be coordinated. Maybe the wide Victoria Avenue boulevard is already being looked at for linking the two schemes.

- the provision of and access to Town Centre parking. Where do Harrogate's priorities lie? As part of the Proposal consideration will need to be given to which motor vehicles to allow into the Town Centre Zone and how to manage them accessing existing multi-storey car parks, on-street parking and its appropriateness, deliveries, etc. Indeed, adopting the Park And Ride approach has been essential for many historic towns and cities to solve Town Centre traffic congestion and enhance the Town Centre experience. Is Harrogate bold enough to think this approach has merit.

- regeneration of Harrogate Town Centre. Before the world of coronavirus, the dramatic shift away from Town Centre shopping hadn't massively affected

Harrogate. However, it may now need to be looked at as part of this Proposal. Following the closure of more shops as retail business shifts further online the regeneration of the Town Centre may be necessary. Surveys show that increasing cyclist and pedestrian flows and reducing the presence of motor vehicles are good for retail and service businesses. As we turn to a more European-style pavement cafe culture, the food and drink sector may be the way to revitalise the Town Centre. People like and need bars and cafes. More people means more potential business and into the evening too. We two walk and cycle in to use bars, cafes and restaurants and are very glad that we can. Any improvement to the infrastructure which creates a more welcoming Town Centre environment will be a boon to us all and increase our visits.

- well considered planting schemes. Trees and plants are perfect for softening the angular urban street scene. However, after a few years we notice that tree roots invade the ground under pavements and cyclepaths creating a bumpy or raised and broken surface. Beware planting trees with extensive root systems.

Conclusion

On the whole the proposals are very welcome and, we think they will work even better for a sustainable and more inclusive active travel solution in Harrogate if they embrace all current thinking on pollution, safety, health, inclusivity and infrastructure design .

A major rethink of the use of ALL town centre roads could be the best long-term solution. If Station Parade is made one-way, 'Access Only' along its whole length the two-lane segregated cycleway would be a real possibility running its full length without much interruption. It could make Harrogate a remarkable leader in radical rethinking of its urban design for the future, enhancing the lives of citizens and visitors alike and, through a more coordinated approach, provide a lasting solution, better value for money and encourage future enhancement to the radial routes.

The Station Gateway Proposal carefully designed could create a Town Centre spine super-link for all for access

TO the Town Centre

and in part link

THROUGH the town centre to all existing radial routes (these routes are identified on the Active Travel Harrogate map leaflet)

- N link to King's Road/ NE Jennyfield routes (Dragon Road to Franklin Road railway footbridge needs rethink)
- N to Bilton (and Granby High School), NE to Ripley and Knaresborough routes and E to Starbeck
- W new route Beech Road (to Grammar School)
- (W missing improved link with The Duchies and Harrogate Ladies College)
- (W missing link from Beech Road to upper Valley Gardens through Pine Woods to RHS Harlow Carr Gardens)
- S link on Strey Rein to The Stray link routes to
- SE (St Aidan's High School, Hospital and Showground)
- S new Oatlands route (St John Fisher High School)

- S Hornbeam Park
- SE Rossett (Rossett School and Ashville College)

Response

Thank you for your detailed response to our Harrogate proposals which is much appreciated.

Your comments have been logged and will be considered by the project team as we shape the next stage of design for the proposals.

Email 27

Hi Aidan

I hope you're well. I've been at a meeting of Ripon Disability Forum this morning, which is one of the local disability forums that the HAS Participation and Engagement team work closely with. They were saying that they had been keen to respond to the Harrogate Station Gateway survey but had found it difficult to complete as a community group, and had experienced some confusion with this and the Active Travel consultation running closely alongside each other. I've passed on this email address for them to get in touch with you, so hopefully you should hear from them soon.

All best wishes

Email 28

As a retired HGV driver,

On looking at these proposals it would be interesting to see how you are going to get the traffic through the town that come from all the roads leading into Harrogate, I also see your need for cycle paths but turning roads into one way is again pushing the traffic onto already congested roads.

One of the ways to relieve traffic from the town centre from all ends would be to turn Parliament Street back as it used to be Two Way therefore relieving Cheltenham Parade and Station Parade and York Place, then it might make sense to reduce Station Parade to a single track.

The other way to stop traffic would be to continue with the building of the Northern Bypass to join up with the Southern Bypass that means traffic would go round instead of through the centre, therefore opening up more cycle paths if that's what you are looking for.

It also doesn't help with all the building of houses around Harrogate with no thought of how people are to get around, you would have thought to sort the infrastructure out first and then build the houses around it.

Every house that it built around Harrogate come with at least a minimum of two cars, so where do you expect all the traffic to go, already a lot of roads are becoming

single tracks with all the parked cars on them.

A bypass does work as I helped build the York/ Beverley/ Bingley etc and it does take a lot of traffic away from the middle of the town.

Response

Thank you for submitting your comments on the Harrogate proposals - these have been logged and will be considered as part of the consultation analysis.

As part of understanding the feasibility of reducing part of Station Parade to one lane of traffic and introducing a short section of one way traffic we have undertaken traffic modelling which shows that there would be a small increase (20 seconds) to average journey times based on pre COVID traffic levels. This compromise between vehicular traffic and other road users to allow the provision of better walking and cycling infrastructure is one of the ways in which we think increased journeys can be accommodated without the building of further roads.

Email 29

Good afternoon

I have looked at the plans for Selby , Harrogate and Skipton.

I cannot see any mention of the provision for Motorhome visitors . I live in West Yorkshire , and we love short trips to little towns and villages where we can have a meal and shop in local shops .

I am a member of several national motorhome groups - CAMpRA (which has over 12,000 members) and Motorhome Pub Stopovers (76,000 + members) and Camping and Caravaning Club .

There are over 250,000 motorhome owners in the UK and this figure is growing fast. There are many times this figure in Europe.

They are very keen to visit our area and research shows they would be likely to spend an average of £50 per day in our area. They are mostly retirees with disposable income.

THEY HAVE NOWHERE TO STAY !!

Motorhomers very rarely use campsites, hotels or B&Bs so any provision would not be in competition with these providers. Motorhomers need three things:

- 1) An overnight parking space
- 2) A place to dispose of toilet cassette & washing up waste
- 3) A freshwater supply

The solution is very simple:

- 1) Allocate motorhome parking spaces in local car parks with a charge of £5 per night plus the relevant day charges.

2) Provide a 'Motorhome Service Area' with facilities to dispose of waste and refresh water, with signage

I suspect any concerns you might have will be with regard to the 'wrong' people using these car parks/sites so, we at CAMpRA, have done our research and discovered the following:

- 1) The presence of paying motorhomes deters criminals - lots of extra pairs of eyes – just display a contact number for police/security.
- 2) In rural areas, it has mostly eliminated fly tipping.
- 3) It can generate a fair amount of revenue which would offset any (minimal) costs involved.
- 4) We are associated with the 'Wild & Wombling Motorhomers' whose mission is to clear up litter after other people.

However, the BIGGEST BENEFIT is that of their contribution to the local economy. We need to harness this at the time when Motorhome's are not able to go abroad .

Service areas could be set up in Retail Parks, Industrial Estates, Car Washes, Supermarkets, Petrol Stations.

Surely, with the collapse of the major coach companies, there must be some spare spaces and a revenue gap to fill.

There are many success stories around the country:

- Forestry Scotland has just completed a pilot scheme which it is now continuing
 - Craven District Council have trialled with 2 car parks and have just extended to 3
 - Canterbury Council have 3 such 'Aires'
 - Hawick Council are having great success with their scheme
- Helmsley have set up an overnight parking area which is really well used .

There are many more and many in the process of being setting up.

Please have a look at our Facebook group
(free)<https://www.facebook.com/groups/campra.uk> or our website
<https://www.campra.org.uk>

I should be grateful if you would consider a meeting with some of my motorhoming friends and me - we have much more information that could help you and we have lots of networking opportunities for promoting tourism to our area. It really is a 'Win/Win ' situation.

Appendix Four

Emails received from stakeholders and responses provided

Email 1 – Harrogate District Friends of the Earth

Dear TCF team, I've just completed the Harrogate Gateway survey on behalf of Harrogate District Friends of the Earth. I ticked the box to say I was replying on behalf of an organisation and was surprised that there was nowhere in the survey, unless I missed it, to say which organisation. I put that as a comment in one of the 'Other' boxes provided which I was able to scroll back to when I had completed the survey and wanted to avoid clicking the Submit button at that point, which would otherwise have left our organisation unidentified. I thought I should mention. Regards

Survey Responses answered on behalf of Harrogate District Friends of the Earth

Q1. How are you responding to this survey?

I am responding on behalf of, or as a representative of, a business or organisation

Q2. What is your connection to Harrogate? (please tick all that apply)

I live here

Q3. How do you typically travel to and from Harrogate town centre? (Tell us your travel habits before COVID-19 social distancing measures and travel restrictions) (please tick all that apply)

Walk

Cycle

Q4. Please tell us which zones of the proposals you would like to comment on?

Zone One and Two

Q5. Please tell us which sections of Zone One you would like to comment on?

Both sections

Q6. In the plans we have outlined two options for Station Parade. Which option do you prefer? (Please select one box)

The One-Lane Option

Q7. Please tell us the reasons you have chosen this option? (please select all that apply)

The new layout will encourage more people to use the bus and rail station

It will benefit buses and bus users

It will make cycling safer on this route

It will encourage cycling

It will make walking safer on this route

It will encourage walking

It will improve road safety for drivers or passengers

It will make access easier and safer for disabled users

It will be more convenient for taxi drivers and passengers

It is a better use of public space

It will improve traffic flow & reduce congestion

It will improve the look and feel of the town centre

It will create more space for trees and other green features
It will improve air quality as less people may use their car
It will benefit local businesses and residents
It celebrates Harrogate's heritage
It will reduce noise

Q10. How do you feel about the plans to make the northern section of Station Parade one-way (southbound) for vehicles and remove some on street parking to create safe space for cycling?

Very positive

Q11. Please tell us why you feel this way?

It will encourage more people to use the bus and rail station
It will make cycling safer on this section
It will encourage cycling
It will make walking safer on this section
It will encourage walking
It will improve road safety for drivers or passengers
It will make it easier for disabled users
It will be good for taxis and their passengers
It will improve traffic flow and congestion
I support the new road layout of Station Parade
I do not mind removing some on-street parking to help create space for cyclists
I think this is a better use of public space
It will create more space for trees and other green features
It will be good for local businesses or residents
It will be more convenient for loading and deliveries
It will improve air quality as these plans may persuade more people to leave the car at home

Q12. How do you feel about the plans to improve the One Arch underpass?

Very positive

Q13. Please tell us why you feel this way?

It will encourage more people to use the bus and rail station
I think One Arch will benefit from these improvements
It will make cycling safer
It will encourage cycling
It will make walking safer
It will encourage walking
I think this is a better use of public space
It will benefit local businesses or residents
It will improve air quality as more people may choose to leave their car at home
Other (please specify): I'm using this 'Other' box as it seems this is the only one I can get back to. I've ticked that this submission is on behalf of an organisation but I haven't seen, and may perhaps have missed, where it asks us to say which organisation. This submission is on behalf of Harrogate District Friends of the Earth.
It celebrates Harrogate's heritage

Q14. How do you feel about the plans to create safe cycling facilities on East Parade and Bower Road?

Very positive

Q15. Please tell us why you feel this way?

It will encourage more people to use the bus and rail station

It will make cycling safer on this section
It will encourage cycling
It will make walking safer on this section
It will encourage walking
It will improve road safety for drivers or passengers
It will make it easier for disabled users
It will be good for taxis and their passengers
It will improve traffic flow and congestion
I support the new road layout of East Parade and Bower Road
I do not mind removing some on-street parking to help create safe space for cyclists
I think this is a better use of public space
It will benefit local businesses or residents
It will be more convenient for loading and deliveries
It will improve air quality as these plans may persuade more people to leave the car at home

Q16. Please tell us which sections of Zone Two you would like to comment on?

Both

Q17. How do you feel about the plans to change Station Square? (please tick one box)

Very positive

Q18. Please tell us why you feel this way? (please select all that apply)

It will encourage more people to use the bus and rail station
I think this is a better use of public space
It will provide more opportunities for events and activities
I like the idea of a water fountain and reflection pool
It will provide easier access and space for disabled users
It will benefit local businesses or residents
It celebrates Harrogate's heritage

Q19. If more detailed design work identified a need to move the Queen Victoria Monument, would

you support this change?

Yes, I would not mind if the Queen Victoria Monument had to move

Q20. We have outlined three options for James Street Option 1 (Motor vehicle access retained at all times) Option 2 (Part-time pedestrianisation with traffic restrictions) Option 3 (Full-time pedestrianisation) Which option do you prefer?

Option 3

Q23. Please tell us the reasons you have chosen this option? (please select all that apply)

The new proposal will encourage more people to use the bus and rail station
It will benefit buses and bus users
It will make cycling safer
It will encourage cycling
It will make walking safer
It will encourage walking
It will make access easier for disabled users
It is a better use of public space
It will improve the look and feel of the town centre
It will create more space for trees and other green features

It will benefit local businesses and residents
It will improve air quality as more people may choose to leave the car at home

Response

Thanks for getting in touch and clarifying that – we do pick up the free text fields so will be able to tie your response back to the organisation, additionally your email has been logged and recorded as part of the exercise.

Email 2 – Place Shaping and Economic Growth service at Harrogate Borough Council.

Dear Aidan

I'm writing on behalf of the Place Shaping and Economic Growth service at Harrogate Borough Council.

Re: TCF – Harrogate Station Gateway project

In Spring 2020 Harrogate Borough Council, in conjunction with a steering group made up of business / education / charity / arts leaders came together to launch The Harrogate Story.

In the months leading up to the launch, HBC worked with an independent place marketing consultancy with the aim of co-ordinating stakeholders to create, launch and embed a common strategic place narrative for the Harrogate district. This was seen as an opportunity to:

- co-ordinate and align the ambitions and outcomes of various HBC 'place' projects and other corporate plans with other externally led 'place work/projects.
- work collaboratively with stakeholders and partners to create a "one place, one story" approach that could be used when working with investors, funders, private sector developers, visitors, worker, businesses and residents alike
- promote the Harrogate district in a clear and consistent way as a progressive and vibrant place to live, visit, do business and invest
- add value at a whole place level; to ensure that individual promotional activity and brands compliment rather than compete and confuse
- define and provide a model for shared and sustainable place leadership and place marketing in the future

Stakeholder engagement was a key part of the project from the outset – because it was essential that our place brand was authentic, and truly represented our place. A wide and varied range of events took place including:

- Extensive desk research (to understand how Harrogate is perceived both within and outside the district) and strategy review
- Creation of an external steering group, to sense-check the process

- 35 x 1-2-1 'place conversation' interviews with key individuals from a wide range of stakeholder groups, each around an hour long
- Four external focus groups, each with a particular sector focus: Visitor Economy & Culture, small and large businesses, High Street & Town Centres, Property Agents & Developers
- HBC Members focus group
- Young person's 'drop in' activity session
- Four 'open workshop' sessions held throughout the district
- Online survey which was live for a month
- Total participants numbered over 400

Informed by all the above extensive research and engagement, a clear and compelling narrative was developed which describes Harrogate district – the place, it's history, and how that informs the future.

Four clear themes and a 'big idea' were identified – again, informed by what people said through the engagement exercise – to ensure authenticity aligned with what Harrogate as a place means to people in the district. The themes are:

- **Our Place, Your Stage**

Harrogate has always prided itself on welcoming people from across the globe to enjoy this very special place, whether you are shopping or sightseeing, attending an event, working or watching the world go by

- **A Beacon of Independent Commercial Spirit**

We celebrate and welcome businesses that are small in size but not in ambition or ideas

- **Lifestyle Oasis**

People flocked to Harrogate because of its water and spa, and with ever more focus on health and wellbeing we offer an opportunity to have a different pace of life that suits your family as well as your career

- **Artisans and Brands**

Unsurprisingly, given its heritage of spa water and stunning productive land, Harrogate district is home to amazing food and drink producers and brands from micro-breweries to global players

And the big idea is to Mobilise Brand Harrogate - unlike most places Harrogate has resonance; many people have been here; most people know of it and it is a location that speaks quality and aspiration. People want to be part of 'Brand Harrogate'.

Alongside the narrative, came the production of the Harrogate Story creative 'brand'.

This is a visual expression of the Harrogate Story, again stemming from the extensive engagement and therefore reflecting the things that people told us are important for our place. The creative brand forms a free and accessible creative toolkit – and includes a new library of striking photography as well as a wide and varied range of visual language, imagery, colour palette and fonts. The toolkit is entirely free to download and use; and has been used by HBC, Harrogate Convention Centre and by businesses and other stakeholders – you can see examples of these on the attached document.

One further extension of the Harrogate Story project has been the creation of a Place Leadership Group, a small motivated group of private sector representatives

(plus the HBC Chief Executive) who provide a strategic business-led view and leadership for the promotion and development of the place regionally, nationally and internationally. We have also established a Place Network of 'ambassadors', a much larger 'place-led' group to promote and develop the place, cascade the story, promote best practice, highlight opportunities and use the tools to 'sell' the place in a consistent manner. Despite the challenges faced over the last year the Place Leadership Group has continued to meet virtually and the two Place Network meetings held to date have attracted over a hundred attendees across two events.

The reason for bringing this to the attention of the consultation is to offer a starting point for the design elements of the Station Gateway project. This is the perfect opportunity to build upon the Harrogate Story and to evolve the 'brand' off the page and bring it to life through public art, sculpture, lighting, wayfinding signs, landscaping and so on – and most importantly, for it to be meaningful. To create a space that resonates with residents, businesses and visitors alike – that is authentic to our place, that we can all feel a part of, feel connected to and feel proud of.

The website <https://thinkharrogate.co.uk/> showcases the Harrogate Story and the four themes; and I would invite everyone involved in the Station Gateway project to consider this as the project moves forward.

Many thanks

Kind regards,

Response

Thank you for your really thoughtful input.

We will discuss this with the design team as part of shaping the next design phase and it would be great to engage with you – I see you have copied Dan in and you'll be aware this is very much a partnership between our two authorities, continued input would be welcome.

Regards

Email 3 – Independent Harrogate

Dear Sirs,

Many thanks for allowing the opportunity to provide feedback on NYCC's plans under the Transforming Cities Consultation.

Please find attached the response from Independent Harrogate.

Kind regards,

Dear Sirs,

Whilst Independent Harrogate is broadly supportive of the proposed 'Station Gateway and Sustainable Transport Plans', we do have some serious concerns about the negative impact it could have on the local economy.

The town's hospitality and retail sector is currently in a very fragile and critical state as a result of the impact of online competition, and the catastrophic damage of COVID-19.

Without a comprehensive and fully up to date infrastructure plan that avoids 'pocket planning', how damaging could the 'Station Gateway and Sustainable Transport Plans' be to Harrogate's businesses?

In 2013, Harrogate Borough Council conducted a survey on the state of retail and hospitality in Harrogate, concluding it was healthy. That was then, but we are very different now, and the town is in a critical place.

Putting it simply, the 2016 Masterplan is out of date! It urgently needs to be revised and, as an organisation representing 187 independent Harrogate businesses, we believe it should include:

- Comprehensive Park and Ride schemes
- Provisions for a large number of electric car charging points
- Extensive safe cycling routes away from traffic and perhaps linked to low traffic neighbourhoods, thereby reducing congestion - especially school and rush hour traffic - and in turn reducing carbon emissions. This should also allow for good access to the town and to cater for the many visitors that come by car to Harrogate from all over the North of England and beyond.

The Masterplan also fails to address the need for a decent public transport provision for those living in many of Harrogate's outlying villages, where more often than not there is no regular bus service.

And by focusing purely on cycling infrastructure in the centre of town without boosting public transport, both NYCC and HBC are effectively discriminating against village residents, and creating a playground for Harrogate residents only, many of whom will happily get into their cars and drive to work in Leeds and other areas.

I must stress we are not anti-cycling, far from it. One idea that we would wholeheartedly be supportive of is holding a number of 'Cycling Sundays'.

This would work by closing a number of central streets to traffic, accompanied by free parking in HBC's car parks, so that visitors could park up and either walk or cycle around the town. This cautious approach would help gauge the appetite for cycling in Harrogate without too much detrimental economic impact.

Another idea is to emulate a recent initiative in Leeds, where the City Council will reward those with electric vehicles by giving them permits to park for free in all council owned car parks and on the street.

Hospitality and retail rely on the income that visitors bring to the town, which is estimated to be between 60/70 per cent of their turnover.

Visitors arriving by car need easy access to the town and somewhere convenient and close to the shops / cafes / restaurants to park. To ignore that considerable income that visitors bring will be hugely damaging and they should not be excluded from any surveys, which sadly appears to be the case at the moment.

Through our discussions on the observations of HBC Councillors' opinions, they seem to be supportive of the following:

- Low traffic neighbourhoods - why then the re-routing of traffic through them?
- Reducing congestion – reducing double to single lanes is proven to increase congestion.
- Reducing carbon emissions - how can carbon emissions come down when more cars are standing still on narrower thoroughways?
- Having good access to the town - we believe this plan will deter some segments of the essential mix of people to the town needs to survive.

Here is a link to a study which looks closely at the impact of such plans:

<https://www.visordown.com/news/industry/research-suggests-cycle-lanes-increase-congestion-and-pollution>

We believe in an inclusive mix for everyone, i.e. walkers, bus travellers, cyclists, disabled people, commuters, tourists and general visitors.

We urge HBC and North Yorkshire County Council to implement a well thought out and cautiously phased updated 'Masterplan', one that does not further damage the very fragile state of the local economy, and one that will be designed to avoid any costly mistakes.

We welcome the Station Gateway plans in general, but in the interest of not increasing congestion and carbon emissions, we feel station parade should remain two lanes.

Cyclists should be directed on to East Parade with good links to York Place and beyond particularly routed through roads that are low traffic neighbourhoods, allowing for safe cycling in quiet low traffic neighbourhoods. We have discussed these ideas with a few of the major local schools and they too agreed with this approach.

To reduce carbon emissions, direct routes should be preferred rather than re-routing through residential neighbourhoods, or along much longer circular routes through the town centre, which can only create more congestion.

Therefore, in answer to the direct questions of the survey, we are calling for:

- Station Parade to remain as two lanes and the proper synchronisation of traffic lights, Parliament Street, Kings Road, Ripon Rd, Cheltenham Parade and Lower Station Parade
- East Parade as the preferred location of the cycling lanes, connecting it to the start of the Nidderdale Greenway in Asda carpark, with secure bike parking facilities in Victoria car park

- James Street remaining open to vehicular access, whilst supporting the narrowing of it at its junction with Station Parade to assist in pedestrian access

Additionally, to ensure as many people as possible in their district know about their proposals, we ask information is included in the town council tax letters that will be issued shortly.

Yours sincerely

Response

I hope you are keeping well, and above all safe.

Thank you for this letter, which I will study carefully and discuss with colleagues.

Thank you for giving us the views of Independent Harrogate.

Thanks for the comments [redacted], some interesting points in here. In particular I welcome your support for sustainable travel, which is exactly what we are trying to do with our active travel fund schemes and Beech Grove experimental traffic regulation order, all of which link into the transforming cities fund scheme and the changes proposed there.

We will of course be considering the full range of views we have received, and will be discussing with our colleague in Harrogate borough Council, who we are working in partnership with.

Regards

Email 4 - Harrogate Chamber of Trade & Commerce

Dear All

After careful consideration and consultation with some of our members I have put together a letter detailing some thoughts on the Station Gateway Project.

I hope after reading it you would consider the points raised.

Think carefully about the impact on the town, both its business owners and visitors before proceeding without further consultation.

Kind regards

Dear Sirs

RE: Harrogate District Chamber of Commerce's response to the Harrogate Station Gateway project

Thank you for giving us the opportunity to respond to the Harrogate Station Gateway project, and the transformational changes it aims to deliver to Station Parade, James Street and the area in front of Victoria Gardens shopping centre being proposed Harrogate Station Gateway project.

Whilst I agree it brings with it a definite improvement to entering Harrogate via rail or bus, I do question if these two modes of transport are how the majority of people arrive in town? Because of the continued impact of Covid, for many people travelling by car will be the priority for a long time.

The traffic flow coming up Cheltenham Parade is currently disjointed and certainly not helped by the lack of a central white line allowing two lanes of traffic. The current offering could certainly be improved by designating these two lanes, allowing the left-hand one to be for turning left only on to Commercial Street, or Lower Station Parade, by cars, and for buses to access the bus station.

After the junction of Station Parade and Cheltenham Parade, the two lanes would remain the same, but utilising the left-hand lane for buses and taxis only and the right remaining for cars. The junction at Station Bridge would then become a box junction allowing traffic to access their lane of choice.

The remainder of Station Parade could then encompass the cycle lane joining from East Parade, allowing it to form the beginning of a designated cycle route on this side of the town, joining up with Otley Road at the Prince of Wales Roundabout.

The area in front of the Victoria Shopping Centre could be cleared to make an excellent small event space. A slight move of the pedestrian crossing so that it lines up with James Street, rather than Market Place, would add some sort of logical way to enter the town.

The worrying aspect of the plan rests on the fragility of the town centre as it emerges from the COVID-19 pandemic and is looking at ways to encourage shoppers and visitors to come to the town once again.

We know the majority of visitors come via car, so welcoming these users equally to those who come via public transport or cycle, must be carefully considered.

As usual, the question of parking rears its head. However, we are very fortunate to have a significant amount of free 'disc parking', and several well-placed multistorey car parks. Unfortunately, the visibility of these multi-storeys is quite poor. A clear set of signs would solve this problem.

In the case of James Street, whilst we are against full pedestrianisation, we are not adverse to its semi-pedestrianisation, beyond its junction with Princes Square. We would also advocate retaining some of the parking bays.

In general, Harrogate is a beautiful town with many unique shops, and a delightful array of places to eat. The addition of the Convention Centre brings with it surges of visitors coupled with a significant economic benefit.

What we are sadly lacking is a well thought out plan. Not just a vision for a future Harrogate, but a sustainable transport plan which involves the views of Harrogate; not just the businesses who are, of course, the backbone of the town, but the local users and visitors from further afield.

We need to consider carbon reduction, park and ride, electric charging points, safe places to store cycles, play areas to encourage children to enjoy the town, and suitable places for older people to sit and enjoy the view, come rain or shine.

The list could, and should, be endless as everybody will have a different idea and something that is important to them.

What we haven't had is an on-site discussion with the proposers of the scheme, Harrogate Borough Councillors, officers and the key stakeholder groups to see what is best for OUR town.

Then, and only then, when we have had a chance to take the best bits from everybody's ideas should we engage with North Yorkshire County Council and progress the plan forward as a town.

Harrogate Town, every part of it working together to get what's best for all of us. No divisions, no them and us – Simply Harrogate as one!

Yours sincerely

Response

Thank you for sending through the Chamber's response to the Transforming Cities Fund consultation for Station Gateway. I'm sure that a formal reply will be forthcoming in due course, but in the meantime I am happy to acknowledge safe receipt and confirm that we will be considering all the points raised in the consultation exercise very carefully. I have sent a copy to HBC colleagues that I have included in my response. Best wishes,

Email 5 – Harrogate BID

I have attached the consultation response from Harrogate BID regarding the Transforming Cities consultation.

If you have any questions then please give me a call.

Regards

Transforming Cities Funding – Harrogate Town Centre Consultation

Harrogate BID welcome the news that North Yorkshire County Council, Harrogate Borough Council, and West Yorkshire Combined Authority has been successful in securing £7.9m for investment in projects for Harrogate town centre, through the Leeds City Region Transforming Cities Fund.

We are pleased that the investment aims to create a step change in travel and forms part of a much wider plan to tackle the climate crisis and deliver a more sustainable future for the town centre.

We acknowledge that the investment will improve opportunities for sustainable travel and link transport hubs with centres of education and employment and that this is a once in a generation chance to totally re-design parts of the town centre.

We hope that this investment will help to support our journey to recovery but urge that consideration is given to the consultation feedback to ensure that we capture the views and ideas of businesses, residents and visitors to shape and influence the proposed plans. The economy of the town centre is in a fragile state and we need to be confident that we are delivering changes that ensure Harrogate can thrive and prosper for many more generations.

We note the ambition to reduce car trips by 21% and increase cycling trips by 2,000%, walking trips by 78%, bus trips by 39% and rail trips by 53% to achieve our aim of becoming a net zero carbon economy by 2038.

The stated objective of the proposals is to tackle congestion across Harrogate by putting infrastructure in place to enable people to make walking, cycling or public transport their first choice for journeys. Currently in Harrogate there are no cycle routes that continuously link from residential areas to major destinations such as the town centre, Cardale Park and Hornbeam Park. Evidence from elsewhere in the UK and around the globe suggests that when cycling facilities are delivered more people will choose to cycle and some may choose to leave their car at home.

The key proposed components are:

- Improvements to James Street that will provide a better retail environment to help support the economy of the town centre
- Public realm transformation of Station Gardens and One Arch
- Provision of enhanced pedestrian and cycling access along Station Parade and East Parade

The BID Board have attended various presentations on the Transforming Cities proposals, have undertaken discussions with a number of town centre businesses and residents, and have studied the outline plans. We are pleased that through the hard work of officers and members in both Councils, the funding bid has been successful and support the aims and objectives of the project.

We do, however, have a number of comments and observations that we believe will enhance the proposals, and maximise the benefits accruing from the investment, which we have set out below, following the sequence set out in the consultation plans:

Zone 1: Cheltenham Parade, Station Parade (north), Bower Road and East Parade (north)

Cheltenham Crescent - Cheltenham Mount – Cheltenham Parade

We agree with proposals for a one-way restriction on Cheltenham Mount at the Mount Parade junction to prevent westbound traffic using Cheltenham Mount and Cheltenham Crescent, as well as increased bus priority and improved access to the bus station, and suggest that Cheltenham Crescent should be retained as two lanes but with one dedicated to Buses and Taxis only.

We don't agree with the proposed short section of eastbound segregated cycle track connecting to the Station Parade junction as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians with the retention of the two lanes.

Station Parade - between Bower Road and Cheltenham Parade

We agree with making this section of Station Parade one-way (southbound) and creating a new bus lane to reduce congestion but have concerns that this may cause an increase in traffic on Commercial Street. We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

We support some reduction in the amount of on-street parking and would like to see the pavements widened, introducing trees to enhance the look and feel of the street for pedestrians.

Making the junction between Station Parade and Cheltenham Parade safer for walking and shorter crossing distances is essential as the current "scatter crossing" is confusing and is a primary cause of congestion.

Station Parade – between Cheltenham Parade and the Bus Station exit

We support the proposal for a new pavement on the east side of Station Parade, adjacent to the Bus Station if this can be achieved whilst retaining one lane for cars and one lane for buses/taxis.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

One Arch underpass – north of the bus station

We support proposals for entrance and lighting improvements to the underpass to make it more welcoming at all times of the day and night but are concerned that the current state of this area results from poor maintenance and it is essential that the long term maintenance requirements of all the proposals is considered.

The two-lane Option

The BID supports the two lane proposals but with one dedicated to Buses and Taxis only.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians - We would prefer to see some pavement widening.

Zone 1: Cheltenham Parade, Station Parade (north), Bower Road and East Parade (north)

Bower Road - between Station Parade and East Parade

We don't agree with the proposed two-way cycle lanes as it doesn't form part of a connected and segregated cycling route.

We support new fully segregated cycle tracks on both sides of East Parade and believe that these should be extended along Dragon Road to connect to the existing

cycle route through Bilton to Ripley and beyond, connecting substantial residential areas to the town centre.

The East Parade cycle lanes can connect to the railway station adjacent to Victoria Car Park and secure undercover cycle storage could be made available in the car park with existing pedestrian links available to connect to the town centre and the bus and rail stations.

We believe that an East Parade cycle route can form the backbone of a more ambitious cycling network linking via North Park Road and Victoria Avenue to Beech Grove, Lancaster Road, Cold Bath Road and beyond.

This route can also be developed from Victoria Avenue, along South Park Road and Stray Rein connecting with Slingsby Walk to St Aidans School and the Hospital. Further development, via the introduction of low traffic neighbourhoods, along St James Drive, Warwick Crescent and Rayleigh Road would connect to Hornbeam Park.

The route can be extended further via St James Drive, South Drive and St Georges Road to connect to Harrogate Grammar School and then on to Ashville College and Rossett High School via a widening of the pathway alongside the Rossett Nature Reserve.

A final extension from the schools, along Whinney Lane, could connect to Cardale Park.

Through connected and segregated cycling infrastructure, and introducing more low traffic neighbourhoods, this proposal would provide a safe route to and from the town centre, connecting significant residential areas, four secondary schools, the hospital and two business parks.

Zone 2: Station Parade (central and south), Station Square, Station Bridge and East Parade (south)

Station Parade – between the Bus Station exit junction and Victoria Avenue

We support the proposal for a new pavement on the east side of Station Parade, adjacent to the Bus Station if this can be achieved whilst retaining one lane for cars and one lane for buses/taxis.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians.

Station Square

Whilst Harrogate BID welcomes the creation of a more flexible public space, with the potential to host a range of events and activities, the introduction of water jet fountains and a reflection pool to provide a link to Harrogate's spa town heritage, new planting and trees and a potential site for a new public art feature, we are concerned that the previous event space in the square as well as the water features, introduced as part of the Shopping Centre development, were eventually removed, due to the poor location and regular vandalism.

The BID would prefer to see minor improvements carried out to this area, to roll back the effects of poor maintenance over many years, and see some of the funding invested in improvements to Cambridge Street which is in a very poor state.

Cambridge Street is the main pedestrian link between the rail and bus stations and the actual centre of the town around the war memorial.

James Street – east of Princes Street

Three potential options for making improvements to James Street have been proposed, minor pedestrian improvements, part time pedestrianisation, and full pedestrianisation. The BID would prefer to see the pavements widened in this area, with some loss of car parking, allowing a single carriageway for vehicles, with some short stay/blue badge/delivery bays, as well as limited public realm improvements to the area adjacent to the Victoria Monument to provide a better pedestrian connection between Station Square and Albert Street, the Everyman Cinema building, Prince Albert Row and Library Gardens

Station Bridge

We don't agree with the proposed two-way cycle lanes as it doesn't form part of a connected and segregated cycling route, and would result in reduced space for pedestrians. We would like to see wider pavements for pedestrians, particularly on the south side of the bridge.

With regard to Albert Street, we believe there is an opportunity to widen the pavements from Princes Square through to Station Parade to support the large number of hospitality businesses in this area. We cannot see any benefit in reversing the flow of traffic on this section.

East Parade – between Station Bridge and the Victoria Car Park Access junction

We support new fully segregated cycle tracks on both sides of East Parade and believe that these should be extended to form part of a much bigger and connected cycling network, by introducing more low traffic neighbourhoods. Details of our proposals are included in our response to Zone 1 East Parade (North).

The two-lane Option

The BID supports the two lane proposals but with one dedicated to Buses and Taxis only.

We don't agree with the proposed two way cycle lanes as it doesn't form part of a connected and segregated cycling route and would result in reduced space for pedestrians - We would prefer to see some pavement widening.

Whilst the stated aim of the proposals is to tackle congestion across Harrogate by putting infrastructure in place to enable people to make walking, cycling or public transport their first choice for journeys, we must be mindful of the fact that a significant percentage of Harrogate's economy, is driven by Visitors from outside the Town and the District, and we need to welcome them not drive them away.

It is essential that we continue to invest in infrastructure for cars, particularly off street car parking, park and ride, improved signage, and electric car charging to ensure that Harrogate can thrive and prosper for many more generations.

Creating safer connections for cyclists and pedestrians will mean a reduction in space for people travelling by car and this is a clear trade-off. We need to find a balance which helps promote all travel.

We are concerned that the current consultation process hasn't engaged the wider Harrogate community and urge you to consider sending details of the proposals via email and post to all Harrogate residents as this is such a significant step change in travel.

We believe that the comments and proposals that we have put forward build on the significant work that has already been undertaken and would welcome the opportunity to meet and explain our ideas in more detail. Yours sincerely

Response

Thank you for your suggestion – we will certainly consider this as part of the next phase of design for the scheme.

Regards

Email 6 – Harrogate Bus Company

Hello

Please find attached our response to the Harrogate Station Gateway consultation

HARROGATE STATION GATEWAY TCF Scheme

This is our formal response to your consultation on the Harrogate Station Gateway, submitted by the Harrogate Bus Company. We operate most buses in the Harrogate area and also operate the town's bus station – at the heart of the scheme.

Station Parade

The scheme plans to reduce traffic on Cheltenham Parade and Station Parade to Bower Road and East Parade. This is welcome, though we need to ensure any traffic growth on East Parade does not delay inbound buses heading to Station Parade.

Your consultation gives two choices –single or twin lane. Our preference is a hybrid approach with two lanes, one for buses and one for other traffic the length of Cheltenham Parade from Cheltenham Mount to the Bus Station and also on the section south of the Bus Station to Station Bridge.

We would also like to highlight some concerns about the interface between the cycle lane and buses on Station Parade. All road traffic would be southbound only, however the cycle lane would be bi-directional to the east of the roadway. This creates some conflicts which could be avoided:

- Northbound cyclists will pass buses on the nearside, this seems to increase risk of incidents as visibility of the cyclists will be worse, they will also be riding into the dipped beam of headlights at night, risking dazzling.
- Buses and cyclists would be controlled by traffic signals at Station Parade/Cheltenham Parade and presumably share a green phase, however all

buses would then turn across the cycle path into the Bus Station creating a high risk of collision.

- On exiting the Bus Station, buses will have very welcome signal priority but will then cross the cycle lane again – at an acute angle and have to watch for cycles from both directions – those from the south have no traffic signals.

All the above could be solved by moving the cycle lane to the western side of the road. Cycles would then pass the offside of buses, improving visibility and this would remove the conflict with buses entering and leaving the bus station.

Active Travel

Improved cycle infrastructure is a welcome development to increase sustainable travel and to reduce short car journeys. Buses also contribute to active travel and we would like to work closely with cycle specialists to ensure bus and cycle schemes are complimentary. We want to install cycle storage facilities in Harrogate Bus Station so customers can cycle to the Bus Station for onward journeys.

Economic Growth and Recovery

Bus customers are critical to economic recovery with a strong loyalty to their local town centre. During 2019 we pioneered 'Sunday Freeway' offering free buses into the town centre on a quieter day to help stimulate additional visits to the town centre. This was in partnership with local businesses. Aligned to our Harrogate Electric routes, this led to over 70% growth in customers year on year and we would welcome this becoming a full time feature of Harrogate – perhaps aligned to other active travel activities on the same day, to demonstrate just how vibrant a green, active Harrogate can be.

Air Quality

We have invested in clean, low emission vehicles including the first all electric town bus network in Harrogate. We are keen to extend electric bus operation to our route Knaresborough and other routes in due course. There is scope using the Bus Services Act 2017 to enter into an Enhanced Partnership which enables NYCC in consultation with operators to agree a standard for bus emissions in a local area and we feel this would be the appropriate way to set a minimum standard for low emission buses.

Complimentary Measures

We have engaged with NYCC/HBC on the Harrogate Transport Infrastructure Programme and would welcome the advancement of proposed schemes on the A61 and Knaresborough Road. We can see benefit on linking these into the Stations Gateway project so as buses have a clear track from these corridors into the Bus Station. Urgent consideration of improved bus flow through the Town Centre, especially Parliament Street and Ripon Road (by the Royal Hall) is requested with application of traffic signal detection for buses to town centre traffic signals.

In conclusion – we welcome this scheme. There are some detail design points to improve on and a real need to tie in Air Quality Improvements and Cycle schemes with Public Transport. We would be delighted to be involved in shaping final designs.

Response

Many thanks for your detailed response to the proposals.

We look forward to continuing the dialogue with you as we move the proposals forward.

Email 7 – Commercial Street Retailers Group

Please find enclosed a response to the above proposals from Commercial Street Retailers Group.

Harrogate Station Gateway Transforming Cities Fund Project

Commercial Street Retailers Group (CSRG) represent over 80% of the retailers on Commercial Street in the centre of Harrogate, all of whom are independent. As our retailers work in Harrogate town centre, and also generally live in the Harrogate district, we feel qualified to comment on the proposals.

Whilst thankfully the plans do not cause any physical changes on our street, they do surround our location, ie lower Station Parade, Cheltenham Parade and changes to the junction at Mount Parade. Whatever the conclusion of the consultation, the plans will inevitably impact our street one way or another, hence we are writing as a collective to give our views, but purely on the one or two lane proposals.

We asked our members for their opinion on whether they support 1 or 2 lanes of traffic. Over 80% of shops replied; 13 shops opposed the single lane option, in favour of the 2 lane option and 3 shops were in favour of the 1 lane option. ***An overwhelming majority of 81.25% of Commercial Street Retailers voted for the two lane option.***

We were advised at a presentation that the traffic modelling undertaken for the single lane option suggests that traffic will dissipate and find alternative routes. However could the single lane option actually lead to increased traffic congestion backing down Cheltenham Parade, and subsequent increased pollution. Whilst locals may try to find a “rat run”, visitors, and road users commuting through Harrogate, probably will not.

If some traffic diverts onto East Parade, as there are two large residential homes for the elderly and a centre for the visually impaired on East Parade, increased traffic is not acceptable, but plans to make East Parade more accessible for cyclists are far better.

Business in general, and the retail and hospitality sectors in particular, are extremely vulnerable at present due to Covid, and need to be supported in order to survive. Let us be clear, *we are not adverse to change*, and a focus on green initiatives, reducing our carbon footprint and increasing safe cycling routes are certainly to be welcomed. To make the outdated Town Centre Strategy of 2016 relevant in conjunction with the Station Gateway proposals, it needs revising to encompass these exceptional times, including amongst other things, planning for electric car charging points.

Whilst writing, we feel it necessary to highlight that we are concerned and disappointed about the length, geographical reach and visibility of the consultation. With something as significant as this, all households in the Harrogate District should be consulted. It is surprising that despite being surrounded by the proposed changes, our businesses have not been consulted directly, and we would like to know why we have been overlooked?

We understand that Harrogate District Chamber of Commerce, Harrogate BID, Independent Harrogate and Harrogate Civic Society have also written opposing the single lane option, and we would like our formal objection to the single lane option to be duly noted.

Yours faithfully

Email 8 – CEG

Re: Station Gateway Proposals, Harrogate

By way of introduction, CEG is a property and development company managing some six million sq ft of commercial space, home to more than 500 businesses, in towns and cities around the UK. Each day 25,000 people walk through our front door.

Our investors include Swedish Government pension funds as well as UK funders, ensuring sustainability and carbon reduction are of key importance. As long term investors, placemaking is also essential in attracting new occupiers.

In Harrogate, CEG has been active in the town since 1999, when the Group acquired Central House and the following year The Exchange and Copthall Bridge House became part of our portfolio. We look after more than 45 businesses within almost 350,000 sqft of space.

Given this, we would consider ourselves more familiar with the town centre and its relative strengths and weaknesses than most. The Exchange will be directly affected by the Station Gateway proposals on account of its location; however the effects of this improvement will be felt throughout the town, including Cardale Park.

CEG would whole heartedly support the Station Gateway proposals and in particular we welcome the reduction of Station Parade to one lane and the total pedestrianisation of the northern element of James Street as described by Option 3.

We recognise that the way businesses occupy workspace has changed dramatically over the last five years. This is largely driven by companies placing people at the heart of their decision making, as opposed to just rent or lease length. We expect this to accelerate post-pandemic. Location, sustainability and placemaking, including the immediate environs of the building, accessibility, appeal and quality public realm, will form part of our tenant's decision-making process as it will help to attract and retain staff.

Harrogate has suffered from a historic highway network that does not suit these modern requirements. Increasing investment is needed to enhance public transport links to the town. However, we appreciate such investment requires demand; occupiers create demand and improved working environments therefore assist in creating that demand.

As I mentioned at your consultation events, we consider it important to work with the Council to shape the enhancements so that they take into account how The Exchange and Copthall Bridge operate practically on a daily basis, such as the challenging service access requirements to the undercroft and podium. CEG would also wish to become better informed as to how these measures fit in with any wider town strategy to improve connectivity and public transport patronage.

Improving the connectivity across Station Parade will be essential for the retail units within The Exchange, hopefully involving the removal of the dated planters which currently act as barriers. The connectivity for pedestrians from Copthall Bridge to the town centre has proved a concern when trying to secure new occupiers to the building. We are currently in discussions with a significant occupier for the majority of the building with new ground floor uses proposed, being able to demonstrate that the Station Parade proposals are progressing with be incredibly positive.

In this regard how the works are proposed to be phased would also be beneficial to understand as clearly an occupancy of Copthall Bridge will require extensive construction work and it would make sense that this is programmed alongside the public realm improvements.

In summary CEG supports the proposals and welcomes the opportunity to engage with the team in developing the strategy to ensure that it can meet the operational needs of our assets.

Kind regards

Email 9 – Zero Carbon Harrogate

Dear Aidan and Matthew,

Thank you to you and your team for meeting with Zero Carbon Harrogate recently to discuss the Harrogate Station Gateway project. I understand that it was a very constructive meeting and I am sorry I was unable to be present.

I have attached our formal response to the consultation and would be very grateful if our views could be considered as the project moves to its next stage.

Could you please explain how the decision making process for this project works and who has the final say in the outcome?

Best regards,

RESPONSE TO THE HARROGATE STATION GATEWAY CONSULTATION

1. About Zero Carbon Harrogate

1.1 Zero Carbon Harrogate is a local charity with the aim of making the Harrogate District a net zero carbon community by 2030, in order that we play our part in the global effort to limit the most destructive aspects of climate change. We undertake advocacy work with both the general public and decision makers to promote behaviour and policy change to this end. Change is needed in three areas: significantly reduced energy demand; increased production of renewable energy; and restoration of natural carbon sinks such as woodland and peatland. All three areas must be addressed to achieve sustainability, i.e. the ability to meet our current needs and wants without compromising the ability to do so in the future.

2. Local transport and climate change

2.1 Transport is the greatest contributor to climate change in our district, being responsible for almost 50% of our carbon emissions. There is therefore an urgent need to reduce the energy demand associated with transport. Improved efficiency of vehicles in manufacture and in use will provide a useful contribution but this will prove insufficient in isolation; we must also work toward a lower traffic future. These thoughts underpin our response to the Harrogate Station Gateway consultation.

2.2 Zero Carbon Harrogate would like to congratulate North Yorkshire County Council for working with other relevant authorities to not only secure funding for this project but to provide such exciting possibilities. We would also like to formally thank the project team for the extremely constructive meeting we had with them on 11th March.

3. Our support for reduced traffic options

3.1 We support the one-lane option throughout the study area and the full pedestrianisation of James Street. We believe these options will maximise the potential for traffic reduction by rebalancing the relative attractiveness of making personal journeys by car compared to by more sustainable means (i.e. active travel or public transport). Sustainable travel will become safer, more convenient and more pleasant and travel by private car will become a little less convenient. We anticipate that the latter point will generate some opposition but believe that both sides of the equation must be addressed in order to achieve traffic reduction. Simply inconveniencing the motorist will lead to resentment and, in the absence of attractive alternatives, may not reduce car use. However, simply providing such alternatives may not tempt sufficient people from their vehicles, given the high embedded costs associated with car ownership and the convenience of use.

3.2 The greater improvements in the public realm associated with the lower traffic options would be expected to increase Harrogate's attraction to residents and visitors. Logically this would be expected to lead to more visitors, more frequent visits and longer visits, all of which should benefit the economy. This is borne out by

evidence from London and elsewhere in this report:

<http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf#:~:text=People%20who%20cycle%20to%20shops%20and%20supermarkets%20in,revenue%20comes%20from%20customers%20on%20foot%20and%20cycle>

3.3 We would like to comment on some specific proposals, some of which were discussed at our meeting:

3.3.1 We are supportive of the possibility of a way finding strategy as being beneficial to individual pedestrians and also to the town as a whole. The route from the station to the conference centre would be an excellent starting point for this and could prove akin to Sheffield's successful Gold Route which is showcased in the following link: **`file:///C:/Users/rbear/Downloads/The-Gold-Route--pdf--2-2mb-[1].pdf`**

3.3.2 We understand that the proposed scheme focuses on core cycle infrastructure in the town centre in order to improve cyclists' confidence in previously hostile areas and agree given constraints of funding that this is the right approach. To ensure that the whole of the town centre is cycle and pedestrian friendly, we propose that the whole area bounded by West Park, Parliament Street, King's Road, Cheltenham Mount, Bower Road, East Parade, Station Bridge, Station Parade and York Place be designated a 20 mph speed limit. A compromise could be to impose the 20 mph only on those roads with no segregation between motor vehicles and cyclists, though the resultant frequent changes of speed limit could prove more confusing than beneficial. If such speed limits are put in place together with any other measures helpful to prioritise cyclists on shared town centre roads, we would be supportive of a no cycling policy on a pedestrianised James Street.

3.3.3 We are very happy with the idea of linking the Nidderdale Greenway to the town centre by a quiet route connection involving the One Arch underpass and given that the One Arch will thus become a key part of the cycling infrastructure, we were happy to hear that there will hopefully be fewer bollards than indicated on current visuals. In order for this link to be effective, it is important that the route be both safe and convenient. Particular consideration must be given to the means of crossing Bower Road and the route from there to the existing Greenway. Assuming it will pass through the Asda car park, it is likely that changes will need to be made to vehicle access at Bower Road, such as making it a one-way system. We appreciate that this is geographically outside the project area but hope that you will be able to facilitate liaison between all appropriate parties.

3.3.4 We would welcome any increase to the number, visibility and convenience of locations for car club vehicles to promote car sharing rather than direct ownership for those who do drive. Car clubs are a potentially very useful tool to benefit drivers while reducing car use. They have the potential to reduce overall costs of motoring

while increasing the cost at point of use, thus rebalancing the individual's decision-making process in favour of sustainable travel.

3.3.5 In the "Zone 2: Station Square one lane option visualisation", it is not clear why the give way lines for southbound cyclists are set so far back from the crossing outside the station. Also, the change of the northbound cycle lane from the left to the right side of the road at this point, which is a very busy crossing point for pedestrians too, could prove chaotic to cyclists and pedestrians alike. Presumably this design was to avoid a cycle lane between the main carriageway and the taxi rank. Might it be better for the northbound cycle lane to remain on the left with a dropped kerb for taxis entering and leaving the rank? It would be easy enough for taxis to give way to oncoming cyclists, and there should be frequent breaks in vehicle traffic coming from behind, due to the operation of the pedestrian crossing at the bus station.

3.3.6 Zero Carbon Harrogate supports the project team's efforts to communicate that the proposals are not anti-car, although a reduction in traffic should be a stated aim. We have heard opposition based around the premise that not everyone can cycle or that some people need to drive. Although it may seem too obvious to need stating, we believe it should be strongly emphasised that the proposals are not premised on everyone cycling and nobody driving! It probably needs to be made explicit that everyone who needs to, or even wants to drive will still be able to do so.

4. Opposition

4.1 We have become aware of opposition to the proposals based around people's perceived right to drive often combined with the idea that we don't need to worry about the local and global effects of vehicle pollution given the anticipated rapid uptake of electric vehicles over the next decade. We would strongly counter these points.

4.1.1 Given the large numbers of pedestrians in the project area, we believe the right to breathe clean air should be given higher weighting than the right to drive.

4.1.2 Electric vehicles should be seen as a modest improvement at best over petrol and diesel vehicles and certainly not as a panacea. Fifty per cent of local pollution comes from tyre and brake wear and electric vehicles will still produce this pollution. They are heavier and will therefore contribute more to road surface degradation. Regarding global pollution, about half of a conventional car's life-time contribution to climate change is associated with its manufacture and half is associated with use. Electric cars will therefore still contribute significantly to climate change and this will remain the case until all our energy is produced by non-polluting means. Given the number of other sectors needing to also decarbonise (cement and steel manufacture, heating, hydrogen production and aviation to name just a few) this will not be any time soon. As such, our focus must remain firmly on reducing traffic levels.

5. Communication

Zero Carbon Harrogate is used to the idea of meeting resistance to change and appreciates that this project will generate a mixed response. The key in our opinion is excellent communication to explain the reasons why change is needed and also, importantly, how individual changes fit in with a wider plan. We appreciate that a wider plan can't all be introduced at once due to funding constraints, but we feel that the public are more likely to accept individual transport schemes if they see them as small pieces of a bigger plan, an overarching and well communicated transport vision for the district. It would be excellent if the Station Gateway project could prove the catalyst for the development of such a vision.

6. Opportunity

The project could certainly provide the opportunity to trial some positive changes which would be expected to be part of an overarching plan. The construction period of the project is likely to cause some disruption and congestion. It would seem to be both prudent and opportunistic to seize the chance to trial some congestion reduction measures during this time such as: initiatives to encourage sustainable travel to school (e.g. a publicity campaign and timed road closures outside schools); targeted promotion of car club and car share; and ideally trials of lower fares on public transport.

7. Conclusion

Zero Carbon Harrogate supports the lowest traffic options presented in the Harrogate Station Gateway consultation as we believe the result will be a more vibrant, pleasant and prosperous town. They will also best meet the wishes expressed by around 15,000 respondents to the Harrogate Congestion Study in 2019 who overwhelmingly supported measures to increase active travel and public transport. Finally, and crucially, they will be the best options to help tackle our increasingly urgent climate crisis.

Email 10 – North Yorkshire Police’s Designing Out Crime Officer

I am one of North Yorkshire Police’s Designing Out Crime Officers and I have been made aware of the above project. As my role is to provide specialist advice in relation to how to reduce the potential for developments to suffer from crime & disorder, I would appreciate the opportunity to provide advice for this project. It is always preferable to obtain our advice prior to the submission of a planning application as this provides the opportunity to resolve any issues before the application is submitted, and reduces the potential for amendments to be made to the design of a scheme post application,, which can delay the process, which may have cost implications. It can also assist the applicant to demonstrate to the planning authority that they have considered crime prevention and have incorporated

appropriate measures to reduce the risk of the scheme suffering from crime and disorder. Therefore I would be grateful if you would consider adding me to your list of consultees and providing me with any documents and drawings as the project progresses. Should you wish to discuss this matter, please do not hesitate to contact me on one of the below numbers. Regards

Response

Thank you for making contact.

Once the consultation window closes we will be in a position to understand preferred options and move forward into preliminary design – we would be very grateful for your input at this stage, I have shared your contact details with the project team and we will make contact to arrange an initial session over the next few weeks.

Regards

Email 11 – Harrogate Civic Society

These comments are the result of consideration of the proposals by the Planning and Development Sub-group of the Society, together with a broader consultation with other members.

The Society wishes to state at the outset that it welcomes the opportunity to improve this Gateway to the town and is grateful for the opportunity to give considered and reasoned comments and opinions on the options put forward.

General

There is a problem with making comments on these specific options (which focus on a relatively small section of Harrogate Town Centre) when there is no indication of these being part of a longer-term, integrated traffic policy for the wider area. 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. Whilst north bound traffic can drive straight through, south bound traffic is forced around a lengthy and contorted route (this will potentially be made worse by the proposed one-lane proposal). The Society would like to see a study of the impact of re-opening West Park and Parliament Street to (at least some) two-way traffic. This could relieve many of the problems that have been identified as the reasons for these present proposals.

There is a concern that these proposals have been driven by the requirements of vehicular traffic (including cyclists), with limited consideration of the way that

pedestrians, the users of mobility scooters, and disabled drivers move around the area.

Preferences

The Society has a strong preference for the Two Lane Option.

The reasons for this strong preference are:

- It is not believed that vehicular traffic will use Cheltenham Mount in preference to Cheltenham Parade without much stronger deterrents at the junction of the two roads than are being proposed.
- There is a height restriction for traffic going under the railway bridge over Bower Road, which means that this route is not available to many high vehicles.
- Cheltenham Mount has a high density of residential buildings which will be adversely affected by an increase in traffic.
- The Two Lane Option provides much better routes for cyclists.
- The One Lane Option would create serious difficulties for traffic (and particularly for emergency vehicles) in the event of a vehicle breakdown in the one lane section past the bus station and the Victoria Shopping Centre.

The proposals to make the northern section of Station Parade one way south-bound are welcomed. However, the Society is concerned that a two-way cycle way on this section of road will mean that north-bound cyclists will be moving against the flow of other traffic, which will be confusing and, thus, dangerous. Would it not be possible for north-bound cyclists to use Commercial Street?

Similarly, the Society considers that the two-lane cycle way along the section of Station Parade past the bus station and the Victoria Shopping Centre will also be confusing and, thus, dangerous. Would it not be possible for north-bound cyclists to use Beulah Street, albeit that this is currently predominantly a pedestrian street?

The value of the section of the proposed cycle way south from the vehicular exit from the bus station to the entrance to the station forecourt (Zone 2 Plan C) appears very questionable, particularly given its isolation from other sections of cycle way and the way that it will result in confusion and, thus, danger at the exit from the bus station. It is strongly considered that this section of cycle way should be omitted.

The re-location of taxis away from Station Parade would be seriously detrimental (ideally they should be accommodated in the station forecourt). Taxis need to be immediately available for those arriving at the station and bus station; they cannot sensibly be re-located to James Street. Could the use of technology reduce the number of taxis that need to be on Station Parade? Maybe with a holding area nearby with taxis called forward when required.

Whilst the proposed widening of the pavements along James Street is considered to be beneficial, the Society would strongly prefer James Street to remain open to vehicular traffic and to provide on-street parking at all times. The possible introduction of trees is welcomed but it is considered that the other planting would not be beneficial, particularly at low level where it would be vulnerable to damage. The Society considers that the images of the proposals will not be matched by the reality because of problems with litter, damage to planting and inconsistent repairs to paving (see what has happened in Cambridge Street).

Many members of the Society have stated how important they consider traffic is in order to give a feeling of security – particularly late afternoon and evenings.

Cambridge Street and Oxford Street are considered to be frightening environments out of shopping hours.

Albert Street could be pedestrianised from Station Parade to Princes Square, or have much wider pavements, to encourage sitting out for the restaurants. This would give another safe area for pedestrians.

The Society is concerned that the proposal does not include a requirement that cyclists dismount when using One Arch. Whilst the joint use of this route by pedestrians and cyclists is accepted, it should be noted that the form of the arch means that there is limited headroom and mounted cyclists therefore have to keep to the centre, forcing pedestrians to the sides.

Detailed concerns

The areas being considered for improvement are within a Conservation Area and accordingly a particularly high quality of design is necessary, reflecting the historic landscape and materials used in creating the town.

The detailed choice of surfacing materials is crucial and the Society is worried that there will be a tendency to use a wide variety of materials to express different road and pavement functions. This will lead to a fussy and confusing appearance. The Society recommends that a very limited palette of materials, reflecting those used on Harrogate's historic buildings, should be used.

Similarly, there is a concern that the proposals will result in a clutter of signs, barriers, and other street furniture. The Society recommends that an audit of the current street furniture in the area be undertaken and that the detailed design of the final proposals should have the objective of removing as much existing street furniture as possible and limiting any new street furniture to the absolute minimum. In addition, the design of all new street furniture should be very carefully considered to avoid fussy design solutions.

It is considered that the beginning and ends of the various cycle lanes are often ill-defined, with no clear indication of how cyclists move into the lanes and/or where they go as they leave. As a result, both pedestrians and the users of mobility buggies will be placed at risk. This is particularly true of the proposals for the junction of Station Parade and Cheltenham Parade. It is considered that what is being proposed is worse than the present arrangement (which, in turn, is worse than the previous layout) and the Society notes that there have been three fatal accidents at this junction in the last few years.

It is unclear what will be proposed for the station forecourt. This needs to be comprehensively re-planned in relation to vehicular traffic. A few additional trees and new seating would be an inadequate contribution to these proposals. This area might be usefully used for cycle storage and taxis (see comments above) but the drop-off facility needs to be retained.

The need for major change to Station Square is questioned. The principal problems with this space relate to inadequate maintenance and poor collection of litter (problems that we suspect will remain however much money is spent on re-design). Also, the Society is doubtful about the demand for public events in the Square.

If any change to Station Square is undertaken, the Society suggests that the key issues that need to be addressed are:

- The very poor first impression given to visitors to Harrogate as a result of the view from the pedestrian crossing west across the open space towards the alley and the service area on the south side of the Victoria Shopping Centre.
- The lack of any sense of orientation for visitors arriving by train. This could be improved through signposting and good information panels, although the best solution would be the re-location of the Tourist Information Office from its present location in the Royal Baths (which is not close to any point where visitors are likely to arrive) to Station Square or one of its surrounding buildings.
- The poor setting of the Queen Victoria Monument (which is a listed building). The Society would prefer the Monument to remain in its present (and original) location unless a very good case can be made for its re-location. The best option would be for any re-design of the space to give proper regard to the Monument by making it a feature of the space.
- The management of the Square to ensure that any activities or concessions reflect the character of Harrogate.
- The idea of a fountain is welcomed but not the idea of a pond. There used to be a water feature but this was removed, presumably because of problems of litter, misbehaviour etc. The area for a proposed reflection pool is in shade much of the time and it is doubtful whether it would attract visitors to sit and reflect.

End of Report

Selby Station Gateway Public Consultation 2021

Consultation Analysis Report

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

June 2021

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Overview

The Scheme

Selby District Council, North Yorkshire County Council (NYCC) and the West Yorkshire Combined Authority are working together to deliver circa. £20m worth of transport improvements which will benefit residents, business and visitors alike.

This project is part of the Leeds City Region Transforming Cities Fund (TCF) programme, a major new programme of investment that aims to deliver transformational, new transport infrastructure and help change how we travel across the region. Doing so will help make active travel options like cycling and walking safer and more appealing and help encourage use of public transport, all of which is essential to reducing reliance on car travel and meeting the Leeds City Region commitment to become a net zero carbon city region by 2038, which you can read more about [here](#) (external link).

In September 2019, early public engagement took place to gather feedback on the concept proposals for the railway station and surrounding area. At that time, feedback from the public said:

- high quality and low maintenance materials that complement the look and feel of Selby town centre are important
- solutions need to enhance and improve safety, security and accessibility
- trees have significant value – as few as possible should be removed and as many as possible should be planted
- more needs to be done to promote walking and cycling to/from Selby Station and around the local area
- parking is important, as many people still need to drive
- the town's history and heritage need careful consideration when developing any ideas
- flooding is a concern and the need to protect the town from flooding is significantly important

Since then, the proposals have been updated. This second consultation will help us ensure we achieve an outcome which benefits everyone, by providing the opportunity for those who use the station and anyone with an interest, to take part in the process. Your feedback from this consultation will shape the more detailed designs and we intend to consult on a final design later this year.

It is our ambition to use this Transforming Cities Fund investment to:

- Enable growth by creating more capacity
- Improve transport connections giving people better access to jobs, education, healthcare and leisure facilities
- Reduce the carbon emissions associated with transport to help address climate change

This ambition has informed the following objectives:

- Encouraging more people to travel by train to and from Selby Station by making it easier, safer, cleaner, accessible and more enjoyable
- Increasing the number of people traveling to/from Selby Station and in and around Selby town centre by environmentally friendly transport (bus, on foot and by cycle)
- Improving connections between Selby Station, Selby town centre and several key housing, employment and retail sites in the area
- Positively enhancing and protecting the local environment by applying high quality materials and planting lots of trees and other greenery

The proposals consist of seven areas of focus or geographical 'zones', including the station building itself:

- **Zone One** – Selby Park and Selby Railway Station Plaza station and plaza
- **Zone Two** – public access via Cowie Drive and the proposed new station access
- **Zone Three** – plans to make part of Ousegate one-way (northbound) for vehicles and remove some on street parking to create safe cycling facilities and new/improved pavements
- **Zone Four** – Shipyard Road, Selby Lock and the Denison Road Bridge
- **Zone Five** – Selby Bus Station and Bawtry Road
- **Zone Six** – Ousegate Wharf & the proposed new walking and cycling bridge across the Ouse and linking to Olympia Park
- **Zone Seven** – Selby Rail Station proposals

Consultation Activity

The consultation was carried out over four weeks between **Wednesday 24 February 2021** and **Wednesday 24 March 2021**.

The purpose of this consultation was to involve users and stakeholders in the process and ensure the project achieves an outcome which benefits everyone. Final design decisions have not yet been made, and public feedback and input will help to shape the final scheme which will be consulted on later in 2021.

Covid-19 pandemic and accessibility

Usual consultation activity would typically include public meetings and focus groups, which would not meet current COVID-19 government guidelines on public gatherings and social distancing. The overriding priority for North Yorkshire County Council, Selby District Council and the Combined Authority must be the public safety of residents and employees. That said, meaningful consultation and engagement is an essential part of any major programme, and it is vital to ensure the engagement is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, whilst accepting that this consultation would be predominantly via online methods, more traditional options of communications such as post and telephone were used to ensure the consultation was safe but also accessible and inclusive.

Promotion

The consultation was promoted via the following methods:

- **Press:** A press briefing was held on 19 February 2021. Alongside this, a series of press releases were sent out to local and regional media organisations to promote the project and encourage people to participate in the survey. Examples of press promotion can be found in the Yorkshire Post [here](#) and was printed in the Selby Times (this is not available online)
- **Social Media:** Frequent social media posts from Selby District Council, North Yorkshire County Council and West Yorkshire Combined Authority across platforms such as Facebook, Twitter and LinkedIn were used to promote the consultation
- **Leaflets:** The consultation was publicised in leaflets accompanying library books. The leaflet included a link to the website where people could find out more and take part in the survey
- **Online Webinars:** Two evening sessions were held over Microsoft Teams to share information on the proposals with the public, with information presented by the county council, local council and delivery partner. Attendees could ask questions via a chat box, with answers provided live at the end of the session

Engaging with stakeholders:

- Joint elected member briefings were held to inform County, District and local members and portfolio holders and to discuss the proposals in advance of the consultation. Officers from North Yorkshire County Council and Selby District Council also emailed stakeholders and interested parties and held early discussions with key stakeholder groups as part of ongoing engagement
- **North Yorkshire County Council helpline:** NYCC telephone number was made available for members of the public to request further information, printed copies or information in other formats: 01609 780780
- **Freepost:** Freepost envelopes were provided with requested printed copies of the survey for return to the address: Corporate Director, Central services, North Yorkshire County Council, County Hall, NORTHALLERTON, DL7 5AL

Your Voice Online Engagement website

The consultation was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub using the web address: <https://www.yourvoice.westyorks-ca.gov.uk/selby>. The following tools were available on Your Voice to help provide further information:

- **Your Voice Survey Tool:** The survey was hosted on the Your Voice site, which could be reached on the project page or via a direct web address link
- **Your Voice Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) allowing participants to submit queries for response by the project team

- **Your Voice Email Inbox:** Responses, questions or feedback were encouraged via the YourVoice email address (yourvoice@westyorks-ca.gov.uk) and also a dedicated email address set up for the North Yorkshire TCF projects: TransformingCities@NorthYorks.gov.uk
- **Your Voice FAQs:** The 'Frequently Asked Questions' tool provided further information about the project and signposted participants to other resources
- **Your Voice Documents:** provided details of plans and proposals

Inclusive Engagement Methodology

The term 'seldom-heard groups' refers to under-represented people who are typically harder to reach, or rarely have the same opportunities to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. Thus, it is pivotal that efforts are made to connect and communicate with these groups, helping to facilitate better participation and ensuring that the TCF consultation is accessible and inclusive as possible.

Many factors can contribute to people who use services being seldom heard, including:

- Disability
- Ethnicity
- Sexuality
- Community impairments
- Mental health
- Homelessness
- Geographical isolation

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

We were also keen to reach people who are digitally disengaged. We supplied a freepost address for letters, a dedicated telephone number, printed leaflets, ran articles in local newspapers and we offered paper versions upon request. Contact details were supplied for those requiring the consultation materials in different formats.

As we develop the next stages of design for this scheme, we will proactively undertake further engagement with seldom-heard groups to enable their communities to input directly on specific scheme components, in line with the detailed level of designs. This will be enhanced by further public consultation on specific scheme components as we develop the full business case for the scheme.

Understanding the Results

Quantitative Data Analysis: The quantitative responses from the survey were analysed using standard frequency counts and percentages (where figures in this report do not add up to 100%, this is the result of computer rounding or multiple responses). Questions one and two, relating to travel habits, are reported by number of respondents.

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

There were a number of other opportunities provided for members of the public to submit open-text responses:

- Questions received and responded to via Your Voice Q&A tool
- Emails received and responded to via the Your Voice or NYCC TCF inboxes
- Letters received and responded to

Questions, emails and letters can be viewed in [Appendix Two](#).

Responses received from stakeholders can be viewed in [Appendix Three](#).

Consultation Results

During the four-week engagement period, 2,508 visits were made to the Your Voice engagement hub. A total of 244 online surveys were completed.

The proposals were divided into geographical zones and the survey questions asked respondents to what extent they agreed with the proposed plans for each zone. For every question, in each zone, there were more respondents who felt positive and very positive about the proposals than felt negative and very negative about the changes proposed.

Respondents were also offered the choice of selecting from a list of motivating factors to explain more about the reasons for their answers. Respondents mostly selected positive motivating factors as reasons for their answers, however, respondents with concerns about the proposals selected negative motivating factors as reasons for their answers. Responses that included more negative motivating factor selections than positive factor selections are highlighted below.

Open text questions were included to enable respondents to tell us more about their views and opinions. Where any key common themes arise from these questions, for

each zone, they are included below. These open text responses are summarised in the Analysis of Survey responses section and are shown in full in Appendix One.

Key Messages

Zone One – Selby Park and Selby Railway Station Plaza station and plaza

New pathway through the park

- When asked to select their preference from a choice of two options for a direct walking and cycling route between Selby Abbey, the wider town centre and Selby Railway Station - running through Selby Park - more respondents (44%) said they prefer Option One (with the new pathway through the park running through the existing bowling green and to the south of the existing car park). Fewer respondents (29%) said they prefer Option Two (with the new pathway through the park running through the existing play area and existing car park, avoiding the bowling green). 27% of respondents said they do not like either Option One or Option Two.
- Key motivating factors selected by those respondents who prefer Option One, include: the new path avoids the play area (41); It will offer people on foot a more direct and convenient route (39); it will be easier to travel between the station and town (39); it avoids the car park (32); it provides a safer off-road route for cyclists (32).
- Key motivating factors selected by those respondents who prefer Option Two, include: the new path will offer people on foot a more direct and convenient route (30); it avoids the bowling green (23); it provides a safer walking route (22); it will improve the look and feel of the park (21); It will make it easier to travel between the station and town (20)
- Key motivating factors selected by those respondents who did not like either Option One or Option Two, included: do not like the idea of a pathway through the play area (30); do not like the idea of removing the bowling green (27); do not think these options will persuade fewer people to travel by car, so the air quality will not improve (22); will not encourage more people to travel by cycle or on foot (19); will not make better use of this public space (18); do not like the idea of removing existing trees (18)
- There were no key common themes emerging from open-text responses.

New station plaza

- For the plans to create a new station plaza, 47% of respondents feel very positive and 23% feel positive, whilst 4% are negative, 5% very negative (20% said they are neutral)
- For plans relating to create a new station plaza, all answers were more motivated by positive reasons than negative reasons, except when asked if the proposals would encourage more people to use the car and so improve air quality, where more people selected negative factors (43) than positive (32). It is worth noting that 111 respondents feel the plans will improve the look and feel of the station, 68 feel the plans will encourage more people to use the station, 68 respondents feel the plans will benefit people on foot, 57 think this

will be a better use of public space and 45 think the plans will make it better for cyclists.

- In open-text responses there was concern about accessibility (6).

Changes to Station Road, including part one-way traffic and 20mph zone

- For the plans to change Station Road, 39% of respondents feel very positive and 31% feel positive, whilst 7% of respondents feel negative and 6% feel very negative. (18% said they are neutral)
- All answers were more motivated by positive factors than negative factors, except when asked if the proposals would make parking easier and more convenient, where more people selected negative factors (26) than positive (20). It is worth noting that 85 respondents feel improvements to pavements will make it safer for walking; 82 feel the plans will improve traffic flow; 63 feel it will be easier and more convenient for station users; 58 feel it will be safer to cycle.
- There were no key common themes emerging from open-text responses

Zone Two - public access via Cowie Drive and the proposed new station access

- For the plans to transform Cowie Drive and create a new access into the station, 47% of respondents feel very positive and 31% feel positive, whilst 5% of respondents feel negative and 2% feel very negative (12% said they are neutral)
- All answers were more motivated by positive factors than negative factors. It is worth noting that 60 respondents like the idea of the new access; 54 think this will encourage more use of the station; 50 think this is a better use of the area
- There were no key common themes emerging from open-text responses

Zone Three – Ousegate

- For the plans to make part of Ousegate one-way (northbound) for vehicles and remove some on street parking to create safe cycling facilities and new/improved pavements, 36% of respondents feel very positive and 21% feel positive, whilst 11% feel negative and 19% feel very negative. (11% said they are neutral)
- All answers were more motivated by positive factors than negative factors, except for loss of parking spaces, where 33 respondents are concerned about this, whilst 22 are not. It is worth noting that 57 respondents feel the proposals will improve the look and feel of Ousegate, and 51 feel the new cycle lanes will make it safer and more convenient for cyclists
- In open-text responses, 8 respondents expressed concerns the proposals would increase congestion and air pollution

Zone Four – Shipyard Road, Selby Lock and the Denison Road bridge

- For the plans to close Denison Road bridge to vehicles, 24% of respondents feel very positive and 22% feel positive, whilst 22% feel negative and 13% feel very negative. (18% said they feel neutral)

- All answers were more motivated by positive factors than negative factors, except for traffic flow/congestion, where 50 respondents feel the proposals will make this worse and 17 respondents feel congestion would improve
- In open-text responses, 10 respondents showed concern that the proposals will increase traffic around Abbots Road / Bawtry Road.
- For the plans to introduce traffic-calming measures and to create a two-way cycle track between Shipyard Road, Selby canal and the Trans-Pennine Trail, 42% of respondents feel very positive and 22% feel positive, whilst 8% feel negative and 5% feel negative. (22% said they feel neutral).
- All answers were more motivated by positive factors than negative factors. It is worth noting that 59 respondents feel the proposals for a cycle track will make it safer for cyclists; 58 feel pavement improvements will make it safer to walk in the area; 57 respondents feel traffic calming measures will make it safer for everyone. It is also worth noting that although 37 respondents said they would not mind removal of trees providing more trees were planted, 31 respondents said they do not like the idea of removing trees
- In open-text responses, 6 respondents expressed concern about trees, such as replacing felled trees and wanting more planting

Zone Five – Selby Bus Station and Bawtry Road

- For the plans for to make a new walking and cycling route to provide access across Bawtry Road, 49% of respondents prefer to make better use of the existing archway and 39% would prefer a new route under the road. safer and more convenient option. 12% of respondents do not want of these options.

Zone Six – Ousegate Wharf & the proposed new walking and cycling bridge across the Ouse and linking to Olympia Park

- For the proposed changes to the former Wharf, 53% of respondents feel very positive and 23% feel positive, whilst 2% feel negative and 4% feel very negative. (18% said they are neutral)
- All answers were more motivated by positive factors than negative factors
- In open-text responses 6 respondents said the proposal would create a more enjoyable public space
- For the proposed new walking and cycling bridge across the River Ouse and linking to Olympia Park, 49% of respondents feel very positive and 24% feel positive, whilst 4% feel negative and 8% feel very negative. (15% feel neutral)
- All answers were more motivated by positive factors than negative factors, except for impact on the allotments, where 31 respondents do not like the idea of any impact on allotments and 26 said they do not mind. It is worth noting that 81 respondents feel the proposals will make it safer and easier for cyclists to cross the Ouse, and 51 feel it will create employment opportunities by providing easier access to Olympia Park
- In open-text responses 6 respondents said the new bridge should be simple and low-cost

Zone Seven – Selby Rail Station proposals

- When asked to select between different options for the station, 49% of respondents choose Option A (designed from the existing form, structures and materials used within the listed station to provide an expressed roof structure framing both station entrances, creating enhanced internal space within the waiting area and providing shelter outside the building with enlarged canopies), 12% choose Option B (This option looks to provide a simpler 'pavilion' form which tucks under the listed canopy roof) and 24% choose Option C (This option incorporates a curved roof with timber roof structure to the new station building).
15% do not prefer any of the options presented
- In open-text responses, a common theme expressed is that any new design should be in keeping with local heritage and architecture

Travel Habits

- The majority of respondents, 202, said they live in Selby, 66 visit Selby for leisure or social activities, 50 said they work in Selby and 26 commute via Selby
- The majority of respondents said they typically travel to and from Selby Railway Station by driving (car/van, 123) or walking (121). 73 travel in a car/van as a passenger, 41 travel by bus and 32 cycle

Respondent Demographics

- 51% of respondents identify as male, 46% as female; 4% prefer not to say
- 39% of respondents are aged 25-44 years, 36% are aged 45-64 years, 15% are aged 65+, and 6% are aged 16-24 years; 5% prefer not to say
- 82% of respondents do not consider their day-to-day activities to be limited by a health problem or disability which has lasted, or is expected to last, at least 12 months. 11% said they are limited a little, and 3% said they are limited a lot
- The majority of respondents identify as White British (90%), 4% identify as White Other and 1% as Other; 5% prefer not to say

YourVoice Engagement Analytics

During the four-week engagement period, 2,508 visits were made by 1,831 'Visitors' to the Your Voice engagement hub. A single Visitor may visit the site several times, which is why the total number of 'visits' is higher than the total number of 'Visitors'.

The Visitors can be divided into the following categories:

Aware (1,831 visitors): Visitors that we consider to be 'aware' have made at least one single visit to the project page. These people have seen the information on the landing page about the project and survey, but not taken any further action (not clicked on anything).

Informed (1,099 visitors): An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs) about the project, download the Privacy Notice, or look at Key Dates.

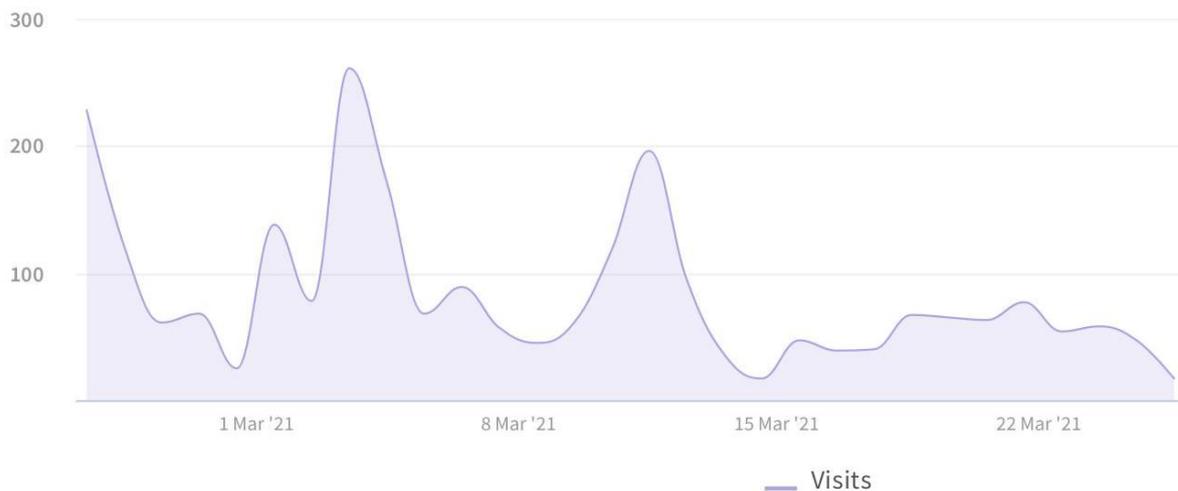
Engaged (228 visitors): Every visitor that contributes to a website ‘tool’, in this case completing the Survey or asking a question via the Q&A tool, is considered to have actively 'engaged' with the project. The number of surveys completed (244) is slightly higher than the number of engaged visitors due to some surveys being completed on the same device (such as family members in the same household).

11 emails were received and **11 Q&A questions** were asked on YourVoice, all of which can be viewed in full with associated responses in [Appendix Two](#).

Timeline of visitors

The graph below shows how many visits were made to the YourVoice webpage over the course of the consultation timeline:

Your Voice from 24 Feb'21 to 25 Mar'21



Traffic Channels

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

Site access routes	Number of visits
Direct (by typing the web address URL directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	1143
Social media (including Facebook, Twitter, LinkedIn, Instagram)	1157
Email (via direct email campaigns using external email tools)	5
Search engine (including Google, Bing, Internet Explorer etc)	111
.GOV sites (referrals from government websites)	16
Referrals (re-directed to the site)	76

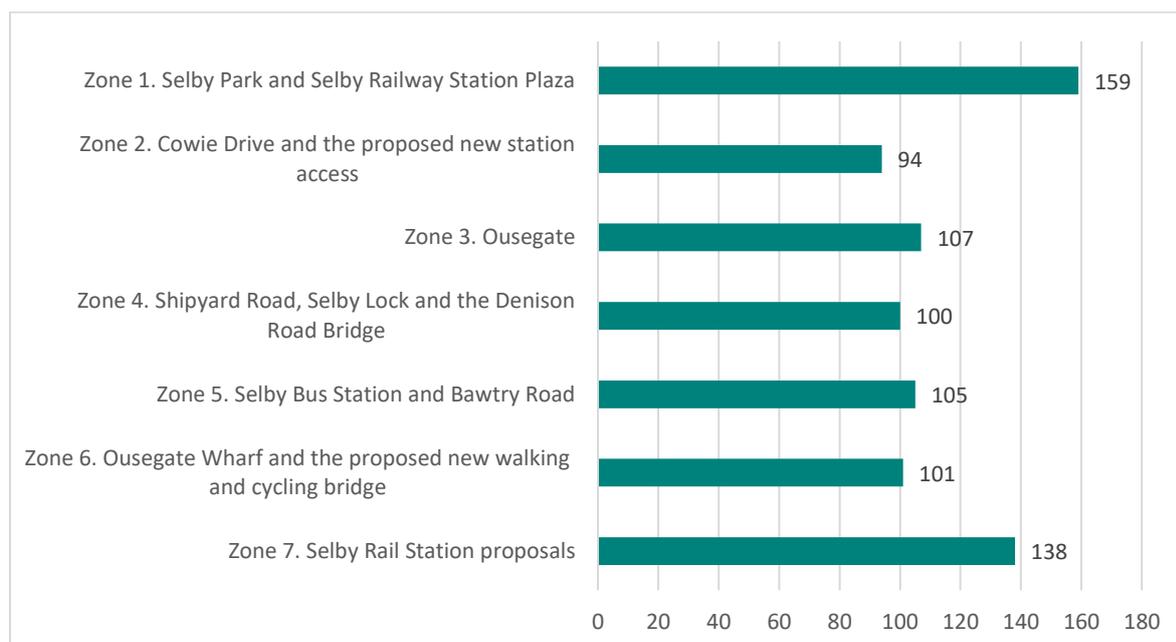
Analysis of Survey Responses

Members of the public were invited to complete a survey hosted on the YourVoice website. At the start of the survey, participants were asked about their current travel habits (based on their 'normal' travel habits before Covid-19 restrictions were put in place from March 2020 onwards). Respondents were then asked to select some or all zones of interest to them, and to complete all relevant survey questions seeking their views on the proposals for the Selby Station Gateway scheme. For ease of consultation, the scheme was divided into seven geographical zones, with opinions being sought on the proposals within each zone. For each question, a list of motivating factors was also provided, and respondents were invited to select from that list by ticking factors they felt supported their answer to each question. An open text response box was provided to enable respondents to tell us more about their views on each zone should they wish to do so. An optional section containing demographic questions was also included.

A total of 244 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received. Comments received as open text responses have been coded by subject matter and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which they would like to answer.

Your views on the proposed plans

Q1. Please tell us which of the following zones you would like to comment on?
(n = 234 responses)



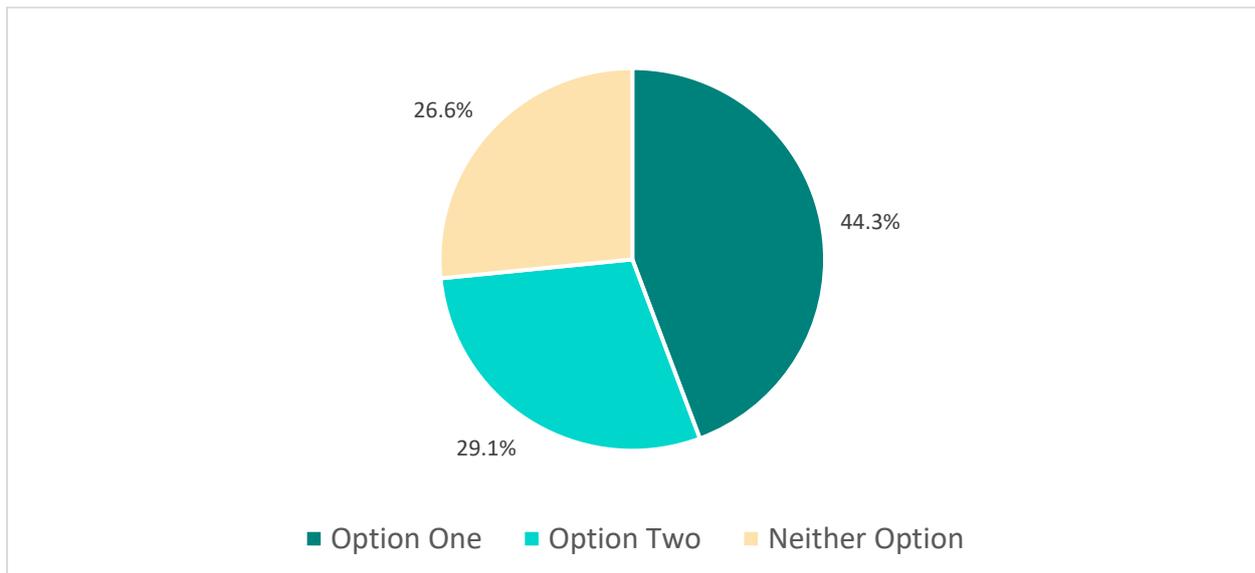
ZONE 1: Your views on Selby Park and Selby Railway Station Plaza

Q2. Selby Station should be a key gateway to welcome people travelling in to and from Selby, and act as a positive experience for people working in and visiting the town. We want to invest in this space by making a number of key changes.

First, we can build one of two options for a direct walking and cycling route between Selby Abbey, the wider town centre and Selby Railway Station, through Selby Park:

- Option One: A pathway through the bowling green and to the south of the existing car park
- Option Two: A pathway through the play area and existing car park, avoiding the bowling green

Do you prefer Option One, Option Two, or none of these options for a new pathway through the park?



Q3. I prefer Option One (through the bowling green and to the south of the existing car park) for the following reasons: (n = 70 responses)

It will provide a safer walking route	41
This path avoids the play area	41
It will offer people on foot a more direct and convenient route	39
It will make it easier to travel between the station and town	39
This path avoids the car park	32
It will provide a safer off-road route for cyclists	32
It will improve the look and feel of the park	27
It is a better use of this public space	26

It will encourage more people to travel by cycle or on foot	21
The path will offer cyclists a more direct and convenient route	20
It will encourage more people to use the station	18
It will improve air quality as less people may use their car	14
Other (please state)	4

4 people specified Other and provided comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Prefer Pathway One – ‘other (please state)’ by theme:	No.
Retains the war memorial	1
Preference for the general route	1
Makes use of underused space	1
It’s a safer route	1

Q4. I prefer Option Two (through the play area and existing car park, avoiding the bowling green) for the following reasons: (n = 46 responses)

It will offer people on foot a more direct and convenient route	30
This path avoids the bowling green	23
It will provide a safer walking route	22
It will improve the look and feel of the park	21
It will make it easier to travel between the station and town	20
The path will offer cyclists a more direct and convenient route	18
It is a better use of this public space	16
It will encourage more people to travel by cycle or on foot	14
It will provide a safer off-road route for cyclists	13
It will encourage more people to use the station	11
It will improve the setting of the War Memorial and access to it	11
It will improve air quality as less people may use their car	7
Other (please state)	3

3 people specified Other and provided comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Prefer Pathway Two – ‘other (please state)’ by theme	No.
Retains the bowling green	2
Potential for a new safer playground	1

**Q5. I don't like either Option One or Option Two for the following reasons:
(n = 41 responses)**

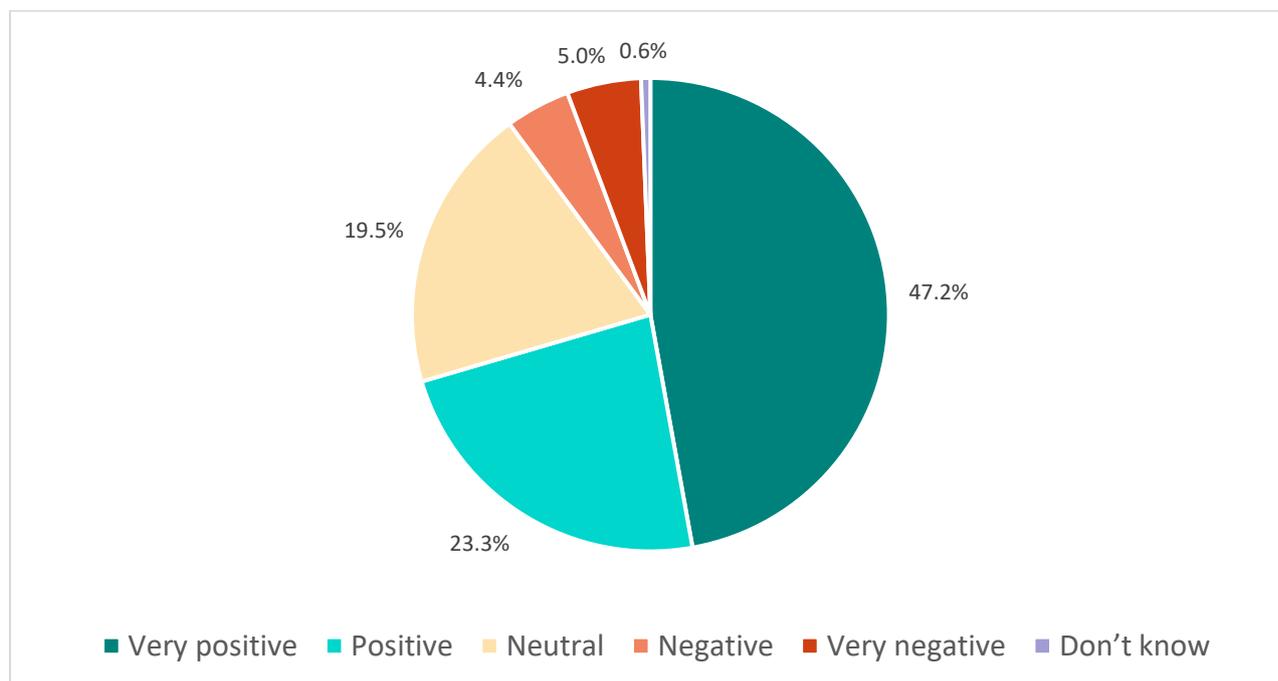
I do not like the idea of a pathway through the play area	30
I do not like the idea of removing the bowling green	27
I do not think these options will persuade fewer people to travel by car, so the air quality will not improve	22
They will not encourage more people to travel by cycle or on foot	19
I do not like the idea of removing existing trees	18
They do not make better use of this public space	18
I think sharing a footpath with cyclists is dangerous for other users	17
They will not encourage more people to use the station	15
I prefer the existing park layout/paths	15
They will not make it easier to travel between the station and town	14
I prefer the existing setting of the War Memorial	14
I do not like the idea of a pathway through the car park	9
They will not offer a more direct route for people on foot	4
They will not provide a safer walking route	4
The options will not offer a more direct route for cyclists	2
They will not provide a safer off-road route for cyclists	2
Other (please state)	12

12 people specified Other and provided comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Prefer neither path – 'other (please state)' comments by theme	No.
Safety concerns	5
Loss of existing useful space	4
Other suggestions for the route	4
Impact on historical value	3
Other general suggestions	3
Financial cost of proposals	2
Accessibility concerns	1

Q6. How do you feel about the plans to create a new station plaza?

(n = 159 responses)



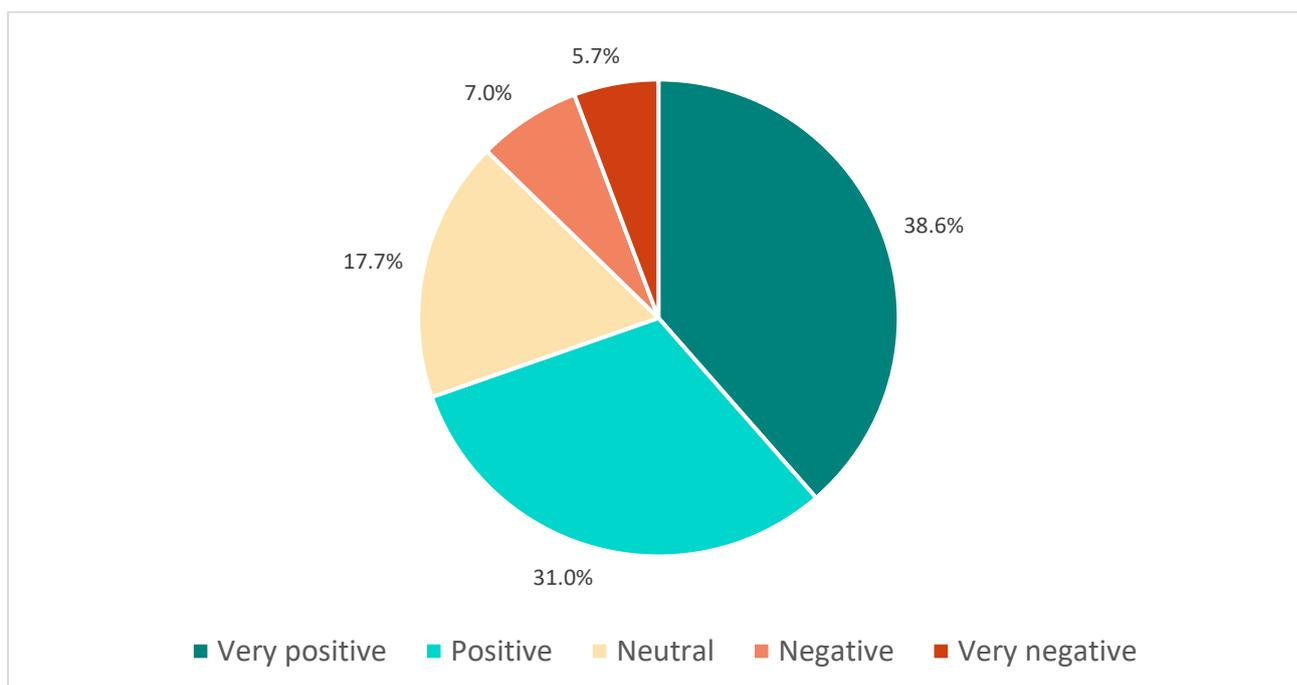
Q7. Please tell us why you feel this way? (n = 156 responses)

It will encourage more people to use the station	68
It will not encourage people to use the station	22
It will improve the look and feel of the station area	111
It will negatively impact the look and feel of the station area	8
I prefer the existing station frontage/welcome area	7
I do not like the idea of demolishing the business centre	23
It will improve air quality as less people may use their car	32
I do not think these plans will persuade fewer people to travel by car, so the air quality will not improve	43
I think this is a better use of public space	57
I do not think this is a better use of public space	18
It will be better for cyclists	45
It will be worse for cyclists	3
It will benefit people on foot	68
It will be worse for people on foot	0
It will make it easier for disabled users	39
It will make it more difficult for disabled users	2
Other (please state)	21

21 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Plans improve the look and feel	3
Better connected to town centre	2
Will lead to increased station use	1
Negative:	
Accessibility concerns	6
Concerns over the look and feel / loss of heritage	3
Reduces car parking space	3
Safety concerns	2
Unnecessary change / waste of money	2
Choose a better location	1
Space should be multifunctional	1
Concerns over misuse / anti social behaviour	1
Concerns of ongoing maintenance going forward	1

Q8. How do you feel about the plans to make changes to Station Road, including part one-way traffic and 20mph zone? (n = 158 responses)



Q9. Please tell us why you feel this way? (n = 155 responses)	
Changes on Station Road will improve the traffic flow and access for vehicles (including on Ousegate)	82
Changes on Station Road will have a negative impact on the traffic flow and access for vehicles (including on Ousegate)	24
It will encourage more people to use the station	37
It will not encourage people to use the station	23

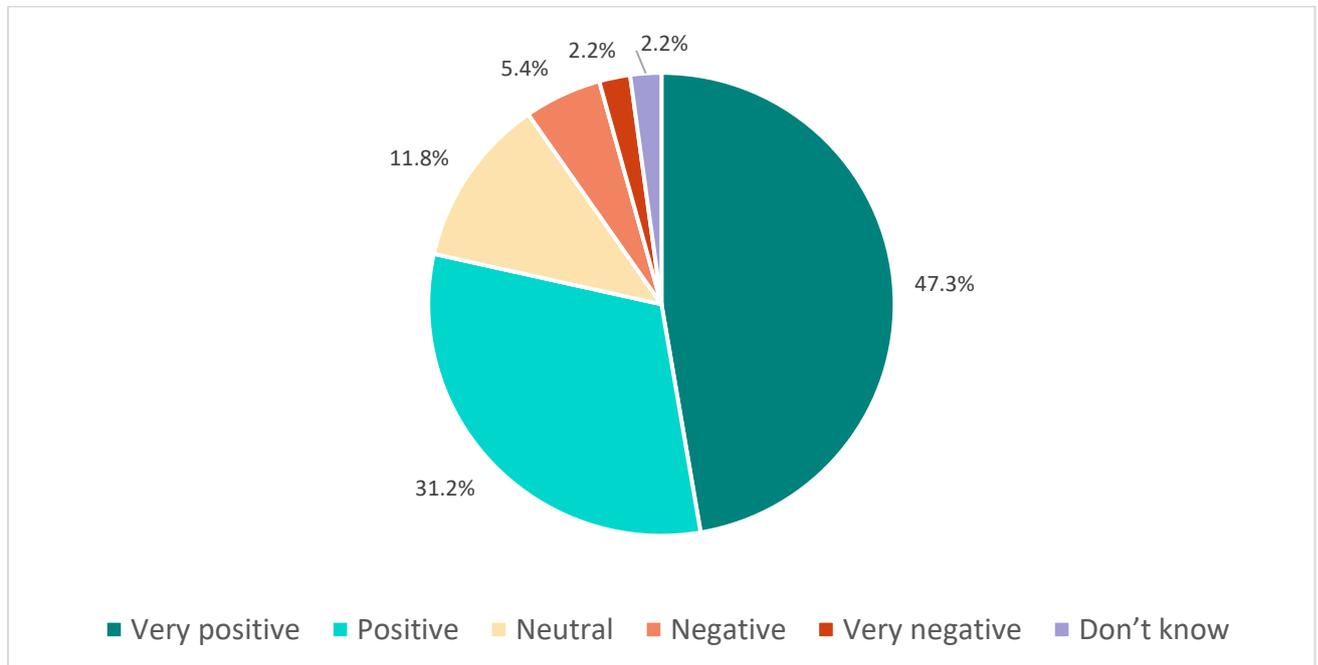
It will be easier and more convenient for station users and passengers	63
It will be more difficult and less convenient for station users and passengers	18
Parking will be easier and/or more convenient	20
Parking will be more difficult and less convenient	26
It will be easier and more convenient for disabled users	36
It will be more difficult and less convenient for disabled users	4
Blue badge parking for those with disabilities will be easier and/or more convenient	28
Blue badge parking for those with disabilities will be more difficult and/or less convenient	2
Station Road changes will benefit cyclists and make it safer to cycle	58
Station Road changes will make it worse for cyclists	2
Pavement widening/new pavements will benefit people on foot and will make it safer to walk	85
It will be worse for people on foot	1
It will be easier and more convenient for taxi drivers and passengers	25
It will be more difficult and less convenient for taxi drivers and passengers	13
It will improve links with the bus station	44
It will not improve links with the bus station	18
I think it will improve the environment/air quality if fewer people choose to travel by car as a result of these changes	30
I do not think it will improve the environment/air quality if fewer choose to travel by car as a result of these changes	11
Other (please state)	15

15 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Improving experience for cyclists and pedestrians	3
Improving links with the bus station	1
Negative:	
More difficult to park	3
Safety / accessibility concerns (within station / dropping off)	3
Will not change people's behaviour	3
Inconveniencing station users	2
Will discourage train travel from the station	1
Potential to increase air pollution	1
Neutral:	
Alternative suggestions	2
Needs further study on impact	1

ZONE 2: Your views on public access via Cowie Drive and the proposed new station access

Q10. How do you feel about the plans to transform Cowie Drive and create a new access into the station? (n = 93 responses)



Q11. Please tell us why you feel this way? (n = 92 responses)	
The new station access will encourage more people to use the station	54
The new station access will not encourage people to use the station	6
I like the idea of the new station access	60
I prefer the existing station frontage and welcome area	4
It will make it easier for cyclists to access the station	32
It will not help cyclists to access the station	1
It will make it easier for people on foot to access the station	41
It will not help people on foot to access the station	3
It will enable people with a disability to access the platforms easier	38
It will not make it easier for disabled people to access the platforms	3
The plans will improve the look and feel of Cowie Drive	41
The plans will not improve the look and feel of Cowie Drive	2
These changes will make it better for local businesses & private parking	17
These changes will make it worse for local businesses & private parking	12
New car parking will make the station more easily accessible	46
New car parking will not make the station more easily accessible	5

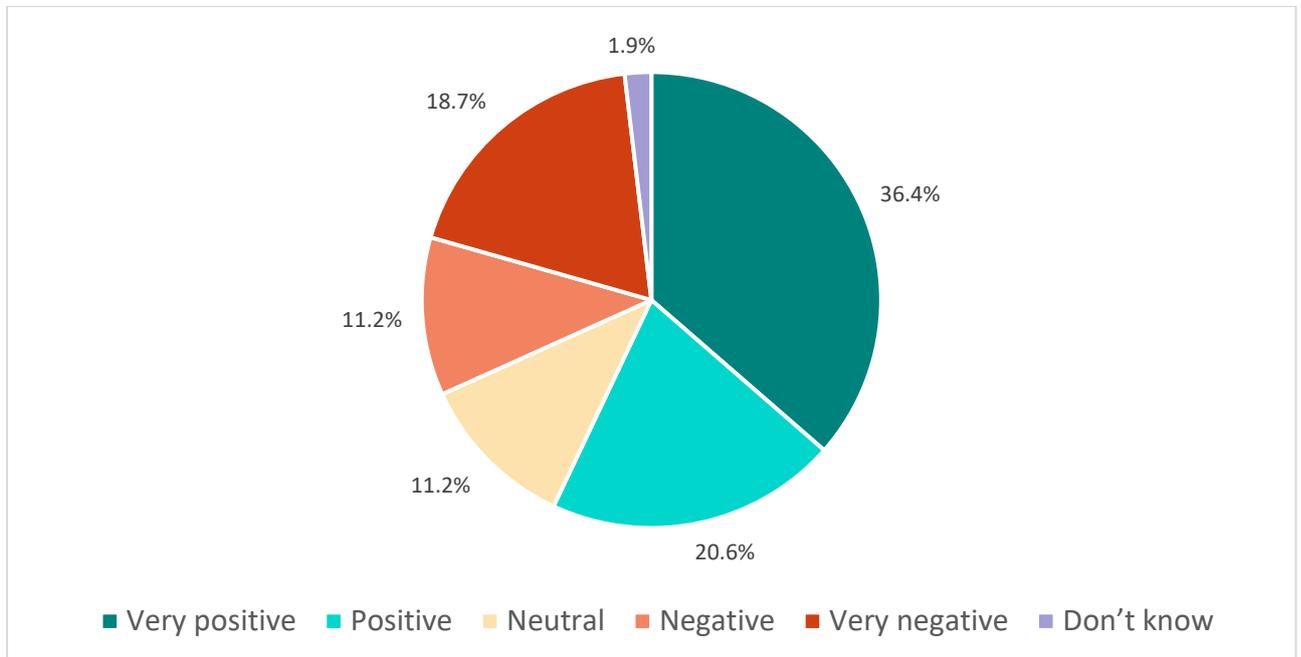
New and/or improved pavements and a crossing point will make it safer for people on foot	41
New and/or improved pavements and a crossing point will not help to make it safer for people on foot	4
I think it will improve the environment/air quality if fewer people choose to travel by car as a result of these changes	21
I do not think it will improve the environment/air quality if fewer people choose to travel by car as a result of these changes	3
I think this is a better use of the area	50
I do not think it is a better use of the area	5
I am concerned about the impact on local residents (noise/light/traffic/security)	20
I do not think there will be any negative impact for local residents	14
Other (please state)	14

14 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Will improve connection with east of the town	1
Agree with increased parking on Cowie Drive	1
Negative:	
Needs more car park spaces, not fewer	5
Any additional parking goes against reducing car use to mitigate climate change	4
Changes will discourage train travel	3
Plans split the station in two, making it disjointed	3
Concerns plans will increase congestion during works / long term	2
Concerns over accessibility between platforms without lift	2
Concerns for pedestrian safety	2
Feels more difficult to access the station from town	1

ZONE 3: Your views on Ousegate

Q12. How do you feel about the plans to make part of Ousegate one-way (northbound) for vehicles and remove some on street parking to create safe cycling facilities and new/improved pavements? (n = 107 responses)



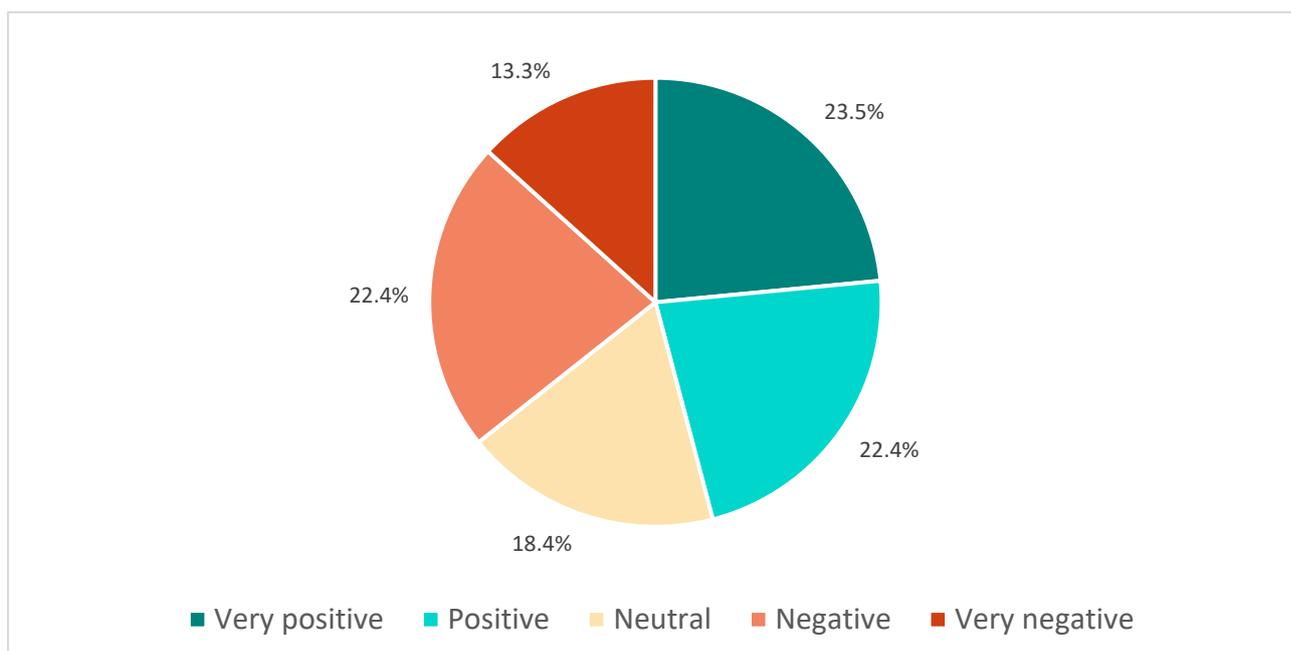
Q13. Please tell us why you feel this way? (n = 107 responses)	
These changes to the road layout will improve traffic flows/congestion	45
These changes to the road layout will make traffic flows/congestion worse	35
The new cycle lanes will be safer and more convenient for cyclists	51
The new cycle lanes will not improve safety and convenience for cyclists	7
These changes will improve safety and convenience for people on foot	48
These changes will not improve safety or convenience for people on foot	9
I do not think the loss of parking is a problem	22
I am concerned about the loss of parking	33
The plans will improve the look and feel of Ousegate	57
I prefer the look and feel of Ousegate as it is now	8
These changes will help improve the environment/air quality	26
These changes will not improve the environment/air quality	10
This will be a better use of public space	30
I prefer the public space as it is now	6
Other (please state)	26

26 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Believe plans improve traffic flow	3
Negative:	
Concerns one way plan would increase congestion / air pollution	8
Concerns about impact on residential parking	5
Cycle lane safety concerns (merging out of cycle lane / by toll bridge)	3
Visibility issues turning from Station Road to Ousegate	3
Journey times / flow may be negatively impacted by plans	2
Further study required	2
Need to consider impact on businesses of reduced on street parking	1
Against public art / planter proposal	1

ZONE 4: Your views on Shipyard Road, Selby Lock and the Denison Road Bridge

Q14. How do you feel about the plans to close Denison Road bridge to vehicles? (n = 98 responses)



Q15. Please tell us why do you feel this way? (n = 98 responses)

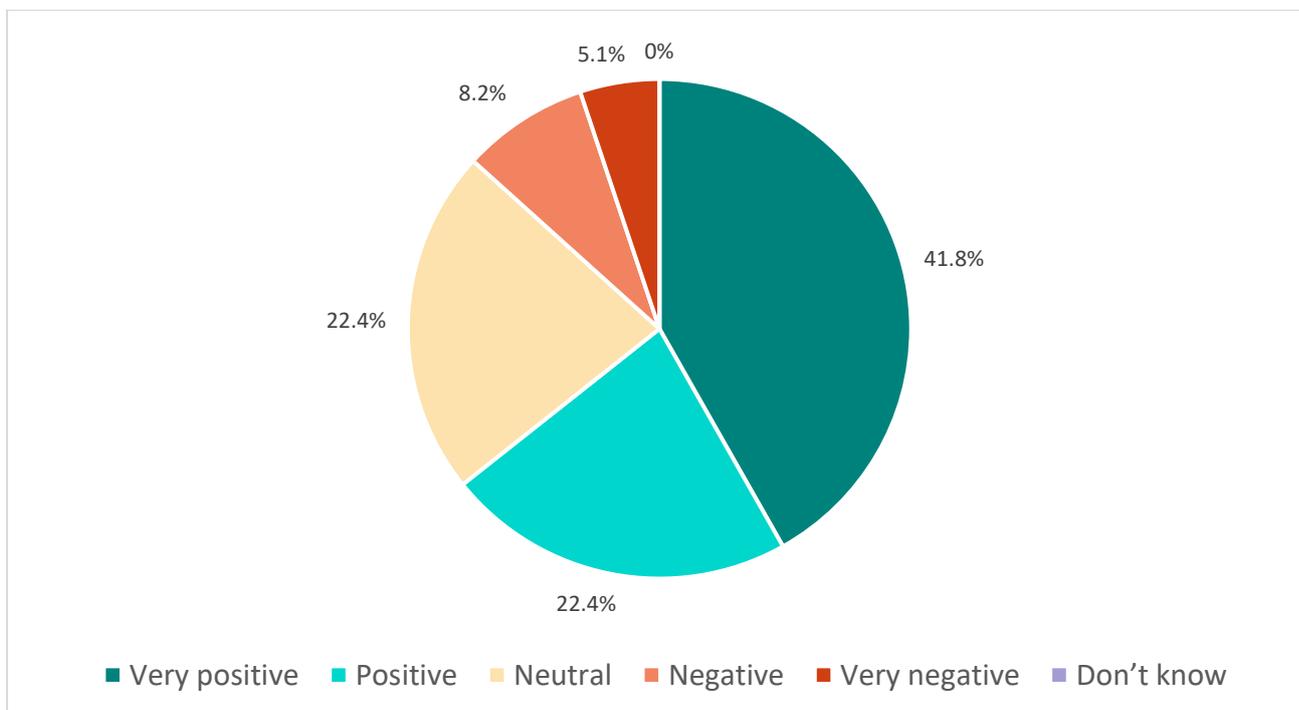
Closing the bridge to vehicles will improve traffic flows/congestion	17
Closing the bridge to vehicles will make traffic flows/congestion worse	50
The changes will make it safer and more convenient for cyclists to travel around this area	49
The changes will not improve safety or convenience for cyclists in this area	13

The changes will make it safer and more convenient for people to walk around this area	49
The changes will not improve safety or convenience for people walking in this area	12
Other (please state)	24

24 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Plans support safer travel for cyclists / pedestrians	5
May improve traffic flow	3
Limits wear and tear to bridge, improves environment	2
Negative:	
May increase traffic congestion around Abbots Rd/Bawtry Rd	10
Local residential car journeys will be longer	5
Suggest updating and improving the bridge instead	3
Cannot work without considering wider infrastructure	2
Need more information on traffic modelling	2
Increased taxi journey length	1

Q16. How do you feel about the option to introduce traffic-calming measures and to create a two-way cycle track between Shipyard Road, Selby canal and the Trans-Pennine Trail? (n = 98 responses)



Q17. Please tell us why you feel this way? (n = 97 responses)	
The cycle track will provide safer and more convenient travel for cyclists	59
The cycle track will not improve safety and convenience for cyclists	6
Pavement improvements will make it safer and easier for people to travel in this area on foot	58
Pavement improvements will not make it safer or easier for people walking in this area	7
Traffic calming measures will make it safer for everyone to travel in this area	57
Traffic calming measures will not make the area safer to travel in and around	8
I do not mind removal of trees, providing more trees are planted	37
I do not like the idea of trees being removed	31
Other (please state)	18

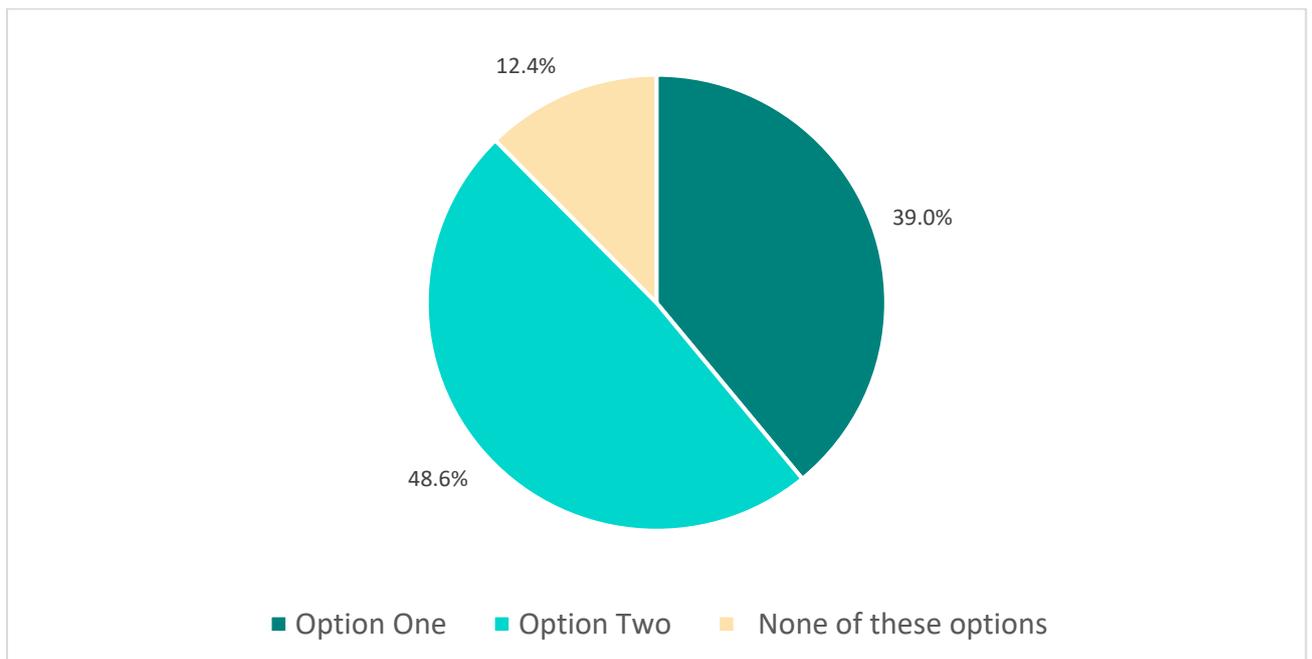
18 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
Generally in favour	2
Negative:	
Tree comments (replace felled trees, more planting etc)	6
Cycle track suggestions (safety, signage)	4
Speed bump concerns / unwanted	2
Plan will increase congestion	2
Traffic-calming won't increase safety	1
Need better access route to recycling centre	1
These changes are unnecessary	1
Improve the route between the lock and Abbots	1

ZONE 5: Your views on Selby Bus Station and Bawtry Road

Q18. Which option do you prefer for the pedestrian and cycle link between Station Road and Portholme Road? (n = 105 responses)

- **Option One** - Create a new walking and cycling route under Bawtry Road
- **Option Two** - Make better use of the existing archway as a walking and cycling route
- **Neither**



Q19. I prefer Option One (a new route under Bawtry Road) for the following reasons: (n = 41 responses)

I think a new route under the road will be more attractive to users	35
It will be safer and more convenient for cyclists and people on foot to use the new route, rather than crossing Bawtry Road	34
The new route will provide safer and more convenient access to the bus station for residents	33
It will encourage more people to use the bus station	24
It will encourage more people to use the rail station	23
Other (please state)	9
Prefer Option One - 'other please state' by theme	No.
Option one is the safer option	4
It's more convenient for accessing the bus / train station	2
Will impact local residents less than option 2	2

Need to address wider traffic issues / wider changes required to encourage people out of cars	2
Provides easier access to the park	1

Q20. I prefer Option Two (improving the existing archway under Bawtry Road) for the following reasons: (n = 51 responses)

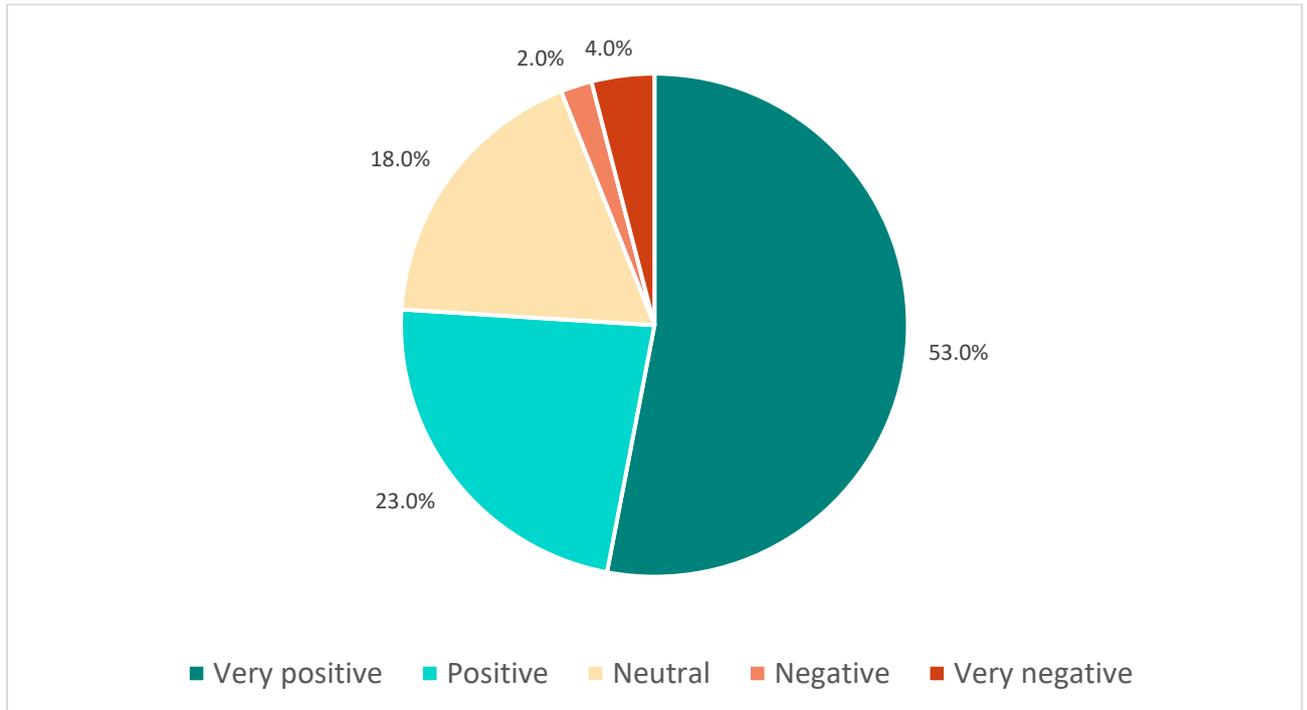
I think better use should be made of the existing archway	46
It will be safer and more convenient for cyclists and people on foot to use the improved archway than crossing Bawtry Road	40
The improved archway will provide safer and more convenient access to the bus station for residents	31
It will encourage more people to use the bus station	20
It will encourage more people to use the rail station	22
I do not like the idea of removing trees in Option One	19
Other (please state)	5
Prefer Option Two – ‘other please state’ by theme	No.
Option two is less disruptive to create	2
Other suggestions	2
Safer option in the dark	1
Option two offers better workout with the steps	1
Cost is important consideration	1

Q21. I don't like either Option One nor Option Two for the following reasons: (13 responses)

Neither of the optional routes will improve safety and convenience for cyclists and people on foot	3
I prefer to cross Bawtry Road	1
Neither of these options will provide safer and more convenient access to the bus station for residents	2
The routes will not encourage more people to use the bus station	6
The routes will not encourage more people to use the rail station	3
Other (please state)	7
Neither Option 1 nor Option 2 – ‘other please state’ by theme	No.
Other suggestions (car park, pedestrian crossings)	3
Both options have safety / accessibility issues	2
Too expensive	1
Both options should be developed	1
Unsure / need more detail	1

ZONE 6: Your views on Ousegate Wharf & the proposed new walking and cycling bridge across the Ouse and linking to Olympia Park

Q22. How do you feel about the proposed changes to the former Wharf?
(n = 100 responses)



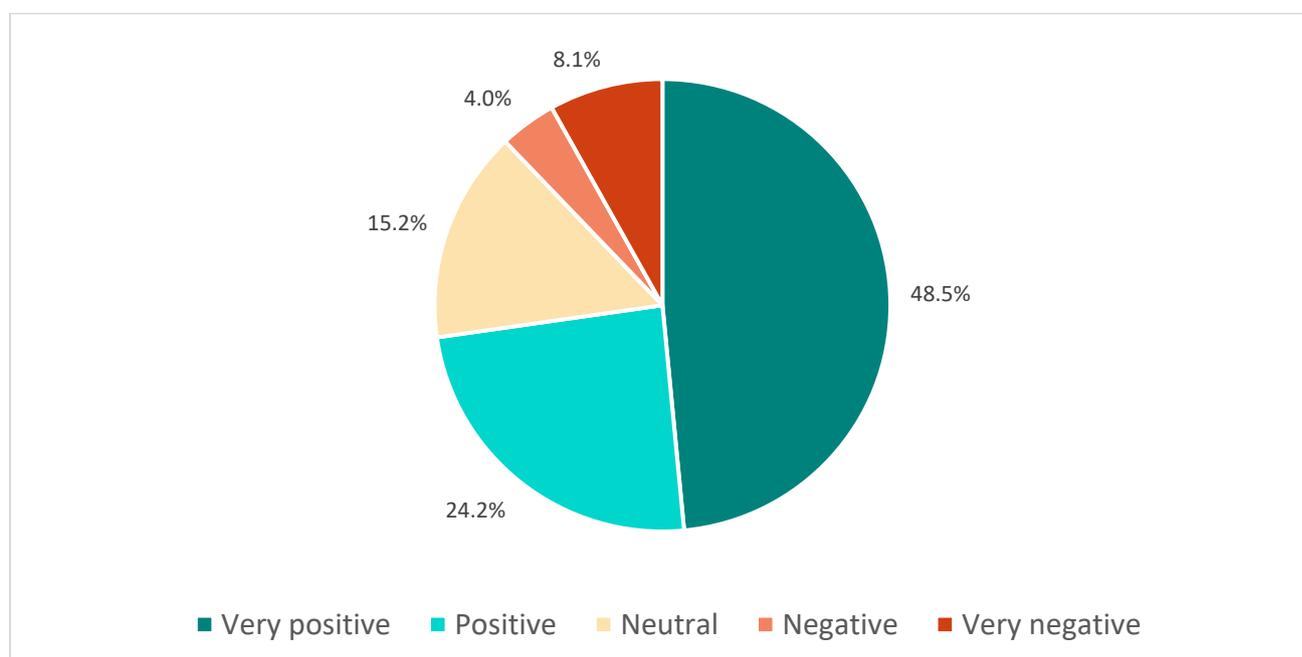
Q23. Please tell us why you feel this way? (n = 100 responses)	
These changes to the road layout will improve traffic flows/congestion	30
These changes to the road layout will make traffic flows/congestion worse	13
The new cycle lanes will be safer and more convenient for cyclists	58
The new cycle lanes will not improve safety and convenience for cyclists	4
New and improved pavements will make is safer and more convenient for people on foot	59
New and improved pavements will not improve safety and convenience for people on foot	4
The changes will encourage more people to use the station	34
The changes will not encourage people to use the station	14
These changes will help improve the environment/air quality	36
These changes will not improve the environment/air quality	9
I do not mind the removal of trees, providing more trees are planted	37
I do not like the idea of removing trees	22
The plans will improve the look and feel of Ousegate Wharf	68
I prefer the look and feel of Ousegate Wharf as it is now	2

This will be a better use of public space for people to enjoy	55
I prefer the public space as it is now	2
Other (please state)	14

14 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

Comments by theme	No.
Positive:	
It's an improvement – more enjoyable public space	6
Cycle lane could be good so long as flood risk mitigated	1
Negative:	
Impact on allotment holders, trees – potential increase flood risk	4
Concerns on reduction in parking	1
Need to consider wider infrastructure	1
Won't improve local environment	1
Potential for anti-social behaviour in area	1
Neutral:	
Will benefit housing developers / they should pay for works	2
Suggest other usage e.g. sports	1

Q24. How do you feel about the proposed new walking and cycling bridge across the River Ouse and linking to Olympia Park? (n = 99 responses)



Q25. Please tell us why you feel this way? (n = 100 responses)

It will make it easier and safer for cyclists and pedestrians to cross the Ouse	81
It will not help cyclists and pedestrians to cross the Ouse	4

It will encourage more use of the bus or rail station by providing easier access by cycle or on foot	47
It will not encourage more people to use the bus or rail station	13
It will encourage creation of new employment opportunities by providing easier access to Olympia Park	51
It will not encourage creation of new employment opportunities	9
I do not mind the removal of trees, providing more trees are planted	33
I do not like the idea of removing trees	19
I do not mind some impact on the allotments	26
I do not like the idea of any impact on the allotments	31
Other (please state)	20

20 people specified 'Other' and provided several comments which are summarised in the table below and can be viewed in full at [Appendix One](#).

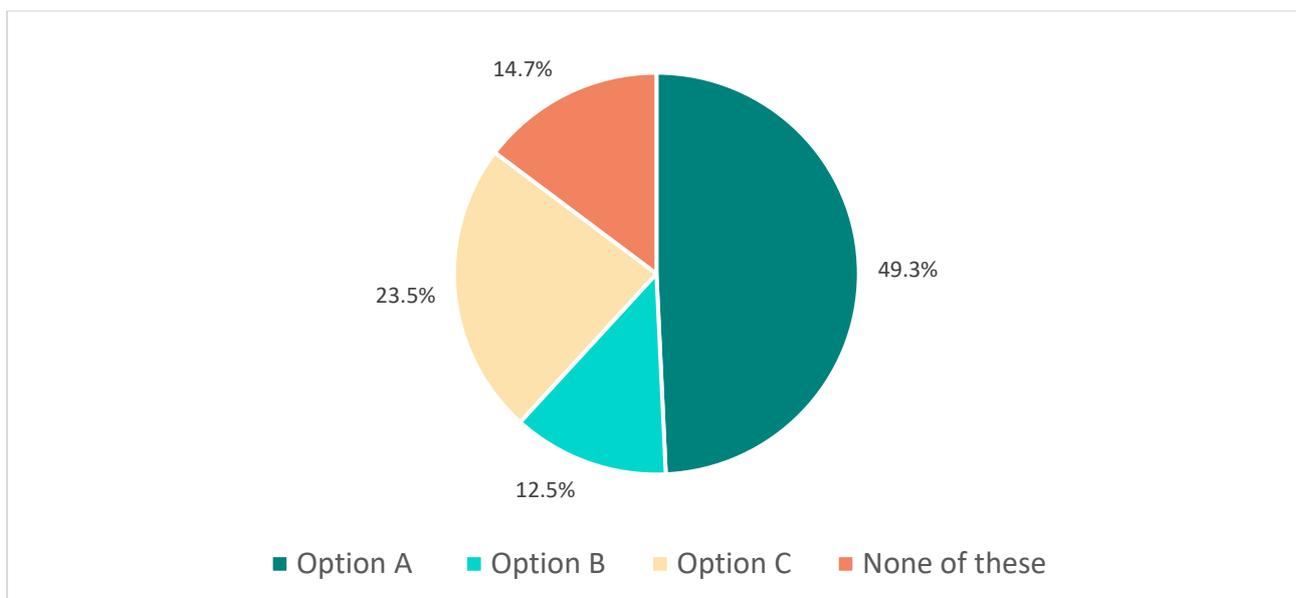
Comments by theme	No.
Positive:	
Generally in favour of bridge	3
Improves river crossing for pedestrians and cyclists	1
Negative:	
It's not needed / waste of money	4
Impact of removal of allotments / trees needs mitigation	4
Potential for anti-social behaviour in area	1
Neutral:	
Keep the bridge simple and low cost, not extravagant	6
Need more detail on access	3
Suggest stepped access	1

ZONE 7: Your views on Selby Rail Station proposals

Q26. Which option do you prefer for the station building? (n = 136 responses)

- **Option A** - This option is designed from the existing form, structures and materials used within the listed station to provide an expressed roof structure framing both station entrances, creating enhanced internal space within the waiting area and providing shelter outside the building with enlarged canopies
- **Option B** - This option looks to provide a simpler 'pavilion' form which tucks under the listed canopy roof
- **Option C** - This option incorporates a curved roof with timber roof structure to the new station building
- **None of the above options**

Views on options for Selby rail station



Q27. You said you prefer Option A, please tell us why you feel this way? (n = 66 responses)

It will improve the look and feel of the station	57
I like the materials that will be used	34
It will be a better use of public space	27
It will encourage more people to use the station	21
Other (please specify)	13

Option A – ‘other reasons’ by theme:	No.
Positive:	
This design is the best / in keeping with local heritage and architecture	6
Materials used should be in keeping with existing buildings	2
Option provides the most shelter from rain	2
Negative:	
More provision needed for cycle storage	2
Need to focus on station amenity requirements over appearance	1
Neutral:	
Ensure station plan is developed in tandem with Network rail lift plans	1
Comment on station taxis	1
Other suggestions	1

Q28. You said you prefer Option B, please tell us why you feel this way? (n = 17 responses)

It will improve the look and feel of the station	12
I like the materials that will be used	8

It will encourage more people to use the station	4
It will be a better use of public space	3
Other (please specify)	4

Option B – ‘other reasons’ by theme:	No.
Positive:	
This option minimises impact on existing structure and heritage incl. roof	3
Negative:	
Station usage / flow needs more consideration	1
Neutral:	
Least worst option	1

Q29. You said you prefer Option C, please tell us why you feel this way? (n = 32 responses)

I like the materials that will be used	27
It will improve the look and feel of the station	26
It will be a better use of public space	12
It will encourage more people to use the station	8
Other (please specify)	3

Option C – ‘other reasons’ by theme	No.
Neutral:	
Ensure integration is sympathetic to heritage	2
Least worst option	1
Work with Network Rail on step free platform access	1

Q30. You said you prefer none of these options, please tell us why you feel this way? (20 responses)

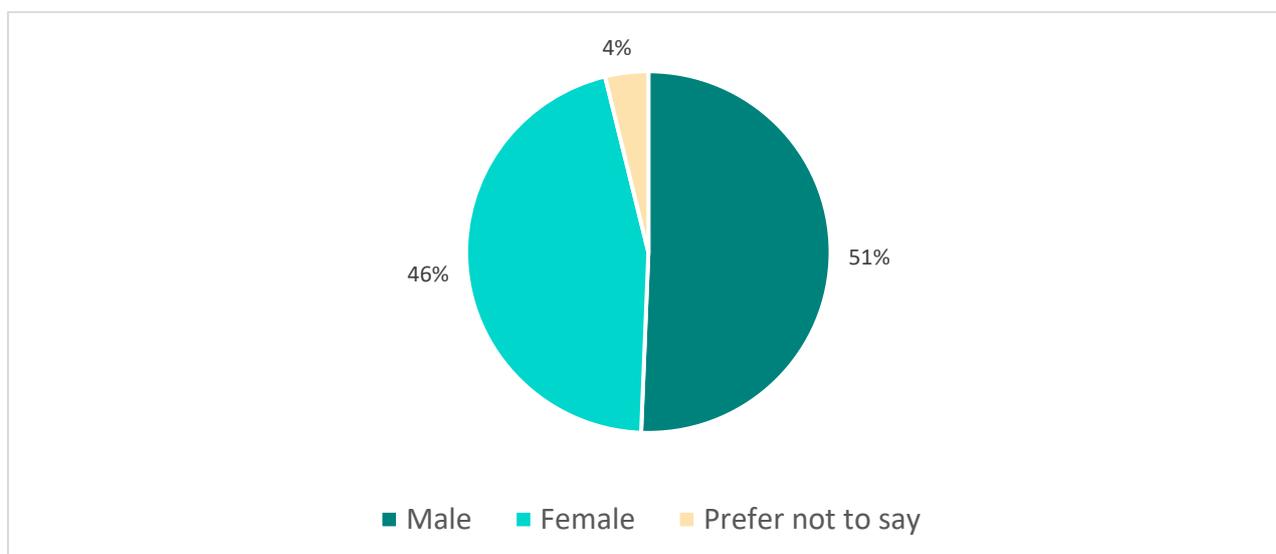
None of these options will encourage people to use the station	7
I do not like the materials that will be used	6
All of these options would be a worse use of public space	5
They will not improve the look and feel of the station	3
I prefer the existing layout of the station	2
Other (please specify)	15

None of these options – ‘other reasons’ by theme	No.
Neutral:	
Accessibility needs addressing – Work with Network Rail on step free platform access	5

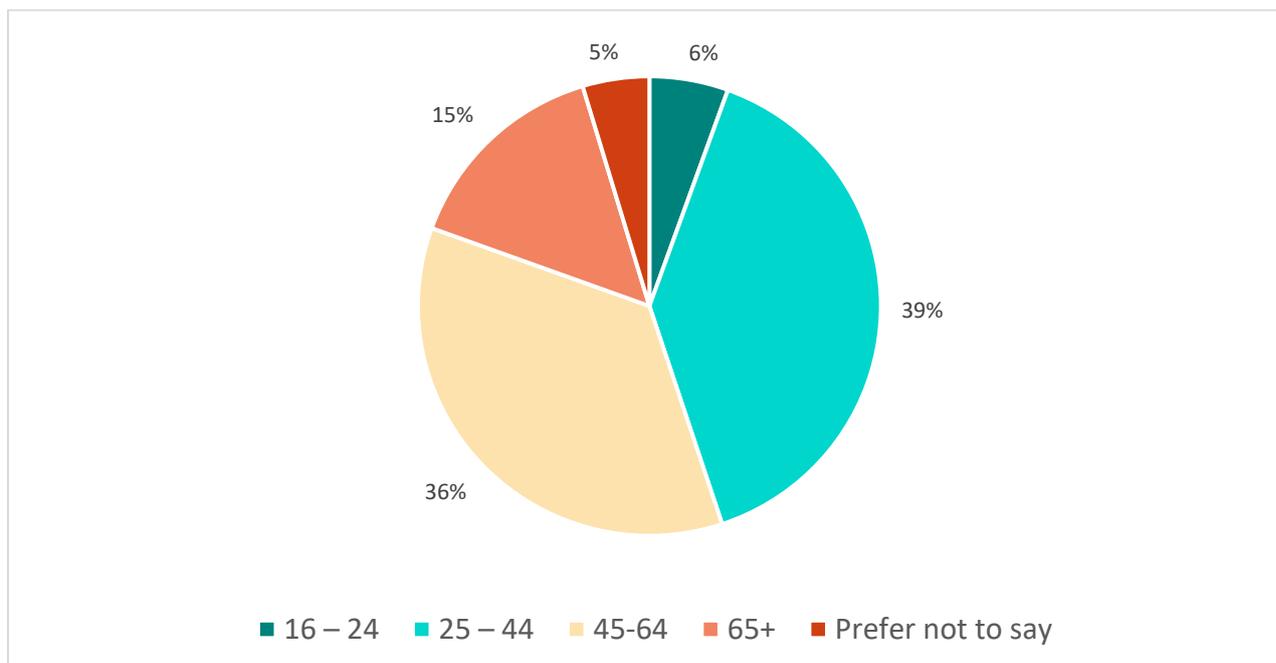
Create a combined bus and rail hub	3
Support affected local businesses	2
Proposed changes are small therefore don't bother	1
Consider sustainability e.g. a green living roof	1
Need more detail	1
Negative:	
Don't like any option – building needs to be kept traditional	5

About you

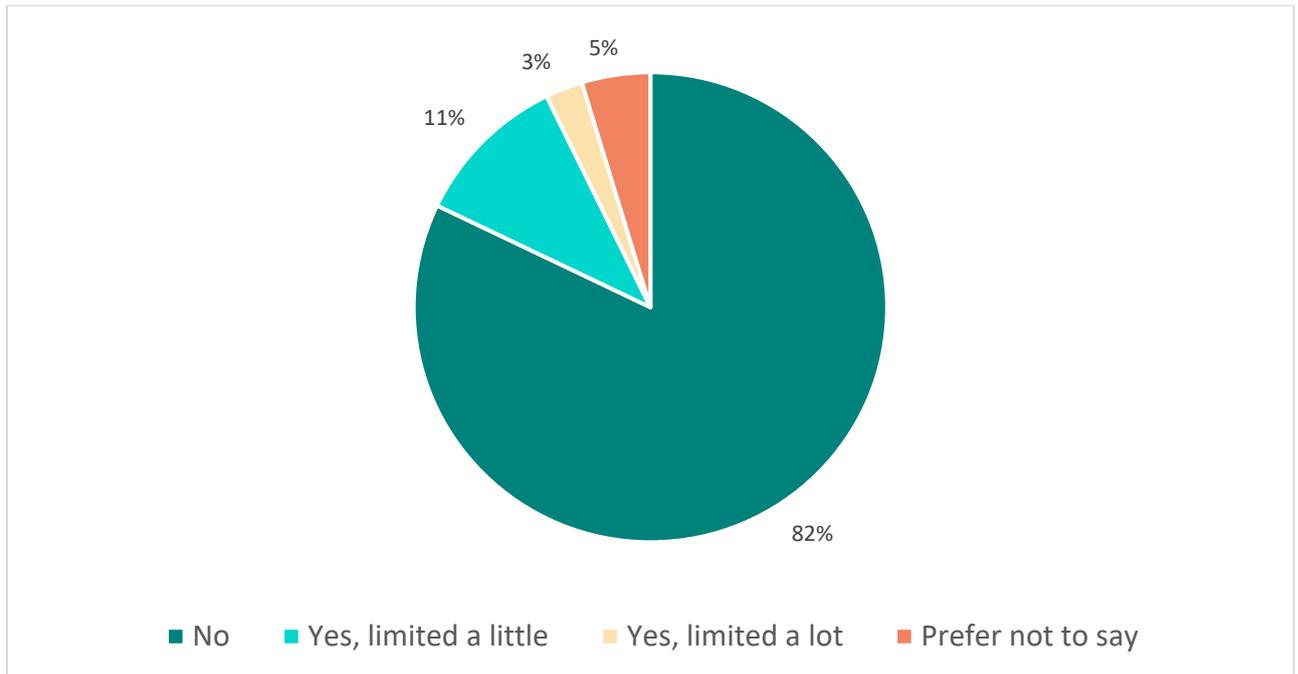
Do you identify as: (n = 235 responses)



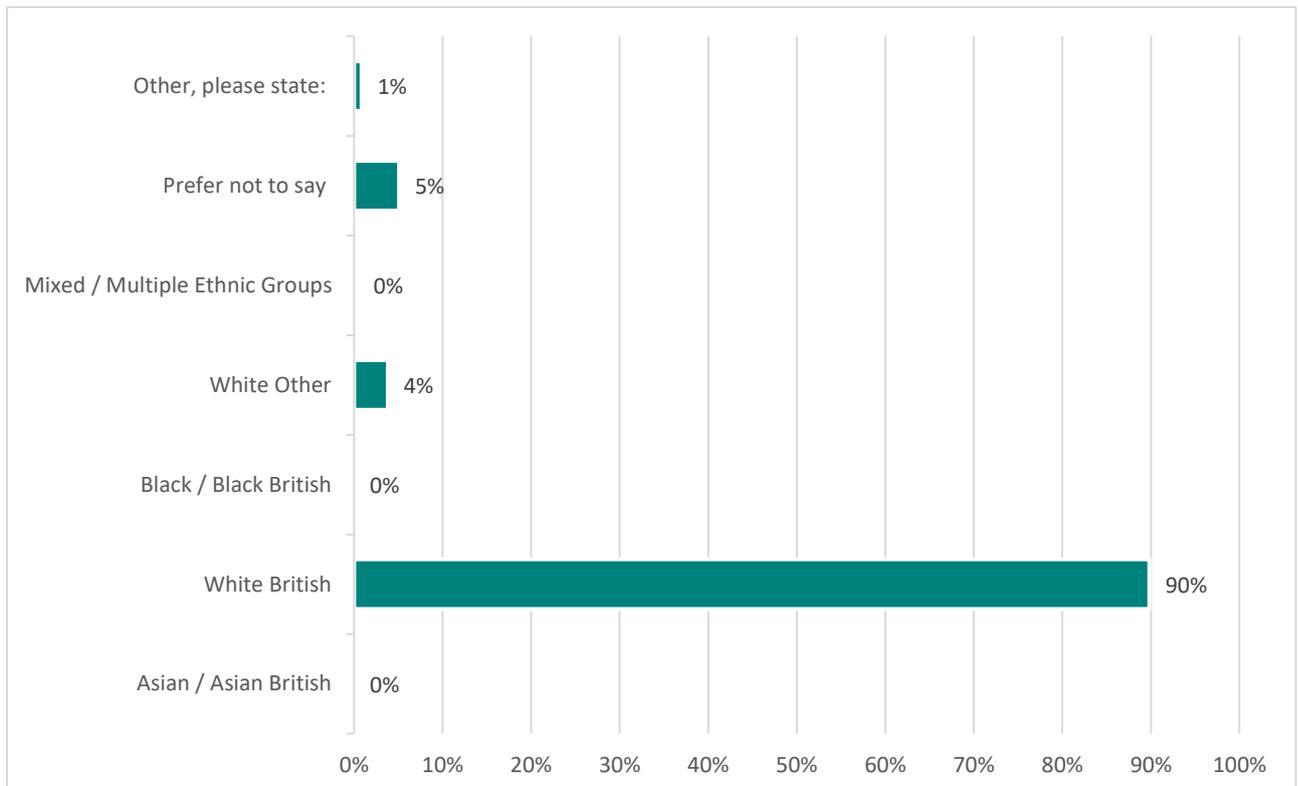
Which age category do you fall within? (n = 236 responses)



Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (n = 235 responses)



What is your ethnic origin? (n = 236 responses)

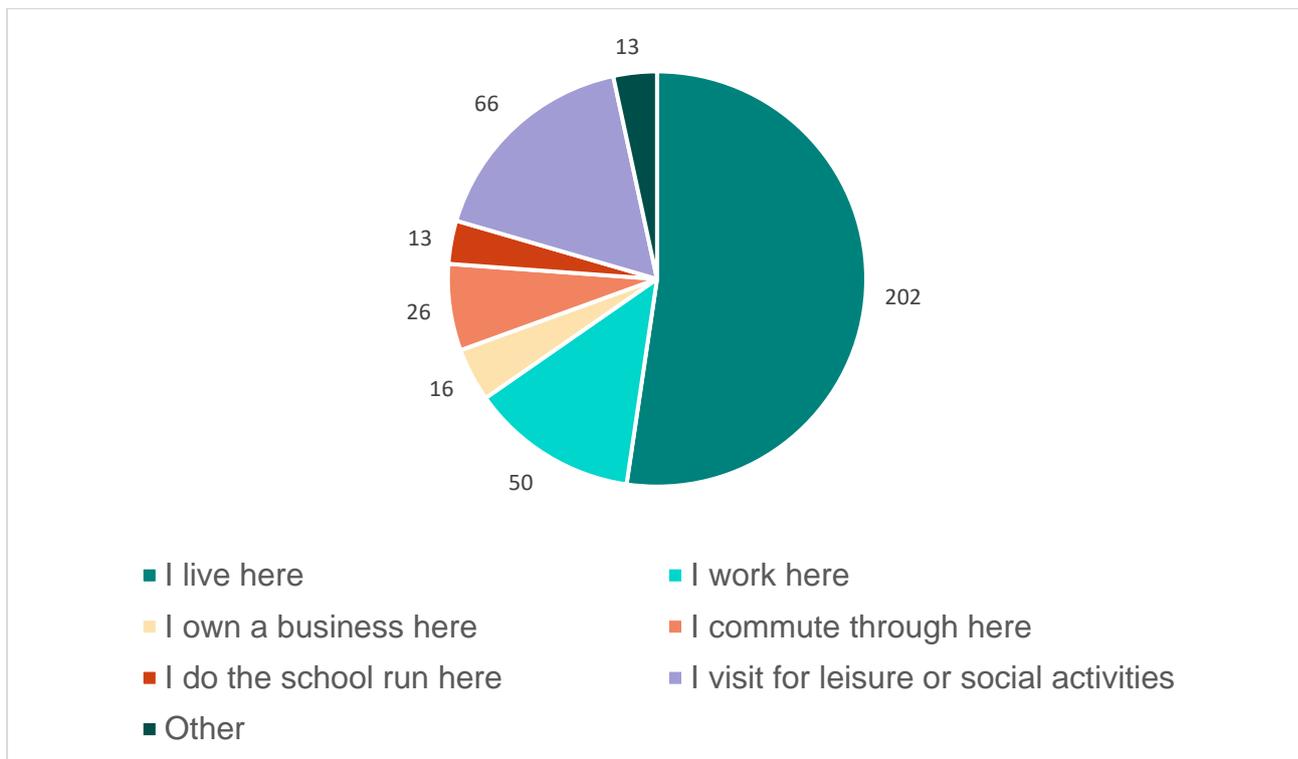


Other:

Anglo Scot

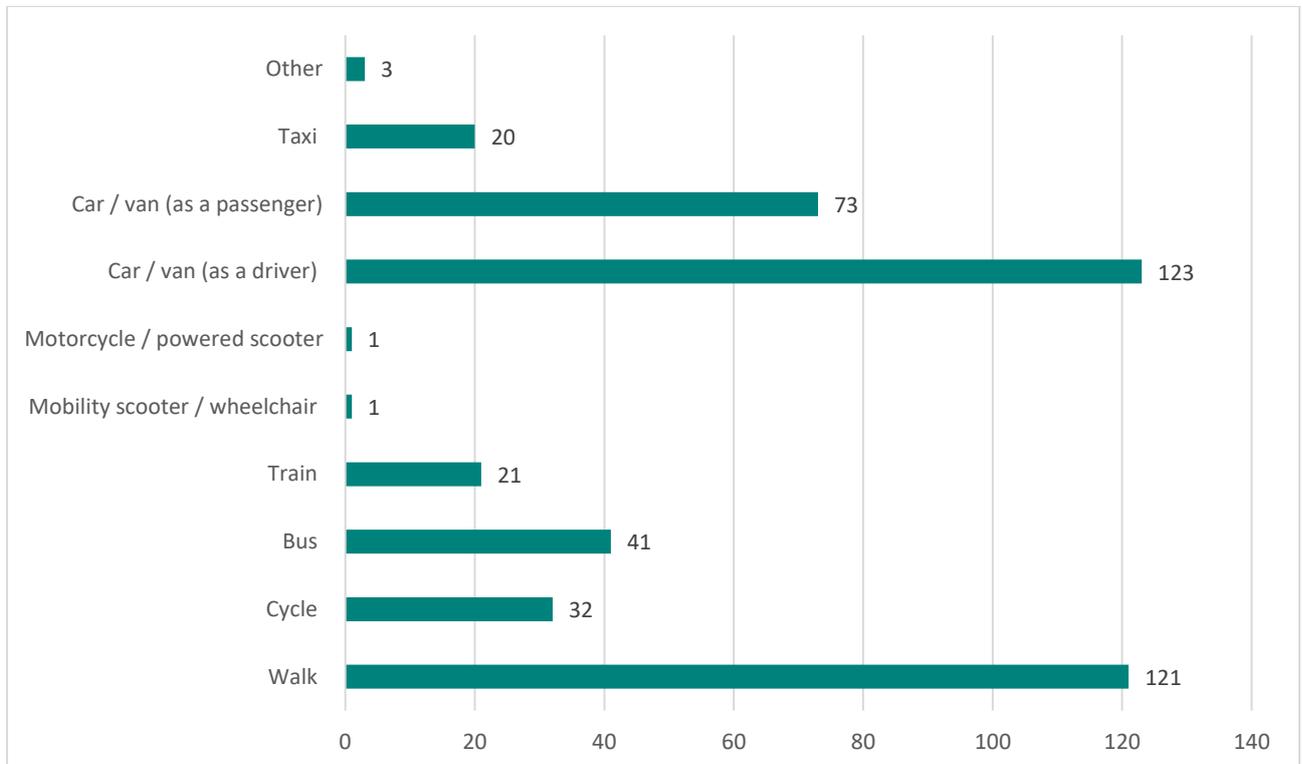
White British/Irish

What is your connection to Selby? Please select all that apply (n = 243 responses)



Other, please specify:
I (try to) connect on trains through here
shopping, waste disposal, travel: it's my nearest town
live 6 miles away occasionally visit shops and amenity site
shopping and to change trains
supermarket shopping, bank visits
Come for shopping from nearby village
My role as Bishop of Selby means that although I live in Barby I have a keen interest in Selby Town and regularly visit for work and domestic reasons
Shopping
I live in a village 3 miles away, with limited public transport into Selby, thus a car is needed to access most facilities
I visit for leisure or social activities, I live in a village 4 miles outside Selby and pre-pandemic visited several times a week for all my grocery shopping and most of my other shopping.
Elderly parents live in surrounding village.
I travel by train from Selby station
I work across North Yorkshire including Selby

How do you typically travel to and from Selby Railway Station? (Tell us your travel habits before covid-19 social distancing measures and travel restrictions) Please select all that apply (n = 243 responses)



Other:

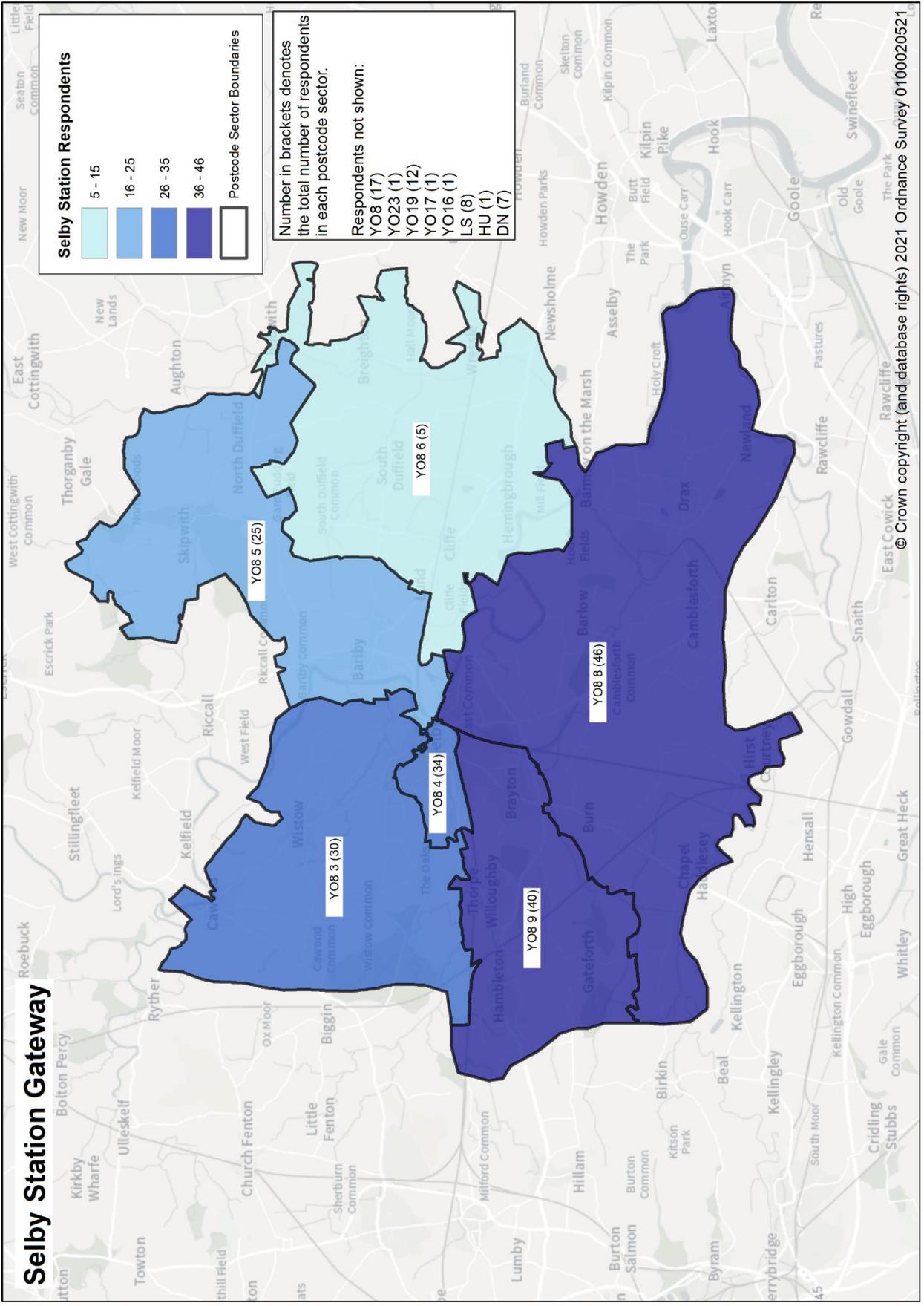
Dropped off via car. Will there be plenty of drop off spaces as it can get busy a key times

I would use public transport if there was a convenient service - there isn't.

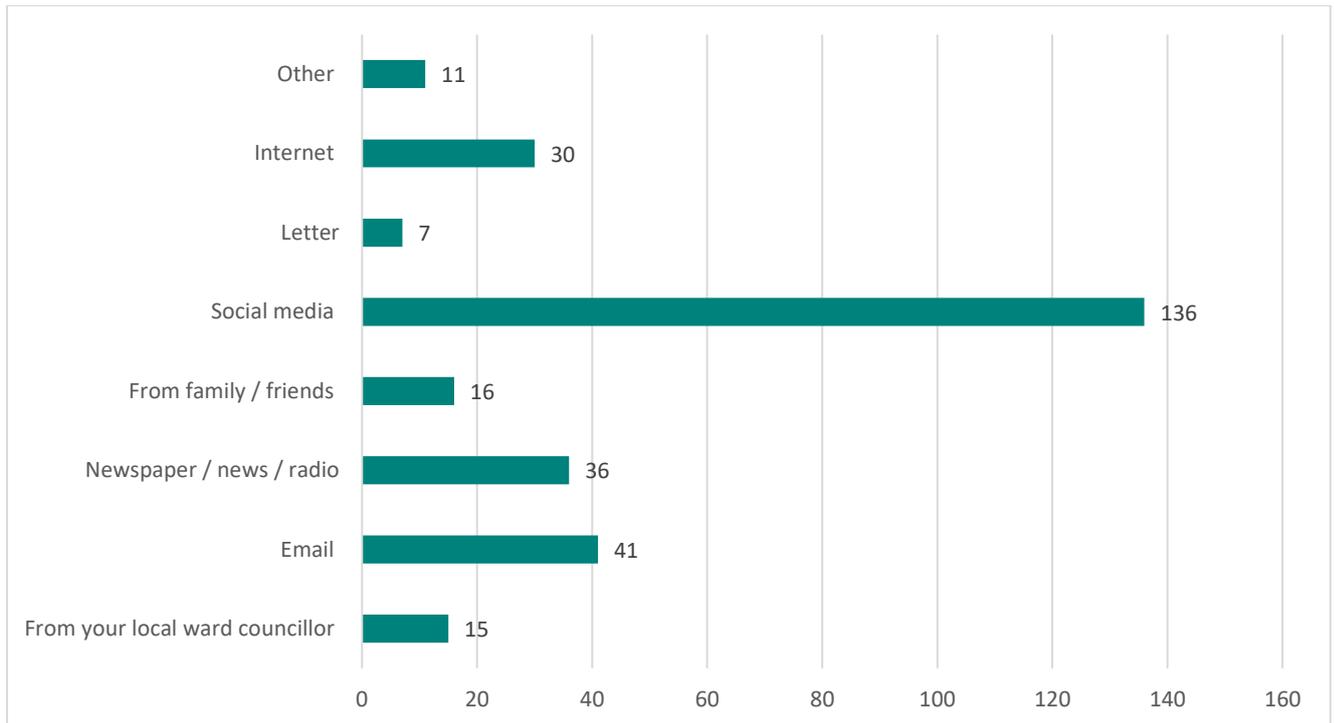
Dont use the train

Please say the first half of your postcode and the first digit of the second half:

Postcode area	No.	Postcode area	No.
YO8 9	40	YO23	1
YO8 8	46	YO19	12
YO8 6	5	YO17	1
YO8 5	25	YO16	1
YO8 4	34	LS	8
YO8 3	30	HU	1
YO8	17	DN	7



How did you find out about this consultation? Please select all that apply (n = 237 responses)



Other:

north duffield primary school newsletter

Selby AVS; I find it disappointing that there isn't a section for people to verbalise their choices. I do think that in Zone 7 it makes no sense to improve one side of the station and not the other!!

Selby and district Rail Users Group

Work at Station

I keep checking council website. I'm interested in what happens around my town. I would like to see some plans for improving retail opportunities in the town. Fewer charity shops, hairdressers, estate agents and encouragement given to independent shops. Now is the opportunity for new growth. Let's get rid of the tattoo shop on the main street. In the past visitors have asked me for the whereabouts of an independent coffee shop! There isn't one in the centre of town.

Work

From my Bishop

Appendix One

Full list of verbatim open-text comments received for each section, in response to question: ‘Do you have any other comments on the scheme to share at this stage?’ Comments are listed in chronological order.

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

Q3. You said you prefer Option 1:
I would prefer option 2 with the removal of the car park and retention of the bowling green, but if that is not an option then avoiding the car park provides a safer route.
It will not effect the area with the war memorial
There are 2 bowling greens 1 is barely used and 1 never
Would like to see a slightly more meandering route.
Q4. You said you prefer Option 2:
Could you then build a safer more dynamic playground on the second bowling green? I think you only need one bowling green but rather than use one for the path, use it for a playground. The current playground is very dilapidated.
Do people use the bowling green?
I DO NOT WANT TO LOOSE ANOTHER GREEN AREA IN THE PARK LOOSING THE BOWLING GREEN WOULD STOP MANY PEOPLE ENJOYING THE GREEN FACILITY
Q5. You said you prefer neither Option 1 nor Option 2:
Destroy a play space = mad Take away a bowling green = mad Much simpler and less destructive and less costly options are available
Green space and mature trees should not be removed. The existing cycle and footpaths within the park should be improved instead.
I assume you have some data to show the comparison of people using the station that arrived by bike, foot or car? Your proposals require a huge amount of money for little gain, and quite a bit of loss - to existing facilities, trees, green space etc. You said in the intro that there is no clear route to the station - what? I like others walk along the footpath towards it. How much clearer can it be? As regards the changes to the road junction at the Abbey, and your comments that it takes too long to cross; reducing the road width by creating extra pavement doesn't shorten the distance. All that needs to be done is to reprogram the pedestrian lights to give everyone 10 extra

seconds - job done.

Furthermore, are you still sure people will be using Rail Transport in the Post Covid world? Huge numbers will be working from home the majority of time. I think you'll need to reappraise your figures and consider this impact on travellers.

I do not think it will be deemed safe to walk through on an evening especially alone as I would if I'd been in leed York drinking and people will use existing pedestrian path along road to get to wether ells to get a taxi.

I like the idea of making more use of the park but do not understand why the only possible routes are either through the play park or through the bowling green. Would a new fenced off play park be created? Would a new bowling green be created?

I think it is very dangerous to put a cycling path right through the childrens play area. I do not want to see the bowling green destroyed. I don't like the idea of cycles in the park, that is what the road is for, it would also be used by motor bikes and would totally ruin the park and be very dangerous for everyone, to say nothing about anti-social behaviour that it will attract. A park should be a peaceful place for walking. It is also a historic park with its original layout that should be preserved and looked after not destroyed. Perhaps another entrance could be provided where the make-shift carpark is and that would be no where near as destructive. People could then walk through the park to the station if they wished. Destroying the original routes of the park seems pointless, where are these people going on their bikes anyway, they will only end up back on the busy road at the other side of the park. It will not encourage any cyclist that I know. Also where are they going to put their bikes at the station, a good and secure facility would be necessary before I would consider leaving my bike at the station.

In light of the Sarah Everard Murder is it really a good idea putting access through a park for anyone using it to get to in the dark winter months ?? It will need extreme 24/7 lighting and CCTV

Please leave Selby Park alone. It is a Victorian park and the layout and the trees should be left intact. There is an existing route from the station to the Abbey and town centre which could be improved instead.

The obvious solution (to my mind) is to retain both the play area and the bowling green, and simply build the start of the 'option 1' path, and then to continue that path northwards between the playground and the bowling green. This path can then continue on the newly built 'option 2' path to the north of the bowling green.

The steps are hardly disability friendly! Station access needs to be straightforward , quick and easy. It needs to be more accessible but beyond that it's not difficult to access now. If it is not easy for people commuting to Leeds, York and London the station will lose traffic. Many people travel to and from the station in darkness so travelling through a park will not be a preference...safe, lit paths on the main road will be safer, and quick access to buses if necessary, and more, close car parking. The look of the station is irrelevant so long as trains go through it to take people where they need to go. Putting lifts in to the station itself are more important.

There is only the existing and option B shown in the link so can't truly comment, for option a the route is not shown

This will ruin the historic park with a cycle path that cannot be used as it still goes to a busy junction. Cycles should not be used in a park. It will be just as quick for a cycle to go round the park.

Q7. How do you feel about the plans to create a new station plaza?	
Very positive	improves the connection between the station and the town centre.
Very positive	It will make the arrival way pleasanter and make it much clearer where the town centre is.
Very positive	It will open up views towards (and from) the Abbey.
Very positive	Needs a proper taxi rank with decent signage for more than just 2 cars currently. And a taxi office that is actually open, times ive had to walk for a taxi prior to living here
Positive	It will encourage more people to use the station , It will improve the look and feel of the station area , It will be better for cyclists,I am concerned about disabled users. It seems they will have further to walk. How will they access the ticket office from Cowie drive?
Positive	in theory it will be better for disabled users, however you have not separated wheeled vehicles and bikes from pedestrians. for the old, physically frail and blind this will be a safety issue. My wife has a guide dog and has particular problems now with bikes and mobility scooters on paths/shared spaces. I am also concerned that there will be no formal crossing point at the roadway.
Positive	The lack of drop off spaces for cars may discourage some people from using the station. The tight bends on the cycle ramp may be too difficult for some cyclists to negotiate.
Neutral	As long as cyclists respect pedestrians and give them and give them space and vice versa it could work/
Neutral	I feel the historical station building will be demolished, or overshadowed by a rebuild or new building unless keeping old building and features and or building in same style
Neutral	If you really want to make the area better and have more space then it would be better to create a new station further down where the railway workers club is. There is lots of space here. It could be joined to the bus station and have one complete transport hub. The existing Station Road can be used and new cycle path put in so that the park doesn't need to be spoilt. There is a great view of the Abbey along there, we do not need to lose the Business centre buildings. A very good drop off point and place for taxis could be made. It would not spoil the Victorian area of the station.
Neutral	It is a waste of money
Neutral	It is fine to have a plaza but needs to be a multi functional space rather than just a soulless open expanse like market cross is like when the market isn't on or Christmas tree up.
Neutral	Live in Tadcaster and use Selby station for trips to London from time to time - it is not possible to use public transport from where I live so reduction in parking spaces impacts my use of the station significantly
Neutral	The station frontage needs improving but it would be nice to have it built in the style of the platform and traditional station buildings and not a modern building. Have you even thought about the security inside the station? you cannot have seating area and the cafe/bar area that is open plan as the cafe/bar area needs to be locked for safety. You also have to be aware that there is only ever one member of staff working at the railway station and they are all women so safety for these railway staff has to be a priority.

Neutral	To assist the people on foot, you could paint a Zebra crossing on the road. I couldn't see any mention of the long promised lift to Station 2 anywhere in your plans - has this idea been ditched?
Neutral	With all these proposed changes to the station area will I still have to wait for a bus in the pouring rain? What about a proper bus station? With some proper shelters. All the emphasis on cycling and walking - does it never rain in this country/
Negative	LOOSING THE FEEL AND NOSTALGY OF A VICTORIAN PLACE WE DO NOT NEED TO DO THIS SOME OF US ARE VERY PROUD OF THE STATION AND PLAZA AREA
Negative	The plaza/route through the Park will become a mecca for skateboarders
Very negative	Selby is very poor at maintaining open public spaces (eg market place, Micklegate, waterfront). Such spaces just become windswept areas with poor quality paving, seating and planting. I do not think existing car parking space should be lost, parking spaces are already limited and it is unrealistic to expect many people in a rural area to travel to a railway station by walking, cycling or buses.
Very negative	Takes away valuable and well-used parking space. Creates another void - the town already has two underused plazas (Market Place, Amphitheatre) why create another? Adds no value whatsoever.
Very negative	Taking away well-used and vital parking spaces to replace them with a pointless and useless open space = mad

How do you feel about the plans to make changes to Station Road, including part one-way traffic and 20mph zone? (please tick one box)	
Very positive	I'm not certain that these plans will discourage the use of a car to get to the station. I think the people who walk there or cycle there will continue to do so but you aren't providing less parking. It will be nicer for people who cycle or walk but how many of them are there? have you considered less people travelling to an office in the future? I don't have a problem walking there at the moment. It is pleasant walking to the abbey and then beside the park and I follow the pavement round to the station. While this plan will make it more aesthetic I can't see it benefitting disabled users or reducing the car users. I think it is important to make the actual station building safer, cleaner and more accessible.
Very positive	The plan does not identify if there will be electric vehicle charge points for the disabled parking spaces or has considered the impact of the location of plug points on the vehicles (left/right/ front of vehicle) which will affect the layout of the disabled spaces.
Positive	again how are you going to police or enforce 20mph speed limit? Also need priority for pedestrians crossing to be maintained wrt bikes, again a danger to blind and partially sighted, especially as they are silent.
Positive	Not everyone lives within walking or cycling distance or on a bus route so cars will continue to need access to pick up/drop off and this doesn't appear to have been included. People returning to Selby with heavy luggage and wheel chair users will alight and exit via platform one so provision needs to be made (or clarified) Eg short stay parking near the social club?

Positive	The junction between Station Road and Ousegate would need altering to eliminate the blind spot on the right of traffic in the subway.
Neutral	I'm not sure if it has any merits at all. Currently, when travellers arrive at Selby by train, they exit the Station to be met by waiting taxis - in your language, there is a clear route to the TAxI rank. Your proposals will change this, and get drivers going round in circles on a one way system, using more fuel and standing in queueing traffic longer as all the railway traffic would have been consolidated into one lane all going one way - guaranteed to create a queue and standing traffic with the engine running is not good for the environment is it?
Neutral	It is important to make parking convenient in order to encourage drivers to use the train rather than make the whole journey by car. For people who live in surrounding villages there is often no alternative to using the car to get to the station.
Neutral	It needs to be backed with evidence and traffic movement study and what benefits it will bring, rather than just a popular opinion poll
Neutral	n/a
Neutral	Whilst the immediate area around the station would be improved for cyclists, since cycling along the access routes to the station from a wider distance - e.g. Gowthorpe, Bawtry Rd, Barlby Rd remains hazardous, these improvements would have little effect
Negative	It will be more difficult and less convenient for taxi drivers and passengers, It will be more difficult and less convenient for station users and passengers, Parking will be more difficult and less convenient, It will be more difficult and less convenient for disabled users, Short stay parking/drop off should not be reduced from 4 to 2 spaces. There is already a lack of drop off at peak times. Reducing drop off will discourage people from using the train.
Negative	It will improve links with the bus station ,I think a one way system could be positive and think pedestrian access to the bus station does need to be improved but do not agree with all the proposals. As a regular station user who lives too far from the station to walk and without a bus service that is regular enough to make good connections with trains I am extremely concerned about both the reduction of parking places and in particular the reduction of drop off/pick up points. We have frequently used the current drop off spaces and have found at busy times there are not enough spaces. I would be very concerned about how I would safely collect my daughter and her luggage late at night when she returns from university or an interrailing holiday for example.
Negative	The main problem is the junction and traffic flow between Bawtry road, station road, park street Put a large roundabout to slow traffic down and control the flow of traffic resulting in better access and egress and safer for all users It is so obvious???
Very negative	The plans for any one way system in this area of Selby are fundamentally flawed as it will require significant investment, with the main output being a worsening of air pollution in the New Street and Ousegate areas as drivers have to make circuitous diversions.
Very negative	The public has waled around this area for many years nothing you will do would make any difference. as for encouraging people to use the station more, have you ever tried to get a train into Selby if you've had a late flight into Manchester Airport say, you have to wait in the airport (or you can get as

far as Picadilly) for five hours before you can get a train to Selby. Generally you can't get into Selby after 10.30 at night and before 6.30 in the morning.

How do you feel about the plans to transform Cowie Drive and create a new access into the station? (please tick one box)	
Very positive	I do think this a very positive use of the area, however I am extremely concerned about the reduction in the number of parking spaces. As previously stated, because of where we live our only realistic option to use the station is to drive into Selby and park. If we are not going to be certain of finding a space, our use of this station will greatly reduce. We might even choose to drive for the whole journey rather than taking the train.
Very positive	I would be a good connection from the east of the town.
Very positive	The plans are aimed at encouraging more tourists into Selby which is commendable, but should not be to the disadvantage of existing Selby district residents and ratepayers who use the station to travel from Selby as the home station. Specifically, the reduction in car parking spaces is unacceptable. Many residents and ratepayers in Selby district live in small villages with inadequate public transport and are too far away or unable to walk or cycle to the station. These residents have no alternative other than to use their cars to access the station. In normal (pre-covid) times the car parking spaces around the station, including Selby business centre are all occupied by 09.00. More space needs to be given up to provide additional car parking around the station in the future for Selby residents and ratepayers. If existing or potential rail users are not able to park near Selby station then the plans will have an adverse impact on rail usership and will actually drive customers away and back onto the roads. As more people switch to electric cars in the future, car ownership will be seen as "greener" than petrol or diesel cars and therefore car users should be afforded the same green credentials as pedestrians or cyclists in future plans.
Positive	ADDITIONAL car parking in the way proposed at Cowie Drive is a good idea. But REMOVING more car parking spaces from the current places on Station Road - as your plan does - entirely negates this advantage. Also is it possible to bring back into play the overgrown access slope into the former Goods Yard from Bawtry road so that flow through the Cowie Road car park is one way (from Ousegate to Bawtry Rd)
Positive	More car park spaces along Cowie Drive = good Taking away more spaces than that at Station Road = daft
Neutral	The new station access will not encourage people to use the station , It will not help people on foot to access the station, It will not help cyclists to access the station ,As a resident with a boundary onto Cowie Drive, the use of Cowie Drive for train station access will increase public access to my boundary - how boundaries be managed/maintained/secured etc Short-term effects of the actual work, what is the impact for residents etc.
Neutral	I think it will split the station in two. People will still have to mainly arrive by car as in our area we have a lot of villages where people travel from to catch the train. They will still have to come by car and enough parking will still be required. A lot of people cannot come by bike. There seems little point in

	ruining the park for cycles to come through and then creating a second entrance at the back which is the main entrance that would be used. Would also be pointless to put a new front on the station on Station road side and then have the car park on the other side and have most people never see the new entrance as they will come and go from the other side.
Neutral	I thought the country was meant to be reducing the use of the car overall from our society, so why are your proposals increasing parking spaces? Have you not heard of Climate Change?
Neutral	There are other avenues which could be explored before going to the other side of the train tracks, focus on the core area before spreading out. Car parking in cowie drive seems out of the way and disjointed with the wider plan
Negative	It will be more difficult to access the station from SELBY town side due to the one way street arrangements proposed. It feels as if the station will be split in two, with cars coming in at the back and pedestrians at the front, and as more people arrive by car as they are arriving from the surrounding area and villages then it seems pointless to put a new station front on and all the spoiling of the park when everyone will actually arrive down Cowie Drive.
Negative	The car parking spaces are not enough, would suit a multi-storey to service the amount of cars that visit as current provisions are not enough currently and will mean more people parking down residential streets. Make Selby a central hub for people to park and visit.
Very negative	<p>Cowie Drive is designed to be an access road for Network Rail / Arriva bus. the risk to pedestrians will be unacceptably high as buses arrive and leave the depot. The end of Cowie Drive onto Ousegate is an area known for speeding drivers due to the straight and long nature of the road with the main solution being traffic control which means that the parking spaces couldn't be retained for the scheme to be legal. there is a risk that land purchase / CPO would be required to deliver it, pushing the BCR even lower.</p> <p>Fundamentally this scheme is supposed to be about improving walking and cycling; why propose additional parking? Remodel Cowie Drive so that walking and cycling from Ousegate to the station can be done safely and this proposal becomes acceptable. Will also note that in Scheme 7 there is no work to be done to Platforms 2 and 3. Wouldn't this render Scheme 2 pointless as customers would still need to cross to P1 for tickets / retail, meaning a new egress point can be taken advantage of by fare evaders?</p>
Don't know	I live on The Haven and I'm concerned for the impact extra traffic will cause. I have buses parked at the back of my fence on an evening. If there is increased traffic is this going to create congestion? Is the arrival bus depot being relocated?
Don't know	If I'm a disabled traveller going to Hull, how do I cross the tracks to get to the ticket office? If I'm a disabled traveller going to Manchester, how do I cross the tracks to get my ticket and then get back to the correct platform? What has happened to the plans for a lift? Adding car parking will encourage people to use their cars. I can see it might stop people parking on Portholme Drive but I thought you were supposed to be cutting down on cars. Climate change?

How do you feel about the plans to make part of Ousegate one-way (northbound) for vehicles and remove some on street parking to create safe cycling facilities and new/improved pavements?

Very positive	Additional comments: I do not like the fact that the cycle lane comes to an abrupt end at Cowie Road heading south, this is classic poor cycling infrastructure design. The cycle lane should be extended all the way east. Further the junction at Cowie Road heading west has no advanced cycle stop areas or indicates how a cycle can move safely across the road leading up to the junction to join the bi-directional cycle lane on the right hand side of the road. I am also concerned about the width of the cycle lane provided for bi-directional travel will actually provide enough space for two cycles to pass each other without hitting handlebars.
Very positive	It would be great to have wider pavements and dedicated cycle lanes. I am a little concerned about the rejoin onto the road from the right at the A19 junction. I'd find it quite tricky personally.
Very positive	the junction from station road onto Ousegate currently is quite a blind junction and hard to see oncoming traffic. This needs improving.
Positive	Concerned that loss of all parking will impact on existing businesses. Might it be possible to retain some pick up/drop off points for the charity shop and the Indian?
Positive	One concern is the exit from Station Road onto Ousegate, where there is very poor visibility and it is difficult for drivers emerging to see if there is traffic coming from under the railway. Consideration should be given to lowering the footway at this point, maybe even a wider remodelling (easier now that the car dealership has gone) to improve the sightlines at this junction.
Positive	The traffic lights at the bridge to be adjusted to allow for increase in traffic.
Positive	Whilst the inclusion of new cycle lanes is welcomed and supported, it is concerning and a potential safety issue when these lanes 'disappear' mid route. How are cyclists to merge with traffic, can the pedestrian path adjacent to the two0way section of Ousegate become bridleway with dedicated space for pedestrians and cyclists - otherwise this may discourage cyclists and defeat the aim.
Positive	Without a filter on water lane lights, it would be more congested
Neutral	As I see it, those who currently reside in Shipyard Way etc will have to access their property via Canal Road? or can they go past the station and turn right? Either way you're building in more traffic disruption, and cycling alongside parked queueing traffic is not healthy.
Neutral	I am concerned about pushing the traffic onto New Street and The Crescent and not being able to travel across town by turning left at the swing bridge
Neutral	If the cycle/pedestrian river bridge is not built, provision needs to be made for cyclists on the trans Pennine trail to safely negotiate the toll bridge.
Neutral	Needs to be backed with evidence not just popular opinion
Neutral	Opposing feelings on this idea. Good to clean up Ousegate, but parking needed for people living there. Good to make it one way. Good to renovate

	the jetty - and if you must have a plaza, put it there! But we don't need a lot of public realm art works. No giant plant pots thanks. Good to improve cycle access.
Neutral	People living on Ousegate have to have somewhere to park. You talk about Ousegate "northbound". Last time I looked it's more an east/west road.. One way towards bridge only will only work if other road flows are altered too
Neutral	we live on the haven and already have an issue with people using the street as free parking, when the roadside parking is removed then we will get more people parking on our street because they dont want to pay for station parking
Negative	I appreciate that the main principles behind all of these plans is to reduce car use but as already stated I can only sensibly access Selby by car. I regularly drive along Ousegate to access facilities on Shipyard Road and the Three Lakes Retail Park. Making Ousegate one way would increase the amount of traffic using the junction opposite the Abbey, causing more standing traffic, therefore causing more pollution, not less.
Negative	Whilst I believe that the new one way system will help to improve selbys traffic flow but the new walk way and path over ouse gate warf leaves questions as to where your going to move the residents of ousegate vehicles especially those that live just next to the railway bridge and use the area located next to the waters edge for parking with there allocated parking for resident's along this stretch of road I believe that there needs to be a focus to ensure that residents that need ample parking should get along with a new looked after waters edge as a resident who parks here the edge behind the wall is littered beyond belief and needs attending to
Very negative	By making it one way northbound you will force all traffic through town where the traffic lights are not synced and therefore cause more congestion and poor quality air!
Very negative	I live in ousegate and as a driver concerns me a lot where I'm going to park my car when these changes go through. It is difficult now, it will be worse if the car park desapears
Very negative	I travel into Selby from the A19 and access my property at The Haven in one of two ways - either via the swing bridge and down Ousegate, or around the ring road, across the canal bridge and up Ousegate. The proposal would prevtn either of these routes from being available, with the result of a long diversion. I think some improvemets to the part of Ousegate running between The Haven and the swing bridge would make this road convenient to all parties. I can walk to the station easily so any chnges would not incovenience me, but would impact many others significantly.
Very negative	It's important to have access right turn to A19 and straight across that avoids going through the town centre. Closing the northbound route will make congestion through the town centre worse
Very negative	People that live anywhere beyond cowie drive up to waterfront apartments and denison road etc use ousegate to drive into town and back. Making part of the road one way only would severely impact everyone living on that side of the town without bringing any major benefits

Very negative	The removal of parking on Ousegate alone should facilitate improved vehicle access, paving improvements and cycle access without added disruption for local residents being forced to use narrow roads such as The Crescent and the already busy Bawtry Road bridge junction which disappointingly sees no improvements as part of this scheme. Also has usage of Ousegate when the bypass is closed been considered, although this is only for short periods of time the level of disruption for residents is significant, we have experienced queue times of over 40minutes to access our property on previous occasions.
Very negative	This proposal pushes traffic into the already unacceptably congested The Crescent for those trying to get to any area between Cowie Drive to Denison Road from the Barlby / Water Lane area of Selby. This would be counterintuitive to the proposal to improve pedestrian safety at the junction of The Crescent and Bawtry Road.
Very negative	Traffic will have to go through towards the Abbey which is already a busy area. Then make its way round bawtry road bridge which again is very busy and congested
Very negative	You seem determined to block roads off for car users. For some of us it is the only way to get to Selby

How do you feel about the plans to close Denison Road bridge to vehicles?	
Very positive	Closing the bridge to vehicles will improve traffic flows/congestion, Traffic on Shipyard Road can often be disrupted by cars waiting to turn across the bridge, and so removing that option will allow traffic to flow more freely. It will also reduce through traffic on Denison Road providing an improved environment for local residents, and discourage unnecessary car dependency for short journeys into town.
Very positive	It will be a huge improvement, however the demand for the waste / top site also contributes to long waiting lines of traffic that also makes the canal road problematic from time to time.
Positive	Closing the bridge will not improve traffic flow but it might save the bridge! At the moment it is difficult to navigate on foot or cycle. If it was made into a pleasant green area where people could walk along the canal safely, then it might appease the car drivers who are going to have a longer journey to get from the station to Abbott's Road.
Positive	It would definitely be a benefit to pedestrians and cyclists to be able to use the bridge safely. The slight concern is where traffic may back up elsewhere. There are traffic calming measures on Abbot's Road which would likely see more traffic and may cause congestion due to the current road layout. The roundabouts in that area are also quite small and may struggle with the increased flow of traffic. The alternative is the turn directly on to the bypass which isn't the easiest to use if you want to turn right towards Selby and Brayton currently. Perhaps traffic could be encouraged to turn left on to the bypass and use the roundabout to head back to Selby if needed (like the A19 new Barlby junction and roundabout)? Alternatively, perhaps the road layout of Abbot's Road needs to be considered in light of the proposed changes if it is likely to see an increase in traffic?
Positive	The narrow bridge represents an unacceptable accident risk for traffic currently.

Positive	Would it be possible to consider relocating the entrance to the recycling site. If Denison Road bridge is closed and part of Ousegate is one way, traffic will be re-routed via Canal Road which is currently frequently blocked by traffic queueing to access the recycling centre. Would prefer proposed replanting on Ousegate outside the 3 storey town houses not to be trees a) because I live in one of these properties and would be concerned at loss of light by tall trees and b) this trench is between two pubs with late night drunken revellers that may possibly vandalise planting/climb mature trees.
Neutral	Data on traffic modelling would be helpful to understand how much traffic will be shifted on to the busy Bawtry Road at the junction with the three lakes retail estate.
Neutral	Does a traffic flow survey show where the congestion by removing this route will move the traffic too? have any measures been considered how this traffic will affect other routes into/ around the town?
Neutral	I have very rarely used this bridge to drive over. I can see how it would be much safer for pedestrians and cyclists to close it to cars. However I am not sure how I would feel if I was a resident who lived just the other side. I remember commenting on plans for developing the site next to it which included improving the bridge access which would surely be a better option for everyone.
Neutral	I suspect that there will be a lot of opposition from people who live south of the canal bridge
Neutral	In your Prospectus it is suggested that residents who currently use this bridge with their car, will in future travel by Barby Bridge - in other words, all the way to Abbots Road, through that estate and then into the properties at D'Arcy Road etc. Again, given the number of residents, cars, deliveries etc, you are adding more to the CO2 than taking away with a path through the park and addition of cycle lanes by the station. There is little point tin have a cluster of cycle lanes in the vicinity of the station, if, once they run out , the cyclist is at the mercy of the normal road and its users. A scheme such as this , surely has to be integrated with a town wide plan that has dedicated routes from the key residential areas of the town to allow safe unhindered access to and from their homes, not just within 200 meteres of the station. Installing cycle lanes etc is not a piecemeal type of thing - it needs to be all or nothing.
Neutral	It will make it safer for me personally when walking but will add to journey times and be inconvenient when travelling by car.
Neutral	selby isnt connected with enough public transport to reduce car usage, so closing the bridge could lead to residents waiting in queues on bawtry
Neutral	The plans will surely make it much more inconvenient for Abbots Road residents to access the centre of town...having to go round via Bawtry Rd, so increasing traffic volumes at the Abbey junction and at the awkward Bus Station junction.
Neutral	Whilst I feel this would improve pedestrian/cyclist accessibility and also improve the look and feel of the area on and around the bridge, I have concerns that this would worsen congestion on Abbot's Road during peak times - this is already an issue as a result of the current 'give way' traffic calming measures in place - particularly between Selby College and Bawtry Road (I believe speed humps on Abbot's Road and a possible 20mph speed limit would be more suitable). I believe this issue should be taken into consideration.
Negative	Closing the bridge to vehicles will make traffic flows/congestion worse,Makes it harder for Abbots Rd folk to get into/out of town. Extra congestion created at Bawtry Rd/ Shipyard Rd junction.

Negative	<p>Closing the bridge to vehicles will make traffic flows/congestion worse, The changes at the lock improve pedestrian and cycle access over the canal why is this required in addition.</p> <p>As a resident of The Haven, this will stop me using the small businesses over the bridge when in the car and force me to go via town for shop/take away/ cash machine etc</p>
Negative	<p>As a resident on Denison Rd., this is a better access route to Bawtry Rd as getting out of Abbots Rd or onto the A63 for commuting to/from work is very bad and can take over 10mins at busy times.</p> <p>I do believe the 'speeding vehicles' and unnecessary volume of large lorries would be reduced if the bridge was closed.</p>
Negative	<p>By closing the bridge to cars to me it just appears to move the congestion. I live on the Denison Road side of the bridge and do not drive so it wouldnt affect me directly, however I think improving the bridge would be a better option</p>
Negative	<p>There are 1500 homes approximately and with a possible 300 more on the old Rostrons site and only two other exits both at busy junctions.</p>
Negative	<p>Traffic that use this road will go via bawtry road bridge which will make it more congested than it already is</p>
Very negative	<p>Instead of closing the bridge to vehicles, update the bridge to make it safe. Single file for vehicles one way coming from denison Road onto shipyard road with a designated cycle/footpath. No not close the bridge to vehicles at all.</p>
Very negative	<p>Taxis will cost far more money to get from town to Dennison road. I currently pay £4.00, it would likely to go up to £5.80</p>
Very negative	<p>Will leave only one exit off the estate to go into town.</p>

How do you feel about the option to introduce traffic-calming measures and to create a two-way cycle track between Shipyard Road, Selby canal and the Trans-Pennine Trail?	
Very positive	I dont want road humps
Very positive	I like the idea of opening up the Selby lock area to cyclists and pedestrians
Very positive	If new trees are being planted, can fruit trees be considered?
Very positive	we want to encourage alternatives to the car and don't like the removal of trees. If the trees are required to be removed then an equivalent level of biodiversity value needs to replace them, given the length of time it will take trees to grow and mature.
Positive	I do not mind removal of trees, providing more trees are planted, At the end of these projects I would like to see more trees than we currently have. Also the trees must be native to Britain.
Positive	I would prefer trees are not impacted as fully mature trees have a more positive environmental impact than a new tree but if more are planted I'm ok with this
Positive	While the addition of a footpath and cycleway to the canal basin is a nice idea, it is a noticeably longer route round the back of The Waterfront than along Shipyard Road. I can only see it being of use if it provides a continuous route on the riverward side of the road all the way to the railway bridge, or ideally to the advanced cycle lane at the Tollbridge crossroads, reducing the need for cyclists to cross the main traffic lane(s).

Neutral	As long as the links from the cycle route linking to trans-Pennines is clearly shown would be a nice route
Neutral	I do not mind the removal of trees as long as an adequate replanting exercise takes place in Selby town, ideally where there are currently no trees.
Neutral	I haven't any comments on this proposal - other than the options you give above are just too simplistic - they are always put in black/white , good/bad .
Neutral	n/a
Neutral	None of the traffic proposals seem to have taken into account that all this will do in result in further congestion in the town centre and streets around which already suffer. There needs to be a far more coherent transport policy across the town to encourage and enable cyclists and pedestrians.
Negative	Traffic calming measures will not make the area safer to travel in and around , I do not mind removal of trees, providing more trees are planted,As a resident of The Haven this will be our only route of access to our property if Ousegate is made one-way, speed bumps can have a negative impact on the maintenance of vehicles which is a concern as we will be forced to use this route only. Also no improvements are suggested surrounding access to the council owned Recycling Centre which is the main cause for congestion and traffic issues on this stretch of road.
Negative	A pathway around the flats just to make a right turn along the canal, then cross the bridge access anyway, seems unnecessary. A route over the lock down to abbots would make more sense
Negative	I support the on-road proposals (traffic calming etc.). However, I feel the possible cycle extension to the lock would not be very safe. The lock area can feel quite intimidating at times.
Negative	There is already a crossing point in place at the island around the corner.
Very negative	cyclists emerging at the lock gates will create congestion around the lock and be unsafe for pedestrians
Very negative	Parking is an issue on Denison Road, if you then add traffic calming, you then remove the ability to park outside of your own home.

Which option do you prefer for the pedestrian and cycle link between Station Road and Portholme Road?

You said you prefer Option 1

It will be safer and more convenient for cyclists and people on foot to use the new route, rather than crossing Bawtry Road, The new route will provide safer and more convenient access to the bus station for residents ,If the social club is there it will hide the existing archway.

It will encourage more people to use the rail station, It will encourage more people to use the bus station, The new route will provide safer and more convenient access to the bus station for residents , It will be safer and more convenient for cyclists and people on foot to use the new route, rather than crossing Bawtry Road, I think a new route under the road will be more attractive to users,The major problem isn't with pedestrian access it is with the traffic access at the bottom of the Bawtry Road bridge and Park Street. A long standing problem that has never been addressed. A regular issue raised in the Selby Times. Two major supermarkets, soon to be 3 and all the new housing on Portholme Road. Again surely common sense to

sort this out whilst all this work is being carried out but it is being ignored again. The roundabout would sort it out.

also easier access to the park from this access

An integrated transport policy for the whole town is needed in order to encourage more pedestrians and cyclists. Given that Selby is a hub for people from outlying villages with limited public transport, many will continue to use cars to access the town centre and travel through. Without an integrated transport policy, use of bus station and rail station will not improve.

Comments on Option 1

Generally I'm a fan of using existing infrastructure - so my initial thought was to prefer option 2 and use existing archway - my concern with that is a negative impact on the local residents. If there was some way to avoid that I'd prefer option 2 over option 1.

I agree the current option of the stone steps either side of Bawtry road is not conducive to people walking, especially as the alternative of crossing the road by the Bus Station exit is fraught with danger - even for car drivers! There is very little in the plans for the existing Bus layout. A central area for passengers, somewhat similar to Pontefract, but obviously on a smaller scale, would indeed encourage more usage. Waiting outside in the wet whilst the Bus driver deigns to open his door at the given time, in winter is no fun.

I'm sure using the bridge span would be cheaper but this feels less safe to me.

Option 2 is a car park and bin storage area for the residents around that area of Portholme Road and Fernlea Close and should not be used for that reason. If Option 2 is used then you should provide car parking space for residents affected and also a new area in which people can store their bins.

Option 2 provides a poor alternative for people travelling to/from the bus station while offering little (if any) benefit for people travelling to/from the railway station, and potentially putting them on a less safe route through the car park, which is largely hidden from public view and so could attract antisocial behaviour. The more circuitous route to the bus station would encourage people to walk around the roads, crossing Park Street/Bawtry Road at a dangerous location.

Which option do you prefer for the pedestrian and cycle link between Station Road and Portholme Road?

You said you prefer Option 2

I do not like the idea of the steps being removed for those who use this route to travel to the Three Retail parks area. Those steps are an excellent way to keep fit for free in a very flat town.

It would seem to make sense to have a new Rail/bus hub at roughly where the former coal drops are now. From there there is a simple walk along platform 1 and extended through part of the current car park under the existing unused archway to Portholme Road. If covered walkways were created for this route and in the other direction along platform 1 to the current station verandah, you would have achieved improved bus/train linkage and better foot/cycle access to both facilities from the town. You'd even get a good view of the Abbey from this new hub at the coal drops.

Option One seems quite destructive when another option is readily available

Safety in dark. Lack of police in selby

Unclear which option is cheapest, however this is an important factor. Option 2 should minimise disruption to Bawtry Road which is a major route into the town centre. Proposals

should include more to improve facilities for bus passengers - eg heated waiting area, better toilets.

Which option do you prefer for the pedestrian and cycle link between Station Road and Portholme Road?

You said you prefer neither Option 1 or Option 2

As I don't know which is best for the town, I would go for the least costly option

Both are potentially viable but without additional detail I'm not able to comment

BRSA club should be demolished and re-located, option 2 should be made into vehicular and pedestrian access to Portholme Road to ease traffic flows at the junction on to Park Street.

A multi storey like at York Hospital should be provided on what has been demolished.

I don't think having 2x different parking areas for the station works as you'll get people speeding round to the other car park when they discover one is full.

Comments on Neither Option

Could both not be developed to allow people to access the bus station and hub or the train station more easily. Ensuring the easiest possible routes for the end user is the only way to encourage more people to alter their behaviours and use alternatives to the private car.

Option 1 will increase the risk of RTC incidents. I'm not convinced that any form of traffic calming will assist here as traffic is predicted to increase on Portholme Road as the new retail and residential properties are built.

Both options come with security risks as any subway structure increases the risk of attack / robbery incidents. The risk in option 2 could be higher than option 1. Adjusting the archway to also be a route from the car park for vehicles may mitigate this risk and reduce the pressure on the junction with Bawtry Road.

the expense would not be justified. Better to just improve the steps

very noble of you to remove the steep and dangerous steps that have been there for 50 years. Unfortunately you haven't thought this through. You can access the bus station and station yes, if you're on the right side of the road! You have to go back down portholme road to discover why this is important. You have merely moved 1 crossing point further up the road to make way for even more traffic from new housing! That's access to 2 supermarkets to negotiate, unless you cross the road further up which is impossible there is no formal crossing on this winding busy road. At bawtry road end, how can you access lhs of the bridge if the steep and dangerous steps are removed. This needs addressing now, there is no safe access from homebargains side of bridge, if you're disabled/blind/aged. It doesn't make sense, one crossing for whole of bawtry road a road set to become even busier by virtue of the portholme road development and road changes you propose, compare it to a19 at brayton, 3 crossings, you seem to do the minimum you can get away with now. Again I have to mention my wife, who relies on a guide dog to give her independence, which you're intent on taking away. Where can she safely walk/cross road in selby? Only town centre it seems. Please remember according to your own figures, 20% of your residents identify with mobility issues. Should prioritise pedestrians over cyclists over cars. Selby is becoming a no go area for pedestrians, also you cannot separate selby gateway from the rest of selby as far as transport/mobility is concerned.

How do you feel about the proposed changes to the former Wharf?

The plans will improve the look and feel of Ousegate Wharf, This will be a better use of public space for people to enjoy,I am concerned about the removal of allotments, as there is already a shortage of allotments within the Selby area. Will a new allotment area be provided for those whom are displaced or indeed those whom are on the substantial waiting lists? Also, as a gardener, how will you compensate those whom may have spent many years improving the soil in that area or planting long term perennial plants?

These changes will not improve the environment/air quality , I do not mind the removal of trees, providing more trees are planted,Safety and security concerns dont appear to have been considered for local residents, worry that the area on the will become a gathering point in an area already known for drug and alcohol abuse/use

This will be a better use of public space for people to enjoy,The plans specifically for the wharf, make good use of the space.

Comments on former Wharf

Concerned that removal of existing parking will push those who currently use the spaces for 'free' parking for the station to park in The Haven. This happens already to a minor degree but will exacerbate the current situation as residents also park on the roadside in The Haven. Proposed cycle Lane next to the river is great however the river does occasionally come up to the wall in areas along that section.

I have lived in Selby for 21 years and have lost count of the number of plans we have been told about the development of Olympia Park or indeed the Marina which was going on the old Rigid paper works. I can't see there being any housing development on Olympia . It would be better making it into a sports area. Football pitch for Selby FC, an extra bowling green, hockey pitch, basketball and netball courts and a cricket oval. Or you could build the marina there with chandlers and boat maintenance yards.

I would like to see the wharf brought back to life. A bridge connection would be fantastic!

I'd have thought that this development cost could be passed on to the Housebuilder who develops the site - they'll make enough out of it I'd have thought. Olympia Park is the Selby White Elephant - its been a disgrace for years now, and with the demand for retail hitting the floor, coupled with the flood risk, I doubt it will ever get built. I'm not sure about removing Allotment holders - if it were me I'd be really annoyed. Don't they have rights?

If a significant number of trees are to be removed, the COuncil will need to ensure that flooding will not become an issue with the removal of the root system. Equally in terms of carbon sequestration, opportunities for tree planting and an equivalent biodiversity value should be ensured.

It would be a prestigious structure for the town and great for cyclists and the trans Pennine trail. It would be good if it stimulates the long overdue development of Olympia Park, but without that I am not sure if the expense is justified

It's an area that currently is not pleasant to spend time and feels an area that has long been wasted and not fulfilled it's potential. The new bridge will also allow for views along the river and the street. It's unfortunate the terrible housing was built further along ... but we are where we are.

Olympia Park is not been developed yet it needs a basic structure school shops doctors etc this also is not part of Selby Parish it is Barlby Parish Needs this sorting before you make any plans the people of Barlby will not allow no structure to be pushed under the carpet like it has in Selby

The area is currently a thoroughly depressing public space where pedestrians feel neither welcome nor comfortable. Providing a more park-like amenity would be a massive improvement compared with the disused industrial feel that the area has now.

The main Junction of Ousegate / entering from Barlby Road appears degraded, run down and generally unwelcoming and doesn't feel a place people want to spend time / be it passing through / retail or recreation. This appears a positive step in finally resolving this.

there is already enough drug dealing and using in the houses opposite this location and i feel an open area will just encourage more and also antisocial behaviour with groups congregating at night

How do you feel about the proposed new walking and cycling bridge across the River Ouse and linking to Olympia Park?

Very positive	A new bridge would be fantastic! Would like to see the cycle path improved on the north bank as well. Would definitely use this! Not too bothered by tree loss. They're only self-seeded scrub trees.
Very positive	Given that currently there is only one bridge available to pedestrians in the town, having a second also gives an option should the Toll Bridge be shut or fail to close etc. Motorists can drive via the bypass but pedestrians would be just stuck in these circumstances.
Very positive	If allotments are to be removed, then an equivalent and easily accessible space needs to be provided in an attractive area.
Positive	It would be good if additional (stepped?) access to the bridge on the south side of the river could be provided on the west-facing side – it might sound trivial to have to walk an extra 20m or so to access the ramp but psychologically it does make a difference!
Positive	Most of this type of project seem to go over budget. Rather than limit the quality of the rest of the Station Gateway, I would prefer to wait and see if the budget will stretch to this, and until Olympia Park is under way.
Neutral	A new bridge is a good idea for the station but for connectivity around town, it makes sense to have one further down the river
Neutral	Concerned about access along the transpenine trail whilst works are carried out as this is my route out of my property.
Neutral	I think this is a nice idea but am not convinced it warrants the expense. As an allotment holder for many years in another place I empathise with the allotmentees who will have to lose their plots.
Neutral	Is n't this just a repeat of the question before? Or are there going to be 2 bridges?
Neutral	needs a better link with York-selby cycle route. How many people does the plan benefit compared to a bridge further downstream?
Neutral	Please read answer above.

Negative	I do not feel that there is the need to remove as many trees as is proposed. Further the drawing is not clear on how the bridge will connect to the trans pennine route.
Negative	New bridge to get quicker access = good Fancy bridge with daft twiddly bits = waste of money
Negative	The existing infrastructure together with the new plans already provide many improvements to access and aesthetics - this is not needed and I feel the negative impacts will outweigh the positive overall.
Negative	This is a bridge to nowhere using public funds, let Olympia park at least get planning permission first or a spade in the ground. will take years to develop out, funding could be better used in the short medium term but focusing on the immediate station area
Very negative	I do not like the idea of any impact on the allotments, It will make it easier and safer for cyclists and pedestrians to cross the Ouse, The point about employment opportunity at Olympia Park is moot as any development there is highly unlikely in the next few years. The idea for a grandiose architectural statement of a crossing is a waste of time and money and hugely inappropriate for the site. All that is needed is a simple and safe foot/cycle crossing appended to the current rail bridge structure. Access can be made relatively easily from the Ousegate side, and little, if any allotment space would be lost.
Very negative	as above i believe you will be making a new hotspot for antisocial behaviour
Very negative	Too expensive
Very negative	Vanity project that will continue to cost the taxpayer in the future in maintenance and operating costs. Surely SDC / NYCC have learned some lessons from the other swing bridges in Selby and Cawood to know this won't be welcomed locally. redirect the efforts to replacing and widening the bridge at Barlby road, and the walking routes there and it'll probably be received more favourably.
Very negative	Very expensive to build and maintain, why not simply improve the existing swing bridge.

Which option do you prefer for the station building?	
You said you prefer Option A	
A is the better of the three, B and C look too much like a mid-century church and supermarket. Should be more vernacular in style and in keeping with the rest of the Grade II listed station. Many of the nearby newly build houses are only acceptable because they use appropriate materials and respect the character of the conservation area. This is the most significant change to one of the most important buildings in Selby for generations and it must be a timeless and sympathetic design.	
B looks unfinished C roofline when viewing the new building from the railway side damages the setting of the listed parts of the station	
Comments on Option A	
I feel this fits better with the wider area. The type of brick used is really important and should match with surrounding buildings. Not sure about the green wall. Will it be maintained?	

In order to encourage cyclists it is important to provide adequate secure cycle storage at the train and bus stations.

It is the one that is most in keeping with the surrounding architecture

It will retain the distinctive heritage aspects of an important railway station. The other options will just make it become any modern station.

KISS applies : Keep It Simple, Selby.

Better ticket, waiting and food facilities

Keep people waiting outside dry

No need for fancy twiddly architecture bits

Network Rail are currently planning to install lifts at Selby station. Although the Selby gateway plans do not include the provision of lifts, the project needs to acknowledge and make provision for this work. The two projects need to be developed side by side.

The station buffet at Selby is a warm friendly inviting traditional style cafe and it would be nice to be able to retain this or a similar facility.

The station taxi company on the other hand who occupy rooms in Selby station but have no connection to the railway (despite their name) and are an inconvenience to rail users for the following reasons . 1). They are unable to provide an "on demand turn up and go" service to rail users who need a taxi at short notice. 2) They frequently park their vehicles in the short stay spaces for hours at a time thus preventing genuine rail travellers from picking up/dropping off in the designated short stay parking bays.

Nice clean design, the other options are very 'busy' with the brickwork.

Option A looks as though it would provide better shelter for people waiting outside the entrance on a rainy day.

Provides better natural light within the station building and the roof form better shows the entrance to the station. However, it is not at all clear from any of the options where the cycle parking is. Considering all of the Zone 1-6 improvements have a key emphasis on improving cycle access and safety it is disappointing that the Zone 7 options make no mention of how many cycle parking spaces will be available. As noted above the images show the cycle parking outside the station, inside the building and on the platform- which is it please.

Somewhere do keep you dry from the rain while waiting for a lift

The design should provide waiting areas and toilets that are accessible whenever the station is open, not just when the ticket office is manned. Cycle storage should include standard hoops and not just mobile racking which is difficult to use and discourages many people.

Consideration should be given to opening up the rooms on Platform 2 which are currently under-used by the railway to local businesses. Lifts between platforms must be addressed as the highest priority. Improvements to bus station facilities and toilets in the park should also be considered as part of this funding.

Which option do you prefer for the station building?

You said you prefer Option B

It will have less impact on the existing heritage of the building than the other two options.

It will keep the listed roof

Least worst option. Usage internally hasn't been properly thought through (ticket offices have gone from London Underground with the rest of the rail network set to follow). Wayfinding and customer flows not considered properly (particularly if scheme 2 gets approved) but at least it'll be a box which someone can fix later.

Minimises impact on existing listed structure.

Which option do you prefer for the station building?
You said you prefer Option C
I do hope that any proposed changes do not spoil the Victorian architecture and graceful elegance of this station on the platforms. The station platforms should be listed.
It was the best out of the three but still think it could make the station feel souless and un-welcoming if the integration between old and new is not detailed correctly
While I realise that you have not included step-free access between the platforms in the scope of this project, I think this is something that should be strongly encouraged, working with Network Rail as necessary, so that lift structures can be incorporated into the new design at the planning stage, which should give a more harmonious appearance and minimise disruption to passengers during construction.

Which option do you prefer for the station building?
You said none of these options
A better solution would be to make a combined rail/bus hub in the area now occupied by the Railway Club thus moving the station entrance to that location. That would avoid having to waste money buying out and relocating the Business Park, and the Car Park will remain available for users approaching from that side of town.
The disruptive works within the Park would be unnecessary as from the new location the view of the west end of the Abbey would lead users into the town. A cycle route along the Park Street edge of the Park could be developed and would be separate from pedestrians using the Park. Bowling and Child playground facilities would not be compromised.
all are a bit bland and will date. I think there's a better way to improve spacial feel and maintain the character. a big pull could also be the creation of a real ale pub of some description to appeal to the rail ale trail crowd.
As I said previously a more traditional look in keeping with the old original parts of the station will be much better.
Comments on Neither Option
Easier access to platforms over the bridge. Escalator or lift
House Builders in that area have to fit in with the surroundings you just want to do what you want with out consequences pitched roof or canopys look at the surrouding area it will look a bloody eyesore
It would be much better to create a hub at the coal drops end of platform 1. With suitable negotiation with rail club and bus companies, vehicle access to such a hub would be easier, rail/bus interchange smoother, sufficient space exists to segregate cyclists and vehicles, a cycle route to the Abbey is easier to create and there's a fine view of the Abbey from such a hub. As I have said earlier, with a stylish covered walkway to the current buildings and to the new footpath to Porthome Road, there'll be a fine new portal for train and bus users in Selby.
I've looked at the visualizations, and there's not really much changing, so may as well leave as is.
Keep the old victorian look and feel of the train station, do not take away theses beautiful features. Dont make the building modern and boring. Instead create better access to the otherside of the station for disabled and pushchair users, such as lifts, add better toilet facilities such as changing facilities for disabled and babies. Dont get rid of the ticket office which is maned. No need for a train station cafe when there's a cafe round the corner in the bus station. Protect businesses that already exist. Also what's going to happen to the businesses in selby

business centre when you knock it down? I hope you will help these businesses to re locate and save jobs.

Not enough information given to make a decision

Option A is most aesthetically pleasing, Option C feels a bit OTT. PLEASE consider making it a GREEN ROOF instead. This will not only look extremely attractive, but will improve biodiversity and rainwater retention, along with all the other known benefits, and are not easily vandalised like green walls could be. There will be more than enough natural light to the station following demolition of the commercial building, however glass panels/skylights could still be added if desired.

The new lift/disabled should be incorporated into all 3 designs. Surely commonsense, joined up thinking, whilst the works are being carried out.

The station is an historic Victorian station and I do not agree with sandwiching a modern front onto it. I think the front should reflect the Victorian design and materials and enhance it rather than spoiling it with a modern monstrosity.

The station is an historic Victorian Station. Whilst the existing modern buildings are inappropriate none of the proposed options are sympathetic the original style. A combined bus and rail station would be better.

There are not enough train services to encourage people to use the station. A 16 mile journey to stations East of Selby can take over an hour as it involves travelling 11 miles beyond your intended stop and a 30 min plus interchange. There is also no disabled access at Selby or several stations between Selby and Hull. No station design would ever encourage me to use it until this gets fixed.

You say at the bottom of the supporting document that lifts and disabled access will not be included as not down to you. Make it down to you. I couldn't care less about a new roof if I still cannot get access to the other side of the track. Absolutely shocking that money is being spent on a roof and new building and yet you still won't consider access for all. And it's not just those with disabilities that struggle but those with kids and push chairs too. Waste of time and money.

Appendix Two

Questions received via YourVoice Q&A

Q&A 1

The new carpark at the back of the station via cowie drive should be a multi storey entrance from cowie drive and exit level with the existing road bridge over the railway. This makes sense

Response

Good morning, Thank you for taking the time to send us your suggestions. This project is focussed on provision of better sustainable transport options. Whilst the proposed car park changes do help to achieve this, unfortunately we will not be able to accommodate a multi storey car park within the funding available. Regards, The Project Team

Q&A 2

Where will the new bridge be to Olympia park

Response

Good morning, Thank you for taking the time to ask us a question. The location of the proposed new bridge will be to the east of the existing road bridge - please see the Zone 6 map of the consultation materials. Regards, The Project Team

Q&A 3

I understand that you have obtained £31.2million for the project. How much of this has been allocated to the bridge over the river Ouse?

Response

Thank you for taking the time to send us your query. Selby accounts for £17.5m of the total funding allocation - the final allocation of budget between the individual elements has not yet been set and will be considered as part of the detailed design phase. Regards, The Project Team

Q&A 4

Will the proposed new bridge be a swing bridge to allow boat traffic

Response

Thank you for taking the time to get in touch. The proposed bridge will be a swing bridge to maintain navigation along the river. Regards, The Project Team

Q&A 5

Will there be an improvement on available/more frequent on Trains from Whitley Bridge being the closest walking distance train platform from Whitley and Eggborough. Currently one train in early hours and late evening for links to Leeds/York.

Response

Good afternoon,

Thank you for taking the time to submit your query.

The Transforming Cities Fund proposals are focussed on transport infrastructure rather than train services, therefore there are no service changes planned as part of this project.

Regards

The Project Team

Q&A 6

I live in the outskirts of Selby District it is so poor our bus service and we never get the chance to ask how we feel about it.

Response

Good afternoon,

Thank you for taking the time to get in touch.

The Transforming Cities Fund proposals are focussed on transport infrastructure, rather than bus services. Therefore, there are no service changes planned as part of this project. However, you may wish to take your enquiry up directly with the service providers themselves.

Regards

The Project Team

Q&A 6

what provision is there to enable people to travel safely on bicycles for the outlying villages out side Selby to enable them to access work and education. Currently the cycle tracks from York stops short of Selby and busy roads have to be used in and around the town.

Response

Thank you for taking the time to send us your comments.

Wider connectivity is not part of this project which has a limited funding opportunity, however it is considered as part of the Local Cycling and Walking Infrastructure Plan (LCWIP) which will form a basis for consideration of future opportunities. The LCWIP can be found here: <https://www.northyorks.gov.uk/local-cycling-and-walking-infrastructure-plans-lcwips>

Regards

The Project Team

Q&A 7

It will be difficult for me to attend the Selby event on Friday 12.3.21. Will it be possible to receive a recording?

Response

Good morning,

Thank you for taking the time to send us your question.

The live events will all be recorded and will be available to watch via the Your Voice page for each scheme.

The recordings from the events held week commencing 1 March will be available later today (10 March).

Please let us know if you have any difficulties accessing the link.

Regards

The Project Team

Q&A 8

It might seem an obvious question, but have the combined and local authorities done their research this time? The last time this project was muted in Selby, plans were made and tax payers money used to fund proposals only for the council to discover the land on Station Road, was owned by Network Rail who were not interested in the proposals to alter access to their station. I assume there will be similar issues with access to Harrogate and Skipton and a little foresight never hurt anyone.

Response

Good morning,

Thank you for taking the time to send us your comments.

As part of developing the design to this stage, we have undertaken full engagement with Network Rail and other key stakeholders to inform the plans.

Regards,

The Project Team

Q&A 9

What consideration has been given to the 'new station building particularly as the station/platform roof, I believe, is a listed building?

Response

Good morning,

Thank you for taking the time to send us your question.

As part of developing the design options presented in the consultation to this stage, we have undertaken full engagement with Network Rail and other key stakeholders to inform development of the plans.

Regards,

The Project Team

Q&A 10

I'm a parent with a pushchair and need to travel to York a lot, however, over the last few months (since this lockdown) I have found it hard to even get over to the other

platforms on the other side of the station. It would be fantastic if there could be some kind of a lift or ramp to make it a lot easier to cross the tracks.

Response

Good morning,

Thank you for taking the time to send us your question.

Whilst accessibility between platforms is not part of this project, proposals for better accessibility are being separately considered by Network Rail.

Regards,

The Project Team

Q&A 11

The plan showing a right turn lane into the waterfront apartment adjacent to Nelson pub. From memory this is an exit only , as it is a one way system through the flats? Has this changed or is it part of this proposed change ?

Response

Good morning,

Thank you for taking the time to send us your question.

There is no proposed change to the layout around the Waterfront apartments as part of the scheme.

Regards,

The Project Team

Emails received via YourVoice and responses provided

Email 1

Dear Your Voice, WYCA, Miss Hughes,

Please find my comments in relation to the 'Selby Station Gateway' attached to this email.

I hope you find them interesting.

Yours faithfully
[redacted]

Response

Out of the three North Yorkshire Station Gateway proposals, these are by far the most exciting. I note from the plans this new building is to be intertwined with the existing station canopy, my comments are as follows...

When Selby is electrified it is highly likely that it will be necessary to realign the track and push the platforms out due to the existing platform canopy that overhangs the line, in order to achieve the required clearances. Canopies on other parts of the rail network such as those at Kettering have been cut back for this very reason.
<https://freysinet.co.uk/cast-iron-canopy-alterations/>

At Selby there is a lot of wasted space at the station where the through lines have been removed. Since the track is likely to be realigned it might be more sensible to realign platform 1 completely towards platform 2, this would give you significantly much space for this new proposed station building if the canopy was moved outwards as well. (Approximately 4-5 meters more in comparison!) whilst providing space for a Leeds facing turnback adjacent to the Car Park. Whilst a turnback already exists it is on the wrong side of the line to mitigate crossing over upon arriving from the direction of Leeds! When the platforms are rebuilt it would be nice if this station was paved instead of tarmacked. I am of the opinion that all major stations including Harrogate & Skipton should be done this way, as it drastically improves the appearance of the station whilst being a statement of quality!

If the objective of this scheme is to make the station much more accessible and improve the appearance of Selby I am of the opinion that a 'Changing Places Facility' should be included, often stations such as Selby aren't considered as important as major stations to include such facilities so including one could really change people's perspectives of it and of Selby as a whole! Without one it will continue to exclude those who have complicated needs that can't be met from the standard accessible toilet!

I am exceptionally keen to improve inclusivity right across Yorkshire!



http://s0.geograph.org.uk/geophotos/05/13/27/5132740_bd3b4f2d.jpg

Response

Dear [redacted],

Thank you for your considered comments, which are most useful.

We will take these into consideration as part of the next stage of design.

Best wishes,

The Project Team

Email 2

Hello I just happened across this, as a newish addition to Selby I am absolutely dismayed by the railway station, I am a wheelchair user and the station access is appalling. Do you have anyone advising you on this issue? Am happy to help where I can. Kind regards

Response

Thank you for your comments on the consultation – the current proposals are at a concept stage and following the consultation we will be moving into more detailed design, working with Network Rail, the operating companies and other specialists and accessibility is very important to us – thank you for your offer of assistance which I will share with the team to consider as we move into the more detailed design phase.

Regards

Email 3

Hello

I'm writing regarding the plans for Selby Station. I think these new plans look brilliant and I hope they come to fruition. It would be such an improvement to the area around the train station.

I have one point to make relating to the new bridge in Zone 6. It says that the new bridge will 'link to the Trans Pennine Trail Route north of the river,' but would be good to see some plans of how these new cycle paths will link with the existing Selby to York cycle path (<https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/york-to-selby>) which is just at the other side of the toll bridge and partly follows the route of the Trans Pennine Trail.

At the moment the cycle route pretty much fizzles out when it arrives in Selby and gets near the toll bridge. The signage is poor, road quality is poor, and cyclists ultimately just have to re-join the busy and narrow A19 just before the toll bridge at Pond Street or usually earlier in most cases, before crossing the toll bridge and turning left. It feels like such poor planning after following a route that is almost entirely off road from York. With that in mind, it would be good to see a plan that sees the Selby end of the cycle path rerouted to cross this new bridge, with appropriate crossing points on the A19 to safely get across and navigate the traffic

on this road. This would help encourage cycling to the station from villages north of Selby.

Best wishes

Response

Thank you for taking the time to send us your feedback on the proposals.

The linkage with the Selby to York cyclepath is interesting and I have fed your suggestion in to the project team so that we can consider this as part of the next design stage which will commence following the consultation window.

Regards

Email 4

Hi

Please find below some observations around the consultation which I was not able to provide via the survey.

Zone 1: walking routes

There is an argument to provide both walking routes for most of the routes shown. I would be inclined towards option 1 as the main route, however Park Row represents a significant walking route both towards the station and towards the town, and so providing a strong route for both these options should also be considered.

Zone 1: rail replacement buses

Welcome as the revised layout outside the station is there is no obvious place for rail replacement buses to stop to collect/set down passengers. If there is a planned line closure in any direction from Selby it would not be unusual to find a need for around 4 buses/coaches to be at the station boarding passengers. Currently this can be accommodated in the wider road layout however with these revisions that wouldn't be possible, and Selby bus station is often too busy to accommodate them either. Potential need to provide dedicated pick up spaces on the road edge of the plaza or to make arrangements for such buses to be able to use the bus station itself.

Zone 1: taxi rank/short stay parking

If sustainable transport is to be promoted then I would suggest the taxi rank be on the station side of the road, presumably next to the taxi office, and the private car short stay car parking should be on the park side of the road.

Hope that makes sense, let me know if you want any clarification.

Finally if you could add me to your mailing list for this project that would be much appreciated.

Many thanks

Response

Thank you for your considered comments regarding the Selby proposals.

Your comments have been recorded and will be considered by the design team as part of the next stage of design, we have added your address to our mailing list to receive updates as the proposals progress.

Regards

Email 5

Good morning.

I'm getting on touch to ask a few questions on how the plans will effect me, my house and parking around the station.

Firstly, I'd like to make the point I'm very happy and excited in what hopefully will happen around the station. The initial drawings look great, and will be a positive on the area.

Basically, I live at [redacted]. Me and my family bought the property 18 months ago, having previously lived in York.

My first question is, (Redacted) Will any work have any impact on the structure? The houses in this block are around 150 years old, and I'm a little concerned about any work that might effect on us.

Secondly, parking.. I think the one way system along the station is a great idea. The only problem I have is that I can't park my car outside my house after 6pm after this is done. The second option for me was always to park along Ousegate Warfe. In the plans suggested this too would be removed. Leaving me with the problem.. where do I park my car. I wondered if there would be a parking space in the new development I could acquire?

Like I said at the start, all positive on the proposals. Just want to clear up a few worries.

I couldn't log on to the meeting last Thursday as I was at work. Hopefully I can this week.

Many thanks

Response

[telephone conversation] Summary of conversation: Property not directly attached to part of station to be worked on, although parking is being moved there will be more provision on Cowie Drive to the east as part of proposals

Email 6

Good afternoon,

I have completed the survey to some extent, but you do not give the opportunity to put other points of view.

I live in a village 5 miles from Selby, with 2 buses per week into Selby, and no rail link. There is no way I would attempt to cycle along an A road, and in any case, why

would I want to cycle to Selby? There is nothing there to attract visitors, apart from the Abbey. Olympia Park has been an utter disgrace for years, enough to put anyone off coming to Selby from the A19. There is no market now, to speak of. It used to attract hundreds of people - we cannot really call Selby a 'market town' now. Many shops have gone. Parking bays along Gowthorpe have been closed off. You now propose closing off more streets to cars. I will not come to Selby if this happens; I can go to Goole.

The proposed so-called improvements to the station are a complete waste of money. It will in no way attract more visitors, and I can't see how it would attract pedestrians or cyclists either. Your determination to stop cars coming into the town will kill it off completely. Prior to 'lockdown' there were approximately 25 cafes & eating places, but little else. There are hardly any nice places to eat in the evenings. People enjoy an occasional meal out but not in Selby. I believe it has become so run down that, unless Selby tries to attract retail and leisure businesses and improve the market, it will get even worse; why would improving the station help?

I was born in my village and Selby is my local town. I wish it had more to encourage me to visit.

Just a local resident's view.

Response

Thank you for your comments in respect of the Selby Proposals.

Your comments have been logged and will be considered as part of the consultation and in informing how we take the proposals forward.

Regards

Email 7a

Transforming Cities

Dear Sir

Re: Selby Station Quarter Development – Selby Park

I strongly object to the option to place a cycle path alongside and in front of my property – crossing the car park and the under 10's childrens play area (Redacted) This will present a danger to myself and those leaving my house through the gateway and could result in a serious accident. The proposed path route will cause noise and disturbance at all hours and affect my quality of life and right to a peaceful existence. It will exacerbate the already problematic disturbance caused by drug takers and other undesirable elements which the police are well aware of. The route will cross a picnic area (Redacted) which was designed to be a buffer zone between the play area and my house. Lighting is also likely to cause disturbance to my bedrooms etc.

Before matters proceed any further I would like to meet representative of Selby District Council so that they can fully appreciate the issues involved in my objections. Please facilitate this request.

Yours faithfully

Response

Thank you for your comments on the proposals for Selby.

We would be pleased to meet with you to discuss your concerns. In the first instance we would like to offer you an appointment for a video call at one of the following times:

Tuesday 16th March at 1.30

Friday 19th March at 10.00

I would be grateful if you could advise whether either of these times is acceptable and I will then make the necessary arrangements.

Regards

Email 7b

Thank you for the meeting online meeting today which was helpful. I look forward to meeting you on site when this is possible.

Regarding the Civic Society position on the current proposals I enclose a copy of a letter sent to the Selby Times which sets out its current position.

While the letter reflects our frustration with the outcome of our initial dialogue with Selby District Council, I hope that we can work with yourself and other parties to achieve a good and practical design solution that works for all.

Again, we are keen to engage positively to help achieve a satisfactory outcome.

Email 8

Dear Team, I am interested in the Selby Station Gateway project. The on line consultation materials and the recording of the live event are excellent. I find the survey too focussed with no opportunity to express my own ideas and comments. I think you are missing a chance to pick up observations from a variety of stakeholders. Is there an opportunity to make comments in free text? Regards

Response

Thank you for your comments on the Selby Proposals.

If using the survey itself you will see for each answer where we have asked you to indicate how you feel there is a follow up question asking why you feel this way, alongside standard responses to this question there is an 'other' option which allows you to type in free text. Alternatively we welcome any observations to this email address - all responses are logged, responded to and included alongside the questionnaire responses in the final consultation analysis.

Regards

Email 9

Dear Councillors,

I have been reading the plans for the Selby Station Gateway and whilst I believe the changes to the station front, park area, increased disabled access, improved pedestrian and cycle access over Bawtry Road etc. are all great benefits to the area, as a local resident living in very close proximity to some of the proposed changes I do have a few concerns and considerations.

I have tried to break my comments down to relate to the individual zones outlined in the plans and I have tried to identify how local residents (not just me personally) would be impacted. The scheme appears to very much focus on pedestrians and cyclists coming into the town to commute onwards but very little is apparent in the consideration of the residents already living within the town who need vehicle access, as public transport, albeit is easily accessible it isn't always a convenient option. For example my partner uses a van full of trade equipment for work so cannot use the train to commute etc.

I have joined the Q&A sessions and did put some of my comments forward during these but feel that this stage was almost too early for my points below to have been fully considered.

On balance I am not strictly opposed to any of the plans in full, perhaps with the exception of zone 3, where I do not agree with the one-way system and believe that the necessary improvements for pedestrians and cyclists can be made without the need to restrict vehicle access. I do feel that some of the changes need very careful consideration to the overall impact of the homes and quality of living for residents both throughout the works and the after effects.

I have some overall concerns that don't fall into any specific zone, these are listed out below:

- Overall concerns of how and when the work will be conducted, significant disruption to local residents over what timeframe for how long etc.
- What practises will be used, previous local works have used piling which has had a significant increased impact vs. other methods (damage was sustained to our property during the Viking Shipping works that has failed to be address to date despite evidence of my property shaking being provided)
- Will local gas, electric and/or broadband facilities be affected during the period of works (during the Viking Shipping works the road was dug up for telecommunications works and the resulting inadequate road repairs has left a dip in the road behind our house that now creates a thudding noise as busses pass by)
- Will vehicle access to The Haven be maintain throughout all of the planned works
- Engagement from residents of The Haven is likely to be low due to a high proportion of rented properties on the street. To my knowledge notice of these proposals has only been given via door drop to local residents so actual property owners are likely to be unaware

ZONE 2 – Cowie Drive:

- Removing the currently vacant industrial unit: as residents of The Haven (with a property that backs directly onto the vacant building), we have concerns about exposure to increased railway and bus depot noise after the removal of the building, I believe that the building currently acts as a noise barrier
- How will a replacement noise barrier be created?
- What boundary will be used alongside the railway and bus depot?

- Will triple glazing be offered to affected residents?
 - With the removal of the industrial building, has the wind factors been considered? I worked at a premises adjacent to Bridgewater Place in Leeds and had colleagues who witnessed the tragic death of a pedestrian due to the wind factors in the area being altered so I am all too aware of the serious effects the wind can have. During periods of high winds, there seems to be a 'wind tunnel' affect created at the cul-de-sac end of The Haven in front of the private garages adjacent to the building marked for demolition
 - Has wind impact/factors been considered
 - Will the removal of the building ease the current issue or worsen it and how has this been determined
 - Can copies of the reports be shared
 - If increased wind, what/how will this be managed
 - Fencing and boundaries along Cowie Drive: our property boundary is on Cowie Drive, if Cowie Drive is to change from a private road to a public road how will our property boundary be affected
 - Who will be responsible for the joint boundary
 - The boundary of our garden wasn't built to be a main public road boundary, will this be replaced, if so what with
 - How can access to our garden and property be protected
 - Potential to be used as a cut through, vandalism etc, how will this be prevented
 - Car park operational time: (Redacted) bedroom overlooks this area
 - Is the plan for the car park to be 24/7, or will it have an evening closing time
 - Will it be locked on an evening
 - Will it be manned
 - Concerns over car park meet ups similar to those seen at 3 Lakes – how will this be prevented
 - Will the carpark be free or paid parking – if paid how will the council prevent people parking on local streets (The Haven) to avoid car parking fees and then using the Cowie Drive/the Haven boundary as a short-cut – jumping over the fence/wall etc
 - Car park lighting and security: (as above my sons bedroom overlooks this area, along with approximately 10 other family homes) how will lighting and security be used to ensure it is safe without imposing on our properties
 - Cowie Drive runs along the bottom of our garden boundary, which from the plans, looks to be opposite the area where the new car park will be placed. Will double yellow lines to prevent on-street parking along Cowie Drive against our boundary be in place and will this be patrolled to ensure enforcement. There is currently double yellow lines around the junction of The Haven and Ousegate but this is regularly abused by drivers, making use of the junction very dangerous so patrolling the area to ensure adherence will be necessary
 - Cowie Drive, particularly the space alongside the vacant industrial building is currently used by the bus depot for additional parking and by Viking Shipping as a HGV turning and waiting point, I very much welcome an end to this (only this morning 17th March we had a HGV parked at the bottom of our garden looking directly into my living room patio windows) but do question where will both of these uses be dispersed to
- ZONE 3 – Ousegate:

- If car parking is removed from Ousegate doesn't this create sufficient space for pedestrians and cyclists – is there really a 'need' to make it single way traffic to create space for cyclists
 - The one-way system on Ousegate will force local residents accessing their properties (including those on The Haven, Riverside apartments and Ousegate) to use:
 - The already congested and narrow routes along The Crescent
 - The Bawtry Road and Bawtry Road Bridge junction, identified in zone 5 as a busy junction with no improvement suggested (and where additional homes are being built which will further increase traffic onto this junction)
 - Canal Road, increasing traffic past the Fire Station access and Recycling Centre (where current congestion isn't managed)
 - The one way system will force all incoming traffic to Riverside Apartments, The Haven and Ousegate etc through the traffic calming/reduction section of Shipyard Way.
 - Bypass closures cause huge traffic queues which prevent access to The Haven from the canal side of Ousegate, how will traffic management during these closures allow residents access to their homes without 30-40minute queues which have been experienced previously
 - If the purpose of the one-way system is to increase pedestrian and cycle usage in and out of the station, what are the expected numbers to justify the spend in this area? And if expected usage isn't reached (if measured) will the one-way system be reversed
 - As a local resident who has no choice but to access the area by car this feels like a step too far to try to encourage more eco methods of travel, refer back to my lead point on this zone.
 - Has increased signage for HGV's on Canal Road and Shipyard Road been considered advising of the height restrictions, there are a number of HGV's that try to turn around on The Haven after seeing the railway bridge, a single sign by the fire station isn't enough
 - How will local residents access their homes during times of flooding, the bend on Shipyard Road by the Nelson Pub is prone to flooding and there has been occasions when the higher access road under the railway bridge has been the only route of access.
 - Has the road dipping/subsidence on Ousegate between The Haven and The Nelson Pub been reviewed, if this is the only access route for residents it need to be fully repaired and restored to prevent further issues and road closures
- ZONE 4 – Shipyard Road, Selby Lock and Dennison Road:
- Closure of Dennison Bridge reduces access for residents of The Haven, Riverside Apartments and Ousegate to local amenities, shops, fast food outlets and a cash machine which will see reduced trade due to restricted vehicle access
 - Closure of Dennison Bridge will also force more traffic onto Bawtry Road and the junction of station road as above in zone 3 comments
 - Speed bumps on this section need to be carefully considered as local residents will have no alternative route to access properties and consideration should be made of these traffic calming measures for regular passing and damage sustained to vehicle tracking, tyres etc.
 - Has the access to the recycling centre been considered as part of this, the demand on this site and subsequent queues have a significant impact on the ability to pass the queue safely, can the entrance be moved onto Vivars Way to remove

queuing traffic from the main thoroughfare road, this will become even more important if Ousegate is made one-way traffic.

ZONE 6 – Ousegate Wharf

- The seating and art area on the train station side of the bridge could become an area of anti-social behaviour, in an area already known for drug mis-use
 - How will lighting, CCTV and other security measures be used to ensure this doesn't happen
 - Many young families live on The Haven and this will be almost opposite the only entrance in and out of the street, how will the children be protected from this
- I look forward to hearing how the development plans progress and learning how you will take my concerns into consideration at the next phase of planning. It would be really helpful if my queries can be addressed directly, perhaps a face to face meeting can be arranged, please advise. Please can you ensure I am kept informed of the progression of this development as we are directly impacted by several elements and without resolution my families quality of living, mental health and the value of our property could be adversely affected.

Kind regards

Response

Thank you for your considered and detailed response to the Selby proposals.

Your comments are welcomed and will be incorporated with wider feedback for consideration as we plan the next stage of the project. We would be pleased to meet with you to discuss points further and propose the morning of Thursday 1st April at a time to suit you. I would be grateful if you could indicate your availability by return.

Regards

Email 9b

Good morning,

I would welcome the opportunity to meet on 1st April. This would be during my normal working hours so as early as possible please so I can get back to work.

Please advise time, location and who I am to meet with.

Kind regards

Response

Thank you for your response – myself and Tania Weston from Selby District Council would be pleased to meet with you virtually at 9.30 if that is acceptable – I can send a Microsoft Teams invite if the time is OK.

Apologies that I haven't properly introduced myself – I am the Transforming Cities Fund Delivery Manager for the County Council with overall responsibility for delivery of the Selby proposals. We are working in partnership with Selby District Council and Tania is the project lead for Selby District Council. We look forward to speaking with you on Thursday.

Email 10

Good afternoon

I have looked at the plans for Selby , Harrogate and Skipton.

I cannot see any mention of the provision for Motorhome visitors . I live in West Yorkshire , and we love short trips to little towns and villages where we can have a meal and shop in local shops .

I am a member of several national motorhome groups - CAMpRA (which has over 12,000 members) and Motorhome Pub Stopovers (76,000 + members) and Camping and Caravanning Club .

There are over 250,000 motorhome owners in the UK and this figure is growing fast. There are many times this figure in Europe.

They are very keen to visit our area and research shows they would be likely to spend an average of £50 per day in our area. They are mostly retirees with disposable income.

THEY HAVE NOWHERE TO STAY !!

Motorhomers very rarely use campsites, hotels or B&Bs so any provision would not be in competition with these providers. Motorhomers need three things:

- 1) An overnight parking space
- 2) A place to dispose of toilet cassette & washing up waste
- 3) A freshwater supply

The solution is very simple:

- 1) Allocate motorhome parking spaces in local car parks with a charge of £5 per night plus the relevant day charges.
- 2) Provide a 'Motorhome Service Area' with facilities to dispose of waste and refresh water, with signage

I suspect any concerns you might have will be with regard to the 'wrong' people using these car parks/sites so, we at CAMpRA, have done our research and discovered the following:

- 1) The presence of paying motorhomes deters criminals - lots of extra pairs of eyes – just display a contact number for police/security.
- 2) In rural areas, it has mostly eliminated fly tipping.
- 3) It can generate a fair amount of revenue which would offset any (minimal) costs involved.
- 4) We are associated with the 'Wild & Wombling Motorhomers' whose mission is to clear up litter after other people.

However, the BIGGEST BENEFIT is that of their contribution to the local economy. We need to harness this at the time when Motorhome's are not able to go abroad .

Service areas could be set up in Retail Parks, Industrial Estates, Car Washes, Supermarkets, Petrol Stations.

Surely, with the collapse of the major coach companies, there must be some spare spaces and a revenue gap to fill.

There are many success stories around the country:

- Forestry Scotland has just completed a pilot scheme which it is now continuing
 - Craven District Council have trialled with 2 car parks and have just extended to 3
 - Canterbury Council have 3 such 'Aires'
 - Hawick Council are having great success with their scheme
- Helmsley have set up an overnight parking area which is really well used .

There are many more and many in the process of being setting up.

Please have a look at our Facebook group
(free)<https://www.facebook.com/groups/campra.uk> or our website
<https://www.campra.org.uk>

I should be grateful if you would consider a meeting with some of my motorhoming friends and me - we have much more information that could help you and we have lots of networking opportunities for promoting tourism to our area. It really is a 'Win/Win ' situation.

Kind Regards

Yours sincerely

Email 11

Basically I have grave concerns wrt my wife's ability to safely negotiate a route into town and the prospect centre where she normally works, from Selby south brayton. The new portholme legal and general development has brought this to a head. Normally my wife would use portholme road to get to these places because of the mini roundabout (dangerous to cross) and all the parked cars on the numerous side roads into town and difficulty crossing them. She could keep to lhs of the road all the way down to the bridge and only have to negotiate Tesco crossing point. Now she will have to cross a further road accessing 154 dwellings and increased traffic. When she gets to the bridge because there is no safe crossing point to rhs of rail bridge she uses the steep and dangerous steps (where is the alternative route btw? Just points to a row of cars) . Alternatives are to use the park street crossing then negotiate crossing station road amongst all the buses and then bawtry racetrack! It needs addressing asap. You can go down the road to say Knottingley and where their supermarket developments came to town, they installed light controlled crossing points on the main and side roads. Selby is becoming a no go area for my wife, when she was registered blind she thought it was the end of her independence, till she got the guide dog, please don't take that away from her. Btw, if you need funding, Selby has a community infrastructure levy of around £1 million, unspent

Response

*This email was sent to Selby District Council - responded saying that we will consider all comments received, including this one.

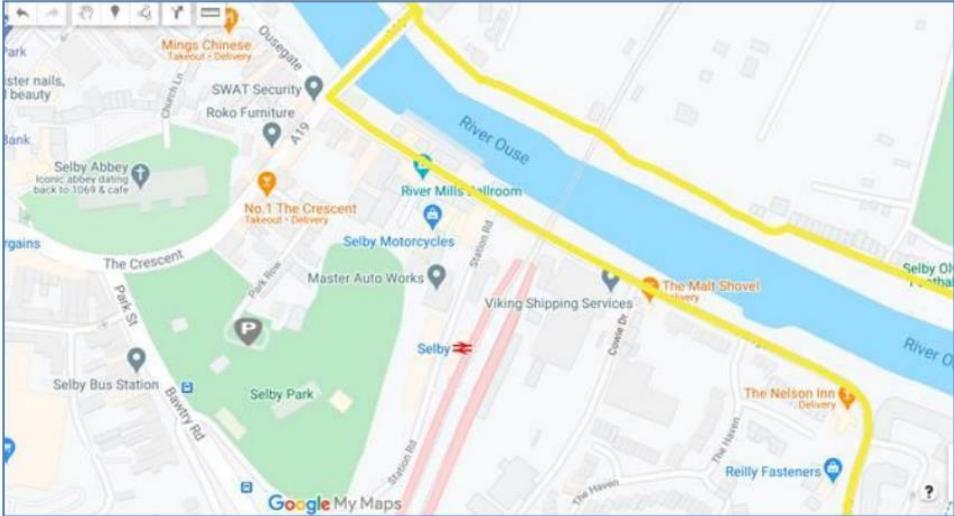
Appendix Three

Emails received from stakeholders and responses provided

Email 1 - Trans Pennine Trail

Please find attached response on behalf of the Trans Pennine Trail partnership.

Regards Authority:	Selby District Council
Detail:	Selby Station Gateway Transforming Cities Fund
Planning Ref:	
Closing Date:	24th March 2021
Response to:	
Submitted by	[redacted] Trans Pennine Trail Officer
Date:	23rd March 2021
Summary	<p>The Trans Pennine Trail Partnership (TPT) received notification of this consultation on 11th March, despite the consultation information indicating that the information was published on 24th February. This also meant that there wasn't chance to participated in the two webinar events.</p> <p>We are, however, grateful for the opportunity for representatives of TPT to discuss the plans directly with Tania West (Selby), Aidan Rayner (WYCA) and Sophie Best (WSP) on 19 March. Our comments below reflect that discussion.</p> <p>WYCA, North Yorkshire and Selby are asked to ensure that the Trans Pennine Trail National Office is notified of any future consultations impacting on the TPT or links to the route.</p> <p>Selby Station Gateway is a £17.5m project of improvements and follows an initial concept proposal consultation in 2019, to which the TPT responded.</p> <p>The proposal consists of seven focus zones.</p>

	<p>There will need to be detailed discussions to accommodate diversions for Trail users during the construction phase of this programme. We also look forward to timely consultation in the event that it is decided to proceed with the new cycling/walking swing bridge (Zone 6) as this would require the re-routing of NCN 62, NCN 65 and TPT and would therefore also require TPT Executive approval prior to works.</p>
<p>Detailed Information:</p>	<p>The following map details the location of the station in relation to the Trans Pennine Trail alignment:</p> <p>Please note this section of route is also part of the National Cycle Network NCN62 (south of the Ouse).</p> <p>The Trans Pennine Trail along the northside of the River Ouse is NCN 65 and accommodates equestrians.</p> <p>Yellow = Trans Pennine Trail for walkers and cyclists.</p>  <p>©Google Maps</p> <p>The comments that follow reflect our understanding of the position reached on 19 March on each of the 7 Zones:</p> <p>Zone 1 Plan B</p> <p>The creation of a 2-way link from the station entrance to join TPT/NCN 62 on Ousegate is welcomed as is the opening of cycling and walking access to Selby Park and the Abbey.</p> <p>It is noted, however, that LTN1/20 advises that shared paths should be a last resort where segregation is not possible. WYCA/Selby to confirm the width of a shared path is compliant with section 6.5 of the LTN</p> <p>Aside from that, there is no strong preferences between Option 1 and Option 2 for the routing of the shared path, though Option 1 does seem to offer a safety advantage, not</p>

crossing the car park.

On access to the path from the station, it is noted that further design work was being undertaken on the steps and ramp. Though the ramp was welcome for disabled users and might deter illegal motorcycle access to the Park, cycle users might prefer a straighter ramp. It was noted that the vertical difference was, however, quite significant.

Regarding the unsatisfactory crossing arrangements towards the Abbey at the junction of Bawtry Road and The Crescent where Options 1 and 2 emerge - Selby has agreed to look at this – although it noted this is not part of the TCF scheme.

Zone 1 Visualisation A

It was agreed that wayfinding was paramount and TPT wished to see signage opposite the station entrance directing users to the TPT. For the benefit of visitors in particular, this signage should comply with Sustrans/TPT standards and show NCN numbers and the TPT logo. See:
<https://www.sustrans.org.uk/forprofessionals/infrastructure/sustrans-traffic-free-routes-andgreenways-design-guide/sustrans-traffic-free-routes-andgreenways-design-guide-contents/2019-designguidance/part-1-general-principles/5-signing-andwayfinding/#:~:text=Signing%20should%20be%20consistent%20and,all%20serve%20to%20create%20clutter.>

Consideration might be given to limited short-term cycle parking (Sheffield stands) just outside the station entrance for users wanting to use station facilities without travelling. This would become a real necessity if, for any reason, access to on-platform cycle parking is restricted.

Zone 2 Plan B Cowie Drive & proposed new station Access

TPT welcomed the opening up of access to Platform 2 via Cowie Drive. It was explained at the meeting that the provision of segregated cycle access and egress along Cowie Drive was not feasible due to restricted road width. It was noted, however, that motor traffic along Cowie Drive would be limited to morning and evening car park use.

The car park itself was necessary to take pressure off the redesigned Station Road/Selby Park area.

Again, distinctive signing opposite the exit to Platform 2 was needed for TPT users and others.

Noting that there was cycle parking provision at the northern end of Platform 2, consideration might be given to a limited number of short-stay stands outside the exit or in the car park.

Electric car charging facilities should be considered in the car park.

Zone 3 Plan B Ousegate

It was noted that Ousegate would become one-way (west) for motor traffic with a resulting significant reduction in flow and a 20 mph speed limit.

There would be a bi-directional cycle path on the north side of Ousegate as far east as Cowie Drive with a pelican crossing at that point.

Attention would be given to the traffic light phasing arrangements to enable cyclists to turn right on to the A39 bridge.

As noted under Zone 6, Ousegate might cease to be the route of TPT/NCN 62 if the proposed new swing bridge is installed.

In either event, it was agreed that Sustrans/NCN standard signage, to include the TPT logo, should be provided opposite Station Road (indicating northbound Platform 1) and Cowie Drive (indicating southbound Platform 2). This was necessary even if a station lift is installed as cycle users invariably find it more convenient to arrive on the correct side of the station.

Zone 4 Plan B Shipyard Road, Selby Lock and the Denison Road Bridge

It was agreed that, with speed limited to 20 mph and much reduced southbound traffic flow, the eastern end of Ousegate and Shipyard Road would be NCN-compliant without the creation of segregated cycle lanes (which space did not permit).

TPT welcomed the closure of Denison Road Bridge to motor traffic as this rendered the access to the off-road canalside route at that point significantly easier and safer.

We considered but rejected the idea of re-routing TPT/NCN 62 along the CRT path to Selby Lock as it was unlit and lonely. It would provide an attractive daytime round trip with Shipyard Road and Denison Bridge.

Zone 5 Plan B Selby Bus Station and Bawtry Road

It was noted that no part of this plan linked to TPT. The creation of a new underpass was likely to be expensive. The alternative of using the existing tunnel did involve an excursion round the Railway Sports and Social Club which might be off-putting to some, especially after dark.

Zone 6 Plan B Ousegate Wharf and proposed new bridge

Also Zone 3 Visualisation

It was noted that no final decision had been made to construct the new swing bridge, which was likely to be expensive. However, TPT was assured that the designs being considered did allow enough width for a bi-directional cycle lane as well as a footpath. TPT would welcome being consulted on final designs for the bridge, including for access at both ends as it was very likely that this would become the new route of TPT/NCN 62 (linking with equestrian-accessible CN 65 on the north bank). As noted previously, any re-route of the TPT will need prior approval from the TPT Executive.

Again, clear standard NCN/TPT signing would be needed indicating destinations beyond Selby as well as local attractions (including the Abbey and Town Centre via Selby Park).

Consideration would need to be given to the standard and quality of the NCN/TPT on the north bank.

Zone 7 Options A and B Selby Railway Station

It was noted that two main options were being consulted on for the reconstruction of the station buildings on Platform 1. TPT has no views as to the selection of options. However, it was suggested that a mixture of secure longer-term cycle and short term (Sheffield stands) was needed for travellers, visitors to the town and regular commuters needing to lodge bikes safely. Standards for cycle parking are provided in ATOC Cycle-Rail Toolkit 2 (April 2016) shortly to be supplemented by the Cycle-Rail Working Group's Cycle Parking Design and Security Standards.

It was suggested that consideration might be given to creating a cycle hub, either on the new station or nearby, providing secure parking (paid for if need be), cycle spares and repairs and cycle hire for exploring Selby.

Finally, it was noted that a Network Rail project to provide lifts to the existing footbridge would be likely to commence before the end of 2021. This would make it significantly more convenient for cycle users, wheelchair users and those with limited mobility to access Platform 2 but would not obviate the need to provide clear signing from TPT to northbound and southbound platforms.

Response

I hope you are well – thank you for submitting detailed feedback, which is really useful.

We had a really good meeting last week and will keep engaged as we take the proposals to the next stage to make sure they support and enhance the TPT.

Regards

Email 2 – British Transport Police

Please could I be added to the consultee list for the Selby Station Gateway development?

I am a Designing Out Crime Officer with British Transport Police and, as such, I have comments I would like to make on the proposals.

For example, having looked at the initial proposals I am concerned about the length of the proposed canopy along the station front. The station does have the occasional issues with anti social behaviour outside it and I am concerned that all three proposed plans show a full length canopy providing shelter from the rain. From a crime prevention perspective I would prefer to see a much shorter canopy.

Are there any meetings coming up that I can be included on?

Regards

Email 3 – Canal and River Trust

Dear Sir/Madam

Thank you for your consultation on the Selby Station Gateway Proposals - <https://www.yourvoice.westyorks-ca.gov.uk/selby>

Please find attached comments from the Canal & River Trust on the proposals.

We hope this is of use. If you have any questions, or require further information, please feel free to contact me on the details below.

Kind Regards

Dear Sir/Madam

Proposal: Selby Station Gateway Masterplan Waterway: Selby. Canal / River Ouse

Thank you for your consultation on the above Masterplan.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and

economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation.

The Trust own and manage the Selby Canal. We are navigation authority upon the River Aire and River Ouse.

Our waterways are multi-functional assets providing multiple economic, social and environmental benefits. In addition to being a form of green and blue infrastructure, important for leisure, recreation and tourism uses, they can provide local and strategic sustainable transport routes. Census data (ONS, 2011) shows that 52.2% of the population of Selby District live within 1km of our network. This means that a significant proportion of people can potentially access and benefit from our waterways. The Selby canal provides an attractive setting for development, and provides a walking and cycling route which we believe should be promoted.

Improved access to the canal could result in benefits to the wellbeing of the local community. The Trust are developing a framework to measure the benefits of waterways. As part of this, our 2017 nationwide Community Survey (carried out in conjunction with Kanter TNS) identified that 30% of visitors to our network do so for health/fitness reasons; and 90% of users agree that the canal is a good place to relax/de-stress. Census data shows that those living within 1km of our network are more likely to commute by foot or bike than in Selby as a whole: 8.3% vs 7.4% (ONS, 2011).

Based on the information available, we wish to provide- the following general advice on the emerging Masterplan:

Zone 4

Improvements to the pedestrian environment to the immediate north of the Selby Canal, and in the vicinity of River Ouse have the potential to attract more users and tourists to town's waterways, which would help to improve opportunities for access to leisure and recreation as well as promoting use of the canal towpath as a walking/cycling route between the station and western suburbs.

Dennison Road Swing Bridge

Proposals within Zone 4 in proximity to Dennison Road swing bridge could help enhance access to and around our network in Selby.

Proposed changes to the Junction at Dennison Road/Canal Road, notably with regards to the access above Denison Road swing bridge, could help enhance pedestrian and cycling access to the canal.

The narrow profile and absence of any pavement on the existing bridge structure discourages access from the area south of the canal towards the town centre and train station as well as access to and from the trans Pennine trail. which runs along the canal towpath. The existing bridge is subject to a weight limit, which is routinely

exceeded by heavy goods vehicles. There is a risk that the bridge may need to be closed for emergency repairs in the future (which would curtail access by pedestrians and cyclists as well as vehicular traffic), should this situation persist.

Proposals to limit access across the bridge to pedestrians and cyclists would help to encourage walking and

cycling along Denison Road, as it would provide appropriate capacity for these users. The closure of the bridge to traffic would also eliminate the long-term risk of a closure for emergency repairs.

We advise that any plans for the pedestrianisation of the swing bridge should consider the need to preserve an access road to the lock side, which is utilised by maintenance vehicles to ensure that the lock and canal is adequately maintained.

Formation of New Walking Cycling Route along the River Ouse

We do have concern that the formation of a new walking/cycling route north of the apartments along the River Ouse would encourage users to cross the lock on the Selby Canal. The new route would provide direct public pedestrian and cyclist access to Selby Lock, and would encourage crossings of this structure as opposed to the bridge at Dennison Road, for any users wishing to access the south of the town. This would especially be the case in the event of the redevelopment of the Paper Mill site.

Whilst there is a public footway along the Ouse, the lock crossing is a moveable structure, with trip hazards, not specifically designed for public use. The formation of this new route, creating a direct desire line to the lock, would likely result in more public crossings of the structure in lieu of Dennison Road, which would increase Health and Safety risks for the public. We therefore advise that the creation of this section of the walkway is not taken forward, and that walking and cycling improvements are concentrated upon promoting crossings at an improved Dennison Road crossing, which would be safer for the public to use.

Zone 6

We advise that options to a new bridge across the River Ouse would need to take into account the need of the River Ouse to handle waterborne traffic. We advise that vessel heights on the Ouse are unlimited, and a moveable structure would likely be required. To limit the creation of an impediment to existing waterborne traffic, we advise that the height of the new bridge should be no lower than existing structures on this section of the Ouse (i.e. the Road bridge and Rail Bridge), and that operation should be co-ordinated with the existing bridges.

We advise that abort points, providing emergency refuge for boats travelling on the tidal river, should be maintained or provided an adequate distance from the new structure.

We would be happy to provide further advice on navigational safety as the design is developed further.

Works on the wharf/jetty should aim to maintain the existing abort point associated with the structure. We therefore advise that any final design should seek to

incorporate the retention of a facility to enable boats to use this facility in an emergency.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely

Response

Thank you for your formal Selby response – we have found discussions with the Trust very valuable and look forward to continued dialogue.

Regards

Email 4 – Yorkshire Wildlife Trust

Please find attached Yorkshire Wildlife Trust's response to the Selby Transforming Cities Consultation.

Kind regards

Selby Transforming Cities Consultation

Thank you for consulting Yorkshire Wildlife Trust on the Selby Transforming Cities Consultation. Yorkshire Wildlife Trust works across the whole of Yorkshire, managing more than 100 reserves and with a membership of over 44,000. It is the second oldest of the 46 Wildlife Trusts which work in partnership to cover the whole of the UK. The Trust's principal vision is to work for a Yorkshire rich in wildlife, valued and enjoyed by people. Yorkshire needs a recovery of wildlife on land and sea. This can be achieved by creating and protecting and connecting, wildlife-rich landscapes and seas (living landscapes and living seas) in a Society where nature matters.

Development can cause serious harm to wildlife; however, it can also deliver valuable biodiversity enhancement. Our planning team therefore works to promote good practice principles across Yorkshire to minimise biodiversity loss and work towards achieving those aims set out in our governments 25 year Environment Plan. That is, to conserve and enhance our natural environment, reverse the decline of biodiversity and create or restore wildlife-rich habitats. We support the vision towards sustainable transport and the commitment to enhance the habitats within the urban setting of the proposed developments.

Ecological Impact Assessment

Planning applications submitted for the proposals will need to be supported by a full Ecological Impact Assessment. Based on the information provided for the consultation, there could be potential impacts on, but not limited to, the River Ouse due to the proposals for a walking and cycling bridge and loss of some mature trees.

Existing habitats including trees should be retained wherever possible in line with the mitigation hierarchy. Any tree loss will need to consider the potential for bats roosts to be impacted. The EclA would also need to assess the indirect impacts of any proposals, such as lighting schemes, which can affect bats and other nocturnal

wildlife. In line with case law and [ODPM circular 06/2005](#) (para 99), the LPA has a duty to consider impacts upon protected species prior to determination.

Detail of proposed habitat creation must be shown in sensitive landscape plans, with information with regards to appropriate seed mixes and management practices also provided. A Construction Environmental Management Plan (CEMP) should demonstrate how habitats and species can be protected on site during construction and be provided prior to commencement of works. Landscape and Ecological Management Plans (LEMP) must also detail the long-term management to maximise the value of these urban habitats for wildlife (which may mean less intensive management regimes), and should be provided prior to commencement of works on site.

Biodiversity Net Gain

In accordance with NPPF para 175d, the proposals should demonstrate a 'measurable' net gain in biodiversity. The emerging Environment Bill which is expected to put a requirement for all proposals to achieve a 10% net gain in biodiversity; whilst not yet formally released, this level is already being implemented as good practice across the country.

We would therefore wish to see the usage of a biodiversity metric to demonstrate how net gains for biodiversity can be achieved on site. We would welcome the implementation of Defra v2.0 metric as industry standard, with sufficient justification for habitat classifications and conditions, pre and post development made clear.

One of The Wildlife Trusts' strategic aims is to make it normal practice for all residential, commercial and infrastructure development to contribute positively to nature's recovery on land and at sea. Biodiversity Net Gain, implemented in the right way, is therefore an important mechanism to help achieve The Wildlife Trusts' ambition.

Green Infrastructure

In addition to compensating the loss of any existing trees, we would encourage additional street tree planting. We recognise the benefits that street trees can provide for both people and wildlife, which include slowing run-off, providing shade, improving air quality, storing carbon, and reducing urban heat-island effects.

Any planting should ensure the right trees (or other planting) in the right place. Unless there is good evidence to suggest otherwise, this usually means locally native trees of local provenance and in keeping with the surrounding natural habitat. Native species have evolved and adapted to conditions within the UK so are likely to survive better and require less maintenance, whilst also supporting greater biodiversity of associated pollinators and other invertebrates.

There are also opportunities for the creation of habitats and enhancement of existing habitats, particularly within Selby Park and the proposed redevelopment of the disused wharf. If designed and managed well, natural areas can be incorporated into open spaces intended for leisure uses. We welcome design which can take a multifunctional approach and deliver mutual benefits for people and wildlife.

Enhancing connectivity between greenspace areas is also an opportunity of the scheme.

Example of green infrastructure which has a function for both biodiversity and amenity and which would work in an urban setting include roof gardens and green roofs, green walls, SUDS and rain gardens.

Furthermore including nature rich areas within an accessible network of high quality open spaces is good for mental as well as physical health. The plans for the Ousegate corridor offer real opportunities for enhancing the riverside for the benefit of wildlife and the enjoyment of people alike. It is well established through research that contact with wildlife and the wild places yields benefits, for example, after spending five to six hours outside every week, 95% of people who had low mental wellbeing improved within just six weeks (Social return on investment analysis of the health and wellbeing impacts of Wildlife Trust programmes, 2019 Report).

I trust these comments are helpful – please get in touch if you require any clarification. We look forward to commenting further as the proposals progress. Kind regards,

Response

Thank you for your detailed response to the Selby proposals, which is much appreciated.

We will carefully consider your comments as part of the consultation evaluation and shaping of the next phase of the project.

Regards

End of Report

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics
(Form updated April 2019)

Transforming Cities Fund proposals

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھیے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business & Environmental Services – Highways & Transportation
Lead Officer and contact details	Aidan Rayner aidan.rayner@northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	
How will you pay due regard? e.g. working group, individual officer	Working group
When did the due regard process start?	

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

This EIA looks at the impact of proposed new transport infrastructure under the Transforming Cities Fund in Skipton, Selby & Harrogate.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The Transforming Cities fund is an initiative funded by Department For Transport aimed at driving economic growth through sustainable and inclusive access to employment and education opportunities. The aim is to deliver improved Station Gateways in Skipton, Harrogate and Selby with enhanced access for Pedestrians & Cyclists, balanced with the needs of car users to encourage more people to use public transport and to access public transport by sustainable travel modes.

Section 3. What will change? What will be different for customers and/or staff?

The proposals seek to make changes to railway stations and the surrounding streets with the introduction of cycle lanes, widening of footways, replacement of bridges, new one way traffic flows and in the case of Selby the replacement of the main waiting and ticketing building.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

Public Consultation has been undertaken on proposals for all three towns in addition to stakeholder engagement with other key bodies including:

Network Rail
Northern Rail
Canals & Rivers Trust
Local Businesses
Taxi operators
Disability Action Yorkshire

Mailings to range of Seldom Heard Groups in the 3 towns

The proposals are at a feasibility level of design and consultation was designed to understand any early concerns, issues and suggestions in order to incorporate into more detailed design.

The consultation shows broad support for proposals with more than half of survey respondents feeling Very Positive, Positive or neutral about them. Where people felt negatively about the proposals key themes were around potential risks of traffic congestion, parking and cycle lane configuration.

A majority of respondents felt that the proposals would make access easier and safer for disabled users although some felt that they could make access more difficult.

Further engagement will be undertaken as part of developing more detailed designs which will show exactly how the proposals will work once implemented.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The proposals are funded predominantly by the Department For Transport's Transforming Cities Fund and District Council contributions, with a £300k contribution from the Council. Future maintenance will be split between the Council and District Council partners, Network Rail and Northern Rail and the Canals & Rivers Trust – it is anticipated that the maintenance impact will be modest as much of the infrastructure replaces older infrastructure – detailed maintenance impacts will be finalised following the conclusion of detailed design.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	x			<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all</p> <p>Whilst some feedback has suggested a concern that those in higher age categories may rely more on cars to travel, the proposals retain access and parking within the town centres and this will be kept under review to ensure provision remains adequate.</p>
Disability		x		<p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all, this will provide improved public realm at the heart of the towns – consultation with Disability Action Yorkshire on the Harrogate scheme identified key concerns as access to toilets, taxis and parking. All the proposals include the need to reallocate some town centre parking and it will be necessary to ensure equivalent accessible quality provision exists for disabled users.</p> <p>Some taxi parking may need to be relocated under the proposals and the schemes will need to ensure as part of preliminary design that equivalent or improved provision is made if this is required.</p> <p>Toilet facilities are not within scope but any opportunities will be identified</p> <p>Specific comments were received with regard to the sharing of space at One Arch, Harrogate and concerns this may impact disabled users, this will be reviewed as part of preliminary design</p>

Appendix D

Sex	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Race	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Gender reassignment	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Sexual orientation	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Religion or belief	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Pregnancy or maternity	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all
Marriage or civil partnership	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a rural area?	x			The proposals focus on town centres, whilst the towns and the stations service wider rural hinterlands where car travel may be necessary the proposals will not remove the ability to access the town centres and stations by car or park in the near vicinity
...have a low income?		x		Provision of new infrastructure enabling easier lower cost cycling and walking access is anticipated to benefit those on low incomes who may not have access to a car
...are carers (unpaid family or friend)?	x			

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)	
North Yorkshire wide	
Craven district	x
Hambleton district	
Harrogate district	x
Richmondshire district	
Ryedale district	
Scarborough district	
Selby district	x
If you have ticked one or more districts, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
Selby, Harrogate and Skipton will be affected	

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) **State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

The proposals will not affect those with a combination of protected characteristics more

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	x
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why option has been chosen. (Include any advice given by Legal Services.)	
At this stage the feasibility designs are not considered to have potential for discrimination or adverse impact – a number of actions have been identified for incorporation as the design process progresses and the situation will be kept under regular review, including further stakeholder engagement.	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

The next stage of the proposals is preliminary and detailed design – as part of this phase the monitoring plan will be developed for approval alongside the final designs once they have been completed.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Review parking changes as part of preliminary design ensuring equivalent	Project Manager	Point of Preliminary design acceptance		Bi weekly progress meetings

provision is available				
Ensure any changed taxi parking is equally or more accessible than current if this is required	Project Manager	Point of Preliminary design acceptance		Bi weekly progress meetings
Identify opportunities for accessible toilet facilities	Project manager	Point of Preliminary design acceptance		Bi weekly progress meetings
Review proposals to ensure safe segregation of users	Project manager	Point of Preliminary design acceptance		Bi weekly progress meetings

Section 13. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposals are currently at an early stage and have completed a first round of feedback, the intent of the schemes is to improve accessibility to and within the town centres and the design philosophy moving forward will be to comply with current legislation, relevant standards and best practice and to seek to incorporate views received. The action Plan developed will be maintained and evolve through the next design phase and subsequent stakeholder engagement and ensure that concerns can be addressed.

Section 14. Sign off section

This full EIA was completed by:

Name: Aidan Rayner
Job title: TCF Delivery Manager
Directorate: Business & Environmental Services
Signature:

Completion date: 10 May 2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 July 2021