

Précis of Representations Made and Officer Comments

Rep. No.	Representation - Objections	Officer Comments
1	Concerned about the potential for an increase in traffic using Priory Street and Fetter Lane.	This is not expected to be an issue and potentially there will be a decrease in drivers using this route.
2	Customers need to be able to bring vehicles to their business premises	There is no restriction on access into the and there are alternative routes to exit.
3, 4	Objects to the longer route (and extra pollution) to exit the city via Queen Street for local residents and workers.	Yes there is a longer route.
5	York can't cope with another road closure. This will create congestion, queues and disruption.	This does not appear to have happened.
6	Another poorly thought out road closure to make York even more difficult to get in and out of.	Noted.
7	Why is York council intent on bringing York to a gridlock standstill? Closing outbound is not too bad but inbound will cause chaos on a morning. Open up all so called rat runs to make York run smoother and less congested.	There are no plans at present to close the inbound route.
8	The closure adds a considerable amount of time to the journey to work and adds to congestion. Would prefer to see a barrier similar to the one at Victoria Bar so residents are not inconvenienced.	Yes there is a longer route. There are no plans at present to consider an automated barrier system.
9	Can find little to commend the scheme.	Noted.
10	Is a resident of Priory Street and this closure is adding to the congestion on	There will likely be some additional traffic on

	Bishopthorpe Road. The green light time that only allows 3 or 4 cars out at a time is the main cause of congestion.	Bishopthorpe Road. The short green time previously in place was to reduce congestion on the main road network and to discourage the use of Micklegate by through traffic.
13	Stop messing about and open Micklegate 2 ways again now.	Noted.
15	The closure does not make sense. Statistics do not take account of what happens over a whole year to give a real perspective. Appreciates the need to improve traffic flow but this is just plain bonkers.	Noted.
19	More vehicles are turning round in the middle of the road. Perhaps a hazard for cyclists. Any scope for a mini roundabout at Bar Lane in the longer term?	A mini roundabout is unlikely to be an option that could be considered.
20	Long detour along Rougier Street, past the station or Fetter Lane, Skeldergate on to Bishopthorpe Road. Both routes are increasingly queued up resulting in increased pollution and longer journeys. Why was Micklegate not closed at Rougier Street allowing residents to still use the Bar.	Yes there is a longer route. Closing the road at the George Hudson Street junction rather than at the Bar would result in traffic diverting along Fetter Lane and Priory Street resulting in little reduction in traffic queuing at the Bar.
23	Has experienced cars travelling faster in both directions along Micklegate and believe speed reducing measures should be introduced. In addition vehicles are making a thudding noise due to the uneven road surface which is creating cracks in the road and in their property.	There has been no other report of this happening but the reduction in traffic could potentially result in a slight increase in vehicle speeds but this wouldn't cause a vibration problem that would create structural problems.
30	Does not understand the scheme, it is not the one way they were asked about. Having two way where exiting	There have been requests for a one way previously however this scheme is aimed mainly at

	at one end is impossible. Why can we not have a one way including cyclists?	reducing the impact of traffic on the Bar.
32	The longer route for residents to get to Blossom Street is 18 times longer than the direct route and there are 5 sets of traffic lights instead of one to go through and the density of traffic along Station Road and Queen Street has more than doubled. Hence the false logic in reducing air pollution. Whilst Micklegate is undoubtedly enjoying much less traffic the diverted traffic is adding to the earlier chaos at the station.	Yes there is a longer route.
34	The 10 to 15 minute increase in journey replaces one of 1 minute. This adds to congestion and pollution.	Yes there is a longer route.
37	Objection in full in Annex C	Officer comments in Annex C
38	<p>Resident of Priory Street. The closure extends journey times for every day journeys and is extremely inconvenient.</p> <p>Considers a more suitable solution would be to close the road at the George Hudson Street junction which would allow local residents to continue to use the Bar to exit the city.</p>	<p>This is understood but there isn't a practical alternative.</p> <p>There are other routes to Micklegate that would be used to avoid a closure at George Hudson Street.</p>
41	The scheme does not work for local residents. The alternative route for the area via the Skeldergate / Bishopgate junction is very dangerous and will inevitably lead to a crash. Would like a moveable bollard, as used elsewhere in the city, that could be lowered for residents and at night.	There are mixed views on this from local residents in that some like it and others don't. Whilst the Skeldergate junction can be busy at times it is not in itself a dangerous junction and the pelican crossing helps enable traffic to exit Skeldergate.
42	The commute home to Holgate now takes an extra 20 to 30 minutes. The	It is acknowledged that some journey times will now be longer

	closure adds to pollution in other areas of the city. All that was required was a change to the traffic light signalling.	for those in motor vehicles. Amending the signal timings would not have achieved any benefits to Micklegate Bar.
43	The experimental closure results in drivers having to join the rest of the inner city traffic adding to the congestion.	It is acknowledged that some journey times will now be longer for those in motor vehicles.
48	Would like Micklegate Bar open for use by taxis and motorcycles to reduce congestion on in Rougier Street. Other than this supports the scheme.	Although allowing motorcycles through the Bar could be considered there is no practical option that would permit taxis, but not other vehicles through the Bar.
88	The closure has caused more congestion on Rougier Street. Consider opening the Bar at peak periods.	There isn't a practical option that could be considered for opening during the peak hours only.
107	<p>There is less passing business.</p> <p>Makes the street difficult to navigate.</p> <p>More traffic and near accidents on Trinity Lane due to this being used as a cut through.</p> <p>Traffic build up on Toft Green, Rougier Street and standing traffic past the station.</p> <p>Drivers making a 3 point turn near the Bar.</p> <p>The short green time at the George Hudson Street junction.</p> <p>The Bar should be available to cars, motorcycles and cycles in both directions.</p>	<p>There is less through traffic.</p> <p>Noted.</p> <p>It's not clear why a driver might choose to use this as a cut through.</p> <p>Noted but traffic queues on Toft Green at the Micklegate Bar end used to be a regular occurrence.</p> <p>Noted.</p> <p>Increased green time at these lights would have to come from the other directions which are much busier.</p> <p>There is no practical way of prohibiting vans.</p>
108	The business has not done as well	Noted.

	since the closure was put in place.	
112	<p>Resident of Bishophill. Has felt trapped in a lot of the time especially when there were other road closures in the area. It has had a detrimental impact on traffic especially the area leading to the Bishopthorpe Road shops area.</p> <p>It always used to be slow getting out but that is preferable to driving 3 times the distance.</p>	<p>Noted.</p> <p>Noted</p>
113	<p>Since the closure their journey is longer increasing their carbon footprint. Also it has done nothing for the traffic in York, it is just a huge inconvenience to the city centre residents.</p>	Noted
120	<p>Concerned about tourists with luggage seen wheeled against the flow allowed for inbound traffic.</p> <p>Funeral vehicles require consideration due to the distress and precise timing needed.</p>	<p>It is unclear why a pedestrian would walk in the road at this point.</p> <p>This has not been reported as a problem.</p>
121	<p>Has a longer journey now to leave the area. Would like consideration to extending the area allowed to use the Victoria Bar exit.</p>	<p>Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures.</p>

Rep. No.	Representation - Concerns	Officer Comments
12, 16, 17, 18, 22	Report of drivers exiting the city through the inbound arch.	Preventing drivers choosing to break the law is difficult to achieve. Enforcement can only be carried out by the Police.
21	Question on where they can park to make deliveries.	This has been resolved.
27, 31, 33	The traffic signal detection for cyclists is not working.	This has been resolved.

Rep. No.	Representation - Support	Officer Comments
11, 14, 33, 45, 58, 63, 66, 68, 71, 78, 81, 97, 99, 103, 105, 109, 110, 114, 119	Supports the scheme	Noted.
24	Walks and appreciates the reduction in pollution and ease of crossing the road. At weekends it is more pleasant for pedestrians. It is also better for cyclists at the Bar.	Noted.
25	It has definitely reduced the traffic flow and deliveries have coped. Would like to see the carriageway narrowed for wider footways and possibly some tree planting.	Noted. There may be potential in the future to consider other improvements.
26	The new traffic management arrangements are amazing. No longer have to compete with cars heading down Blossom Street, particularly if heading for Holgate Road.	Noted.
28	The Civic Trust. See letter in Annex B	Noted
29	Supports the scheme because of the reduced air and noise pollution and the reduced congestion at the Bar. Concerned about some drivers using the inbound arch to leave the city.	Noted.
31	It makes for a much more comfortable exit from town in terms of space and cleaner air.	Noted.

35	A massive improvement to the environment on the street and has improved the air quality and safety. There is a minor inconvenience for both business and personal life but it is definitely worth it. Would like some improved signs that aren't so negative and off putting.	Noted.
36	Micklegate Business Initiative See Annex B	Noted
39	Supports the experiment because: Reduces pollution in the area Safer for cyclists Better traffic flow at the signals Protects the historic city walls	Noted
40	Supports the experiment, the clear run to Holgate Road or down Nunnery Lane without other vehicles is a big improvement. Also suggests the double yellow lines on the south side of Bar lane are extended further into the street to reduce conflict/congestion.	Noted This can be considered during the Annual Review of waiting restrictions process.
44	York Environment Forum. See letter in Annex B	Noted
46	Supports making the experiment permanent and would like it to be closed in both directions.	Noted
47	Supports the closure. It makes pulling away from the lights on a bike so much easier with less conflict. Cycling up Micklegate is easier due to reduced traffic and the street is quieter and less polluted. Would like some planting considered.	Noted
49	Supports the experiment and	Noted

	considers it is time to close the Bar entirely. The closure has transformed a bad pinch point for cyclists and is now far safer and more pleasant. It is a vast improvement in the quality of the public realm.	
50	Supports the experiment for the benefits of increasing and enabling more walking and cycling, a safer street with cleaner air, for reducing traffic use in general and fight climate change, and for the benefit of a pleasant community street life.	Noted
51	Supports the experiment which has encouraged them to cycle this route with their children instead of using a car. This has helped reduce traffic congestion and air pollution and they have been more encouraged to visit businesses on Micklegate. Considers the benefits will be further enhanced after the redesign of Queens St. and the Station frontage. Further enhancements would be to provide a dedicated right turn out of the Bar signal phase and to close the Bar inbound.	Noted Noted but there are no plans at present to amend the signals further.
52, 89	The closure has greatly improved safety for walking and cycling on Micklegate.	Noted
53	Strong support for the experiment. The cycle journey through the Bar is stress free and pleasant.	Noted
54	Micklegate is more attractive to travel through and to linger in at the bars, cafes and restaurants. Cycling up Micklegate is improved with the reduction in traffic and anticipates there will have been an improvement in air quality. Would	Noted

	also support closing the inbound route.	
55, 57, 79	Supports the closure because it provides a safer and more pleasant environment.	Noted
56	Supports the closure because previously there was no room for bikes through the bar and it was difficult crossing the junction with cars at the same time.	Noted
59	York Cycle Campaign See Annex B	Noted
60	An enormous improvement to the cycling route from the city centre. Previously the Bar would be blocked by cars but now the route is a pleasure. In addition there's reduced traffic noise and pollution.	Noted
61	Supports the closure because it helps protect the Bar from damage. Considers the Queen Street route quicker now with the removal of cars from the Bar.	Noted
62	The route through the Bar is much easier, more pleasant, safer and less intimidating. Considers the closure has made Micklegate a much nicer place.	Noted
64	The experiment has made a tremendous difference because cyclists can now easily get to the traffic lights and then there is no competing for road space with cars when the lights goes green..	Noted
65	Micklegate Bar is nicer and safer and there has been a real improvement to Micklegate.	Noted

67	The experiment has been a success in improving the atmosphere on Micklegate and it appears to have reduced traffic in Micklegate without a detrimental impact on the high street. It is also a positive contribution to the Blossom Street junction.	Noted
69	Micklegate Bar is an irreplaceable building and its protection should be a council priority. It has made travelling along Micklegate more pleasant and the atmosphere is more relaxing.	Noted
70	<p>Finds it much safer when cycling up the cobbled section of Micklegate and it is a more pleasant retail environment.</p> <p>Would like the whole section to have a two way car restriction.</p>	<p>Noted</p> <p>This is not a practical option at present</p>
72	<p>It has made the street environment more pleasant. Visiting shops is easier.</p> <p>Would support closing the Bar in both directions.</p>	<p>Noted</p> <p>Noted</p>
73	The street is calmer and I have noticed many more cycles. It is much nicer and has promoted a healthy lifestyle.	Noted
74	The initiative has transformed the busy road and we need to consider the needs of residents and traders not just motorists. The issues of congestion and pollution need to be tackled head on.	Noted
75	The scheme has been a big success. Would like more measures to reduce traffic in the city centre.	Noted

	<p>Would like the city to be divided into quarters with a 20mph speed limit on all city roads. This would make it quicker to cycle or walk and reduce the environmental impact of traffic. The areas around schools should be traffic free to stop parents from driving and encourage children to cycle or walk.</p>	
76	<p>Has appreciated the reduction in traffic while walking in the street. The closure has calmed the area, made it less noisy and more pleasant.</p>	Noted
77	<p>Cycling promotes improved wellbeing, mood and fitness. Micklegate has been enhanced by the closure and the trial should be extended to other points of access to York city centre.</p>	Noted
80	<p>Fewer motor vehicles in the street make it more enjoyable to shop and sit outside. Finds it less dangerous and scary as a cyclist due to the reduction in cars. Now actively chooses to visit Micklegate.</p>	Noted
82	<p>The city needs to look forward and make changes to tackle climate change. Tourism is our main selling point we need to prioritise a pleasant welcoming experience.</p>	Noted
83	<p>Has made traffic on Micklegate better for residents.</p>	Noted
84	<p>Would like all traffic except for bikes banned from Micklegate.</p>	This is not a practical option at present
85	<p>This helps keep the centre of York an attractive place for pedestrians. Furthermore it helps make the city centre safe and attractive for cyclists.</p>	Noted

86	Less conflict through the Bar for cyclists and pedestrians if cyclists used the pavement because the Bar was blocked by cars. It's also safer for cyclists heading out of the city and the environment on Micklegate has benefitted by the closure..	Noted
87	Air quality is better and it is safer for cyclists. A nicer street scene environment for traders on Micklegate. Would like more commuter routes into the city centre to be considered.	Noted
90	Queen St used to be and still is unpleasant to use. Micklegate used to be full of cars and it was always a bit of a race setting off from the lights. Now it is much better. Would support closing the inbound arch.	Noted
91	Micklegate feels cleaner, less congested and more welcoming. It also helps promote active transport.	Noted
92	It has had a positive effect on reducing the number of vehicles, congestion, pollution and noise. It makes it safer to walk and cycle and it allows the independent traders to thrive.	Noted
93	Supports the closure and would like closures at the other bars as well.	Noted
94	The closure will reduce damage to the Bar, reduce traffic congestion, improve pedestrian and cycle flow at the junction, improve the environment along Micklegate and help move towards a carbon neutral and reduced car use in the city.	Noted
95	Regular user of the Bar. It is a huge	Noted

	improvement to the feeling of safety and air quality. Spends more time in Micklegate as a result. Should be used as a template for similar initiatives across the city.	
96	Shouldn't have to breathe in constant air pollution from burning fossil fuel. Improved safety for children and increases tourism in Micklegate. If it makes journeys longer they should set off earlier.	Noted
98	More pleasant and safe to cycle now. Greater number of cyclists using this road, an improved air quality and preservation of the cobbled road. Also benefits traders.	Noted
100	Nicer to walk along, fewer fumes and quieter without the queue of traffic. Easier and less dangerous to cycle up. Micklegate is developing a food and bar culture and would like wider pavements to increase seating. No real reason for 2 way traffic on this historic road.	Noted
101	Supports but would like the rising bollard at Victoria Bar mended to mitigate the extra distance for residents.	Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures.
102	Supports but would like improved signage at the bottom of Micklegate and a yellow box at the George Hudson Street junction.	This can be investigated if the closure is made permanent.
104	It has made the street a more lively and generally nicer place to be. Longer term it would be good to reclaim some of the road for pedestrians.	Noted
106	It has reduced congestion and pollution on Micklegate and helps	Noted

	protect the Bar from damage.	
111	Micklegate is transformed into a more pleasant place to be. There's increased safety and comfort for cyclists having sole use of the outbound junction and enables safe passage across the junction and along Blossom Street.	Noted
115	It is not as noisy at the Blossom Street junction and is also safer for people. The air quality has improved.	Noted
116	Cycling up the cobbles used to be difficult with cars there. The cars queuing through the bar prevented riders using the cycle lane. Has observed motorcycles and cars using the inbound arch the wrong way.	Noted This has been brought to the attention of the Police
117	Generally supports the scheme but would like consideration for residents to be allowed to exit at Victoria Bar, opening up Lower Priory Street to through traffic, improving the Skeldergate junction to allow left and right turn lanes, installing traffic lights at the Skeldergate junction.	Whilst this could be considered it would involve a significant piece of work including the relocation of one or more existing road closures. If the closure is made permanent the potential for a two lane exit can be investigated however a full signalised junction is not though likely.
118	Owens a business and has noticed an improvement in the quality of life for those who live or work in the street. Has a slight concern about if there is sufficient parking for the development in the area.	Noted
122	Reduced traffic and traffic noise so the whole street is safer. It feels easier to use the shops and cafes. There is more pedestrian traffic so the street is a richer social space.	Noted

	<p>There are no jams of traffic waiting to exit the city. Their delay for having to use alternative routes out of the area is trivial.</p> <p>Would like additional work carried out to tackle speeding traffic in Micklegate and as it comes through the Bar.</p>	<p>There are no plans at present to introduce speed reducing measures in Micklegate</p>
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