



City of York Council

Coppergate Temporary Traffic Regulation Consultation

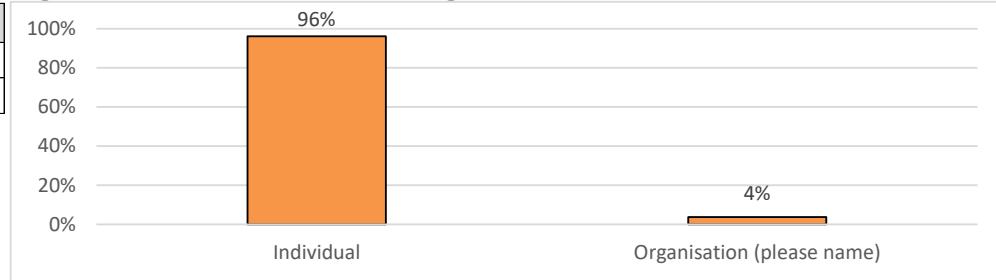
Nov-21

The Coppergate Temporary Traffic Regulations survey ran from 21 October to 4 November 2021 with a total of 320 respondents participating. No questions were mandatory. The survey sought feedback on whether the temporary one-way restriction should continue (subject to the approval of the Secretary of State) in the short term or the layout should revert to the previous two-way arrangement. This report which assesses the public responses will be presented to the Executive Member for Transport Decision Session on 16 November where a decision will be taken.

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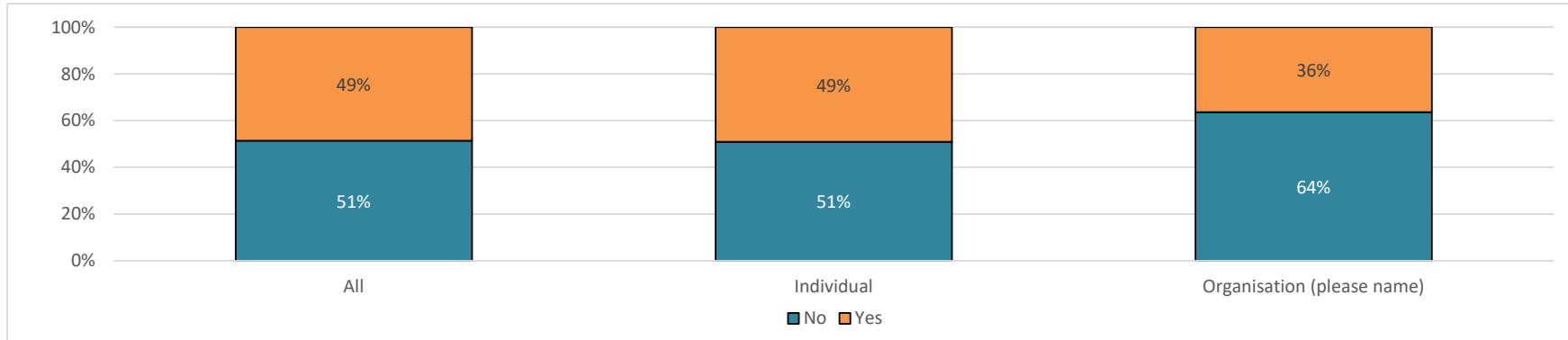
Question: Are you responding as an individual or as an organisation?

Answer Choices	Responses	% of total
Individual	279	96%
Organisation (please name)	11	4%
Total	290	



Question: Do you think the current one way restriction on Coppergate should continue?

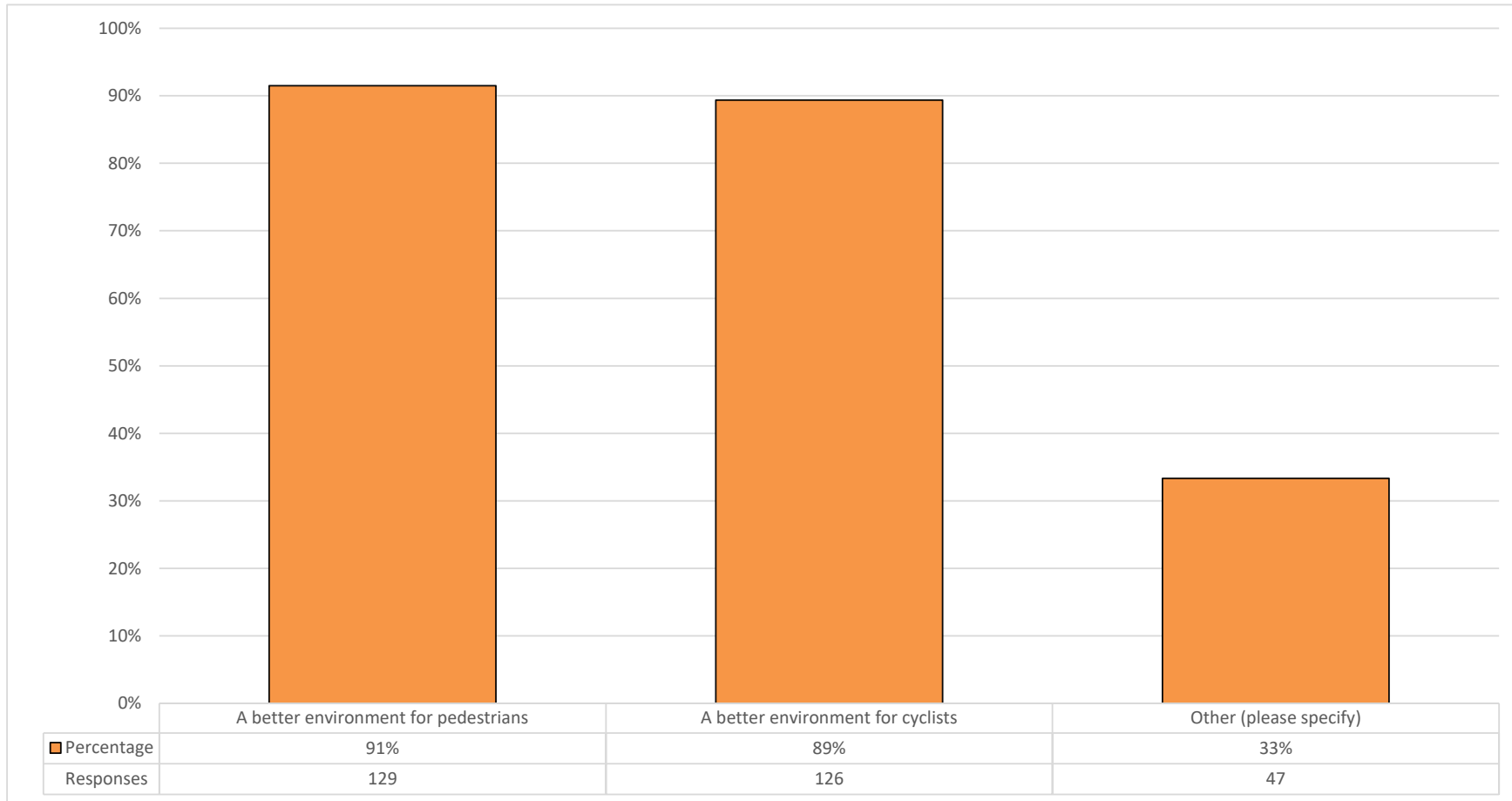
Answer Choices	All Responses		Individual		Organisation*	
Yes	141	49%	137	49%	4	36%
No	149	51%	142	51%	7	64%
Total	290		279		11	



* Organisations detailed were largely taxi and bus companies. Full list available in report annex.

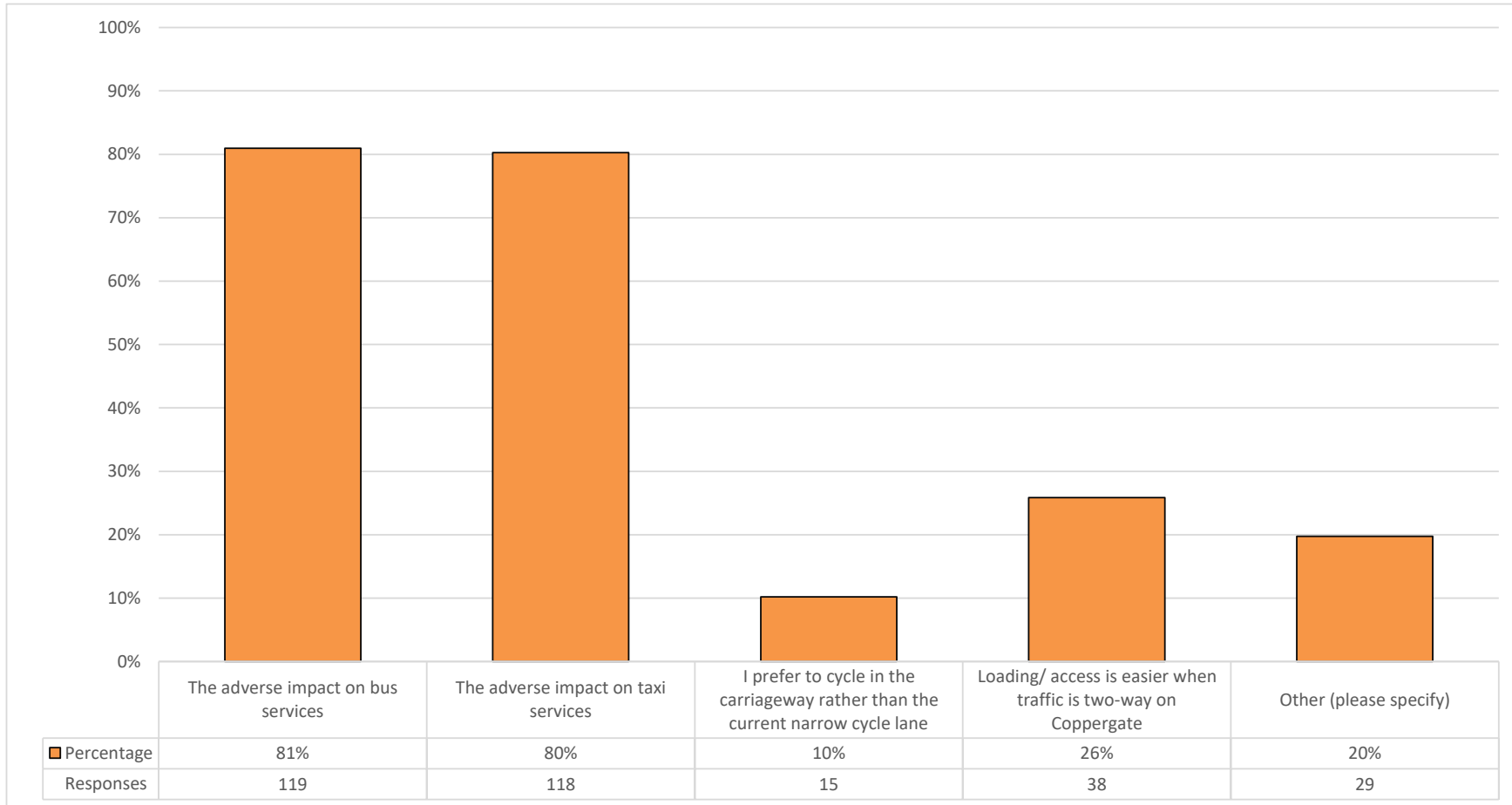
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Question: Do you think the restrictions should continue because of: Please select all that apply



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Question: Do you think the restrictions should not continue because of: Please select all that apply



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Question: Please can you provide any other comments?

184 Comments Received

<p>A cycle contraflow might work but current arrangement is an obstacle course, worse than 2 way traffic and confusing for pedestrians who end up in the cycle lane.</p>
<p>A more permanent delivery arrangement should be made to account for the businesses on Coppergate, but I think this should be part of a city wide review of all deliveries and footstreets.</p>
<p>A safer route for cyclists has been created, although sometimes pedestrians step into the cycle lane in the vicinity of the church.</p>
<p>Air pollution increases due to extra miles</p>
<p>All bus stops should provide some seating and shelter. It is disgraceful that waiting passengers can be expected to stand in the rain.</p>
<p>All efforts should be made to ensure safety for pedestrians and cyclists- this will encourage more people to travel sustainably</p>
<p>All roads In York should be re-open.</p>
<p>Although I think the scheme should continue, work needs to be done to decrease the 'conflict' between cyclists and pedestrians. Clearer demarcation, wider cycle lane, and wider pavement next to the church should be achievable. Improved bus stops can be created with the development of piccadilly</p>
<p>Although the temporary restriction made sense during the height of the pandemic, this should not be used as a method to bring a permanent restriction into place "under the radar".</p>
<p>As a cyclist I feel much safer to but wish pedestrian crossing to Coppergate from Tower street to be relocated. Feels unsafe for cyclist to turn onto Coppergate from Tower street when pedestrians think road is completely pedestrianised and aren't looking for traffic.</p>
<p>As a regular passenger on the first York no. 10 service to Stamford Bridge it's not ideal having the stop near banana warehouse. There is no shelter, poor lighting and a bit out of the way for female passengers particularly with dark nights approaching. Why can't the no.10 pick up in merchant gate like it used to do.</p>
<p>As a regular taxi customer i have experienced hold ups getting around the diversion route sometimes adding £2 and 5 to 10 minutes to the journey.</p>
<p>As a taxi driver this closure makes drive a lot further around the castle burning more fuel contributing to pollution. Also, like other road closures in York it is harming our livelihoods as it can take much longer to get to our fares. I see no legitimate reason to keep this road one way.</p>
<p>As in the previous comment</p>
<p>As someone who cycles regularly both ways along Coppergate I can confirm that it is safer for both cyclists and pedestrians as it is.</p>
<p>As someone who uses the route 10 bus regularly the alternative stop at Banana Warehouse is unsuitable and a very unpleasant place to wait for a bus.</p>
<p>Better than having cars using Copper gate. But pedestrians not aware of bikes. Bike route should be painted green.</p>

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Question: Please can you provide any other comments?

184 Comments Received

But to realise real benefits to pedestrians and cyclists, the contraflow cycle lane needs widening to gov guidelines width. The footpath on the same side also needs widening. Some infrastructure like a traffic island to highlight the contraflow to oncoming traffic should be included.

By making it one way, creating traffic congestion at Clifford street, with busses especially

Cara in centre should only be for residents in the centre!!

City centre traffic is already too heavy, less vehicles in all parts should be sought, no measure that may increase these levels, should be considered.

Closer of Coppergate is a bright example how such a small street can prevent smooth traffic flow

Coppergate is far too narrow for two way traffic. This is a perfect opportunity for City of York Council to make a clear statement of intent to change the city environment for the better. Increased bus and taxi journey times are an insignificant consequence, and actually a contrived, emotive and reactionary response to the unavoidable truth. Please be responsible!

Coppergate is an excellent through route for cyclists and by preventing it for motor traffic one way improves the environment for all. However it is the narrow pavements that need attention and it is not easy to imagine how this can be achieved without making bus traffic difficult. That needs a more substantive reimagining of public transport across this eastern part of the city centre.

Coppergate is too narrow for two way bus flows and safe space for pedestrians and cyclists. Much of the pavement is below the absolute minimum standard, and needs to be widened.

Coppergate should be closed to all vehicles in both directions during the day and become an extension of the footstreets (possibly with a two-way cycle route retained down the middle), and continue to operate one-way only outside the footstreet hours.

Current system failed the test.

Customers complain and use taxi less because journey times taking longer.

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Question: Please can you provide any other comments?

184 Comments Received

CYC declared a climate emergency, but none of it's active travel plans have actually been built and delivered. There's too much talk and not enough bold action. Drivers will inevitably create a 'bikelash' in response to any measures to reduce private car use in the city centre, but ultimately improving the environment for active travel will win votes - if CYC actually delivers the proposed improvements for cycling, in particular. A third of journeys are less than 3 miles - that's insane! We don't have the hills of somewhere like Sheffield to contend with; we have the geography and density to become a leading city for cycling, but we can't get there without accepting that traffic flow will be impacted - we should aim to design for people travelling actively and sustainably. The idea that buses are negatively impacted by a road that gives them exclusive priority during it's hours of operation is ludicrous. Riding round to Piccadilly takes literally two minutes, and they've already gained the time at the other end of the journey by having priority through Coppergate. It all sounds like trying to pit people against each other. The collective groups of passengers, pedestrians and cyclists form a huge majority of people who are best served by the bus and taxi priorities, and safe cycling route remaining and in fact being further enhanced.

Don't know why it's restricted during the day to buses and taxis, should be open to all cars all the time, would ease traffic on Barbican road when I drive to hazel court depot

Either for us as a taxi driver and for customers would be more easy to go both ways

Enforce the restrictions to bus and taxi that was in place, the closure puts pressure on other roads increasing cost to those services

ensure pedestrians are given more space as paths are narrow. make sure cyclists have separate lane and don't use paths

Every one way street should have a cycling contra flow. In particular Fossgate.

First Bus is already an extremely unreliable service and forcing the busses into a longer route has caused their inability to be on time to go from bad to worse. York cannot continue to pressure its residents to use poor public transport but cut off important roads which make the public transport more usable.

Footway on southern side to be widened, a lot of collisions between pedestrians and busses have occurred on this side

Forcing people to drive further around the inner ring-road is not helping congestion or air-pollution. It is actually making things worse.

Having just spent a weekend in London hiring Boris bikes it is clear York has slipped considerably behind its once claim to be a cycling city. Even London provides dedicated painted and segregated bike lanes including in their city centre. If you make it easy for bikes and pedestrians and harder for cars then all the evidence in every city in Europe who has had the balls to make a radical change is that there is a modal shift and an improved quality of life, health and environment. York isn't leading but can follow the numerous examples of successful change - this is just a small start but I'd wholeheartedly support a wider painted and segregated bike lane akin to the London cycle highways - but just get on with it!!!

Having made coppergate one way has improved both Clifford street and picadilly junctions overall too.

I am a cyclist and have had near accidents on that road as it is too narrow for 2 way traffic and cyclists

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Question: Please can you provide any other comments?

184 Comments Received

I am a Hackney driver, this has increased fares for customers, and waiting times on St Saviourgate, as any job beyond Coppergate the return journey is increased by 10-15 minutes and a mile in daytime traffic

I am having to go the long way round most days and this is not environmentally friendly and cost more in fuel and cost my customers more as well

I don't see any need for the continued one way system

I don't see the point to be one way

I feel that all it's done is move the extra traffic to other parts of the city so there is no benefit for the temporary restrictions to be in place.

I frequently use this route on my bike in both directions and it is safer than it used to be when there were delivery lorries and buses and taxis going in both direction. On a bike it often felt unsafe. Wider pavements would be good as pedestrians can suddenly walk in the road and a collision could be possible. Particularly if visitors are unaware of which direction to look for vehicles and cycles.

I hope that improvement to the bus stop on Piccadilly can be included.

I like the look of York Cycle Campaign's thoughts on the matter regarding widening the pavement on the church side, and installing a clearly-marked bike lane that is protected by a little island at the junction.

I mainly use the buses which go down coppergate, and find for them it is better as well. The road is too small for two buses to pass and with all the pedestrians and cyclists

I regularly cycle down the road and it is much better to not have traffic on both sides of such a narrow street.

I regularly take a taxi from the train station to hungate. since the one way system has been imposed it costs an extra £1+ to the make the journey. This one way system has cot me at least £50+. Can i claim this money back off the council?

I support the York Cycle Campaign's proposals for a permanent cycle contraflow and widened pavements on Coppergate and I hope that the extension of the current temporary provisions will be a step towards implementing this permanent scheme.

I think its an important space for pedestrians in that part of town and joins up two important parts of the city and also an important cycle route. The current configuration feels awkward and inefficient so alternative configuration that provide clearer routes and more pedestrian space should be designed.

I think that Coppergate should be closed in both directions to all motor vehicles and turned into a Pedestrian and Cycle Street, like Fossgate, but bidirectional for cycles.

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Question: Please can you provide any other comments?

184 Comments Received

I understand that the current restrictions have a negative impact upon bus services. However, as a regular cyclist in the city centre, I really appreciate how much nicer it is cycling down Coppergate than it was previously. I wonder whether some compromise might be possible to maintain the advantages for cyclists without having a negative impact on public transport. To this end, I propose making a slightly different restriction: opening Coppergate to buses and cyclists only. This would remove taxis from the road (which in my experience previously accounted for the majority of daytime traffic), while still allowing buses to make an efficient journey.

I use the bus from the railway station to Stonebow, and do not mind the small extension in journey time caused by travelling along Piccadilly. However, if this becomes permanent, the provision of additional bus shelters on Piccadilly and Stonebow will be necessary. Currently, the stops on both sides of the road in front of the Merchant Adventurers Hall cause congestion. Buses stopped simultaneously on both sides of the road prevent a third bus getting through unless they are right up to the kerb.

I use this nearly every day and it's great!

I wholly endorse the proposal that has been well presented by the York Cycle Campaign that maintains the one-way for vehicles / two way for cyclists, but complies better with LTN1/20. As well as providing much needed additional space for pedestrians, their proposal clearly delineates space between pedestrians (on a wider footpath), cyclists (in a properly marked mandatory cycle lane) and one-way motor traffic. This arrangement reduces conflict between different modes, supports further active travel patterns around the city centre and furthers the Council's stated goal of removing private car usage within the city walls

I would like to have seen this implemented under ETRO rather than TTRO as it could allow extended consultation and a decision with ease after initial 6 months. Footways need widening on south west side throughout but if feasible also on north east side between Piccadilly and Coppergate walk to give more pedestrian safety. A segregated, protected (kerbed) contra flow cycle lane to improve and enhance active travel, improving footfall (through desire to be in area) and safety and measures to discourage pedestrians crossing at all but signal controlled crossings (wands, ornate bollards at footway edge) The suggestion of poorer bus stop facilities on Piccadilly is an issue that York CC can easily rectify with further improvements to the street scene and bus stop facilities along the length of Piccadilly. It's an area that needs investment so potentially a further active travel scheme you could bid for during the next round. Be bold and remove vehicular access further.

I would prefer the one-way retained with a permanent and slightly wider cycle contraflow. If it's not retained I would question whether taxis should be allowed.

If this one way system was introduced to clear the air of pollution then surely you're adding more pollution into the air by making cars and buses travel further burning more fuel in our city. If it was introduced for social distance reasons then given the current restrictions have been lifted then so should the one way system

Coppergate Temporary Traffic Regulation Consultation

Question: Please can you provide any other comments?

184 Comments Received

In my view the road should revert to 2-way but remain for buses only as before. I'm generally in support of schemes like this one but keeping public transport quick and convenient is important for environmental and accessibility reasons. Additionally the contraflow cycle lane has been confusing as pedestrians sometimes interpret the cones as marking out space reserved for pedestrians. I feel this should be thought about more during future trials to avoid dangerous conflicts - the cones also make it hard for cyclists to change course and avoid a collision if a pedestrian steps into the cycle lane believing it to be an extension to the pavement.

Is better for businesses and church, jorvik centre etc if the neighbourhood is pleasant for pedestrians and not overwhelmed by road traffic

It causes extra congestion on Clifford Street and at the one way system going from Skeldergate Bridge towards Fishergate

It feels safe for cycling and more appealing to tourism

It has been much pleasanter with this arrangement - and it's much easier to spot motorists who ignore the restrictions for busses and taxis only

It is a lot further and more expensive to go via Piccadilly and buses and taxis add to the already heavy traffic on the inner ring road. It's also further for bus passengers to walk from Piccadilly, many of whom have mobility issues.

It is costing our users more money due to longer journeys

It is difficult to walk along Coppergate because of the sloping (towards to the road) and uneven pavements

It is obvious that cycling and walking should be encouraged in central York and the use of motor vehicles discouraged. The cycle lane and pavement should be widened per York Cycling Campaign suggestions

It just makes it easier & quicker, some journeys take me an extra 15mins sat in traffic due to copperpgate been one way, more roads seemed to be closing or made one way which are only causing more traffic build up in areas that was ok befor all the roads became closed or one way. Coppergate Taxis & Buses only like it use to be for many many years

It needs to open back up to two way traffic for buses and taxis

It seems (smells) much less polluted now. I am no longer overtaken by large motor vehicles (taxis, buses) on this street where there is no room to pass someone on a cycle safely. There are no longer taxis in the ASL. Impatient drivers made this street stressful and it felt hazardous before the current arrangement was put in place. Now I feel it would be safe to cycle with a child onboard or riding independently or if I were elderly. The contraflow cycle lane does need to be wider to take trikes and cargo cycles/e-cargo cycles though. Please retain the physical segregation between the cycle contraflow and the other traffic.

It will help keep the traffic moving for the buses and taxis to be allowed the use of coppergate

It would be nice if the bus stops now being used could be upgraded.

It's a main route that should be 2 way to reduce journey timed

It's almost as bad as the bishopthorpe road closure...

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Question: Please can you provide any other comments?

184 Comments Received

It's safer to be not one Lane
It's made life much easier. It's a narrow road so one way works perfectly
Its ridiculous to go a long way round in a bus or taxi it costs people more and longer journeys mean, you guessed it more emissions in traffic jams in york. Sort it out!
Its so unfair on paying customers in our taxis having to pay more for there journeys, because of the one system. So we have to divert costing the customer more.
I've just seen a proposal for improvement the cycle campaign have come up with, this would be a much better arrangement than what's there or than putting it back to how it was
Let's hope this one way system continues and leaders take it as a signal to improve cycling and pedestrian safety across the city.
Look on YouTube at videos on cycling in the Netherlands to see how it's done
Making journey times longer with the current setup only leads to higher air pollution
Measures should be implemented to provide physical bus priority on Tower Street, from The eye of York access to the mouth of Piccadilly.
More roads made available for motorists the better to reduce the traffic and the pollution.
More schemes like this in our narrow streets please. We need to encourage pedestrians and cyclists and discourage cars.
Motor transport needs to be kept out of the city centre wherever possible
Mr D'Agorne is ruining Traffic infrastructure in york some on e please stop him
Much better for linking main square to coppergate
Much easier for cycling and pedestrians using the crossings
Much safer for non motor traffic and pedestrians and better for environment.
My issue with the route is number of pedestrians walking out in front of cyclists
narrow pavements are still poor for pedestrians and need to be widened -- if the one-way restriction is permanent.
Need to put residents first rather than tourists. Not all residents can or want to use buses or bikes.
Needs to open instead of charging more to get around
No
No need for this street to be closed to bus and taxis anymore, adds to traffic problems elsewhere
no.10 bus stop at bannana warehouse unsuitable, no cover and dark in the evenings
Nobody wins closing every road in York.
Now that the one way has been operating for several months pedestrians and road users have become adjusted to the arrangement. I think it makes the area safer for pedestrians and cyclists who should have priority in a predominantly footstreet area. I feel that the arrangement reduces the bus traffic by half which will also reduce the damage to buildings close by.

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Question: Please can you provide any other comments?

184 Comments Received

One of the negatives was poor bus shelters, on the alternative route. I'd like to see that addressed as part of the retention of the 1 way system. Then it's win win.

One way system offers more safety for pedestrians crossing between Parliament Street and the Coppergate centre. Bidirectional travel for cyclists along Coppergate is the only safe option when travelling between Stonebow and Ouse Bridge.

Paths far too narrow at church side. Should be made wider in any changes. Current temporary solution is a mess and confusing for pedestrians.

Permanently widened pavements here would be great. I think the current layout is under-valued due to the temporary feel of cones, barriers and wands. With widened pavements and clear surfacing, the whole street would function really well. It would be great to see the pedestrian crossing to the Coppergate centre become a zebra/continuous footway to give pedestrians priority over buses and cycles.

Please implement a one way scheme in accordance to LTN1/20: 0.6m wider pavement alongside the church; wider 2m cycle lane with coloured surface; 3.2m wide one way traffic lane to prevent close passing. The Coppergate scheme has the potential to be an excellent travel route for active and public transport modes if it adheres to LTN1/20. I hope York can make this one of the first of many LTN1/20 standard schemes that would really benefit all residents, visitors and businesses in the city. Please move generally to safer, quieter and more human friendly streets throughout the city. Thank you.

Please please please re-open traffic to both ways!

Please retain the one way system.

Posing these questions as a "cyclists vs. buses" issue is misleading and counter to the purpose of developing a transportation policy that actually benefits residents of York and visitors to our lovely city. Perhaps in future these consultations could be framed more positively in terms of bettering the environment, rather than intentionally trying to pit one interest group against another. The goal should be to reduce automobile traffic in city centre, reduce pollution and congestion, and maximize opportunities for individuals to spend time and money at local businesses. Focus on the shared objective, not conflict.

Prior to the system our shop at the traffic lights was plagued by pollution, noise and vibrations from heavy traffic and damage to our medieval building. The crossing was dangerous for our customers. The pavement too narrow. We would like the council to go a step further and completely ban traffic - giving the road over to pedestrians and cyclists. Pedestrianisation would better connect the Coppergate Centre and Parliament Street shopping areas, helping to keep York a vibrant retail destination. It would also resolve the problem of maintaining the buildings safely and regularly - at the moment the temporary traffic scheme makes it prohibitive. Damage to our building, after it was hit by a bus or lorry was £70,000, a high proportion of which was for the traffic diversion scheme. We also believe that pedestrianisation would help revive all the empty shops on Coppergate, with cafes and outdoor seating.

Provide a wide enough bike lane

Coppergate Temporary Traffic Regulation Consultation

Question: Please can you provide any other comments?

184 Comments Received

Providing a contraflow cycle lane meeting the requirements of LTN1/20 would be possible and easy. This would leave adequate space to expand the pavement as well.
Providing safer cycle infrastructure in York city centre will reduce traffic from cars as people will feel safer and more confident to use bicycles for local journeys
Provision of a bus stop by the Postern for buses currently on diversion would be of benefit to the travelling public, particularly those using Wetherspoons or staying in the Travelodge.
Rather than consider the TTR as a burden, use it as a trigger to invest in unique bus stop designs at the Banana bus stop. That area is in need of investment, so using a Covid necessity, that is inconvenient to some, to create more footfall for retail would be the solution. Making the area more interesting or pleasant by applying an art work as a bus shelter - following up on the assets of Sparx or Merchant Adventurers would be a welcome improvement. York's foreseeable future is tourism expansion, so an enhanced taxi stop replacing the on road Piccadilly parking would be logical and placate the excess costs that Taxi drivers are incurring with the diversions.
Removing the measures at this stage would be a backwards step for active travel and the most vulnerable road users.
resurface the road and make it clear which road users should be where
Retaining the one way system with a cycling contraflow will allow the provision of a wide footpath and a correct width cycle lane ie 2m creating a better environment for both cyclists and pedestrians.
Roads are made to transport people and goods, why are we shutting them?
Safer and cleaner
Separate ways should be made for cyclists. The bus should take priority for access. The traffic restrictions in York are bad enough for people trying to navigate the city
Should the road reopen in both directions, a no stopping order should be in place for taxis to not stop on the road
Stop closing roads
Stop closing roads!
Stop closing roads. Roads are designed for cars!
Stop needlessly closing roads.
Stop public money on these experiments
taxi is more expensive so affects me financially and also affects the traffic round Clifford's tower
The A1036 is always busy and can barely cope with the existing amount of traffic and Coppergate could absorb a part of it
The background information for this consultation was unbalanced and appeared to be based on opinion (no actual evidence was presented).
the bus stop near Tesco is disgusting and the pavement is too narrow

Coppergate Temporary Traffic Regulation Consultation

Question: Please can you provide any other comments?

184 Comments Received

The closure adds to journey time for both taxis and buses. It also adds to taxi fares as you have to travel further and more time added. If the council wish for the public to use more public transport to reduce emissions then Coppergate needs to be 2 way once more!

The contraflow cycle lane is not clearly defined, making it confusing and dangerous for pedestrians and cyclists. The scheme is unsightly and insensitive to the surrounding area, and there are no proposals included for rectifying this in this survey, making it hard to support a permanent change. The extending of bus services and taxi rides is presumably resulting in *more* environmental damage, but shifting the primary area of impact elsewhere (and offsets any reported reduction in traffic in the city centre).

The current arrangement leads to conflict between cyclists and pedestrians as signage is not clear enough. Changing the colour of the contraflow surface to mark it for cycling would be a huge improvement. Also, the contraflow is now the only way for a bicycle to enter the city centre from the south. The approach on Tower St needs to be made clearer for all traffic. The current signage has a big no right turn sign, seen by everyone, with small writing "except for cyclists" underneath, easy to miss. A hover zone for the right turn here would increase safety.

The current arrangement makes for much safer facilities for active travel on foot or by cycle. The extra journey time for busses and taxis is minimal. The bus shelters on Piccadilly near Banana Warehouse need to be improved, whether or not these routes are moved. The cycle lane needs to be built properly in line with LTN guidelines. I recommend that the plans are based on the same principles as the new contraflow cycle lane in Park Row Leeds.

The current situation is making traffic worse on surrounding roads, especially with buses having to detour

The current temporary design is very poor. It needs finishing to modern specifications.

The cycle route has been much improved since the introduction of this scheme. I feel much safer now and the air is cleaner! It is really great to turn off into Coppergate now - so this should stay. We need to move away from inner city car traffic anyway.

The division round is half a mile, that's thousands of unnecessary miles each year causing more traffic jams and more pollution.

The idea in principle is sound, but the execution has been poor. The barriers installed have been subject to vandalism and rogue removals. A better more secure barrier should have been used. The wanded section was also too narrow and gave the impression that it was a footpath extension. Having a mandatory lane marked as a contraflow would have been a clearer approach for all

The implementation was not good... nothing made it clear that it was a cycle lane. Most of the time it was seen as an extended pavement.

The initial idea was to give pedestrians a bit more available social distancing (Like they did on the Fishergate loop, which also reverted back to how it was some months ago). I cannot see how, keeping it as is, is benefitting ANYBODY, only making situations worse

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Question: Please can you provide any other comments?

184 Comments Received

The measures were introduced due to social distancing which we are no longer required to do. There is no further requirement for these measures

The narrow pavements on Coppergate have long been very disconcerting to the able and inhibiting for people with reduced mobility. I've been nudged on the shoulder by a bus's wing mirror, and I've seen far worse. It is essential to widen the pavements. Add to this that Castlegate has (unexpectedly!) developed a good outdoor pavement cafe environment and the possibility for reclaiming significant space in Nessgate becomes very attractive. (Personally I think Ouse bridge should be given the same treatment as Coppergate, or closed to cars entirely).

The pavements are too narrow for dual flow traffic. I've seen the large heavy wing mirrors of buses miss pedestrians' heads by inches. An accident is waiting to happen if you revert to the original.

The pavements on Coppergate are a sub-standard width, pedestrians have been hit by buses in the past whilst on the pavement. Cyclists struggle to get to the advanced area because they can't get past buses so have to sit behind breathing in diesel fumes. These two modes are supposed to be top of your hierarchy of road users.

The pavements on this street are very narrow and can be crowded around the Coppergate Centre where pedestrians need to step into the road to pass each other. This is dangerous, especially for vulnerable people. There is very little space on the pavement for passage of wheelchairs and pushchairs. Pavements can be extended with one way traffic, limited to buses and taxis. Cyclists do not have a safe route along this road with two way traffic, as the road itself is very narrow.

The point of coppergate is that it is meant to have limited access to bus/taxis and emergency vehicles this should continue

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Question: Please can you provide any other comments?

184 Comments Received

The principles behind the scheme were admirable, space for pedestrians along Coppergate was in high demand and short supply long before the pandemic with the pavement on the church side measuring only 1.4m in width. However, the execution of the trial fell short and didn't meet expectations, providing the much needed space. The temporary barriers that were meant to increase space for pedestrians were installed hard against the kerb. This meant that no extra space was provided and instead pedestrians were hemmed in. These barriers eventually disappeared during summer 2021. The wanded section alongside the church led to even more confusion leading to potentially dangerous situations. Many pedestrians, through no fault of their own, took the wands as being to increase the width of the narrow pavement as is needed and were using it as such. At best this caused frustration as cyclists met pedestrians coming the other way, at worst it saw pedestrians stepping into the road unaware that cyclists were coming up right behind them. The wands were also prone to damage/vandalism with the orange section being removed leaving behind a discrete black base bolted to the road posing a trip/collision hazard to pedestrians and cyclists. Recently all the wands have been removed and replaced by against the widths recommended. The scheme has reallocated road space at the narrowest part of Coppergate outside the church. The pavements are 1.4m wide on the nearest side to the picture and 1.9m on the far side of the road. The eastbound cycle lane was 1.1m. DfT guidance LTN 1/20 states that a cycle lane, including those that are contraflows (where a cycle lane goes against a one-way street), should ideally be at least 2.0m wide. This is nearly double the width that was provided. If the eastbound cycle lane was increased to 2.0m it would make the westbound lane 3.8m wide, but LTN 1/20 also states that traffic lanes of between 3.2-3.9m in width are not acceptable due to the increased risk of close passes. Instead it recommends that when on a bus route they should be 3.2m wide. Dropping the lane to this width would give 0.6m of spare space that can be re-allocated to the narrow footpath alongside the church. If the road space of Coppergate were to be reallocated following the guidance in LTN 1/20 the original aim of increasing available width for pedestrians could be achieved – the need for which remains even though social distancing restrictions have been relaxed. It will also have the benefit of providing safer provision for cyclists travelling into and through the city centre. The council's consultation acknowledges that the scheme has seen reduced vehicle levels in this area of the city centre and improved the environment for cyclists, but suggests that it has had the knock on effect of buses having to use stops of poorer quality by the former Banana Warehouse on Piccadilly. As Piccadilly is currently subject to a significant master planning exercise, which includes improvements to the Piccadilly stops, poor quality bus stops shouldn't be seen as a barrier to improving the wider environment but as a driving force to ensure quality improvements to bus stops are made in a timely manner. I believe that by revisiting the original aims of the temporary scheme and designing to national guidance for cycling, a better solution can be found.

The restrictions seem unnecessarily complex with the threat of complaints from drivers being "caught". The wands need to be replaced with proper segregated cycle lane. The cones being pinched have led to many near accidents.

The road Always been two way.to Allow free movement of buses taxis and regulated bodies.

Coppergate Temporary Traffic Regulation Consultation

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The temporary cones for cyclists aren't working very well as the pavement is too narrow on that side and pedestrians have to walk in the road. The pavement really needs widening a lot and the bike lane needs to be better defined

The temporary contra flow for cyclists needs to be improved. it is currently too narrow and only protected by wands. given that this was a two way road there is no reason for the cycle lane to be so narrow.

The temporary cycle bollards at the junction with Pavement needs to be thought through better if this is going to become permanent. The width and length of this space and clearer signage needs to be thought through. Also, this issue needs to be part of a City wide review and a proper decision needs to follow publication of LTP3. Also, this public consultation is too brief and offers only a simple binary choice without reference to proper evidence. Where for instance, is the input from disability groups and cyclists? You mention Taxis and buses as if they share the same priorities. I suggest that we need to rethink the perceived balance between diffierence users in the light of the climate emergency and post-covid reconstruction.

The temporary measure has been pretty confusing for everyone, because it was not clear which parts of the road were allocated to which modes of transport. However, the road is clearly not wide enough for two-way motor traffic and decent pavements. A permanent restriction to one way motor traffic then opens up lots of options - e.g. cycle lane controflow and / or bigger and better pavements.

The temporary scheme should be improved, using guidance from LTN 1/20

There is no pleasure in waiting for a bus which now has to depart from the banana warehouse

There is no reason to continue with this restriction it should have been removed in June after covid restrictions were lifted

This council of idiots think they can make York the UK's cleanest ,greenest carbon free city.....not a chance if the city is to survive economically.... traffic standing in queues caused by all the nonsensical road closures/ one ways is causing more damage to the environment than moving traffic.....wake up and smell the coffee!!!!

This is a busy crossing point for pedestrians to the Coppergate centre. Less traffic is better. However the current cycle lane needs improving.

This restriction has cost customers more money in taxi fares by having to go further to get to their destination. It also has a negative effect on the environment due to the extra distance on journeys.

This restriction improves the city center, particularly for more vulnerable people. It was not a pleasant street to walk up previous to the restriction, due to overcrowding and forcing pedestrians to step into the road.

This restriction makes it cost more for taxi customers, also the build up of traffic from buses and taxis in Piccadilly is not good for the air pollution

this restrictions was put in place for social distance measures only. the social distance measures have now ceased. the restrictions should be reinstated with immediate effect. the public transport busies and taxis now have to clog tower street and piccadilly with standing traffic

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<p>Time for COYC to put their monet where their mouth is and support the transport hierarchy. That means pedestrians and cyclists first, then buses. Private cars ought to be excluded altogether.</p>
<p>To many streets in York is been closed in the last 2 years ,traffic in York is nightmare</p>
<p>TOO MANY ROADS ONE WAY OR SHUT ACCESS NEEDED FOR PEOPLE WITH WHEELCHAIRS , WALKING AIDS AND THE OLDER GENERATION</p>
<p>Traffic has been backed up as far back as Castle Mills Bridge. Traffic is aggressive pushing out of the end of Coppergate and is often then left in the middle of the road blocking oncoming traffic from the direction of Ouse Bridge.</p>
<p>Traffic restrictions are making it harder and harder for disabled people such as myself to get into the centre, and having Coppergate one-way makes it more expensive for me to use taxis across town.</p>
<p>Until an adequate outer ring road and improvements to the traffic flow on the inner ring road are undertaken the traffic problems will persist. Look to Chester and Norwich for examples of dealing with traffic flows, both similar sized cities as York but don't seem to have the traffic problems York continually inflicts on itself. Reduce car usage by all means, but to achieve that we need a public transport system that is user friendly and a traffic system that flows.</p>
<p>Vehicle emissions must have increased because of the increased journey lengths so not very environmentally friendly.</p>
<p>Vehicles now have to take a longer route which is causing more pollution. How can we fight climate change is the council is putting in place policies which cause more pollution! Re-open the road to allow traffic to go both ways.</p>
<p>Very narrow pavement at bottom, makes bus mirrors overlap on pavement, with opposite traffic. At least 2 accidents with mirrors hitting pedestrians. Cycles have no room with 2 way traffic. More congestion with 2 way at top and bottom at peak times.</p>
<p>we were told that the one way system was put in place due to the lockdown in the pandemic and was just a short term solution till everything got back to normal which it has been for awhile now so no need for it to stay one way</p>
<p>WITH OTHER PROBLEMS IN PICCADILLY LIKE LOADING AT SAINSBURRYS BUSES IN PARTICULAR ARE BADLY HELD UP</p>
<p>Would it be possible to improve the bus shelters elsewhere to support the one way system? Cyclists and pedestrians shouldn't have to be put back in the danger of a crowded road if bus users can be supported to use the extended route.</p>
<p>Yes--it's a rather shabby and depressing street at the moment. One-way makes it a pleasanter environment all round, and easier to cross the road from the Coppergate Centre.</p>
<p>York Council is hopefully focussing on both measures to reduce traffic in the city centre and improve access and safety for cyclists. This does both. Please could the cycle lane be wider and pedestrians actively discouraged from walking in it.</p>
<p>York footstreets and so-called restricted access roads are a joke as they don't appear to be policed in any way. Since the bollard went in Stonebow every car that uses that street has no visible reason as to why it should be allowed to do so, so any physical restriction like this helps pedestrian safety. Why is loading allowed between 10 and 4 when it would be safer for pedestrians before and after these times. Is there any way you can limit taxis and phv to those that are licenced in York only.</p>

Coppergate Temporary Traffic Regulation Consultation

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Yorks EATF schemes have been very peicemeal and poorly implemented in my view compared to other local authorities e.g. Leicesiter. The pop up lanes on Castle Mills bridge should have been on both sides and side kept in did not join up with any other infrastructure. Bishopthorpe road reduced traffic but looked a mess - surely better temporary materials could have been used and we are still waiting for the A19 road lanes and Acomb Road lanes which must be protected not just white lines. York was a cycling city in the early 2000's but seems to have lost interest in promoting cycling in favour of the bus and car yet cycling can improve peoples health and the quality of the air they breathe while not adding to congestion or CO2 like motor traffic, Come on lets Get York Cycling again.

You do need to improve the cycle Lane boundary - poles or tall stakes should provide visible safe edges

You may create a better emissions area in coppergate but would like to know the levels elsewhere due to diversions ie tower street, skeldegate bridge, picadilly

You say it is to provide more space for pedestrians, how can it, when the narrowest part of the path has a temporary cycle lane. There is no extra room for pedestrians. Go back to how it was and leave alone

Coppergate Temporary Traffic Regulation Consultation

Your Age:

Answer Choices	Responses	%
Prefer not to say	4	2%
Under 16	1	1%
16-24	2	1%
25-39	29	16%
40-55	69	37%
56-59	25	13%
60-64	22	12%
65+	35	19%
Total	187	

Your Gender:

Answer Choices	Responses	%
Prefer not to say	8	4%
Male	127	68%
Female	50	27%
Non-binary/Gender Variant	2	1%
Total	187	

Is the gender you identify with the same as your sex registered at birth?

Answer Choices	Responses	%
Prefer not to say	12	6%
Yes	169	91%
No	4	2%
Total	185	

What is your ethnic group?

Answer Choices	Responses	%
Prefer not to say	17	9%
White	166	88%
Mixed/multiple	1	1%
Asian	1	1%
Black/Black British	0	0%
Other	3	2%
Total	188	

Sexual Orientation:

Answer Choices	Responses	%
Prefer not to say	38	21%
Bisexual	2	1%
Gay or Lesbian	1	1%
Heterosexual/straight	136	75%
Other	5	3%
Total	182	

Religion or Belief:

Answer Choices	Responses	%
Prefer not to say	33	18%
Buddhist	2	1%
Christian	53	29%
Hindu	2	1%
Jewish	0	0%
Muslim	1	1%
Sikh	0	0%
No religion	83	45%
Other	10	5%
Total	184	

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

Answer Choices	Responses	%
Prefer not to say	15	8%
Yes	33	18%
No	136	74%
Total	184	

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Answer Choices	Responses	%
Prefer not to say	7	4%
Yes	29	16%
No	150	81%
Total	186	

If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

Answer Choices	Responses	%
A lot	5	9%
A little	22	40%
Not at all	28	51%
Total	55	