

Report of the Director of City and Environmental Services

## **FISHERGATE GYRATORY PEDESTRIAN CROSSING AND FOOTWAY PROPOSALS**

### **Summary**

1. This report sets out proposals for pedestrian crossing and footway improvements and summarises feedback from consultation with interested parties and make recommendations on a final scheme layout for implementation.

### **Recommendations**

2. That the Cabinet Member approves the implementation of pedestrian crossing and footway improvements (shown in **Annex D**).
3. That the Cabinet Member approves the advertisement of related traffic regulation orders (TRO's) and their implementation subject to no objections being raised.

Reason: To improve the walking route between York Barbican and St. George's Field car/coach park, enhance pedestrian and cycle facilities near Fishergate Bar whilst also improving the appearance of this sensitive area and also generally improve road safety in the area.

### **Background**

4. The proposed pedestrian crossing and footway improvements are intended to make it safer for pedestrians to access the re-opened York Barbican venue, particularly those using the St. George's Field car park (refer to **Annex A**). There is a long standing commitment to provide these walking route improvements and the scheme seeks to address specific safety concerns in the area (in 2007 there was a fatal

accident involving a pedestrian in the vicinity of the Paragon Street / Fawcett Street junction).

## **Proposals**

5. Following an extensive feasibility assessment, proposals were developed to improve the pedestrian crossing facilities for the Fishergate / Paragon Street and the Paragon Street / Fawcett junctions. In addition the area surrounding Fishergate Bar was looked at with a view to providing enhancements for pedestrians and cyclists, as well as improving the appearance of this important historical location. Several options for the types of pedestrian crossing have been carefully considered at each junction to aid visually impaired pedestrians but also to make sure that traffic delays and congestion are kept to a minimum. Around the Bar it was felt that the objectives would best be achieved by the creation of a shared use area using high quality natural paving materials. The scheme developed for consideration is shown in **Annex B**.

## **Consultation**

6. In August 2012 consultation took place with relevant Councillors, emergency services, disability groups and residents living close to the proposals (see leaflet in **Annex C**). Refer to **Annex E** for consultation responses.
7. Approximately 1050 households received a consultation leaflet (refer to **Annex B**) asking for their comments. Seven replies were received. Refer to **Annex E** for consultation responses.

## **Options**

8. The Cabinet Member for Transport, Planning and Sustainability has the following options:
  - (a) Approve the original consultation scheme layout drawing as indicated in **Annex B**.
  - (b) Approve a revised scheme layout as indicated in **Annex D**.
  - (c) Reject the scheme design.

## Analysis of Options

9. Consultation has generally shown good support for the overall scheme concept. Many of the comments and queries relate to specific issues which could be addressed within the detailed design process. As a result of the comments received officers consider that no significant changes to the proposals are warranted, other than a reduction in the number of signal poles and one less bollard to reduce street clutter and further enhance the appearance of Fishergate Bar surroundings. If the Cabinet Member chooses the first option the proposals would not be taking on board consultation feedback received about minimising street clutter in the vicinity of Fishergate Bar. Option three would not address the accident problem, provide and improve the existing crossing facilities and therefore is not recommended. Therefore it is recommended that option two (refer to **Annex D**) which shows revisions to the proposals resulting from consultation feedback is taken forward for implementation.

## 10. Council Plan

The potential implications for the priorities in the Council Plan are:

- (a) Get York Moving - Safety improvements to the pedestrian network should encourage more walking, and less unnecessary car use as a result.
- (b) Protect vulnerable user groups and providing a safer highway environment would benefit the local community.
- (c) Economy – Improve access to and from the City centre, the pedestrian route between the St Georges Field car park and the York Barbican centre as shown in **Annex A**.

## Implications

11. This report has the following implications:
  - **Financial** – The scheme is estimated to cost in the region of £200,000 which will be met from this year's budget allocation.
  - **Human Resources** – None.
  - **Equalities** – Vulnerable road users would benefit the most from the crossing and footway improvements. The highway works will

be designed to meet accessibility requirements and to current design standards.

- **Legal** – The proposals shown in **Annex D** would require the alteration of two traffic regulation orders:
  - i) Amendment of the existing access/driving order from Fawcett Street to Fishergate Bar. Amend the order to include the proposed paved area on George Street.
  - ii) Revocation of the existing “no waiting at any time” restrictions within the existing and extended length on George Street.
  
- **Crime and Disorder** – None
  
- **Information Technology** - None
  
- **Land** – None
  
- **Other** – None.

### **Risk Management**

12. In compliance with the Council’s risk management strategy, the only risk associated with the recommendations in this report is considered to be to organisation / reputation as there is a risk of criticism from residents if the proposed signalised crossing at the Fishergate / Paragon Street junction is taken forward.
  
13. Measured in terms of impact and likelihood, the risk score has been assessed at less than 6 (see table below). This means that at this point the risks need only to be monitored as they do not provide a significant threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Insignificant	Unlikely	3

## Contact Details

**Author:**

Roger Webster  
Engineer  
Transport Projects  
Sustainable Transport  
Service  
Tel: (01904) 553457

**Chief Officer Responsible for the report:**

Richard Wood  
Assistant Director  
(Strategic Planning and Transport)

**Report Approved**

**Date**

19 November  
2012

## Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Fishergate and Guildhall

All

**For further information please contact the author of the report.**

## Background Papers:

### Annexes

**Annex A** St Georges Field to the York Barbican – Location Plan

**Annex B** Fishergate Gyratory Proposed Scheme Layout

**Annex C** Fishergate Gyratory Consultation Leaflet

**Annex D** Fishergate Gyratory Amended Scheme Layout

**Annex E** Consultation Responses