

## Fishergate Gyratory – Consultation Responses

	<b>Ward Member Views</b>
Cllr. A. D'Agorne	<p>Supports the proposals in principle and makes the following observations;</p> <ol style="list-style-type: none"> <li>1. Suggests that there may need to be some clearer differentiation between the spaces intended for pedestrians and cyclists on the splitter island at the Paragon Street / Fawcett Street junction to indicate the path cyclists take to reach the cycle track alongside the York Barbican.</li> <li>2. Feels that the informal pavement parking next to Exhibition flats at the junction of Fishergate and Paragon Street needs to be prevented.</li> </ol>
<i>Officer comments</i>	<ol style="list-style-type: none"> <li>1. The crossings are being designed as shared use facilities. As part of this “shared route” surface marking symbols will be incorporated into the surface finishes on each crossing point within the shared route areas and will highlight the presence of cyclists and pedestrians using that area. These will make it clear that cyclists should proceed with caution and give way to pedestrians where necessary</li> <li>2. The concern about this parking is acknowledged and discussions are ongoing with the landlord to hopefully remove this parking or finding a way of accommodating it more safely.</li> </ol>
Cllr. D. Taylor	<ol style="list-style-type: none"> <li>1. Does not think that the scheme proposals will offer greater security for pedestrians or improvements for cyclists.</li> <li>2. The scheme shown does not include proposals to help cyclists using the gyratory (refer to <b>Annex C</b>)</li> <li>3. Has concern that the implementation of traffic signals at the Paragon Street / Fishergate junction as this may lead to traffic build up along Fishergate.</li> </ol>

	<ol style="list-style-type: none"> <li>4. Opposes the installation of cyclist dismount signs suggested by Cllr Watson.</li> <li>5. Supports the proposal to remove clutter in the surrounding area to Fishergate Bar.</li> <li>6. Expresses concern at the lack of a right turn facility into Piccadilly from Tower Street.</li> </ol>
<p><i>Officer comments</i></p>	<ol style="list-style-type: none"> <li>1. The scheme adds two controlled crossings on Fishergate gyratory providing additional pedestrian crossing facilities. In 2007 there was a fatal accident involving a pedestrian in the vicinity of the Paragon Street / Fawcett Street junction. Officers do consider that the proposals will provide greater security to pedestrians.</li> <li>2. The proposals include a new cycle lane and Advanced Stop Line (ASL) to the proposed signalised crossing on Fishergate and an ASL for cyclists at the Paragon Street / George Street junction. Additional proposals to assist cyclists will be looked at during next phase of Fishergate Gyratory improvements.</li> <li>3. Different options including full junction signalisation have been considered for the Fawcett Street / Paragon Street junction. If the junction was fully signalised the existing merging manoeuvre would be removed but the impact on traffic flows on the inner ring road would be significant with traffic backing up a fair distance back towards Tower Street and Barbican Road. Each side of Paragon Street would have to have separate green signal phases to enter Fawcett Street. Therefore a compromise of installing a zebra crossing at this junction will provide the best balance between providing facilities for pedestrians and keeping delays and disruption to traffic to a minimum.</li> <li>4. The proposed signage will be kept to a minimum in the vicinity of Fishergate Bar to improve the visual appearance of the Bar. Through the careful use of tactiles and shared route surface marking symbols</li> </ol>

	<p>being incorporated into the surface finishes will highlight the presence of cyclists and pedestrians using the same area.</p> <ol style="list-style-type: none"> <li>5. The proposed layout at Paragon Street / Fawcett Street junction will consolidate the existing multiple island arrangement and focus pedestrians and cyclists onto the proposed crossing points. The number of poles and other street furniture will be kept to a minimum, where possible to assist in improving the aesthetic appearance of Fishergate Bar.</li> <li>6. The right turn facility mentioned at the Piccadilly / Tower Street junction is outside the scope of this scheme, but it is likely to be considered in the future linked to the redevelopment of the Castle / Piccadilly area.</li> </ol>
Cllr. J. Looker	No comments
Cllr. B. Watson	<ol style="list-style-type: none"> <li>1. Suggests there should be signs asking cyclists to dismount in the vicinity of Fishergate Bar.</li> <li>2. The proposals should be of the same style instead of the proposals illustrated in the consultation leaflet (refer to <b>Annex C</b>).</li> </ol>
<i>Officer comments</i>	<ol style="list-style-type: none"> <li>1. The issue raised about signage will be investigated and addressed at the detailed design stage. However signage will be kept to a minimum in the vicinity of Fishergate Bar to improve the visual appearance of the Bar. The careful use of tactiles and shared route surface marking symbols being incorporated into the surface finishes will highlight the presence of cyclists and pedestrians using the same area.</li> <li>2. Refer to officer comments page 2 comment 3 regarding different options.</li> </ol>

	<b>Other Member Views</b>
Cllr. J. Galvin	No Comment
Cllr. A. Reid	<p>Feels that the proposals appear to be reasonable improvements, but;</p> <ol style="list-style-type: none"> <li>Expresses concern over the merging traffic manoeuvre at the Fawcett Street / Paragon Street junction and suggests that we consider using a “merge in turn” sign or a “zip” road marking as in other countries.</li> </ol>
<i>Officer comments</i>	<ol style="list-style-type: none"> <li>Although such “merge in turn” signs mentioned are used in mainland Europe, currently there is no approved signage of this nature within the United Kingdom which could be used in this application. The existing merge arrangement has been in place for a very long time and appears to work reasonably well. The scheme does include some amendments to the existing roadmarkings to encourage better merging.</li> </ol>
	<b>Other Consultees</b>
North Yorkshire Police	<p>North Yorkshire Police’s Traffic Management Officer states that the shared use facility through Fishergate Bar will be problematic as has been proved at Walmgate Bar. The sightlines for pedestrians many of whom are foreign visitors who are not necessarily familiar with our traffic patterns, is very poor and there will be a conflict between cyclists and pedestrians. By removing delineation between what are the cycle and pedestrian areas there is an obvious blurring and no reminder to pedestrians of the dangers which may be present.</p>
<i>Officer comments</i>	<p>Many pedestrians currently use the on-carriageway cycle only route through Fishergate Bar because the pedestrian footways either side of the Bar are too narrow for pram and wheelchair users. The proposed layout is based on creating a shared pedestrian and cycle space which will allow for a simplified layout and enhance the appearance of the Bar. The careful use of tactile paving and surface marking symbols being incorporated into the paving finishes will highlight the presence of cyclists and pedestrians using the same area. These will make it clear that cyclists should</p>

	<p>proceed with caution and give way to pedestrians where necessary.</p>
<p>Sir Ron Cooke – Chair, RE-invigorate York</p>	<p>Would like street furniture clutter in the vicinity of Fishergate Bar to be reduced. By adopting a minimalist approach the council could save a lot of money both as capital and long term maintenance, create a splendid view of the walls and bar.</p>
<p><i>Officer comments</i></p>	<p>The proposed layout at Paragon Street / Fawcett Street junction will consolidate the existing multiple island arrangement and focus pedestrians and cyclists onto the proposed crossing points. The number of poles and other street furniture will be kept to a minimum, where possible to assist in improving the aesthetic appearance of Fishergate Bar. The revised scheme as shown in <b>Annex D</b> shows a three pole reduction at the Paragon Street / Fawcett Street junction.</p>
<p>RE-invigorate York Design Group</p>	<p>Supports the general scheme layout and welcomes the potential improvements to the setting of Fishergate Bar. Group members are mainly concerned with detailed design issues and wish to be consulted further as part of that process.</p>
<p><i>Officer comments</i></p>	<p>A meeting of the Design Group was attended and the following issues were highlighted;</p> <ol style="list-style-type: none"> <li>1. The proposed materials and their layout in the vicinity of the Bar.</li> <li>2. Tactile paving details.</li> <li>3. The number of bollards needed to prevent vehicular access through the Bar.</li> <li>4. Details of street light adjacent to the Bar.</li> <li>5. Reducing the amount of ‘on street clutter’ where possible, such as using fewer signal poles.</li> </ol> <p>Discussions are ongoing to agree the design details with the group members.</p>

English Heritage - Dr. Keith Emerick	States that Scheduled Ancient Monument consent is required for the works up to and around Fishergate Bar.
<i>Officer comments</i>	A Scheduled Monument Consent form will be applied for to gain consent from the Secretary of State in order for the works to be implemented in the vicinity of Fishergate Bar. This process can take up to eight weeks to gain approval. Officers will liaise with the CYC archaeological team to ensure sufficient detail is provided with the submission. Approval is expected to be granted.
Edible York	Welcome the idea of increasing the size of the plant beds but suggest demolition of the existing beds adjacent to City House and redesigning to making a feature of the new plant bed. The Barbican bed is one of two feature sites in York. They comment 'it's important that the growing food areas are within reach of the general public' and that innovative design of the new beds 'will assist in uplifting the overall quality of experience of this part of York'.
<i>Officer comments</i>	The extension of the Edible York plant beds has been included in the scheme to offset the proposed removal the poorly maintained planting between the cycle lane and the footway adjacent to the York Barbican, City House apartments. Removing this planting area would improve sightlines for cyclists and pedestrians using this section of footway. Officers will continue to liaise with Edible York to agree a design and the materials used will be in keeping with the surrounding environment. However, costs will be an important factor in agreeing a final solution.
	<b>Resident Views</b>
Navigation and Walmgate Community Association (Representing Tenants and Residents)	<ol style="list-style-type: none"> <li>1. Expresses concern about the amount of tactile areas and where they will be located because using them can be quite painful for wheelchair users. Will the existing tactiles which are no longer needed be removed?</li> <li>2. York Stone can be dangerous when the weather is icy. Should the salt bin on Lead Mill Lane be moved</li> </ol>

	<p>closer to the Bar?</p> <p>3. Some parents have expressed concern that children may not understand the new lights, so should work be done with the local primary school?</p>
<i>Officer comments</i>	<p>1. The proposed tactiles are an essential element of the proposals to help blind and partially sighted people. Some of the paving will warn them that they are entering an area used by both pedestrians and cyclists and other paving areas will help them to locate / use the proposed crossing points within the scheme. However this will be kept to minimum and all redundant tactile paving areas will be removed.</p> <p>2. Fishergate Bar is not currently on a pre designated winter treatment route, but it would get some treatment in times of prolonged severe weather. The York stone paving area around the bar will be designed to ensure that it will drain efficiently to eliminate areas of standing water to make it safer in wintry weather conditions.</p> <p>3. The signalised crossings at the Fishergate / Paragon Street and Fawcett Street/ Paragon Street junctions will be 'puffin' type facilities. These are becoming quite common place now, but a leaflet on how to use a puffin crossing properly will be distributed to the local schools and businesses prior to the crossings becoming operational.</p>
Resident	<p>How will the new traffic lights on the Fishergate / Paragon Street junction operate? Will there be a pressure pad under the road or will we have to wait until a pedestrian comes along and presses the button?</p>
<i>Officer comments</i>	<p>The proposed signalised crossing at the Fishergate / Paragon Street junction will show a 'green man' most of the time as the flows of traffic turning right into Paragon street are low. However if the crossing shows a red man pedestrians are advised to use the pedestrian push button and wait for the green man, which will be quick to respond to pedestrian demands.</p>

Resident	There is a risk that imprecise traffic signal phasing would hinder flow and increase congestion.
<i>Officer comments</i>	The signal timings will be investigated and carefully designed to keep delays to a minimum whilst ensuring the junction operates safely for all users.
Resident	One resident asked how the crossing signals outside Fishergate Bar will be synchronized. Most of the 2-stage crossings in York are set up so that they are never green at the same time and pedestrians (and cyclists) always have to wait in the middle.
<i>Officer comments</i>	It is true that most two-stage crossings require pedestrians to wait in the middle for a while. This is usually necessary to achieve maximum efficiency for the junction operation overall. The signal timings in this scheme will be carefully designed to keep delays to a minimum whilst ensuring the junction operates safely for all users.
Resident	Would it be better to put in a Zebra crossing at the Fishergate / Paragon Street junction instead of traffic lights?
<i>Officer comments</i>	The presence of a Zebra could make it very difficult for drivers unfamiliar with the junction to spot that there is a give-way situation immediately beyond the crossing. This is a significant safety concern. The signalised crossing will overcome this problem because traffic will have priority to join Paragon Street when a green light is displayed. In addition the signalised crossing would provide a better crossing facility for visually impaired pedestrians. The efficiency of traffic flows at this junction should not be significantly affected by the introduction of signals because the right turn out of Fishergate is a relatively low flow.
Resident	The effect of these alterations will be to cause traffic to start and stop 'en masse' polluting the air we breathe.
<i>Officer comments</i>	This area of Fishergate gyratory falls within the Air Quality Management Area and is regularly monitored. At present drivers already have to slow down at all the existing crossing points and give-way or merge points.



	<p>However the new traffic signal phasing's will be investigated and assessed to ensure any such delays are minimised. Therefore no significant increases in air pollution are expected as a result of these proposals.</p>
Resident	<p>The consultation leaflet (refer to <b>Annex C</b>) shows two metal bollards across Fishergate Bar, and suggests this should be reduced to one which would allow pedestrians and cyclists to flow with ease in both directions through the Bar.</p>
<i>Officer comments</i>	<p>The proposed bollard(s) will be located in such a manner to allow pedestrians and cyclists sufficient width to navigate around them but also prevent vehicles driving through the Bar.</p>
Resident	<p>Suggests extending the 20 mph speed limit from the Fishergate shops down to the corner beyond the Peasholme Centre, because this section of the road is like a race track with some vehicles driving at speeds far in excess of 30 MPH almost making it impossible for vehicles exiting the Fewster Way junction to cross over two traffic lanes to travel south on the A19.</p>
<i>Officer comments</i>	<p>It is acknowledged that the exit from Fewster Way to travel south is an awkward manoeuvre but the extent to which a 20mph speed limit on the Fishergate gyratory would solve this is debatable. Due to the nature of the road environment it cannot be guaranteed that a signed only 20mph limit would reduce speeds adequately in this area. When the citywide 20mph programme reaches this section of the city this request could be examined in further detail as it is important to integrate any 20mph requests into the larger scheme to ensure consistency across the city. This area is anticipated to be looked at in the 2014/15 financial year. Officers have noted the issue and will consider it in the future.</p>
Resident	<p>The suggestions are brilliant and just what is needed to improve the area.</p>
<i>Officer comments</i>	<p>Noted.</p>