



Notice of a public meeting of

Decision Session - Executive Member for Economy and Culture

To: Councillor Kilbane

Date: Tuesday, 24 September 2024

Time: 10.00 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on 1 October 2024**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on 20 September 2024**.

1. Declarations of Interest (Pages 1 - 2)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable

interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

2. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on 20 September 2024.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts.

3. Decision Report: Acomb Front Street - Phase 2 Design and Costings (Pages 3 - 70)

The purpose of this report is to present the final designs and costings for the Acomb Front Street Phase 2 Project and seek the necessary approvals to proceed with implementation of the scheme.

Executive has agreed a number of recommendations to allow further progress to be made on the detailed design and costings, including authority on the final scheme design being delegated to the Executive Member for Economy & Culture.

Ahead of this final design decision being taken, the project was considered at the meeting of Corporate Services, Climate Change and Scrutiny Management Committee.

4. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
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Contact details are set out above.

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یہ معلومات آپ کی اپنی زبان (ہولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.



Meeting:	Executive Member Decision Session
Meeting date:	24 September 2024
Report of:	Interim Director of City Development (Claire Foale)
Portfolio of:	Executive Member for Economy & Culture (Cllr Pete Kilbane)

Decision Report: Acomb Front Street - Phase 2 Design & Costings

Subject of Report

1. The purpose of this report is to present the final designs and costings for the Acomb Front Street Phase 2 Project and seek the necessary approvals to proceed with implementation of the scheme.
2. In October 2023, Executive agreed that £570,000 of UK Shared Prosperity Fund monies (UKSPF) be allocated to the development and implementation of the Acomb Front Street Phase 2 project - including proactive engagement with residents and businesses.
3. In February 2024, the Executive Member for Economy & Transport approved the content of a programme of open public engagement, to seek feedback on costed designs and ideas for the Phase 2 scheme. As previously reported, all UKSPF monies must be spent by 31 March 2025.
4. Findings from the extensive engagement exercise (which included over 5000 comments via an online survey) and the high-level principles for the Phase 2 scheme were considered and approved by Executive on 18 July 2024. Executive agreed a number of recommendations to allow further progress to be made on the detailed design and costings, including authority on the

final scheme design being delegated to the Executive Member for Economy & Culture.

5. Ahead of this final design decision being taken, the project was considered at the meeting of Corporate Services, Climate Change and Scrutiny Management Committee on 9 September 2024. Feedback from the Scrutiny meeting has been considered in the writing of this report and is summarised in paragraph 33.

Benefits and Challenges

6. The benefits and challenges of the project are set out below:

Benefits

- i. **Public Engagement** – The final scheme design is built upon extensive, open public engagement with a wide section of residents, businesses, local community groups, stakeholders, shoppers, traders, and young people. Costed ideas for phase 2 were tested with these groups to gain their feedback and crucially listen and learn from the local community to inform next steps.
- ii. **Engagement Response** – Over 5,000 comments were received across the full range of engagement. This quantum of feedback has provided a valuable insight into the local community priorities and aspirations for Acomb that has been used to inform the final design/costings for Phase 2 as well as future work.
- iii. **Quality of Design** - The appointment of external urban designers to inform Phase 2 designs, coupled with the quantum of feedback received has brought a high level of challenge at every stage to deliver; a better experience and more people friendly space for residents and visitors; to be bold and creative; to remove a significant number of bollards whilst enhancing the character and identity of the area.
- iv. **Accessibility** - Creating a more accessible destination is a key priority of the scheme. The recommended Phase 2 scheme includes wider, more generous pedestrian crossings; provision of two accessible toilet cubicles; improved blue badge parking, new crossing point linking with older part of Front Street and a trial of new wheelchair tactile

paving.

- v. **Identifying short term priorities that support longer term aspirations**– Following the previous Future of Acomb Front Street Study 2021, it was positive to see the bold ambitions and extensive ideas from the local community. However, the 2021 study also recognised that the level of ambition would take considerable time (c. 5-10 years) and resources to fully implement. The recent engagement work has focused on understanding what community priorities can be achieved within the time and monetary constraints of Phase 2, whilst also considering how best the investment can support progress towards the longer-term aspirations. For example, there has been a long-term desire by some parts of the local community to fully pedestrianise the main shopping area, however this is not achievable in the Phase 2 timescales or budget. The engagement has confirmed a range of differing views about this subject - particularly as the area is required to function as a working high street including deliveries for local businesses. The majority of people support a 'more people-friendly street'. Building on the engagement survey data, the recommended design outlined in the report for Phase 2 seeks to deliver positive steps towards achieving a less vehicle dominated space whilst also keeping options open to potentially progress pedestrianisation in the future, subject to further consultation and resources. As agreed by Executive in July 2024, work will now be undertaken to progress a feasibility study into the pedestrianisation/ reduction of vehicle dominance.

Challenges

- i. **Timescale** – All Phase 2 works need to be completed by the UKSPF spend deadline of 31 March 2025. To achieve this, it is necessary for construction to commence by the start of October 2024. Work on final designs/costings has progressed over the past few weeks, including a pre-decision Scrutiny on 9 September 2024.
- ii. **Expectation** – Following the previous Future of Acomb Front Street Study 2021 there are bold ambitions and extensive ideas for the area, and high expectations from the local community. These cannot all be delivered via the Phase 2

project due to time and money constraints. The design/works recommended for approval in this report have been prioritised accordingly and are intended to complement the progression of a longer 5 -10-year plan for Acomb (subject to future funding).

- iii. **Highway** – Front Street currently has two “lives”. It needs to function as both a traffic free pedestrianised area when access is restricted, but also allowing for deliveries and parking at various times of day. This has brought challenges to the design process including the challenge/ discussion of shared spaces and national guidance on retaining a kerb to delineate the highway for visually impaired users. There are new wide generous crossings proposed in the recommended Phase 2 design to be introduced alongside a 20mph speed limit, however cycling access and current vehicle access would remain unchanged at the Phase 2 stage of works. These proposed works would not restrict the potential for full pedestrianisation in the future, subject to further consultation and funding.

- iv. **Return of illegal parking** – To deliver a more people friendly space, introduction of wide generous crossing points and removal of bollards there is a risk that the potential for illegal parking is increased, which may create a challenge to parking enforcement initially. There must be a focus on enforcing the highway regulations to deter any illegal parking and assist with the behavioural change required to drivers in the area.

Policy Basis for Decision

7. The Phase 2 scheme for Acomb Front Street will contribute directly to the delivery of the commitments in the Council Plan (2023-27).
8. The scheme reflects the four core ‘EACH’ commitments in the Council Plan 2023-27 – One City, for all by:
 - **Equalities and Human Rights** – Creating a more accessible destination proposing level pedestrian crossings, achieved by the introduction of raised tables and 20mph speed limit. Upgrading the existing toilet block to provide two accessible toilets units and improving Blue Badge parking provision at

Front Street and Cross Street. Trial of new wheelchair tactile paving as part of introduction of the new wide raised crossing at the welcome entrance, final evaluation parameters are to be confirmed with Highways.

- **Affordability** – The creation of a more unified destination, including sign posting local amenities will support residents and visitors alike to better access and support local facilities. The monthly market operator enhances the retail offering of the area. The economic benefit to increasing footfall and supporting reinvestment in the local community will support a more resilient high street.
 - **Climate & Environment** – Introduction of more greenery via planters will provide welcome placemaking and biodiversity enhancements. The introduction of trees into the high street environment potentially will aid urban cooling in this area. The 20mph speed limit will slow vehicles down and therefore create a more family friendly area, which in turn will encourage more people to visit Front Street by foot/ cycle.
 - **Health and Wellbeing** – The creation of a more family friendly space that encourages people to dwell in, encouraging greater use of local amenities will help build stronger social interactions across the generations and reduce social isolation. The project team will continue to meet with community groups to build on the existing community links all parties want to see developed. Community groups have volunteered several event ideas, the coordination of an events programme will need resource and further input from all.
9. Strategic work to develop a pipeline of future projects for consideration by the York and North Yorkshire Mayoral Combined Authority (MCA) highlights the importance of Acomb (and Haxby & Wigginton) as a key secondary centre within York and identifies that it should be treated in the same way as market towns in North Yorkshire in terms of access to future mayoral investment. Discussions are underway with the MCA to explore potential future funding opportunities in this regard.
10. The UKSPF funding has clear criteria for outputs and outcomes, the criteria against its funding are a key consideration

for the recommendations around Phase 2 spend. On completion of the phase 2 scheme, we are required to report against a range of outputs and outcomes including. Outputs delivered to date in Acomb include:

- Amount of public realm created or improved - 1202m².
- Sqm of land made wheelchair accessible/step free -1202m².
- Number of low or zero carbon energy infrastructure installed (numerical value) – TBC
- Number of neighbourhood improvements - 1(Market Trial)
- Number of projects successfully completed – 4 (Highway Improvements, accessible seating, adapted cycle rack trials & Christmas lights)

Financial Strategy Implications

11. The council was awarded a sum of £5.5m for the Shared Prosperity Fund over the period 2022/23 to 2024/25. This allocation included £1.3m capital funding for city centres and key shopping centres, from which £570k was allocated to Acomb Phase 2.
12. The final costings for Phase 2 are included as Annex A and indicate that these should fit within the £570k budget available. This includes a contingency sum of c. £20k.
13. The costs for preparatory work, engagement, staff time etc are likely to total around £65k across the lifetime of the Phase 2 Project. There is a separate budget available to cover these costs, therefore ensuring that the full £570k can be allocated towards improvement works. Feasibility studies and traffic surveys to inform future work is identified under future work heading.

Recommendation and Reasons

14. The Executive Member for Economy and Culture is asked to:
15. **Approve the designs and costings, set out in this report and the annexes, for key elements of the Acomb Front Street Phase 2 and instruct officers to commence construction work and undertake implementation of the scheme.**

Reason, In July 2024, Executive delegated authority for this decision to the Executive Member for Economy and Culture, recognising the tight timescales involved in UKSPF funding and to enable the scheme design and costings to be finalised in time for a planned start on site by the end of September 2024. The designs presented in this report have been informed by extensive public engagement and have been developed and prioritised in line with the feedback received.

- 16. Note that work is still ongoing to finalise some elements of the Phase 2 scheme (including public artwork and future approach to markets) and agree to delegate authority to approve the remaining elements of the Phase 2 scheme to the Interim Director for City Development.**

Reason, Due to tight funding timescales, some elements of Phase 2 still require further officer work in order to finalise design and/or costings. Delegated authority to the Interim Director for City Development will allow these elements to be finalised and implemented without the need for a further written report.

- 17. Approve the making of the Traffic Regulation Order (TRO) for the proposed new disabled parking area at York Road layby and 20mph speed restriction in main shopping area of Front Street noting that no representations were received during the TRO consultation period.**

Reason, Authority for this decision was delegated by Executive in July 2024 to the Executive Member for Economy and Culture (in consultation with Executive Member for Transport). No representations were received during the statutory TRO consultation period; therefore, it is recommended to proceed with making of the order. Consultation has been undertaken with the Executive Member for Transport prior to this decision being formally made.

Background

18. Front Street is a key shopping centre, especially for the local community, residents, and businesses. There has been long-standing desire to make improvements and boost the local economy, and gradually a change is organically taking place in Acomb with new businesses moving into the area. Building on this transformation the approach promotes tangible economic growth and will develop a unique high street environment for Acomb that enhances its character and sense of place to promote diverse community use.
19. Extensive engagement and consultation have been undertaken on Front Street; a 2020 consultation led to the 2021 Future of Acomb Front Street Study. This study outlined ten emerging ideas, the majority of which were long term ideas which would require further feasibility and viability work prior progression.
20. In December 2022, City of York Council was allocated UK Shared Prosperity Funding, part of the government's Levelling Up Fund intended to reduce inequalities between communities. At this time £395,000 was allocated to phase 1 Front Street highway improvement works.
21. A significant period elapsed between the 2020 community engagement and phase 1 highway improvement work completed in May 2023. The local community challenged the bollards installed as part of phase 1 work. Subsequently the What a Load Of Bollards WALOB Campaign Group presented a petition to Full Council in July 2023, titled "Get Front St bollards removed and re-design the scheme in line with what people asked for".
22. In October 2023 Executive agreed a further £570,000 of UKSPF funding to be allocated to Front Street phase 2 work.
23. In response to this petition and acknowledging the strength of community feeling the council engaged the original external consultants PWP Design and local urban designer, Urban Glow Design to work with the council, acting as critical friends to the design process and bringing creative expertise in developing a phase 2 scheme and longer-term ideas for Front Street.

24. The phase 2 design ideas were extensively engaged upon during February and March 2024, as presented to the community and to Executive in July 2024 and outlined in the Consultation Analysis section below.
25. To “kick start” the council’s regeneration work whilst the design of phase 2 and engagement began, a trial of a monthly artisan market was agreed with Make it York (MiY) and ‘Little Bird Made’ market on Front Street. The trial commenced in March 2024 for 3 months and following positive feedback from residents, businesses, and traders alike MiY have agreed to extend the monthly market until the end of December 2024. The new market has several (six and upwards) York traders taking stalls and the market is delivering increased footfall to the area and boosting the local economy. The high street retail offering is enhanced by the artisan market and the monthly road closure provides useful operational learning for future events/ activities.
26. The UKSPF funding will also support the upgrade to the public toilets, upgrading the existing accessible toilet and converting the old gent’s toilet block into a second accessible cubicle both with baby changing facilities. As there are two accessible toilets onsite, there will be both a left- and right-hand transfer provision. The contract with Healthmatic has been agreed and work has now commenced.

Consultation Analysis

27. The Front Street public engagement commenced on 26 February and ran to 24 March 2024.
28. The programme of engagement that has now been completed included three drop-in events, six stakeholder meetings and an online survey. The community response was tremendous and generated 900 completed surveys, and more than 5,000 comments to be analysed. The project programme had to be extended to allow sufficient time to analyse the quantity of responses received, but the significant level of engagement data has better informed the Phase 2 scheme and demonstrates the Council’s commitment to listening to the local community to inform the next phase of work. Learnings from previous consultations as well as comments made in the press/on social

media have also been considered as part of the engagement work to help shape the project approach.

29. The report to Executive in July 2024 set out in detail the outcomes of the engagement activity to inform approval of the high principles for the Phase 2 scheme. The decision on the final costed scheme design was delegated to the Executive Member for Economy & Culture to be made at a public decision session on 24 September 2024. UKSPF spend deadlines are challenging and this approach has enabled the project to progress whilst also retaining full transparency of decision making.
30. Engagement responses produced a range of views however broad support for the phase 2 ideas was evident and caveated that further engagement on pedestrianisation of Front Street would be required, especially with local businesses.
31. Annex C “You said, we did” provides a summary of how the engagement has been taken in account as the scheme design and detail has progressed to its final stages.
32. It is crucial that Phase 2 work is seen as the start of 5 – 10-year plan for the continued investment into Acomb and should provide the “foundation” for future incremental improvements, to create a pipeline of projects that will seek to attract future funding. Based on engagement survey an initial plan for future work could include: -
 - Work with community on trial day events – programme for road closures and funding for events.
 - Seek funding to deliver adoption of main shopping area – including look to private owners for contribution.
 - Pedestrianisation study options reviewed, consult with businesses to assess impact to any change in road use.
 - Feasibility of School Street parking review with recommendations.
 - Work with Acomb Explore to extend pedestrian priority and compliment recent Library Arts/ council funding (Arts Council funding for Acomb Explore, completion deadline March 2026)
 - Review Morrisons junction.
 - Review WMC future plans, scope to enhance green open area.

33. The final draft designs and costing for the Phase 2 scheme were taken to the Corporate Services, Climate Change and Scrutiny Management Committee on 9th September 2024, for pre-decision scrutiny. Scrutiny members were complementary of the proactive work undertaken with the local community and recognised that the Phase 2 proposals presented seek to reflect a balanced approach based on the engagement feedback received from different groups and stakeholders.
34. Specific feedback from Scrutiny members included questions and comments around the following key themes:
- Accessibility
Members welcomed the planned improvements to accessibility in Phase 2, asking a range of questions about seating, raised tables, surfacing and the wheelchair tactile paving trial. Officers agreed to look into a specific query about the robustness/suitability of the granite blocks proposed for the top of the raised tables, and share the parameters and evaluation planned for the wheelchair tactile paving trial once finalised.
 - Planters
Members were keen to ensure that the planters and trees are suitably looked after to ensure that they can continue to thrive in future. They were pleased to hear that community members have expressed an interest in helping with future maintenance of planters but want to ensure that proper arrangements are in place as far as possible.
 - Costings and ongoing maintenance
There was discussion around ongoing maintenance for different elements of the scheme. Officers agreed to liaise with relevant CYC colleagues to try and estimate any change to the existing (the impact on future) maintenance costs to the Council and ensure that the improved area can be properly maintained in the future.
 - Bollard re-use
Scrutiny members were keen that the removed bollards were re-used where possible. Officers agreed to liaise with Highways colleagues to estimate whether this re-use would result in a future budgetary saving being made.

- Community Involvement
Scrutiny members were keen to ensure that the momentum of community interest and enthusiasm is maintained. They stressed the importance of continued communication and engagement with businesses and residents. There was a keenness to try and increase engagement with young people aged 18-24, and to engage the community in the development of Acomb public artwork as well as any potential phase 3 work (subject to future funding)
- Pedestrian Feasibility Study / Adoption of private land
There was recognition that businesses are key stakeholders in Acomb and that future work needs to include continued, proactive engagement with them – to ensure their input to the Pedestrian Feasibility Study and to continue discussions about the future use and maintenance of privately-owned shop frontages on Front Street

Phase 2 Design and Costings

35. Since the Executive approvals in July 2024, officers have continued to proactively work on the Acomb Phase 2 scheme in order to finalise work on the design and costings of Phase 2, including:
- Commencement of work to upgrade Acomb toilet block to two accessible toilets.
 - Statutory consultation undertaken on the new Traffic Regulation Orders – 20 mph and formalise Blue Badge parking bay on York Road. No representations made.
 - Detailed design for scheme “highway” element completed with gateway entrances and accessible BB parking.
 - Further design work with Greater Acomb Community Forum on the Front Street ‘identity’ undertaken and shared with Ward Members and the community for feedback.
 - Road Safety Audit completed for the scheme

- Wheelchair tactile paving trial commenced
- Finalising electrical infrastructure for events
- Finalising design/ selection of planters, seating, totem and notice board
- Finalising wayfinding signage – locations/destinations
- Traffic Management Plan completed for Construction Road Closures
- Traffic count & GRP Survey commissioned

36. Table 1 below confirms the community priorities identified via the comprehensive public engagement work, together with a description of how these have been incorporated into the final designs for Phase 2 and potential longer-term work (subject to funding). It should be noted that the % ‘support’ figures shown in the Community Priorities column are included as a high-level indicator of community views only – the overall analysis of total community feedback is much more nuanced than considering survey responses against the simple headings in the table.

37. Table 1: Key components of Phase 2

	Community Priority	Key components – Phase 2 Scheme (Final design) & Longer Term (Subject to future funding)
1	Activities and Events (91% support in survey responses)	<u>Phase 2</u> Finalised design includes infrastructure to enable future events via electrical point “event column” designed/ installed into scheme. Community notice board to advertise activities & events. Finalise with Highway Authority multiple event TTRO’s. <u>Longer term</u> Ambition to arrange programme of community events – Agreed Community Development Officers will become contact point for work with Community groups post completion of phase 2 scheme.

<p>2</p>	<p>Welcome Gateway</p> <p>Maximise impact of new people friendly entrance</p> <p>(71% support identified in engagement responses)</p>	<p><u>Phase 2</u></p> <p>York Road entrance - finalised designs include 6m flush crossing (raised table), trial for wheelchair tactile paving, clear designated BB parking, new seating, planting and wayfinding. Improving visual impact, placemaking and decluttering are core aspects.</p>
<p>3</p>	<p>New central space</p> <p>Creation of wide generous crossing that emphasizes pedestrian / community focus for large parts of the day</p> <p>(70% support identified in engagement responses)</p>	<p><u>Phase 2</u></p> <p>Finalised designs include 7.5m flush crossing (raised table) and accompanying 20 mph speed limit will build a greater sense that the main shopping area is a place for people and are intended to reduce the vehicle movements in the carriageway. A central place for community to meet. Permanent planters and seaters (not pop up). Electrical infrastructure located here to facilitate maximum usage.</p> <p><u>Longer term</u></p> <p>Over time this area could be used to host events</p>
<p>4</p>	<p>Bollard review & Highway declutter</p> <p>(64%% support identified in engagement responses)</p>	<p><u>Phase 2</u></p> <p>Finalised design includes:</p> <p>Removal of c90 bollards and alternative street furniture used – including new bins, seating and planters – retained bollards in locations identified as essential.</p> <p>Removal of “Ahead only” from the carriageway and resurfacing the carriageway to promote greater placemaking, more people friendly space and reduced vehicle dominance of the space.</p> <p>Decluttering and optimised highway signage, in accordance with Highway Regulations in place.</p>

<p>5</p>	<p>Feasibility study for people friendly street</p> <p>(70% support identified in engagement responses)</p>	<p><u>Phase 2</u></p> <p>Commission a feasibility study for people friendly street to inform future phases of project work, to be completed by April 2025. Scope being finalised. Input from Highway Officers for potential phased approach for more people friendly area.</p> <p><u>Longer Term</u></p> <p>Consider outcomes of feasibility study, undertake further consultation with businesses and identify next steps.</p> <p>Investigate funding options to deliver future adoption of main shopping area.</p> <p>Work with Acomb Explore to look at feasibility of extending pedestrian priority.</p>
<p>6</p>	<p>Improved Blue Badge car parking.</p> <p>(72% support identified in engagement responses)</p>	<p><u>Phase 2</u></p> <p><u>Finalised design includes:</u></p> <p>At Halifax/Cooplunds Blue Badge bays – two fully accessible, cross hatched parking spaces formalised.</p> <p>At Cross Street – three fully accessible spaces, one cross hatched space at the west end of Front Street, which sits alongside a new shared pedestrian/ cycle route through Cross Street to upgraded accessible toilet block.</p> <p>Within the layby on York Road –island to be extended to provide greater pedestrian access from the two additional inline accessible blue badge space.</p> <p>At School Street there will be one fully accessible cross hatched BB space which in turn facilitates easier cycling access than currently experienced.</p> <p><u>Longer Term</u></p> <p>Review of all parking on School Street with</p>

		recommendations for future improvements, subject to funding and potential consider other locations for Blue Badge parking.
7	Place, identity public art (68% support identified in engagement responses)	<u>Phase 2</u> First location for mural location agreed “in principle” subject to formal legal agreement. Develop a scope and procure specialist to deliver mural(s), public art including utility cabinets. Involve local schools and community for ideas. Continue to explore potential for alternative funding as UKSPF timescales are very tight to deliver this element of the work. <u>Longer Term</u> Consider further options for public art in Acomb
8	New crossing (near Morrisons junction) and seating (near Working Men’s Club) (82% support identified in engagement responses for crossing, 65% for seating)	<u>Phase 2</u> Finalised design includes a new formal crossing point from the existing island across Front Street to connect main shopping area to the older section of Front Street. Create a much need rest point for pedestrians by locating bench seating outside the Acomb Working Men’s Club. <u>Longer Term</u> There is a desire to review Morrisons Junction and give greater priority to pedestrians in this area. This would be a significant undertaking and require discussions with Morrisons store to understand their plans for the store.
9	Signage & Wayfinding (64% support identified in engagement responses)	<u>Phase 2 Proposal</u> A design concept and colour palette for Front Street has been further developed over the last few weeks, building upon the initial Greater Acomb Community Forum design concepts – visuals for the updated design on wayfinding, seating and planters are included as Annex D for information. These were presented to

		<p>Scrutiny on September 9th, 2024, and subsequently approved for use in Phase 2 (in line with delegated authority provided by Executive in July 2024) – NB this approval was required ahead of 24th September due to supplier timescales.</p> <p>The new signage will be anchored from the two new entrance totems. From this the wayfinding signage will connect local amenities to inform both shoppers and visitors alike, although it is noted lower within overall priority rating.</p>
10	<p>Wide Crossing at west end of Front Street (Gateway Centre) – Raised Table C</p> <p>(63% support identified in engagement responses)</p>	<p><u>Phase 2 Proposal</u></p> <p>The engagement highlighted that the west end of Front Street is the entrance that most pedestrians use. As such the finalised design includes creation of a west end welcome gateway for those access the area on foot by introducing welcome totem and new seating area.</p> <p>The recently installed dropped crossing is sufficient – there was lower support for replacing this with a raised table in comparison to other community priorities. By retaining the dropped crossing, it was proposed that this location could be for the trial wheelchair tactile paving. Unfortunately, after closer examination of the trial parameters this crossing was found to be too narrow, therefore the trial paving will be located at raised table A. The crossing at the west end will not be altered. York Access Forum have been consulted and support the proposed trial. Consultation has included both wheelchair users and individuals that are registered blind. Final trial details are actively being confirmed with Highways Officers to ensure robust evaluation.</p>
11	<p>Planters / Seating/ Trees</p>	<p><u>Phase 2 Proposal</u></p> <p>From the engagement a third of responses made on alternatives to bollards wanted to see planters/ seating used to protect the kerb line. The balance to be struck is replacing sufficient bollards to declutter whilst not creating another barrier in the area through a row of seating and planters. Careful review of style and size of</p>

		<p>seating and planters has been undertaken in order to inform the final design and create cluster/ social seating locations.</p> <p><u>Longer Term</u></p> <p>Following completion of phase 2 work a design guide should provide useful reference to local amenities (York Explore, Working Men's Club) that will enhance other schemes in the area.</p>
12	Toilet Upgrade	<p><u>Phase 2</u></p> <p>The tired existing and damaged toilet block is being upgraded to provide two new accessible toilets. The work has been commenced on site by the council's toilet contractor Healthmatic.</p>
13	Feasibility studies	<p><u>Longer term</u></p> <p>Traffic Surveys – to better inform making the area a more people friendly area, a traffic count survey has been commissioned to quantify people / vehicle movements in the area before and during proposed construction. This survey will inform the feasibility study.</p>

38. Annex E is the General Arrangement Plan showing final design for Acomb Front Street Phase 2, taking in to account the engagement to date as outlined above. This design is recommended for approval by the Executive Member for Economy and Culture

Options Analysis and Evidential Basis

39. Two options are available as follows:

Option 1 – to approve all the report recommendations as follows:

- (A) Approve the finalised designs and costings set out in the report for key elements of the Acomb Front Street Phase 2 and instruct officers to implement the scheme, including

commencement of construction work

(B) Note that work is still ongoing to finalise some elements of the Phase 2 scheme (including public artwork and future approach to markets) and agree to delegate authority to approve the remaining elements to the Interim Director for City Development

(C) Approve the making of the Traffic Regulation Order (TRO) for the proposed new disabled parking area at York Road layby and 20mph speed restriction in main shopping area of Front Street noting that no representations were received during the TRO consultation period

Option 2 – to reject one or more of the recommendations

Analysis

40. **Option 1** - is the recommended option which sets out a deliverable plan to achieve the best use of UKSPF funding against spend deadline of March 2025. This option demonstrates clear commitment to future feasibility work and context within a 5–10-year plan for Front Street, Acomb.
41. **Option 2** - is not recommended because if report recommendations are rejected or amended to include significant changes to scheme design there will be an inevitable delay to commence construction and a high risk of missing the opportunity to incur project spend against UKSPF deadlines.

Organisational Impact and Implications

42. The organisational impact and implications is set out below:
 - **Financial**
There remains funding within the overall allocation to fund the works at Acomb Front Street. As indicated within the report there is a short window between finalising the design of the scheme and the need to deliver the improvements. There can be no expectation that the funding will carry

forward into future years and therefore the works must be completed during the financial year.

The cost of consultation, design and construction for the scheme is to be funded from the £570k SPF allocation. With a separate budget for Project Management and other staff time estimated to total around £65k.

The major financial implication is that the money must be spend by 31 March 2025. So, the risk is that we start work and then if delays are encountered CYC would need to cover any costs incurred from 1 April 2025.

- **Human Resources (HR)**

There are no HR implications contained within this report.

- **Legal**

Any grant funding arrangements sought to deliver the proposals set out in this report will need to be reviewed to understand whether the Council's acceptance and use of any such grant funding will comply with the requirements set out within the Subsidy Control Act 2022.

The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient, and safe movement of all types of traffic. The Council, as a traffic authority, has the power to make Traffic Regulation Orders and temporary Traffic Regulation Orders under the Road Traffic Regulation Act 1984 and in accordance with the procedures contained in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the Road Traffic (Temporary Restrictions) Procedure Regulations 1992.

- **Procurement**

Any proposed works or services which are undertaken by external providers on the Council's behalf will need to be commissioned via a compliant procurement route under the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015 (soon to be the Procurement Act 2023).

- **Health and Wellbeing**

Public Health support the proposals. By making the Acomb Front Street more accessible, sociable, and family friendly the proposed Phase 2 development has the potential to make a positive contribution to people's health and wellbeing. The measures to make the area less vehicle dominant should have a positive impact on active travel and reduce pollution levels, which in turn impact health.

- **Environment and Climate action**

The proposals for Phase 2 of Acomb Front Street development have the potential to contribute towards the Council's climate change ambitions. Design and delivery of any new initiatives and infrastructure should consider both embodied and operational carbon emissions and seek to minimise these as much as possible.

Consideration should be given to climate adaptation and risk resilience, ensuring that the scheme is suitably designed to account for more frequent extreme weather events and temperatures e.g., providing shading to avoid overheating and ensuring materials are used that can withstand higher extreme temperatures.

- **Affordability -**

The creation of a more unified destination, including sign posting of local free amenities (Library, play spaces) will support residents and visitors alike to better access and use local facilities.

This will potentially reduce the need/ requirement for low-income groups to use public transport and incur additional expenditure to travel beyond the local shopping area as frequently as they might now.

- **Equalities and Human Rights -**

A full EIA is included at Annex F. This highlights some positive improvements for some groups including disabled people and those on low income. Any further consultation will include groups outside of the York Access Forum when considering the views of disabled residents.

- **Data Protection and Privacy**

Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and is a legal requirement for any type of processing under UK data protection and privacy legislation. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines.

DPIAs helps us to assess and demonstrate how we comply with all our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve.

The DPIA screening questions were completed for this report, reference AD-06716, and as there is no personal, special categories or criminal offence data being processed for the options set out in this report, there is no requirement to complete a DPIA at this time. However, this will be reviewed where required, on the approved options from this report.

- **Communications**

The Communications team have been working proactively with the Regeneration team on the communication and engagement elements of this project and will continue to do so as it progresses to implementation stages.

- **Economy**

Acomb Front Street is a key secondary shopping centre within the City of York Council area. It is positive to see the proposed Phase 2 approach seeking to build on the 2021 Future of Acomb Front Street Study, which was commissioned to identify ways to support economic growth and drive footfall in the area. The engagement undertaken demonstrates a strong commitment to ensure that Phase 2 is based upon local resident and stakeholder views about how UK Shared Prosperity Fund (UKSPF) monies can be invested to deliver positive outputs and outcomes for the local area.

Risks and Mitigations

43. The principal project risks are:
- (i) The tight spending deadlines for UKSPF funding require all funds to be spent by 31 March 2025. To achieve this construction must commence no later than the start of October 2024. Discussions have been held with the Council's Finance Manager to ensure that financial recharge processes can ensure that any internal costs incurred (e.g., work delivered by highways team) will be completed to meet the UKSPF spending rules.
 - (ii) Costings are now based (as far as possible) on the final scheme designs and include a contingency of c. £20k. However, there are still elements of the costings that have to remain as informed estimates until the work is procured, therefore there remains a risk that costs may increase. If cost increases do occur there may be a need to revisit elements of the work/look to further prioritise expenditure. Costings will be kept under regular review throughout project implementation.
 - (iii) Community expectation/ response to phase 2 final designs by sections of community. There has been strong representation from the community on phase 1, during phase 2 the council has listened and responded to the engagement, however with regeneration schemes of this nature it will always be impossible to satisfy everybody's views. Stakeholder objection or campaigning by the community could delay the final scheme design and construction and jeopardise the UKSPF funding. This must necessarily be set against the risk of not delivering a scheme which has strong community support.
 - (iv) Ongoing scrutiny by community and stakeholders is anticipated, the project team will continue to proactively share progress of the work through the council website Acomb Front Street. At implementation stage, this will highlight work completed, next fortnightly work plan and important road closures.
 - (v) By replacing the bollards with alternative wide planters and seating the kerb line will continue to be protected and prevent illegal parking (within the adopted highway). By using large planters and seating to replace some bollards more pedestrians may be steered onto the non-adopted highway. Although some accommodation work was

completed as part of phase 1 work the condition of the non-adopted is not of a sufficient standard that the council would choose to adopt it. More pedestrians on non-adopted highway may accelerate adoption discussions with landowners.

- (vi) Project components that involve additional external procurement e.g., Community public art project, which involves liaison with local schools, needs to consider seasonality (when to paint the mural for best results) and could take longer to deliver than March 2025. Exploring alternative funding sources is recommended.
- (vii) The removal of a considerable number of bollards and introduction of wide speed tables for pedestrian priority could result in an increase in illegal parking on the pavements, which the phase 1 scheme had sought to address. This can be mitigated by the introduction of planters, clear signage, and reduced vehicle journeys through the area, and by parking enforcement.
- (viii) Front Street currently has two “lives”, it functions as both a traffic free pedestrianised area when access is restricted but allows deliveries and parking at different times of day. Sections of the community would prefer the existing road to be “filled in” / levelled off and have cited examples nationally where this has been done, including Uttoxeter, Winchester and Tadcaster. Examples have been reviewed by Highways and Access Officers and at this time the Department of Transport (DoT) national moratorium and guidance shared spaces / retaining a kerb to delineate the highway for visually impaired users prohibit this. The measures taken as part of Phase 2, to change the feel of the area and reduce the “highwayness” of the existing road, are proposed to create a better sense of place and maintain the council’s commitment to accessibility for all. It is recommended that a feasibility study be undertaken into the long term pedestrianisation of Front Street will build on the phase 2 development with potential incremental / phased approach to any potential Front Street enhancements.

Wards Impacted

Acomb, Westfield & Holgate Wards

Contact details

For further information please contact the authors of this Decision Report.

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Date:	12/09/2024

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Report approved:	Yes/No
Date:	12/09/2024

Background papers

Executive April 2022: 'Future of Acomb Front Street – Enhancing Economic Growth for Secondary Shopping Areas'

Executive – October 2023: 'UK Shared Prosperity Fund

Executive Member Decision Session 20th February 2024 - Acomb Front Street Phase 2 – open public engagement on costed designs and ideas for the scheme.

Executive 18th July 2024 – Acomb Front Street – Phase 2 update

Annexes

- Annex A: Costings for Acomb Front Street Phase 2
- Annex B: Equalities Impact Assessment (EIA)
- Annex C: “You Said, We Did” Summary Document
- Annex D: Wayfinding, Seating and Planter Visuals
- Annex E: General Arrangement Plan Acomb Front Street Phase 2

Abbreviations

York and North Yorkshire Mayoral Combined Authority - MCA

UK Shared Prosperity Fund - UKSPF

York Access Forum - YAF

Greater Acomb Community Forum - GACF

Front Street Phase 2 – Final Costings

Front Street Approved Budget	£570k	Note - All spend by 31st March 2025
Spent to date Phase 2	33,584	Feasibility
Pedestrianisation Feasibility Study	15-20,000	TBC
Phase 2 Bill of Quantities (BoQ's)	315,000	Inc bollard removal, raised tables, BB parking, resurfacing, electrical point and bins
Seating/ Planters	32,000	Accessible and new gateway entrance seating
Planting	15,000	TBC
Pedestrianisation Feasibility Study	15-20,000	TBC
Wayfinding & Signage	17,000	Inc Community Notice Board
Public Art/ Mural / Utility boxes	40,000	TBC
Acomb Toilet upgrade	42,500	Slight increase expected lighting
TRO Statutory Consultation and Road Closure 2025	10,000	
Community Event 2025?	5,000	TBC
Surveys/ Project Costs/ Evaluation	20,000	
Contingency	c20,000	

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City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	City Development		
Name of the proposal :	Acomb Front Street Phase 2 Update – Costed designs for the scheme.		
Lead officer:	Katie Peeke-Vout– Head of Regeneration		
Date assessment completed:	10/9/24 Update to previous EIA (18/7/24)		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Julie Stormont-Dawber	Delivery Officer	CYC	Regeneration
Katherine Atkinson	Regen Project Officer	CYC	Engagement/ Consultation
Dave Smith	Access Officer	CYC	Equalities

Step 1 – Aims and intended outcomes

<p>1.1</p>	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>Acomb Front Street is a key secondary shopping centre in York. To improve and enhance Acomb’s economic growth a Future of Acomb Front Street Study was commissioned in 2020, the study identified ten long term ideas and was noted by Executive in April 2022.</p> <p>During early 2023 highway improvement works saw the installation of new high-quality re-paving, enhanced drainage, and bollards that provide protection from vehicle over-run and prevent illegal parking. This work also improved accessibility through the provision of three tactile crossings points, trial of new accessible seating and high contrast accessible cycling racks. All works focused on the adopted highway, a significant section of the main shopping area is privately owned, non-adopted highway therefore landowners permission is required to action any works in that area. There has been significant challenge from the local community in relation to installation of the new bollards on Front Street culminating in the presentation of a petition to Full Council in July 2023.</p> <p>The phase 2 work acknowledged the strength of community feeling and aspirations for the area, consequently the initial phase 2 design ideas underwent a 4 week open public engagement during March 2024 to ensure all stakeholders had opportunity to review the costed ideas and provide feedback through an comprehensive survey. The survey generated 900 community responses, 5,000 comments and an important understanding of local community priorities moving forward.</p> <p>The scope of phase 2 work includes:</p> <ul style="list-style-type: none"> I. enhancing the main shopping area – creating a more people friendly space, reducing the number of bollards to create better placemaking for the area II. create more accessible destination- wider, more generous pedestrian crossing points, new accessible toilet facilities and improved blue badge parking III. extending the benefits – to better connect local amenities (including all Front Street and parts of York Road)

	<p>IV. consider longer term aspirations - including but not limited to looking how to reduce the vehicle dominance in Front Street or the adoption of private frontages.</p> <p>V. Phase 2 scheme is funded by UKSPF (UK Shared Prosperity Fund) and as such there are tight spending deadlines to meet (March 2025). Design work will be finalised July2024 and an update/ progress report will be shared with Executive and the public in July 2024 and following Executive assessment of the scheme construction could start in Autumn 2024.</p>
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1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>The phase 2 design work we will check against all relevant legislation including but not limited to the Equality Act 2010, which aims to protect people from discrimination in the workplace and in wider society.</p> <p>The Equality Act 2010</p> <p>The Quality Act overs the following protected characteristics:</p> <ul style="list-style-type: none"> • age • disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation <p>During the design process the Principal Designer (PD) will follow all current highways and social mobility guidance to ensure relevant standards are achieved, and regular review with council’s Access Officer shall ensure decisions on materials, contrasting materials and context are considered throughout.</p> <p>We will trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shudders usually experienced when travelling over tactile paving.</p> <p>The Highway Authority, York Access Forum and Department for Transport (DfT) have been consulted in relation to the trial.</p> <ul style="list-style-type: none"> • York Access Forum (organisations and individuals that advocate for disabled people in York) which includes wheelchair users and sight organisations: MySight York, the North Yorkshire Sight Loss council and York

Macular support group. They also have members who are wheelchair users and registered blind, all are happy to support the trial.

- Advice from DfT states that tactile pathing guidance is not mandatory, Local Authorities should consider how best to apply good practice to their roads.

Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria & evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented. Through robust evaluation of this trial the council may then consider wider impact and use in Acomb, and across the city.

Human Rights Act

Sets out the fundamental rights and freedoms that everyone is entitled to. In making a decision the council must consider carefully the balance to be struck between individual rights and the wider public interest, this ensures any decision is reasonably justified and achieves a legitimate aim.

Progress report

To ensure transparency of decision making and the Phase 2 progress/ update report will be shared with the community via a Joint Acomb, Westfield, Holgate Ward Committee in a local building that meets our required accessibility standards, and advertised widely to ensure all ward residents and businesses are aware. Significantly the progress/update report will be shared prior to Executive Meeting (July 18th 2024) and therefore stakeholders and the community will have opportunity to comment on the plans or register to speak at the public meeting.

The final Phase 2 fully costed report will be prepared and taken to a pre-decision scrutiny meeting in early September and then presented to Executive Member Decision Session in September 2024. This enables all stakeholders to review the scheme and comment as appropriate.

Within the development of the proposed phase 2 scope we have considered the following codes of practice:-

- **The Blue Badge scheme:** rights and responsibilities in England (www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england)
- **Approved Document M:** 'Access to and use of buildings', volume 2: Buildings other than dwellings. 2015 edition, incorporating 2020 amendments.

- **BS 8300: 2018** ‘Design of an Accessible and Inclusive Built Environment’, Part 1: External environment
- Department for Transport, ‘Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure’, 2022
- Highways Act 1980

National Planning Policy Framework – shared spaces

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/749116/ministerial-letter-about-shared_space.pdf

1.3	Who are the stakeholders and what are their interests?
	<p>Stakeholders :</p> <ul style="list-style-type: none"> • Acomb residents, visitors and businesses/traders • Acomb Explore • Greater Acomb Community Forum • Community groups including “What a Load of Bollards” Group. • Ward Cllrs and council officers. <p>York Access Forum (YAF), York Disability Rights Forum (YDRF), York Older Persons Assembly (YOPA), Age Friendly York (AYF). New market operator (Little Bird Made Markets).</p>

1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The Phase 2 open public engagement enabled stakeholders to learn of the potential scope of work through presentation of costed ideas, the engagement set out to:-

- Provide the community with a good understanding of project, objectives and why we can and can't do things, outline any mitigation required.
- Gathered community feedback and priorities for individual elements of scheme via sticky notes, hardcopy and online survey.
- Build community support for the proposed phase 2 works.
- Obtain clear direction on long-term aspirations for Front Street, eg pedestrianisation. However, if this is not possible, officers will better understand contradictory views to enable further feasibility work.

As a result of the engagement feedback and community priorities the phase 2 design has evolved and was shared in the phase 2 progress/ update report, providing high level principles of the scheme for comment.

At the Joint Ward Committee Meetings and community drop in events all materials used will be in accordance with accessible guidance, including but not limited to clear images and photos, minimised text and word count on slides and boards, with "Plain English" used and avoiding the use any jargon or technical reference. Upon completion of the scheme design, materials will be shared via the council website.

The Four Elements

The high-level principles of the scheme within the four elements of the scheme are:

1. Enhancing the main shopping area

- new welcome gateway to include generous 6m flush crossing (raised table) to provide greater pedestrian priority and create more people friendly entrance. Accompanying 20mph speed limit restriction for the road. Clear designated Blue Badge parking and new seating areas.
- new central space created by 7.5m flush crossing, that emphasizes pedestrian / community focus for large parts of the day and intended to reduce vehicle movements in the carriageway
- create a welcome gateway for those accessing the area on foot from west end of Front Street through welcome totem and seating area.
- reduce the number of bollards, approx. 90 will be removed and replace with planters / seating at appropriate locations whilst maintaining clear access routes for pedestrians.

- Design infrastructure to enable future events via electrical event column installed, which will facilitate events and wider usage of the space.

2. Create more accessible destination

- New accessible toilet facilities - existing toilet block will be upgraded to provide two new accessible toilets with Left Hand and Right Hand transfer.
- Ensure clear unrestricted footpaths for all users
- Trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shuddering usually experienced when travelling over tactile paving.
- Improved blue badge parking:
 - At Halifax/Cooplands blue badge parking car parking – formalise two fully accessible, cross hatched parking spaces.
 - At Cross Street - three fully accessible spaces, one cross hatched space at the west end of Front Street, which sits alongside a new shared pedestrian/ cycle route through Cross Street to upgraded accessible toilet block.
Within the layby on York Road - extend the island to provide greater pedestrian access from the two additional inline accessible blue badge space.
 - At School Street there will be one fully accessible cross hatched Blue Badge space which in turn facilitates easier cycle access than currently experienced.

3. Extending the benefits beyond the high street – to better connect local amenities

- Create a new formal crossing point from the existing island across Front Street to connect main shopping area to the older section of Front Street.

- Create a much need rest point for pedestrians by locating bench seating outside the Acomb Working Men's Club.
- Signage & Wayfinding - new signage will be anchored from the two new entrance totems. The wayfinding signage will connect local amenities to inform both shoppers and visitors alike and create an identity for Acomb. All signage text will be reviewed with Access Officer to ensure contrast and sizing.

4. Consider longer term aspirations - including but not limited to looking how to reduce the vehicle dominance in Front Street or the adoption of private frontages.

The proposed scope of phase 2 work will contribute to the delivery of key commitments in: the Council Plan (2023-27); and the three 10-year strategies approved in 2022, Economic Strategy (2022-2032), Health and Wellbeing Strategy (2022-2032) and Climate Change Strategy (2022-2032). The proposals reflect the four core 'EACH' commitments in the Council Plan 2023-27 – One City, for all by:

- **Equalities and Human Rights** – Creating a more accessible destination proposing level pedestrian crossings, achieved by the introduction of raised tables and 20mph speed limit. Upgrading the existing toilet block to provide two accessible toilets units (both a left and right hand transfer provision), and improving Blue Badge parking provision at Front Street and Cross Street. Trial of new wheelchair tactile paving.
- **Affordability** – creating a more unified destination and encouraging greater use of local amenities via sign posting and better connections will support residents and visitors alike.
- **Climate & Environment** – introduction of more greenery via planters will provide welcome placemaking and biodiversity enhancements. The introduction of trees into the high street environment potentially will aid urban cooling in this area. The 20mph speed limit will slow vehicles down and therefore create a more family friendly area, which in turn will encourage more people to visit Front Street by foot/ cycle.

Health and Wellbeing – creation of a more family friendly space that encourages people to dwell in, encouraging greater use of local amenities will help build stronger social interactions across the generations and reduce social isolation. The project team will continue to meet with community groups to build on the

existing community links all parties want to see developed. Community groups have volunteered several event ideas, the coordination of an events programme such will need resource and further input from all.

Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
Source of data/supporting evidence	Reason for using	
2024 Engagement	<p>The Front Street public engagement commenced on 26 February and ran to 24 March 2024. The purpose of the open public engagement work was to test the ideas set out in the Phase 2 project scope and determine the community priorities in the context of the cost and desirability. We also carried forward what we learned from the previous consultation (Future of Acomb Front Street Study 2021) and community petition July 2023. The 2024 public engagement used an accessible mixed method to allow for the greatest reach into the community, including in person public meetings/drop-in events, stakeholder meetings and online survey, plus paper-based format.</p> <ul style="list-style-type: none"> • <u>Public drop-in events</u> - Gateway Centre, 29 February and 16 March* Acomb Explore, 7 March (<i>*Market launch</i>) • <u>Stakeholder Meetings</u> - What A Load Of Bollards Campaign Group, 12 February Joint Acomb, Westfield & Holgate Ward Committee, 28 Feb 	

	<p>Greater Acomb Community Forum, <i>4 March</i> Acomb Alive, <i>18 March</i> York Access Forum, <i>19 March</i> The Place, younger people, <i>21 March</i></p> <p>The engagement survey was online and hardcopies available at Acomb Explore, West Offices and several local businesses and could be returned by Freepost. The community response was tremendous and generated 900 completed surveys, and more than 5,000 comments to be analysed.</p> <p>Engagement responses produced a range of views however broad support for the phase 2 ideas was evident and caveated that further engagement on pedestrianisation of Front Street would be required, especially with local businesses.</p> <p>The summary of engagement feedback and Engagement Survey is available Executive Meeting 18 July 2024 : Acomb Front Street – Phase 2 update</p>
<p>Previous Engagement</p>	<p>During 2020 Future Front Street engagement had over 1200 responses from residents and shoppers and 30 local businesses, the results showed some contradictory views on several areas, including but not limited to</p> <ul style="list-style-type: none"> • maintaining vehicle use within precinct carriageway verses the long term desire to pedestrianise the main shopping area. • Improve the mix and quality of shops within the high street • Residents and visiting shoppers spoke differently about the area. Residents more likely to speak highly than shoppers

	<ul style="list-style-type: none"> • Residents rate attractiveness, level of street lighting and feeling safe at night as good. • Residents considered parking restrictions as fine as they are. <p>This extensive engagement helped to articulate what people liked, and didn't like about Front Street, and what they would like to see in the future – resulting in The Future of Acomb Front Street Study.</p> <p>Significant challenge from the local community in relation to installation of the new bollards on Front Street, culminated in the presentation of a petition to Full Council in July 2023, by 'What A Load Of Bollards' Campaign Group titled "Get Front St bollards removed and re-design the scheme in line with what people asked for".</p> <p>In response to this petition and acknowledging the strength of community feeling the council engaged the original external consultants PWP Design and local urban designer, Urban Glow Heritage to work with the council as a critical friend to the design process and assist with looking at creative and longer-term ideas for Front Street.</p> <p>The Project team have contacted the Greater Acomb Community Forum (formerly Acomb Neighbourhood Plan Group) to gain insight from their early 2017/8 SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis and understand their priorities moving forward.</p>
<p>Onsite Trials</p>	<p>At the commencement of phase 1 highway improvement works, the Regeneration team consulted both the Highways Team and the CYC Access Officer to identify potential areas of concern and scope for opportunity.</p>

Accessible Seating

The council had commissioned the **MIMA City Centre Accessible Seating Review** as part of City Centre Action Plan.

Working with the CYC Access Officer, the Regeneration team were able to source bespoke accessible seating options to trial options which supported new MIMA accessible seating framework, and incorporated “Happy to Chat” initiative, which helps prevent social isolation.

During September and November 2023 two surveys were undertaken to ask residents and stakeholders for their seating preference. Results of which have shaped council Accessible Seating Policy.

Accessible Cycling

The Regeneration Team were also aware of the forthcoming Design Guide for City Centre Accessible Cycle Parking, with particular focus on new adapted / cargo bike provision. To test the new adapted racks, prior to full city centre roll out two racks were installed in Front Street, June 2023. Ongoing feedback has been obtained, again to inform city centre roll out.

Wheelchair Tactile Paving

The 2024 engagement highlighted that the west end of Front Street is the entrance that most pedestrians use. As such it should be a welcome gateway to Front Street and the recently installed dropped crossing is sufficient – there was low support for replacing this with the proposed raised table. By retaining the dropped crossing instead there was a potential to install wheelchair tactiles at this crossing as part of the final design, however upon closer examination the crossing was found to be too narrow to implement the correct width of new tactile paving.

Therefore, the tactile paving trial is now located within the new wide

	<p>crossing at the York Road end of Front Street – in close proximity to the new accessible BB parking spaces.</p> <p>Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria & evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented.</p>
Design Development	<p>Throughout the development of phase 2 work the Regeneration Team have consulted the CYC Access Officer and the York Access Forum on improving the Blue Badge car parking provision, creating a more people friendly space within the main shopping area and looking to introduce a new crossing point (linking with older parts of Front Street). This collaborative working has ensured phase 2 work to best align with Councils Equality and Humans Right Policies and where necessary mitigation measures are applied.</p>
Research reports	<ul style="list-style-type: none"> • MIMA City of York – Accessible Seating Review and inclusive Design Framework Jan 2024 • City of York Council Design Guidance for City Centre Parking, May 2023 • Future of Acomb Front Street Study 2021
Future engagement	<p>There will be no engagement on the final designs due to programme constraints in delivering against UKSPF spend deadlines. The final designs will be shared with community at a drop in session 26 Sept, two weeks prior to commencement. All businesses will be advised in advance of road closures by letter w/e 16 Sept.</p> <ul style="list-style-type: none"> • 18th July 2024 Executive Meeting – update report • Pre decision Scrutiny 9th September 2024

	<ul style="list-style-type: none"> • Executive Member Decision Session for Economy and Culture 24th Sept 2024 • Community drop in (in person) session 26 Sept Gateway Centre. • The EIA is a living document and will be reviewed throughout project duration.
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Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
	Gaps in data or knowledge	Action to deal with this
	Extent of opposing view with the community on long term aspiration to pedestrian the precinct area or adopt “privately maintained area.”	Commission feasibility study on options for vehicle use of the carriageway, to understand cost v expectation target date September 2024
	Community support for final phase 2 work	Broad support for proposed phase 2 work, continue to review engagement responses and share progress at Joint Ward Committee meeting – encourage residents/ stakeholders to attend/ understand and comment on plans prior to final/ detailed design
	Potential conflict over the repainting of School Street for accessible parking (existing 2 unenforced BB spaces)	A review of all parking provision in the proximity of School Street would be advantageous to all residents. This is outside of current project scope, consider when further funding is identified
	Policy changes – shared space DfT memorandum	Keep under review

Step 4 – Analysing the impacts or effects.

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>Users of Front Street were asked how they travel to Front Street (select all) By Foot (79%), Car (47%), Bike (21%), Bus (13%) 15% of all responders (108 respondents) were Blue Badge holders. Older age profiles use their car to visit Front Street and transport bulk/ heavy shopping at their convenience once the road is open to traffic i.e outside of pedestrian zone. Clear designated Blue Badge parking and maintaining current road restrictions/ vehicle access to shopping area. Respondents were keen to see additional seating introduced but not near busy York Road, and ensure any new sculptural seating has sufficient back and arm rest support. Potential to relocate and add additional “Happy to Chat” seating with the proposed clustered/ social seating planned.</p>	Positive	Medium
Disability	Clear accessible, cross hatched Blue Badge parking spaces in 3 locations (Halifax/Cooplans, School Street and Cross	Positive	Medium

	<p>Street). 2x in line accessible Blue Badge bays in York Road layby as mitigation.</p> <p>Prior to this work there are theoretically 7 informal and unenforceable Blue Badge parking spaces across 3 locations, however these areas are frequently misused and the “spaces” are insufficient for WAVs and many standard cars.</p> <p>The 6 accessible Blue Badge parking spaces will provide consistency, ease of use, and reduce travel anxiety for blue badge users.</p> <p>Net reduction of 1 Blue Badge space.</p> <p>The additional seating will see further introduction of the successfully trialled accessible seating, facilitating lateral transfer and meet the MIMA recommendations on accessible seating.</p> <p>The accessible cycle parking provides two allocated spaces for cargo and adapted cycles near to both welcome entrances, therefore minimise distance to shops.</p> <p>The existing toilet block will be upgraded to two accessible units, with both Left Hand and Right Hand transfer option. A new shared cycle and pedestrian route will be installed along Cross Street to provide safe route to the toilet block (currently a cycle lane only).</p>		
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	<p>The emerging design for phase 2 ensures clear unrestricted routes through the area. There is a decluttering of highway signs and poles, removal of bollards along both the high street and around the Blue Badge parking bay at Halifax/Cooplunds which will assist with ease of access into and out of vehicles.</p> <p>To assist with increasing usage of finding and using local amenities like library, accessible toilets and open green space clearer signage and wayfinding will be introduced.</p> <p>Trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shuddering usually experienced when travelling over tactile paving</p> <p>The Highway Authority, York Access Forum and Department for Transport (DfT) have been consulted in relation to the trial.</p> <p>York Access Forum are happy to support the trial.</p> <p>Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria & evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented.</p>		
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Gender	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Gender Reassignment	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Marriage and civil partnership	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Pregnancy and maternity	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Race	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Religion and belief	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Sexual orientation	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	Clear accessible, cross hatched Blue Badge parking spaces in 3 locations (Halifax/Cooplands, School Street and Cross Street). 2x in line accessible Blue Badge bays in York Road layby as mitigation. Wheelchair tactile paving Trial.	Positive	Medium
Low income groups	The creation of a more unified destination, including sign posting of local free amenities (Library, play spaces) will support residents and visitors alike to better access and use local facilities. The monthly market operator enhances the retail offering of the area through a variety of c.25 stalls. This regular market provides greater choice of retail goods within potentially walking distance of peoples homes, and reduces the need/	Positive	Medium

	<p>requirement for low income groups to use public transport and incur additional expenditure to travel beyond the shopping area.</p> <p>There are ambitions to increase the frequency and offer alternative food style markets and local events, which in turn will provide greater local community activities. We will endeavour to provide a mix of events and activities that the local community have asked for and free to participate for example traditional fruit and veg market or community street party/ BBQ/ face painting.</p> <p>The economic benefit to increasing footfall and supporting reinvestment in the local community will support a more resilient high street.</p>		
Veterans, Armed Forces Community	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Other	Data analysis did not identify particular findings / impacts from this group.	Neutral	
Impact on human rights:			
List any human rights impacted.	York has set a list of five priority human rights; right to equality and non-discrimination, right to education, right to health and social care, right to housing and the right to a decent standard of living. The scheme seeks to create a safe, accessible people friendly space that will bring the community together through local free activities and events, encourage inter-generational socialisation and enrich the lives of all residents.	Positive	Medium

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<p>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</p>
<p>During the public engagement the York Access Forum were consulted, and their feedback has shaped the emerging design, and identified potential opportunities for future work (subject to funding). Following publication of final designs we will share these and parameters for wheelchair trial.</p> <p>With regard to the net reduction of 1 Blue Badge space, as future funding and phases of the scheme emerge, we will review potential to provide increased Blue Badge parking in the area, in consultation with highway officers, Access Officer and York Access Forum.</p> <p>The feasibility study into pedestrianisation will consider the current usage, functions of Front Street and the needs of all users/ businesses/ traders to establish what options there are to creating a more people friendly space. The project team have liaised closely with the councils Access Officer throughout to incorporate requirements for those who are visually impaired, the importance of clear unrestricted access routes and tactile crossings are key priority and when appropriate we will invite YAF to input to this work.</p>	

Step 6 – Recommendations and conclusions of the assessment

6.1	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</p>
<p>- No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p>	
<p>- Adjust the proposal – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</p> <p>- Continue with the proposal (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty</p> <p>- Stop and remove the proposal – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.</p> <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
Option selected	Conclusions/justification

No major change to the proposal	The EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.
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Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
Long term aspiration to pedestrian the main shopping area	Commission feasibility study on options for vehicle use of the carriageway, to understand cost v expectation target date December 2024	Project Manger	October 2024
How to share emerging phase 2 design without second public engagement.	Present at Community Drop in event – encourage residents/ stakeholders to attend/ understand and comment on plans / design. Signpost project website and three public meetings where designs will be scrutinised	Project Manager	September 2024

Potential review parking provision in School Street	Highlight need for a review of all parking provision in the proximity of School Street to Highways team, potential to prepare draft scope and continue when further funding is identified	Project Manager	Post March 2025
Policy changes – shared space DfT memorandum	Keep under review	Project Manager	Ongoing

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Following completion of the phase 2 scheme further review of EIA will be undertaken to ensure any final design changes are captured and assessed. The EIA is a living document and will be reviewed throughout project duration.

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You said.... We did

You said	What's proposed
Make more things happen in the space	<ul style="list-style-type: none"> • Regular market introduced • Lots of ideas and volunteers for community events • Work on a programme to regularly close road to help deliver this
Create welcome gateway entrances	<ul style="list-style-type: none"> • Extend York Road proposals • Create another West End entrance instead of 3rd raised table at Green Lane
Create new central space	<ul style="list-style-type: none"> • Wide generous crossing, electrical point “event column”, more greenery • Consider spatial requirements for more markets and events
Bollard review	<ul style="list-style-type: none"> • Remove ~ 90 bollards, use alternative seating and planters to protect kerbline • Review and declutter highway signage
Create safer place for people through reducing vehicle dominance in the space	<ul style="list-style-type: none"> • Wide generous crossings, 20mph speed limit, physically change the appearance of the carriageway and reduce clutter • Devising scope for pedestrianisation feasibility
Address misuse of Blue Badge car parking spaces	<ul style="list-style-type: none"> • Clear, accessible BB car parking in 3 locations • Clear signage and support with greater enforcement

You said.... We did

You said	What's proposed
Build on community sense of place and identity. Consider mural locations	<ul style="list-style-type: none"> • Work with community group to develop their logo ideas into wayfinding signs. Plus new community notice & bins • Seek additional funding, develop scope and procure specialist to deliver mural and involve local schools/ community for ideas
Better links across Front Street	<ul style="list-style-type: none"> • New crossing point at Morrisons • Seating outside the Working Men's Club
Repair broken toilets	<ul style="list-style-type: none"> • Upgrade to two accessible cubicles • Create clear pedestrian access to building & signage to raise awareness
More greenery and seating with no temporary pop-up features	<ul style="list-style-type: none"> • Introduce grouped social seating areas with planting, low maintenance • Move and create additional "happy to chat bench" • Use permanent seating rather than temporary furniture
Fill in the street – one flat level, close to traffic, pedestrianise	<ul style="list-style-type: none"> • Assessed highway guidance and accessibility requirements. At this time creating a flat level surface is not acceptable to the council however we have worked with urban designers to physically change the colour/ surface of carriageway, that will change usage and behaviour of people in the space when traffic gate is down (pedestrian zone) • Review scope for pedestrianisation feasibility and commission study. Look at how experimental/ extending existing TRO's could be used in a phased approach (e.g. to increase pedestrian zone into early evening)

City of York Concept Drawings.

28055



ORDER PACKET



IMPORTANT DOCUMENT

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This document is a visual representation based on our interpretation of your requirements. We require your confirmation that it meets your requirements in every detail before we can proceed with production.

The specification that follows has been put together with care but may contain misinterpretations of your requirements and it is the responsibility of our customers to ensure there are no errors. Any amendments or changes to the products may require re-quoting and revised lead times.

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- A packaged Adobe InDesign/Illustrator file, please ensure all images are the exact files used on the document
- Provide all Fonts used. If Landmark have to source fonts to open your file, further costs will incur.

Option 2 - Embed

- PDF only
- Please ensure all images are embedded and fonts are outlined. Please note once fonts are outlined only minimal modifications can be made to the design of the panel.

HAVE YOU CHECKED

QUANTITIES

OVERALL DIMENSIONS / PROPORTIONS

ABOVE AND BELOW GROUND MEASUREMENTS

FACES AND ORIENTATION

MATERIALS

ENGRAVINGS

IMAGES AND PRINT

COLOURS (RALS)

FONT

SPELLING

CUSTOMISATIONS / STYLISATION

BUDGET



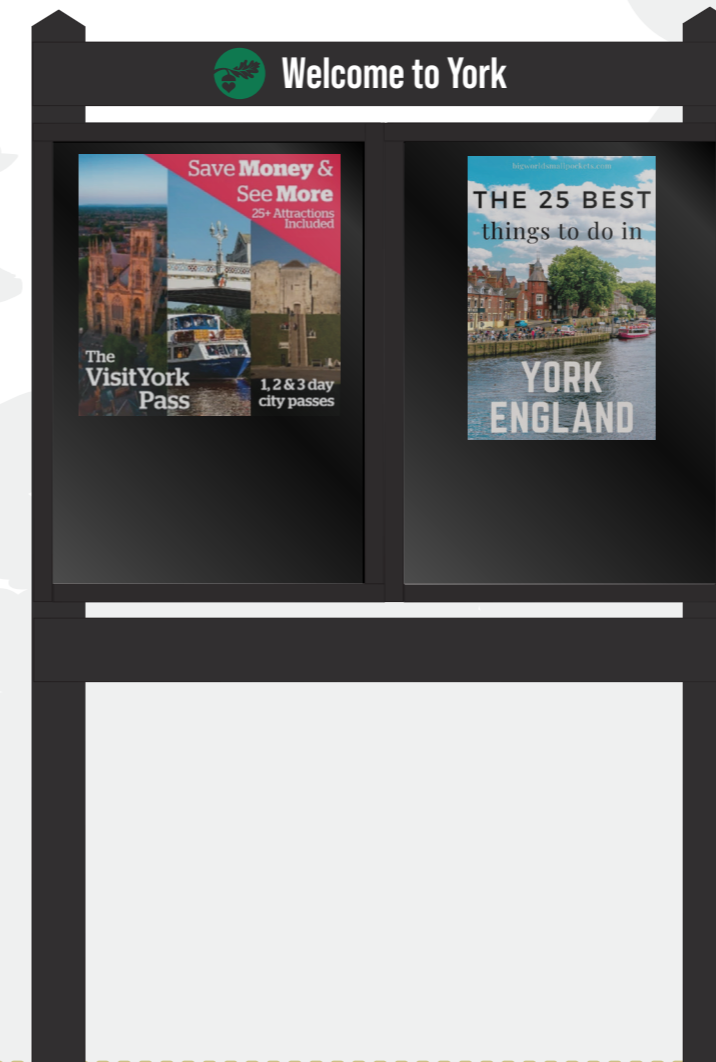
WELCOME YORK RD TOTEM

- Dimensions – 2200mm x 600mm
- Dual aspect, two of the same cut-out panels with white backing.
- Bolt down fixing



WEST END TOTEM

- Dimensions – 2200mm x 600mm
- Front face cut-out panel with white backing.
- Reverse to be plain solid
- Bolt down fixing



NOTICE CASE

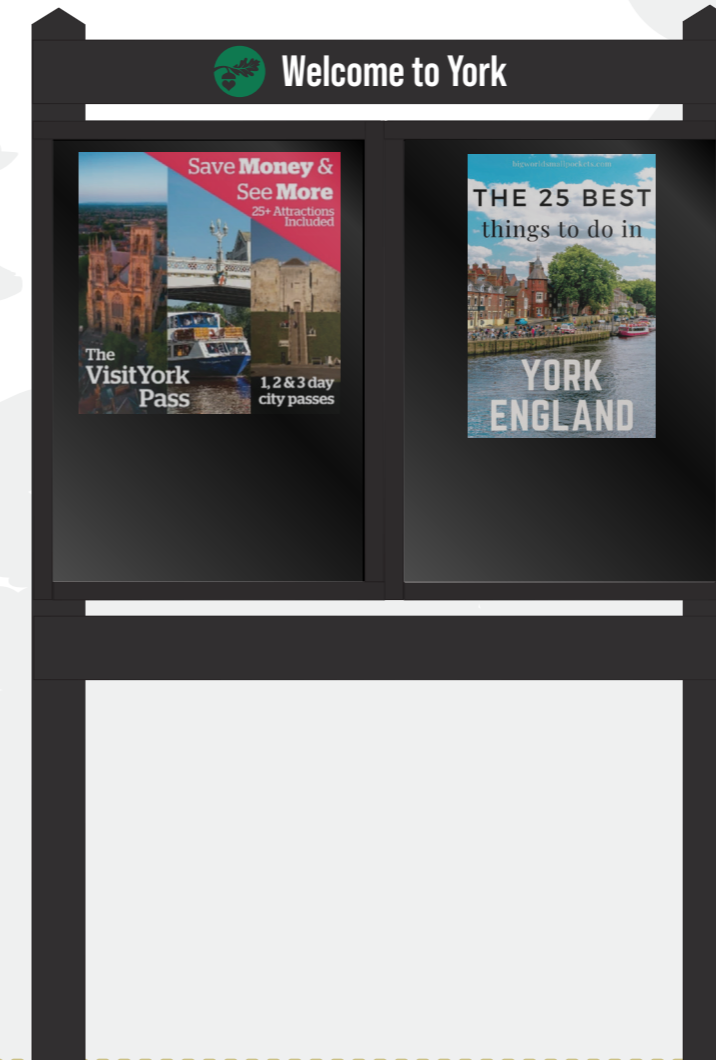
- Hatfield Face Fixed (Post Mounted) Notice case -
- Black A0L (2xA1P) with header panel
- Engraved and painted
- Root-fixed



FINGERARM

- Double Sided End Mounted Sign
- 550mm x 150mm (face to view)
- Square cut end Profile Cut
- Self Adhesive Digital Print 550mm x 150mm
- Powder Coated to RAL 9005 (Jet Black Gloss) frame system
- Stainless Steel Screwband C/W Quick Release Buckle, for use with 44mm 217mm diameter profiles





WELCOME YORK RD TOTEM

- Dimensions – 2200mm x 600mm
- Dual aspect, two of the same cut-out panels with white backing.
- Bolt down fixing

WEST END TOTEM

- Dimensions – 2200mm x 600mm
- Front face cut-out panel with white backing.
- Reverse to be plain solid
- Bolt down fixing

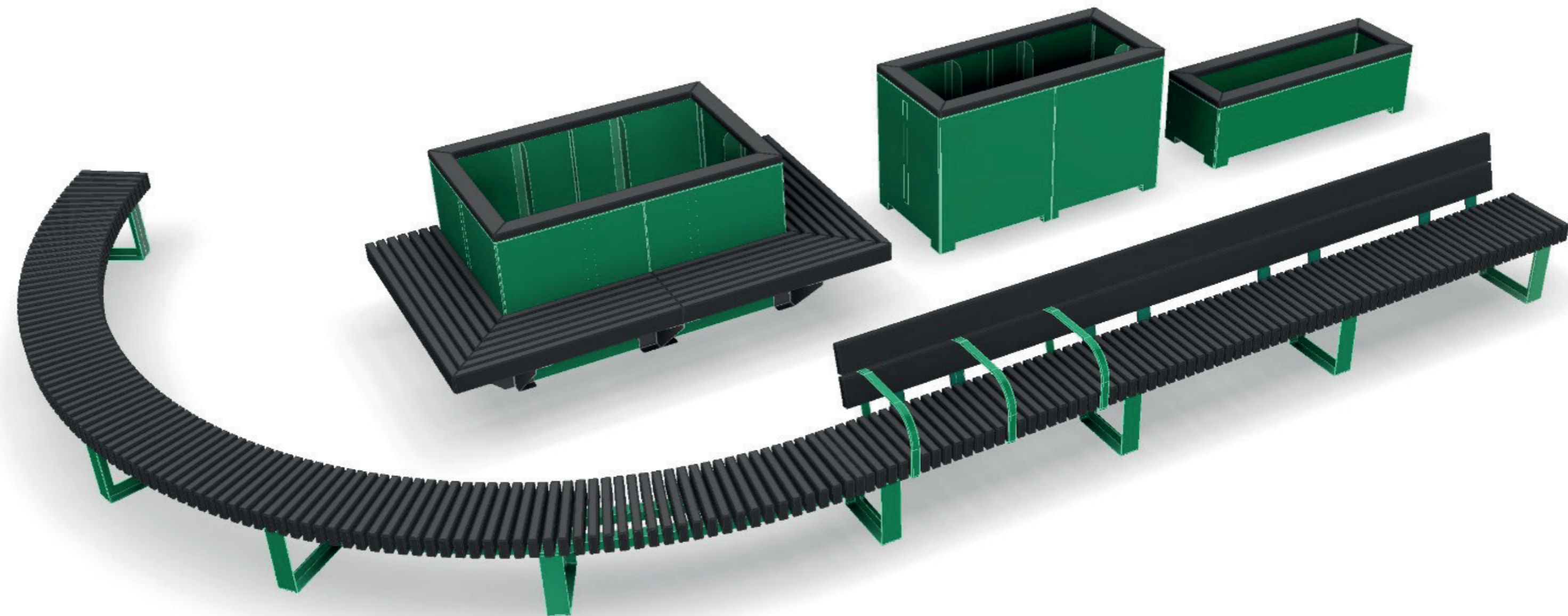
NOTICE CASE

- Hatfield Face Fixed (Post Mounted) Notice case -
- Black A0L (2xA1P) with header panel
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FINGERARM

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- 550mm x 150mm (face to view)
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- Self Adhesive Digital Print 550mm x 150mm
- Powder Coated to RAL 9005 (Jet Black Gloss) frame system
- Stainless Steel Screwband C/W Quick Release Buckle, for use with 44mm 217mm diameter profiles





FURNITURE

- Bespoke Bench With Backrests and armrest on straight section
Powder-coated steel construction RCP (Black) seating and backrest
slats Overall length 7200mm x 4700mm. 450mm width of seat.

- Metro 440 (Square Planter) 2000mm x 1000mm x 900mm depth
(with RCP top frame)

- Metro 440 (Square Planter) 1000mm x 500mm x 450mm depth
(with RCP top frame)

- Metro 440 (Square Planter) with three sides RCP (Black) seating
Planter: 2500mm x 1400mm x 900mm depth (with RCP top frame)



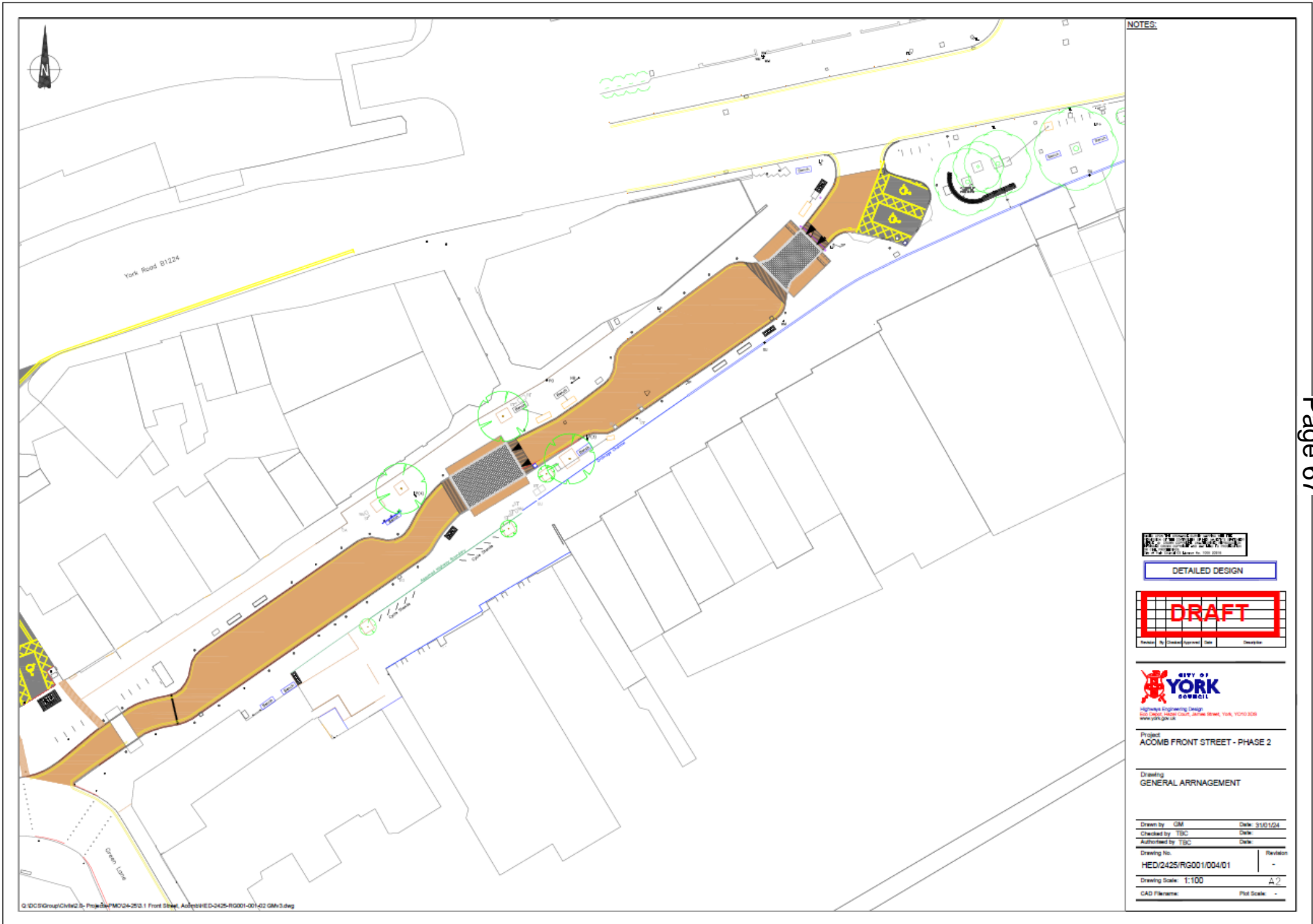
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 - Wayfinding and site surveys
 - Fabrication and installation
- Maintenance and product care

Accreditations





NOTES:



DETAILED DESIGN

DRAFT

Revised	By	Checked	Approved	Date	Description



Project
ACOMB FRONT STREET - PHASE 2

Drawing
GENERAL ARRANGEMENT

Drawn by	GM	Date:	31/01/24
Checked by	TBC	Date:	
Authorised by	TBC	Date:	
Drawing No.	HED/2425/RG001/004/01	Revision	-
Drawing Scale:	1:100	Plot Scale:	A2
CAD Filename:		Plot Scale:	-



NOTES:



DETAILED DESIGN

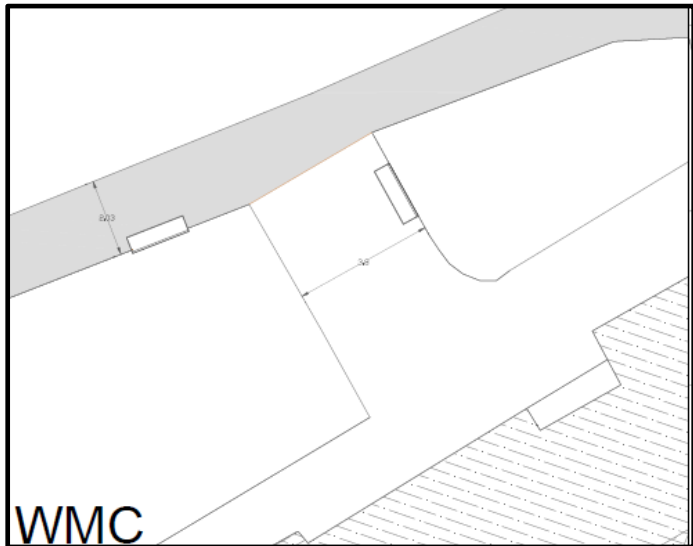
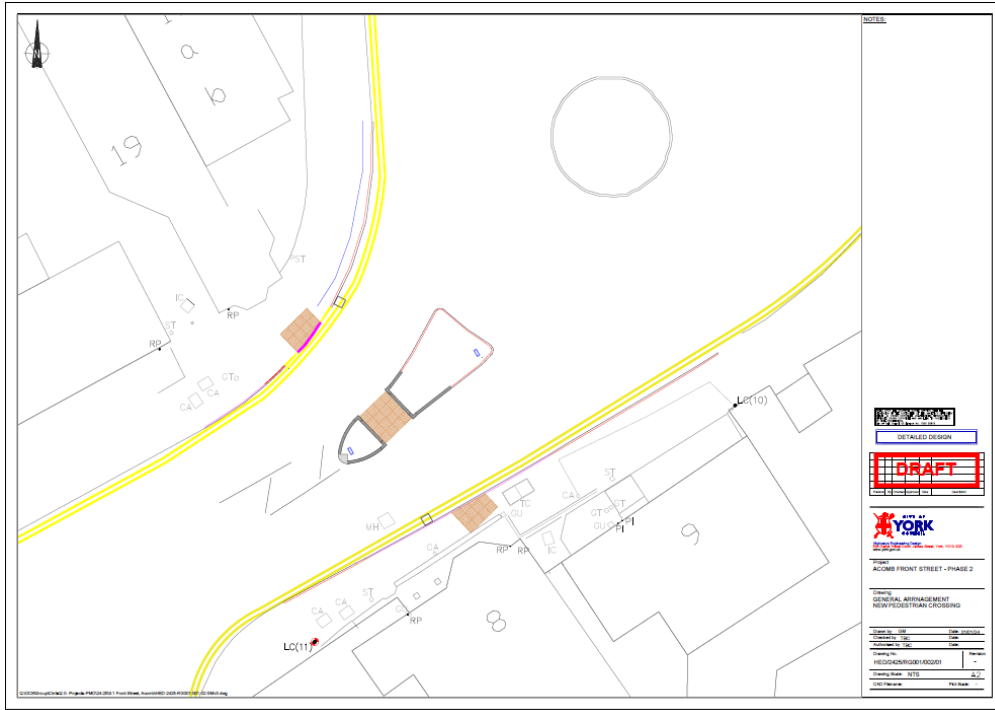


Project
ACOMB FRONT STREET - PHASE 2

Drawing
GENERAL ARRANGEMENT
CROSS STREET

Drawn by: GM	Date: 25/05/24
Checked by: TSC	Date:
Authorised by: TSC	Date:
Drawing No: HED0425/R0001/003/01	Revision: -
Drawing Scale: NTS	Plot Scale: 1:2
CAD File name:	Plot Name:

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Final bench positions subject to agreement with AWMC

12.09.24

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