
MEETING	COMMITTEENAME
DATE	MEETINGDATE
PRESENT	COUNCILLORS MEMBERSPRESENTSHORTROLESLIST
APOLOGIES	COUNCILLORS MEMBERAPOLOGIESSHORTLIST

, Chair

[The meeting started at MeetingActualStartTime and finished at MeetingActualFinishTime].

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Front Street - Update Report to Executive

Joint Ward Committee Meeting 10th July 2024

Funded by the UK Government through the UK Shared Prosperity Fund.



Funded by
UK Government



Agenda

- Update on engagement survey, feedback and community priorities
 - Share community proposal for signage and wayfinding
- Design
 - Outline the emerging high-level principles for scheme
- Next steps – approval process
 - Programme
- Questions
- University of York session to listen to your feedback

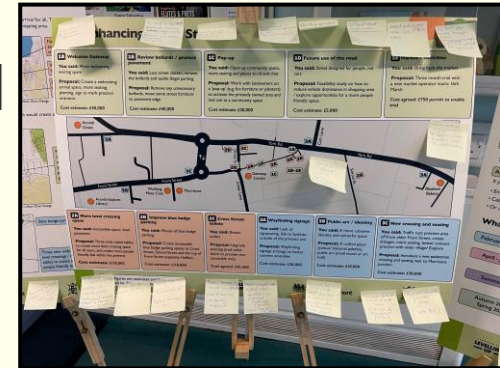
Phase 2

- **Aim**
 - Work with & listen to community on placemaking & accessibility
- **4 Key elements**
 - Enhancing the high street
 - Creating a more accessible destination
 - Extending the benefits beyond the high street
 - Longer term aspirations
- **4 week engagement to test costed ideas**
 - Note two consecutive pre-election periods
 - Pre-election periods place restrictions on the information the council can share with the community
 - Therefore, the July Executive Report is first opportunity to share progress/ updates.

Phase 2 Engagement

- 3 drop-in events produced 233 post it notes
- 6 stakeholder meetings
 - What A Load Of Bollards Campaign Group
 - Joint Acomb, Westfield & Holgate Ward Committee
 - Greater Acomb Community Forum
 - Acomb Alive
 - York Access Forum
 - The Place, younger people
- 900 surveys completed
 - each responding to 63 questions plus 5337 comments analysed
 - Press and social media comments were followed and noted

All responses have informed Phase 2 scheme and demonstrates council's commitment to listening to the local community.



Could it be 'bye-bye' to the hated bollards in Acomb's Front Street?
14th February
York Press

Executive Summary of Engagement Feedback

- Feedback received for **each of the initial ideas** tested through the survey & accompanying wider engagement events and meetings
- Concludes with a table showing **priorities** when considering the Phase 2 proposals in the whole, upon which the Executive report is based.
- This feedback is key to understanding the priorities for Front Street and is being used, alongside ongoing costing works, to shape the emerging design.

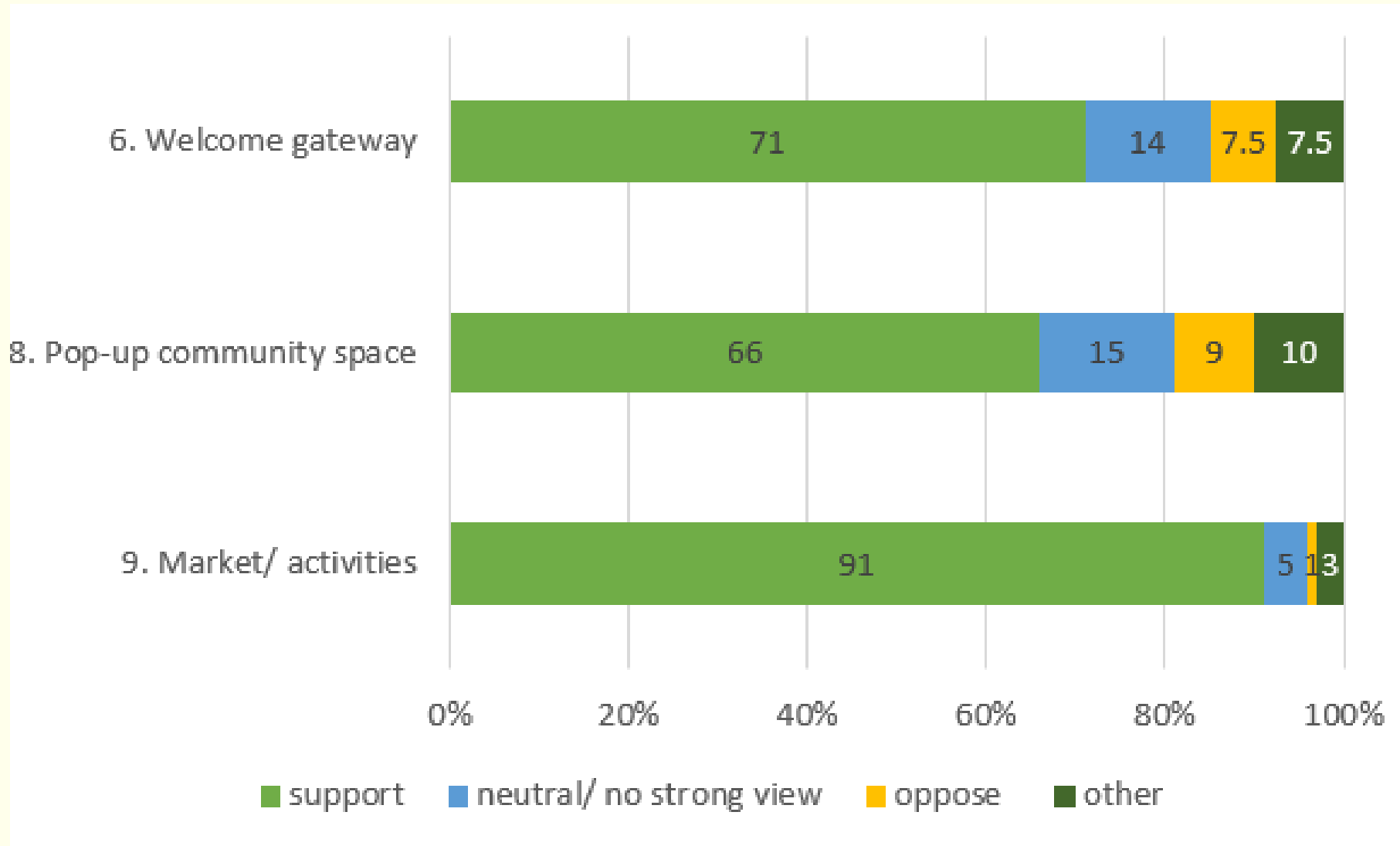
Survey Findings

- 659 respondents use Front Street at least once a week, tend to be local residents using variety of facilities eg shops, cafes, medical & Explore
- 696 respondents travel by foot, 417 by car, 181 bike and 114 bus

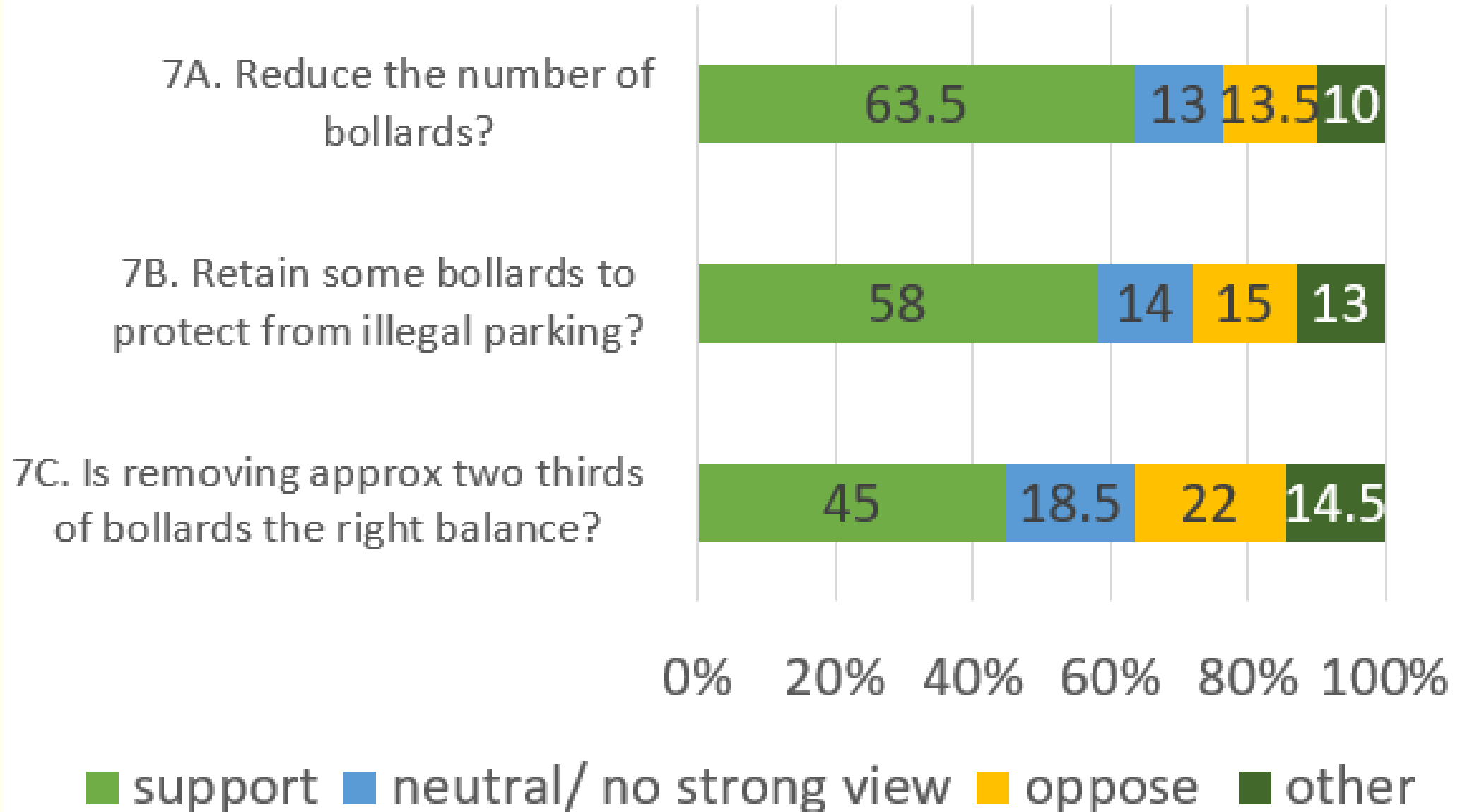
Demographics

- 67% participation by female and 31% male
- Strong representation from 25 through to 65+ age categories
- 108 Blue badge holders completed survey

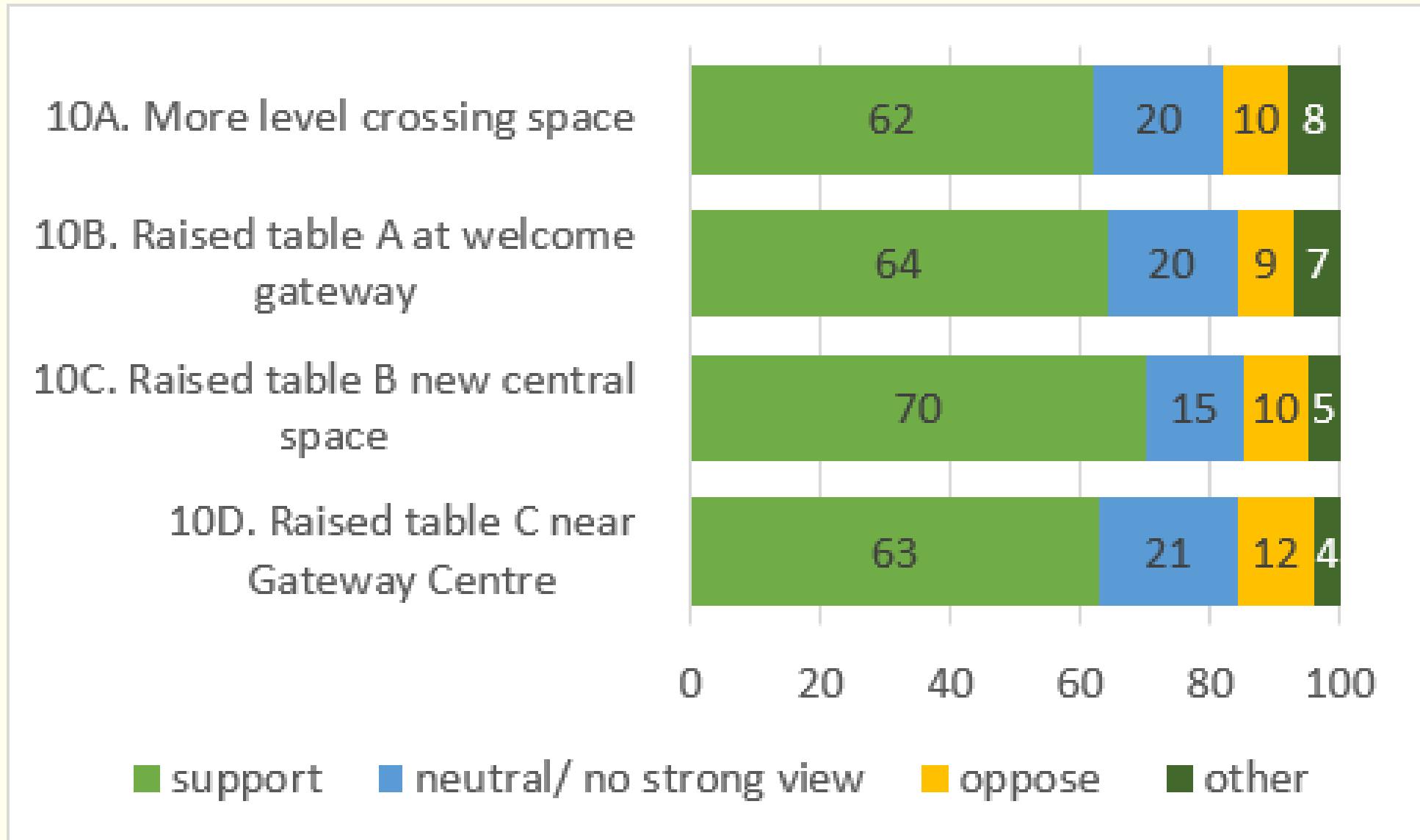
Enhance the high street



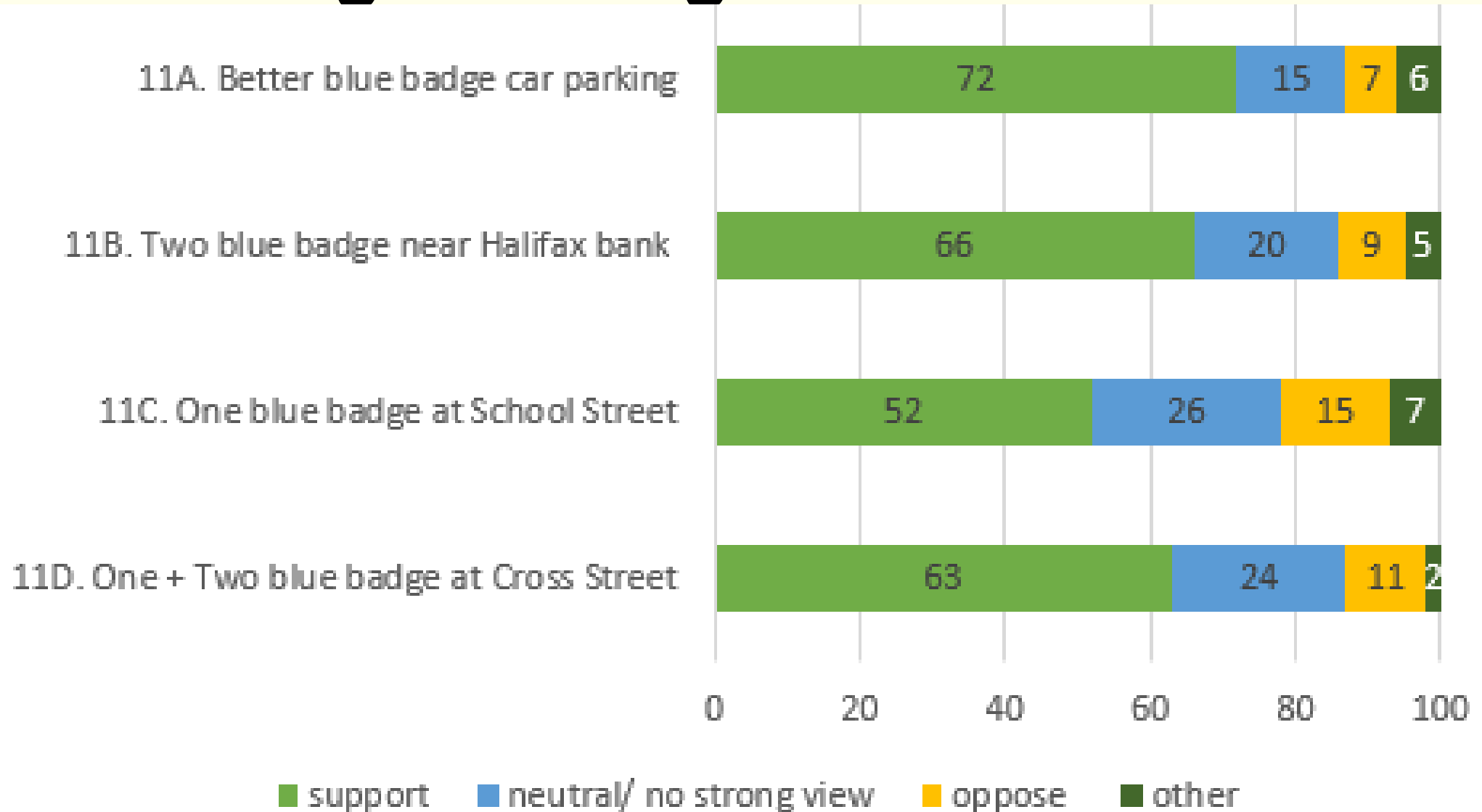
Bollards



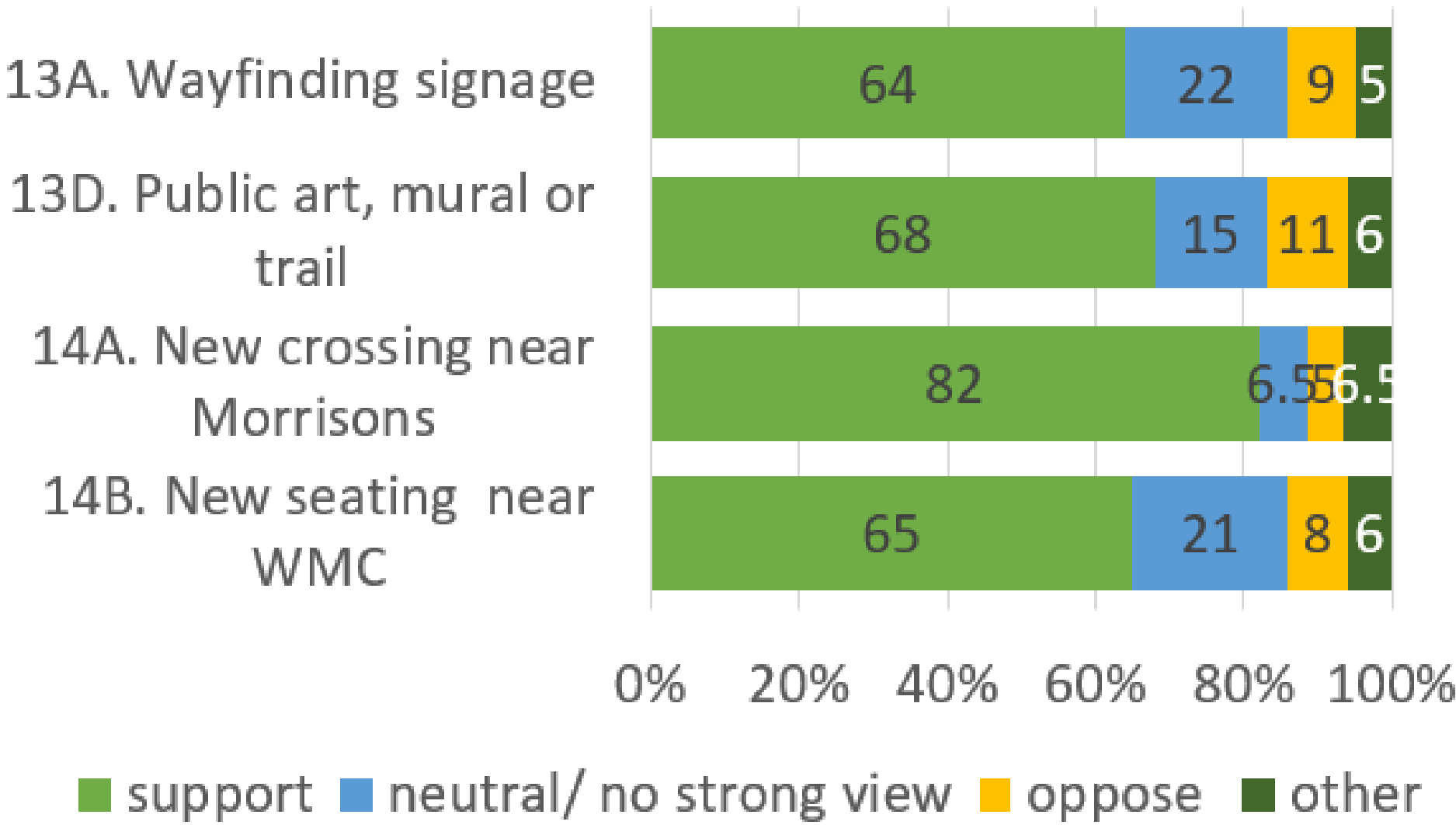
Accessibility-generous wide level crossings



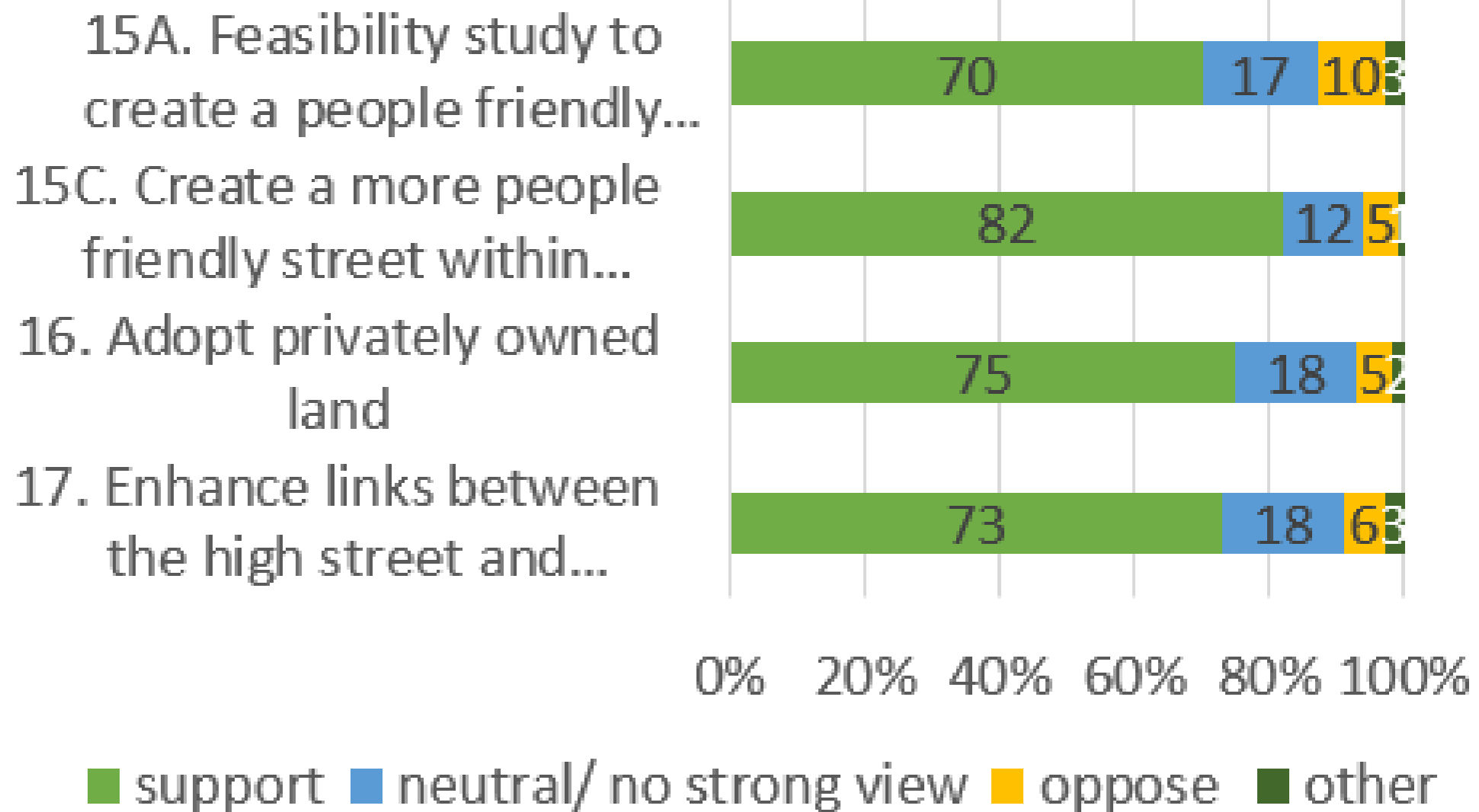
Blue Badge Parking



Extending the benefits beyond shopping area



Longer Term Aspirations



Survey Priorities

Your top 5 priorities

- Activate space with markets/events
- Welcome gateway
- New central space
- Review bollards
- Feasibility study

Least popular

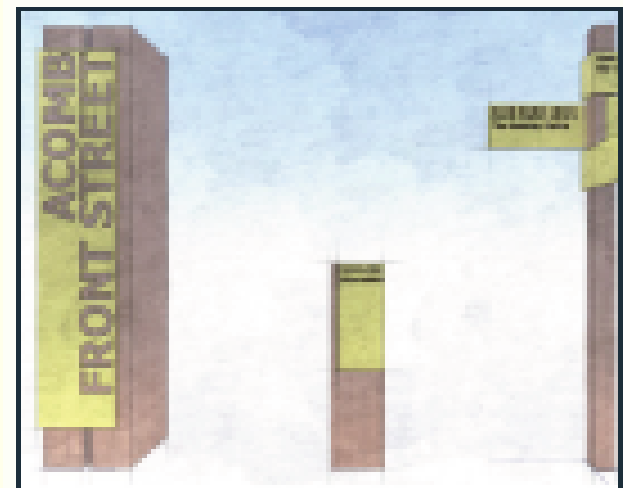
- Raised table C at Gateway Centre
- Wayfinding
- Pop up street furniture

Community input on identity and signage

Engaged ideas



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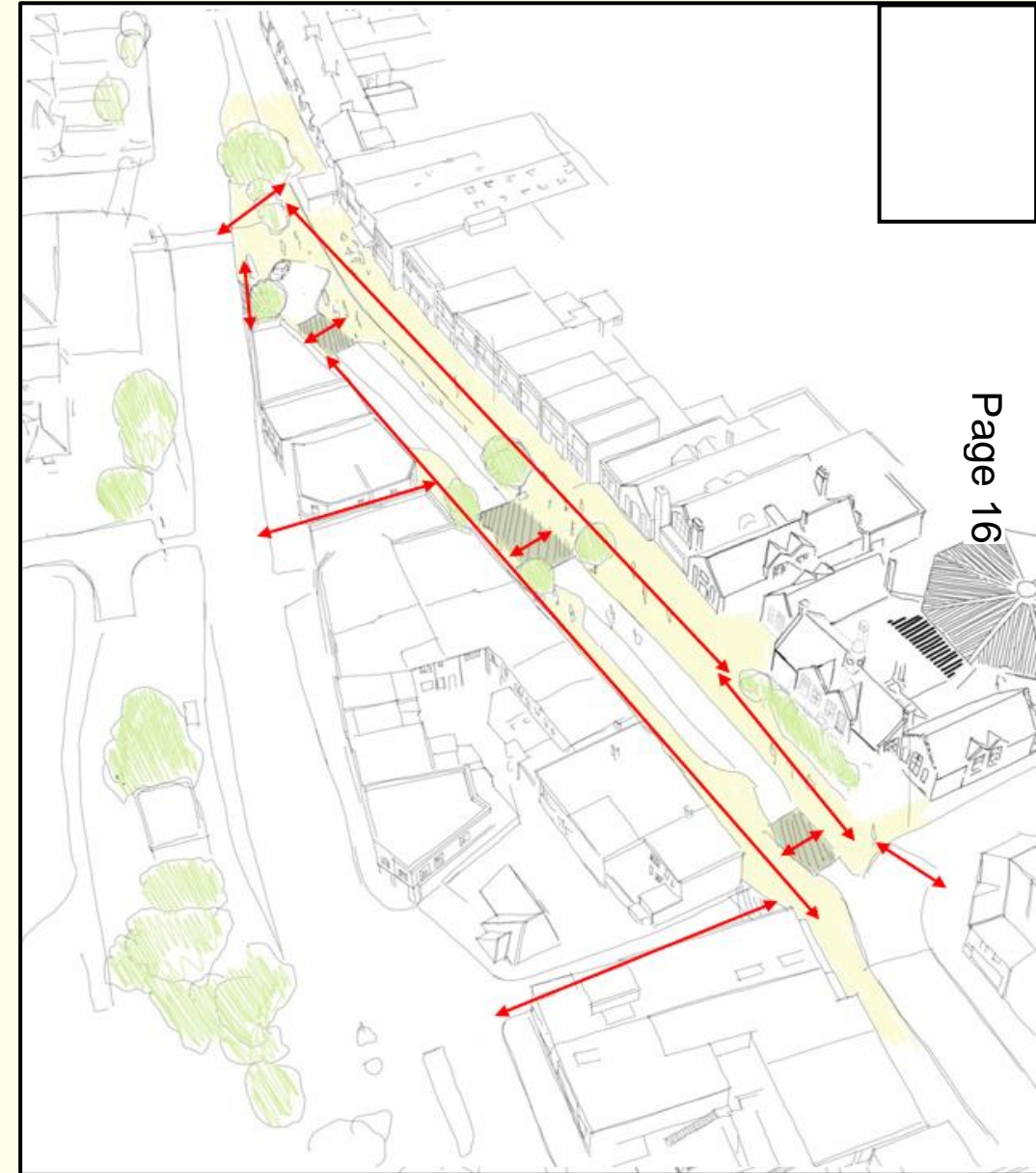


Shaping the design

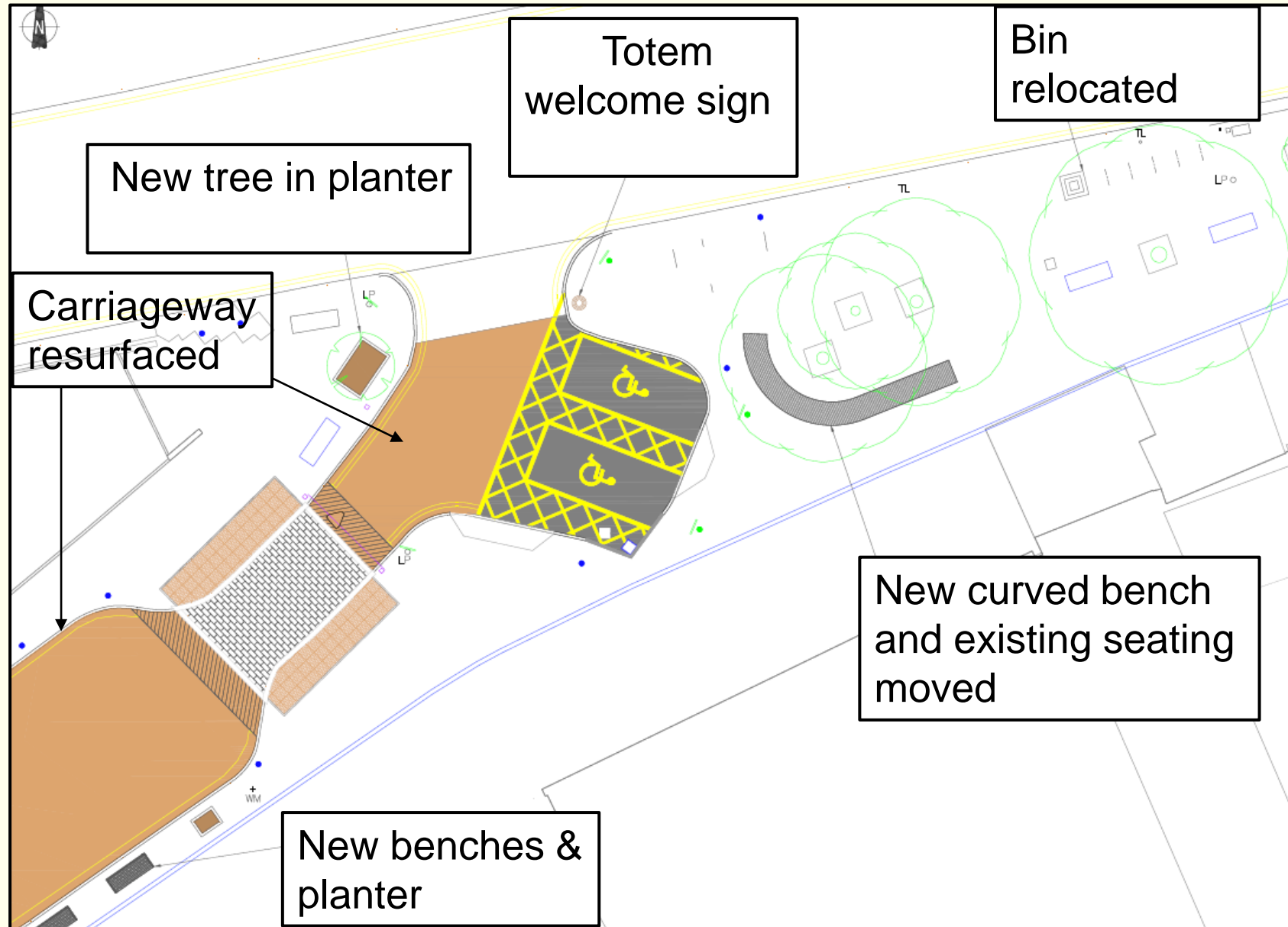
- Work with urban designers on transformation of the space/road
- Council challenged to be bold & creative
- Desire to initiate change of behaviour from all users
- Build flexibility for community events and activities
- Ensure any work carried out will not require “undoing” for any future enhancement work
- Phase 2 work seen in the context of a 5-10 year plan

Phase 2 design principles - retaining road use

- Create more people friendly & accessible space
- Clear unrestricted pedestrian routes
- Wide generous crossing points
- Flexibility of space for events / markets
- Create place for people & activities - change to road surface
- Additional West End welcome entrance
 - Reduce bollards, reuse where possible
- Accessible Blue Badge parking spaces



WIP - Phase 2 Welcome gateway entrance

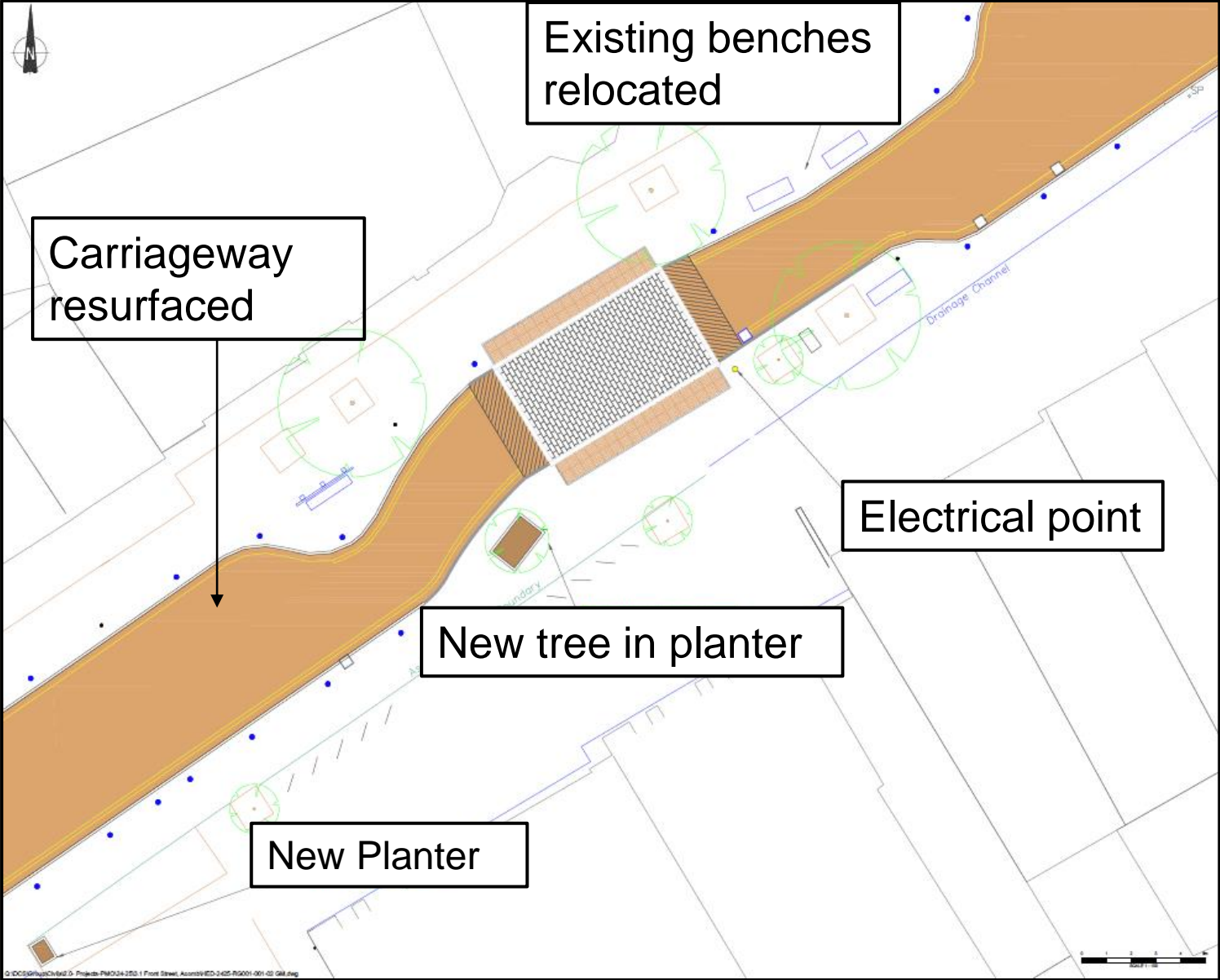


What does Hardipave look like?

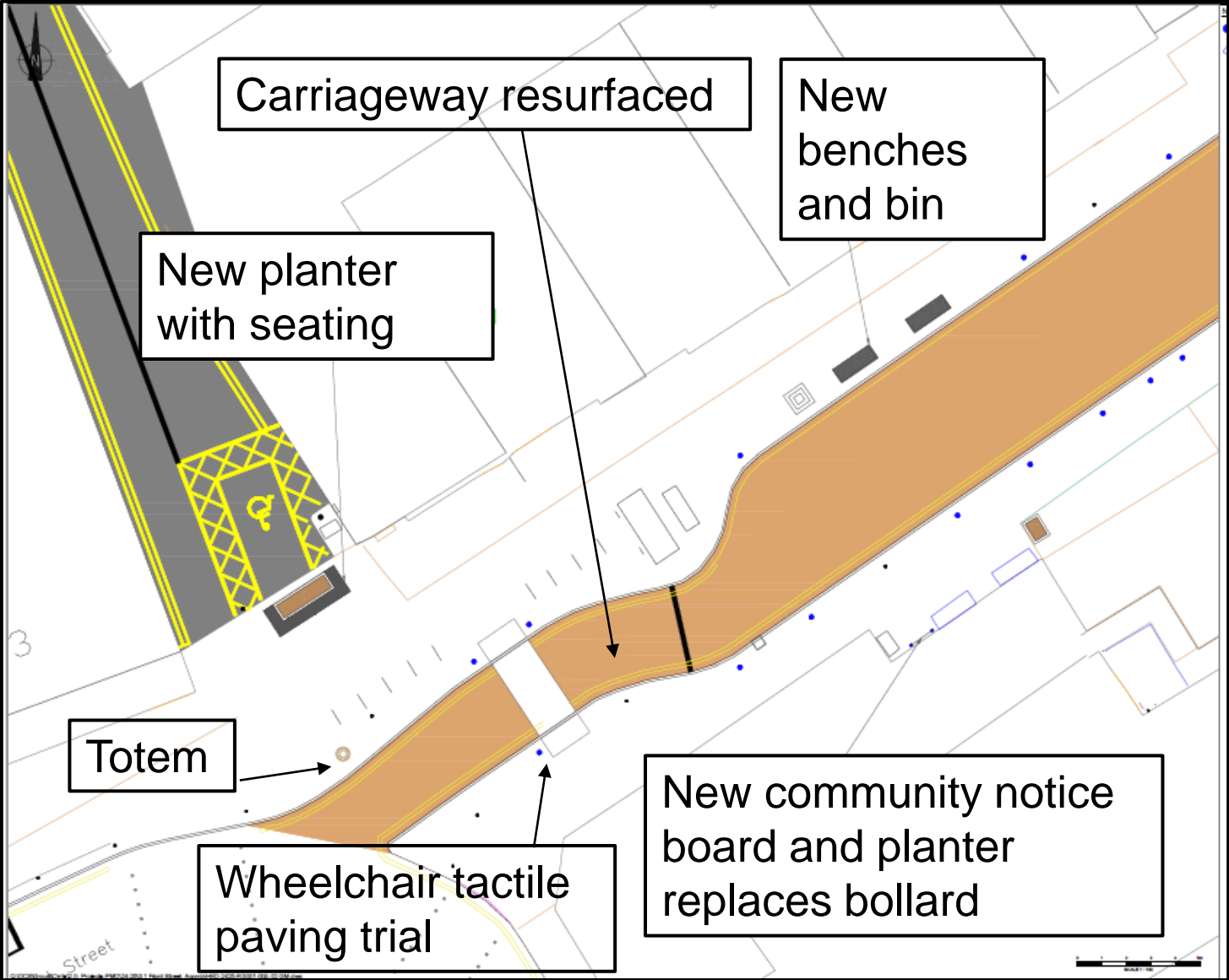


<https://milesmacadam.co.uk/case-studies/cowley-road-oxford/>

WIP – Phase 2 Central area



WIP - Phase 2 West End additional entrance

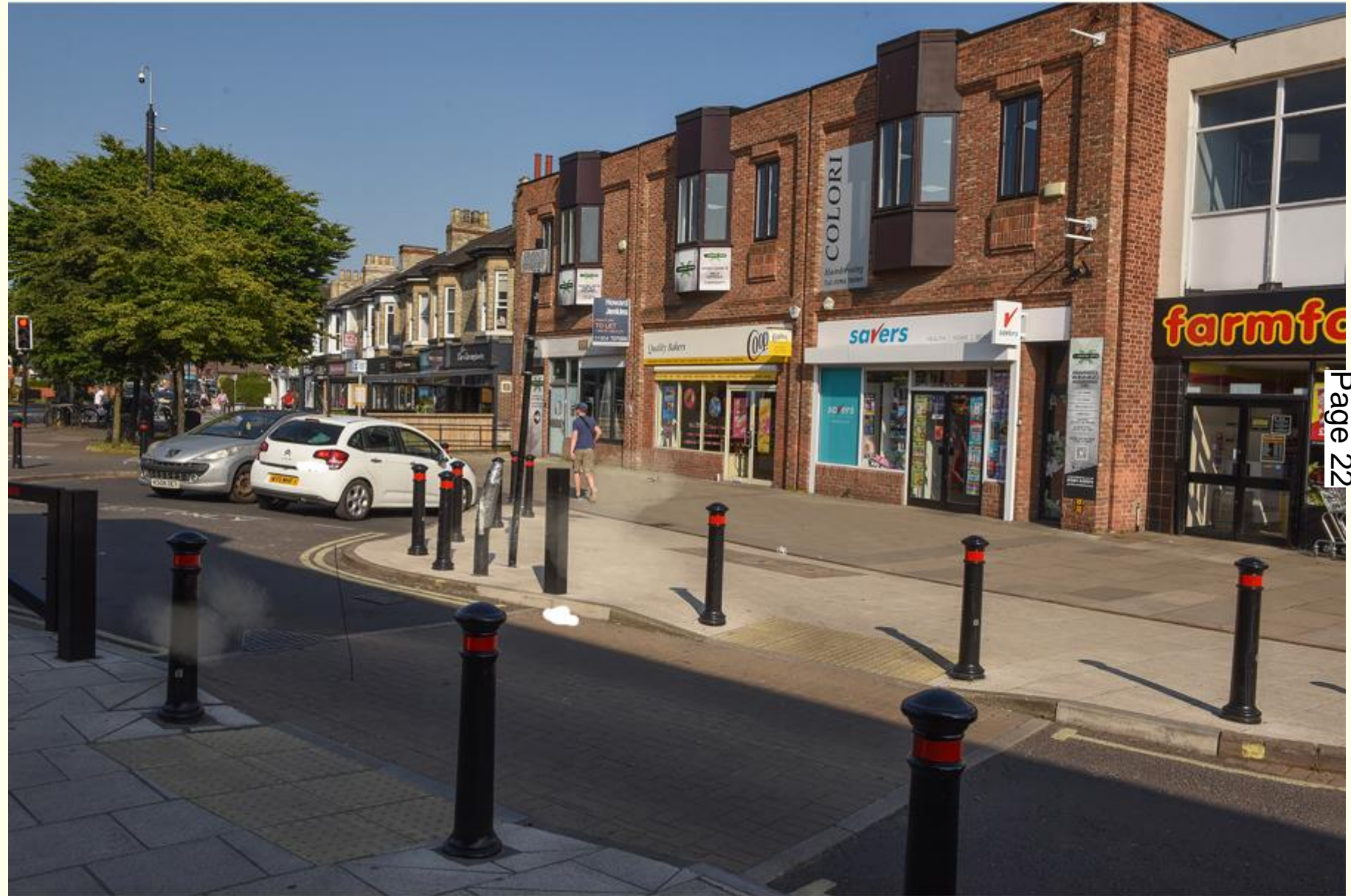


Proposed trial wheelchair tactile paving

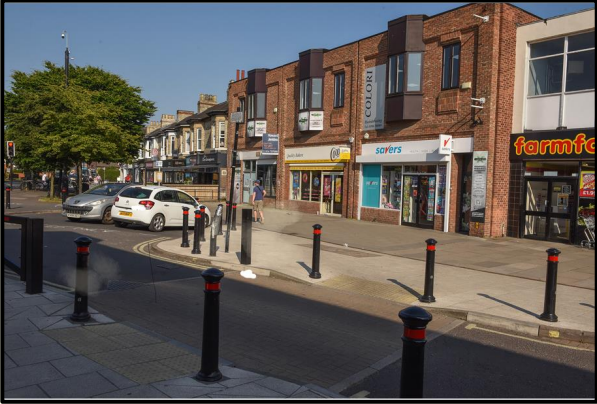
- Consulted with York Access Forum & Access Officer
- Purpose is test whether tactile paving removes the significant vibration experienced by wheelchair users
- Installed on both sides of crossing



BEFORE – Welcome area



After



Before – Central area



After

"Acomb - Creating a People Friendly Space"



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ACOMB FRONT STREET
For Discussion Purposes ONLY

TheUrbanGlow

TheUrbanGlow Design & Heritage Ltd
GM/AG. July 2024



Before – West End entrance



After

"Acomb - Creating a People Friendly Space"

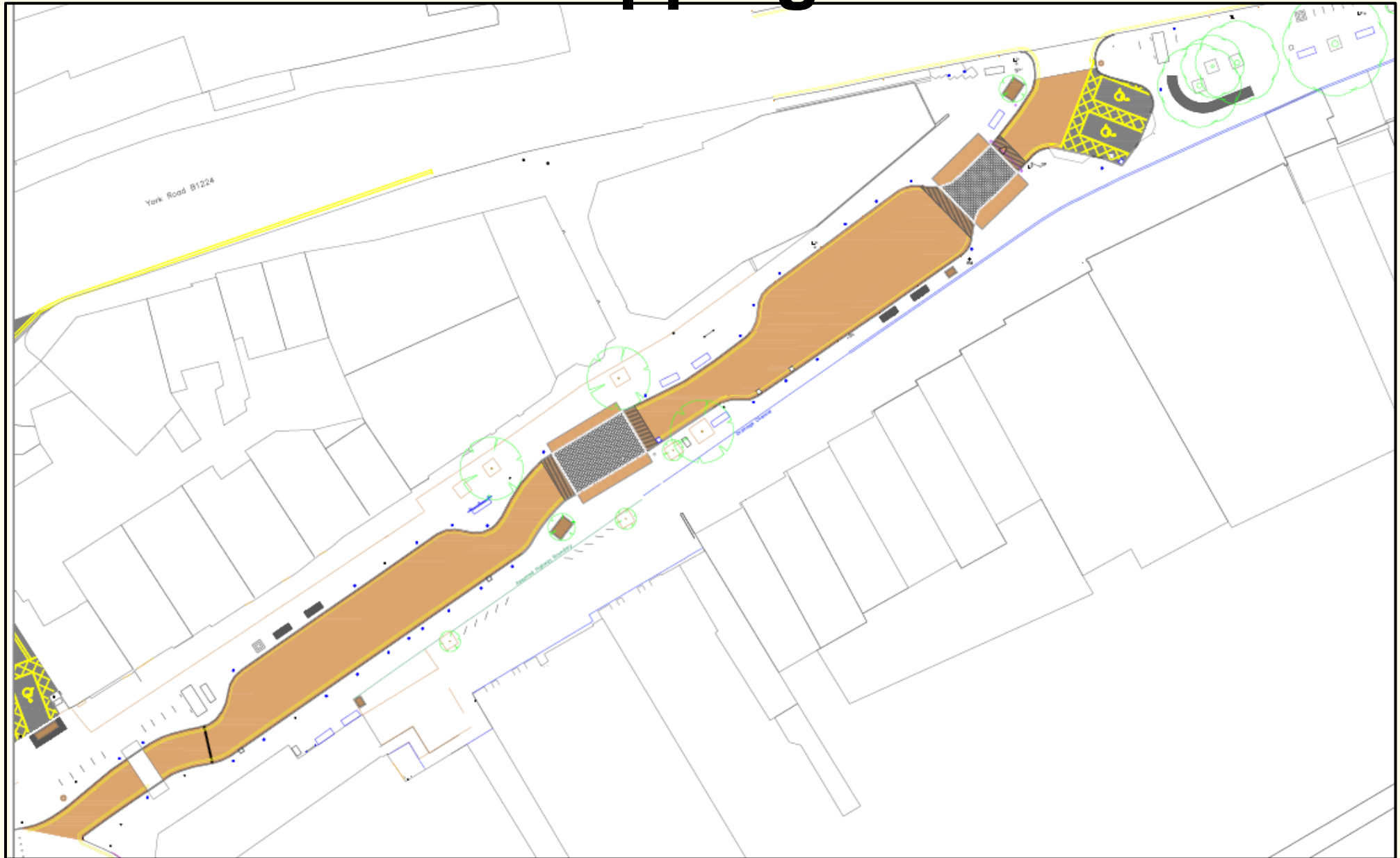


ACOMB FRONT STREET, Green Lane End
For Discussion Purposes ONLY

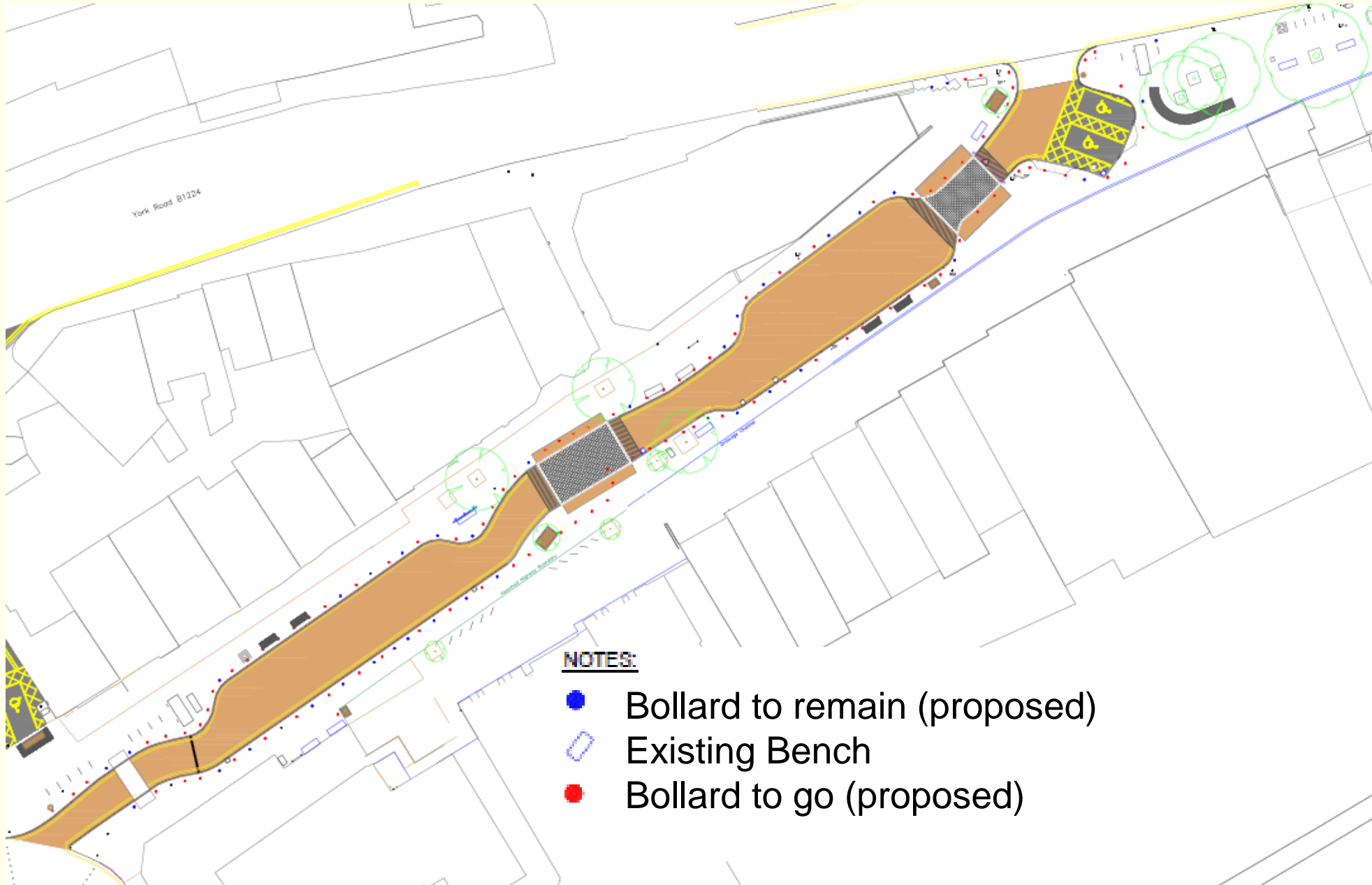


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WIP – Phase 2 Main shopping area

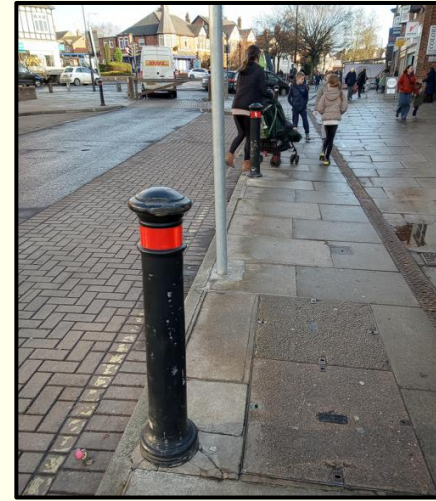


WIP Phase 2 area - removed & retained bollards



Bollard Review

- **Prior to phase 1** - 54 bollards
31 timber & 23 metal
- Phase 1 scheme 131 bollards
- Proposed phase 2 - 34 using seating and planters

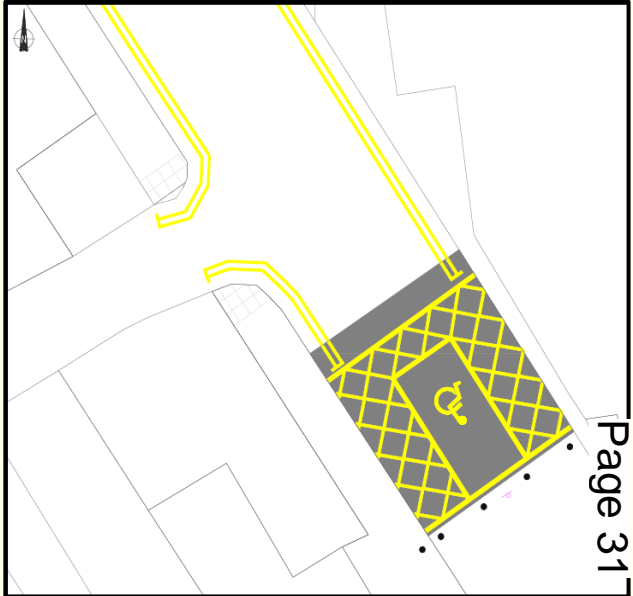


	Proposed Remove	Proposed Remain
Initial plans Feb 24 (Engaged on)	c.80 (61%)	c.50
WIP Plan July 24 Alternative solutions	c.97 (74%)	c. 34

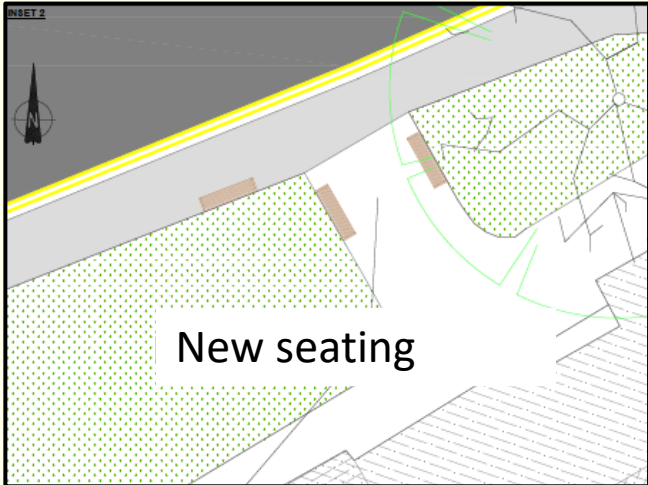
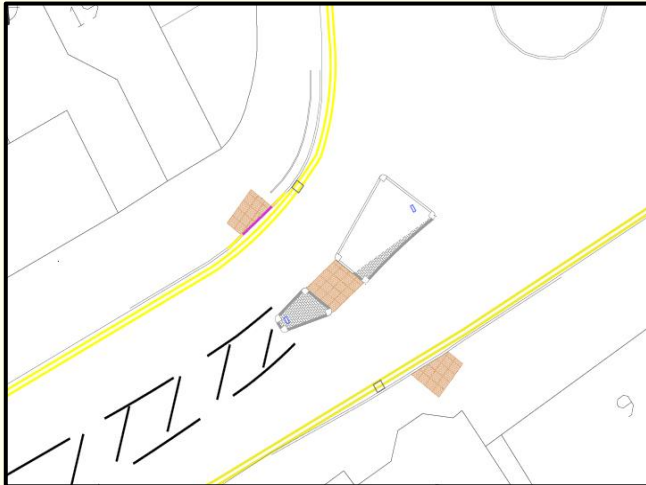


Accessible Blue Badge Car Parking

	Existing	Proposed
Halifax /Coopland	3	2
Cross Street	2	3
School Street	2	1
Total	7	6
Net loss		1



New crossing and seating at WMC



Examples of materials palette TBC



Beyond Phase 2 – the long-term plan

Based on engagement survey the next step would be to explore: -

- Work with the community to trial events – programme for road closures and funding for events
- Seeking funding to deliver adoption of main shopping area – including look to private owners for contribution
- Reviewing the pedestrianisation study options, consult with businesses to assess impact of any change in road use
- Undertake feasibility of School Street parking to identify improvements
- Working with Acomb Explore to extend pedestrian priority and compliment recent Library Arts/ council funding
- Reviewing Morrisons junction
- Reviewing WMC future plans, scope to enhance green open area

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 kerblines • 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 • 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)

Next steps

- **Two-fold approval process**
 - Joint Ward Committee Meeting 10th July with University of York to listen to your feedback
 - **18th July Executive Progress Report**
 - **9th September Pre-Decision Scrutiny Committee**
 - **24th September costed final scheme delegated to Executive Member Decision Session for Economy & Culture** (in consultation Executive Member for Transport)
- **Three opportunities for public comments on scheme**

Programme

Programme v27 est 3.7.24 WIP		Jul-24				Aug-24				Sep-24				Oct-24				Nov-24				Dec-24				Jan-25				Feb-25					
		8.7.24	15.7.24	22.7.24	29.7.24	5.8.24	12.8.24	19.8.24	26.8.24	2.9.24	9.9.24	16.9.24	23.9.24	30.9.24	7.10.24	14.10.24	21.10.24	28.10.24	4.11.24	11.11.24	18.11.24	25.11.24	2.11.24	9.12.24	16.12.24	23.12.24	30.12.24	6.1.25	13.1.25	20.1.25	27.1.25	3.2.25	10.2.25	17.2.25	24.2.25
REPORTING	Executive Meeting 18th July	█																																	
	Ward Committee Mgmts - Briefing groups	█																																	
	Pre Decision Scrutiny Committee 9th Sept										█																								
	DECISION SESSION Economy 24th Sept											█																							
STAT Consultation	Streetworks Permits for Road Closure	█	█										NOTICE	Construction										CHRISTMAS Embargo				█							
	Events / Activity TTRO for block community events	█	█	█	█	█																													
	TRO Stat Consultation TRO's 20mph and BB York Rd min 3 wk consultation 2wks seal order and complete notifications		NOTICE	1	2	3	4	5	6																										
DESIGN	Detail Design	█	█	█	█	█	█	█	█																										
	some items order 10 wks / delivery	█	█	█	█	█	█	█	█																										

- Since engagement period there have been two consecutive pre-election periods (Mayoral & GE)
- Pre-election periods place restrictions on the information the council can share with the community
- Therefore, the July Executive Report is first opportunity to share progress/ updates

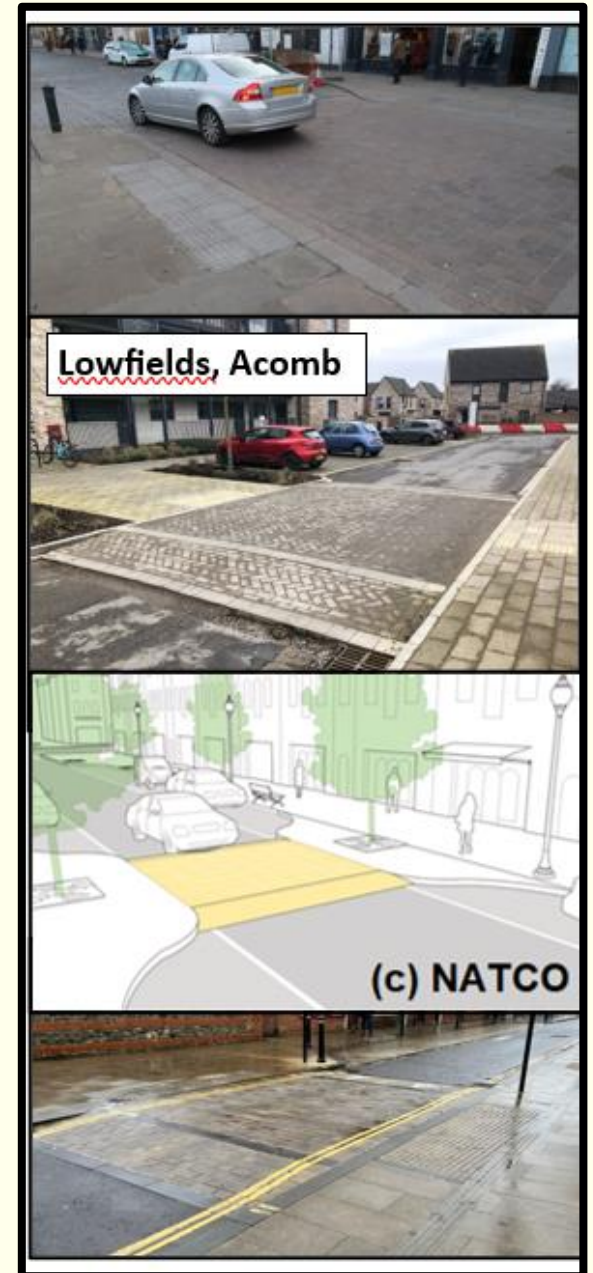
Any questions?

Reminder:

University of York session to listen to your feedback

What is a “raised table”?

- A generous, wide pedestrian crossing, level with the pavement:
- **By day**, when traffic gate is closed this would create a more people friendly and accessible space
- **By night**, when traffic gate is open, would act as a traffic calming device to reduce traffic speed (20mph)



Why can't we fill in the road, have flat level surface?

- No change to current road function, pedestrian zone by day and carriageway after 4pm
- If no kerb delineation between footway & carriageway the flat level surface introduces “shared space”
- Department of Transport moratorium on shared spaces (not fully pedestrianised)
- LTN1.20 advises against shared space
- Highway requires min kerb height, shallow 25mm kerbs are not acceptable to council. Royal National Institute of Blind People recommend min 60mm
 - Drainage and slope of road would require min 25mm kerb to prevent water running down and potentially flooding shops.
- Cost to infill road exceeds current funding
- Infill and pave estimated cost £500,000 (as Phase 1, kerbs removed, drainage)

Q 18 Survey Priorities

	Don't know		No		Low		High		Total
Market/ opportunities to activate area	3.6%	24	2.4%	16	21.1%	143	73.0%	494	677
Welcome gateway (level crossing space, blue badge parking, seating, planting, signage)	3.7%	25	4.8%	32	22.6%	152	69.0%	464	673
B: Create new central space	9.7%	65	6.1%	41	25.6%	171	58.6%	392	669
Review bollards	3.7%	25	15.3%	104	24.2%	164	56.6%	386	679
Feasibility study for people friendly street/ pedestrianisation (longer term)	5.3%	35	9.9%	66	33.6%	224	51.2%	341	664
Raised tables/ level crossing space	10.5%	70	9.6%	64	33.5%	223	46.4%	309	672
Improved Blue Badge car parking	11.6%	78	9.4%	63	33.2%	223	45.8%	308	672
Place identity, public art	3.1%	21	12.8%	86	38.2%	257	45.8%	308	672
New crossing & seating (near Working Men's Club)	4.5%	30	9.8%	66	40.8%	275	45.0%	303	674
A: Part of Welcome area	15.5%	103	7.5%	50	35.5%	236	41.4%	275	664
Pop up temporary street furniture	5.4%	36	10.6%	71	50.5%	338	33.5%	224	669
Wayfinding signage	4.5%	30	12.4%	83	50.5%	339	32.7%	220	672
C: Replace dropped crossing Gateway Centre	17.6%	117	11.5%	76	43.4%	288	27.6%	183	664

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