

**Decision Session – Executive Member for
Transport and Planning**

22 June 2017

Report of the Corporate Director of Economy and Place

Fossgate Traffic Management Consultation

Summary

1. To report the outcome of consultation (see Annex A and B) carried out with residents and businesses in and off Fossgate in relation to potential traffic management changes:
 - Making the street a pedestrian zone.
 - Reversing the one way traffic flow.
 - Re-allocating road space for street cafes.

Recommendation

2. It is recommended to take forward option 4 - Approve an Experimental TRO for up to 18 months to create a pedestrian zone except for access and pedal cycles 8am to 6pm, 7 days a week and to reverse the direction of the one way traffic flow.

Reason: Because there is a good level of support indicated from the consultation and an Experimental scheme enables us to respond rapidly to any unexpected issues that might arise during the experiment period.

3. It is also recommended to take forward option 7 - If the Experimental TRO is approved, to give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm.

Reason: To further enhances the pedestrian priority in the street and provide good flexibility within the experimental period.

Background

4. There has been a long held aspiration to extend the city centre pedestrian zone. Achieving this aim in Fossgate has faltered previously due to the opposing views of, broadly, some businesses wanting it and others,

particularly residents, not being in favour due to the disruption / limitations to access their premises.

5. The existing traffic restriction on Fossgate is “No motor vehicles except for loading 8am to 6pm Monday to Saturday”. This restriction should in theory result in only vehicles carrying out loading activity being in the street which would result in a low number of vehicles being in the street. However, the restriction is routinely ignored by a significant proportion of drivers. For example a one hour spot survey carried out indicated that around $\frac{3}{4}$ of the vehicles entering Fossgate travelled straight through without stopping. Ongoing enforcement action is not a practical option for the police and changing the access restriction type is unlikely to achieve a greater degree of compliance as this is now such a well established route that many drivers take.
6. A more comprehensive traffic survey carried out last year is shown in Annex C. The volume of traffic per hour during the day (8am to 6pm) ranges from 43 to 91 vehicles per hour. Hence if the through traffic can be eliminated or significantly reduced to just those needing to access a property in the street there would likely be somewhere in the region of 10 to 25 vehicles per hour and the street environment would be improved which could then facilitate potential changes to how the street is used by pedestrians and businesses.
7. In order to achieve a reduction in traffic flow that would enhance the pedestrian priority in the street whilst still enabling access to properties an outline concept proposal has been put forward to reverse the one way traffic flow and to designate the street as a pedestrian zone except for access and cycles (this is a standard Dept. for Transport traffic sign - see Annex D - and broadly replicates the existing restriction but strongly indicates a higher pedestrian priority). Because the direction of travel put forward is not an established route the hope is the through traffic will be greatly reduced at the outset of the experiment and the access restriction, whilst a pedestrian zone, would still allow deliveries and access to premises at all times so anyone currently with a legitimate access need in the street will be unaffected – except for having to approach from the other direction.
8. The hoped for reduction in traffic should enable sections of the carriageway to be turned over for use as cafe space for some or all those premises that would like to take advantage of this space. Clearly as access will still be allowed the cafe space will have to be carefully managed in order to retain a suitable through route for delivery vehicles and the emergency services.

9. Because there are a number of uncertain consequences regarding the reversal of the one way traffic flow an experimental period is considered appropriate. An experimental period would also better inform any subsequent Planning Application in relation to the change of use of the highway to allow street cafes. Whilst the majority of the street is put forward for use as cafe space this is to enable the greatest flexibility to tackle demand and other potential changes. As mentioned above, a suitable route through the street would be maintained to ensure access for deliveries and emergency services. Because of the uncertainties associated with the proposals and the possibility of having to amend / abandon the experiment it is suggested that the usual charges for highway cafe licenses be waived during the experiment.
10. The initial times of operation suggested for any potential pavement cafes is 11am to 5pm. These times should enable deliveries to premises to be made. Cafe owners would have to undertake not to put their equipment out if in doing so it would obstruct the street due to vehicles that are already parked in the street. If there were ongoing problems related to this type of incident then in all likelihood we would have to withdraw the cafe permission from those involved.

Consultation

11. A letter (Annex A) and questionnaire (Annex B) was issued to each property in, or with an access off, Fossgate.
12. A total of 36 of questionnaires were returned. A breakdown of the replies on the concepts put forward for consideration is shown below.
13. The headline figures are:

	Question	Support	Opposed
1	Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?	30 (83%)	6 (17%)
2	Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction? *	19 (53%)	17 (47%)
3	Are you in favour of an experiment changing the direction of the one way between Pavement and	24 (71%)	10 (29%)

	Merchantgate?		
4	Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?	26 (72%)	10 (28%)

14. Of those opposed in question 2, 12 put forward different times for consideration due, in the main, to their concerns on the effect on deliveries (see comments and officer's response in Annex E). As mentioned previously, deliveries would still be permitted throughout the day. This was stated in the consultation letter sent out but has not been fully realised by some during the consultation process. Hence the reasons put forward for not being in favour of the pedestrian zone are already overcome. Although we can't assume all who replied "no" would be in favour we can reasonably suppose the level of support to be much higher than initially indicated (possibly as high as 31, or 86%). Again, carrying out an experiment would better inform all involved with the actual impact the changes have on them and allow a more detailed and accurate representation if concerns remain.
15. A précis of comments made are in Annex E along with officer comments. The prominent themes brought out in the consultation are outlined below together with officer comments:

Theme	Officers response
The hours of operation proposed will adversely affect deliveries and access. A variety of alternative hours of operation have been put forward.	The proposal is to not have as strict a pedestrian zone as is in the city centred. Access to premises and for deliveries would be able to continue and would not be affected. The 8am to 6pm restriction proposed reflects the current restriction and matches the duration of the wider restriction in place in the city centre pedestrian zone.
It is a narrow street. There will be more obstructions and queues at	There will be a fairly significant change to the traffic volume and way traffic operates if the one way

the Pavement junction	is reversed. Some queuing is inevitable during peak periods. The potential extent of these changes is why the proposal is put forward as an experiment in order that changes can be considered in a prompt manner.
Nothing is being done to resolve the parking.	Because there is an expected change in the number of vehicles in the street the potential for some highway cafes the parking situation is likely to change hence putting forward parking proposals to tackle the existing situation isn't considered a necessity at this time. Parking can be reviewed depending on the outcome of the experiment.

16. **Traffic Regulation Order (TRO) Consultation** - There are 2 routes that can be used to implement, or make changes to, a TRO. The more usual route is to advertise the proposal and allow 3 weeks for representations to be received. Objections are then reported for consideration and either upheld, overturned or potentially a lesser restriction taken forward. The alternative route is the Experimental TRO (maximum 18 months). This is used where there is a degree of uncertainty with the proposal that may require a rapid alteration to be made or the scheme withdrawn. Using this route a scheme is put in place and objections are made which then have to be considered after at least 6 months of operation where there have been no changes to the experiment. If the objections are resolved or overturned the Experimental TRO may then be made permanent.

Options for Consideration

A pedestrian zone except for access and pedal cycles, plus reversal of the one way traffic flow.

17. Option 1 – Take no further action. This is not the recommended option because there is significant support for a scheme to be taken forward
18. Option 2 – Approve taking forward a permanent TRO to create a pedestrian zone except for access and pedal cycles. This is not the recommended option because the existing traffic flows will most likely remain and cause the scheme to fail to be self regulating.

19. Option 3 – Approve taking forward a permanent TRO as option 2 but also include the reversal of the one way traffic flow. This is not the recommended option because if there are any unforeseen issues there would be a lengthy legal process to make amendments to the regulations.
20. Option 4 – Approve taking forward an Experimental TRO for up to 18 months to create a pedestrian zone except for access and pedal cycles and to reverse the direction of the one way traffic flow. This is the recommended option because it enables us to respond rapidly to any unexpected issues that might arise during the experiment period.

Highway cafes

21. Option 5 – Take no action. This is not the recommended option because the introduction of cafes would further reinforce the change in status of the street to pedestrian priority and there is a significant interest from businesses for this option to be available.
22. Option 6 – Progress formal Planning Applications for individual premises. This is not the recommended option because the recommended experimental TRO (option 4) might not be made permanent and there is potential for changes to be made which would then impact on cafes already given approval.
23. Option 7 – If the Experimental TRO is approved, give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm in the area identified in Annex F and as indicated in the example in Annex G. These cafes would be licensed obstructions for the duration of the experiment. This is the recommended option because this further enhances the pedestrian priority in the street and provides good flexibility within the experimental period.

Council Plan

24. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

25. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

26. . None.

Contact Details

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Neil Ferris
Corporate Director of Economy and Place

Date: 12/06/17

Report Approved **Date** 12/06/17

Specialist Implications Officer(s)

Wards Affected: Guildhall

All

For further information please contact the author of the report.

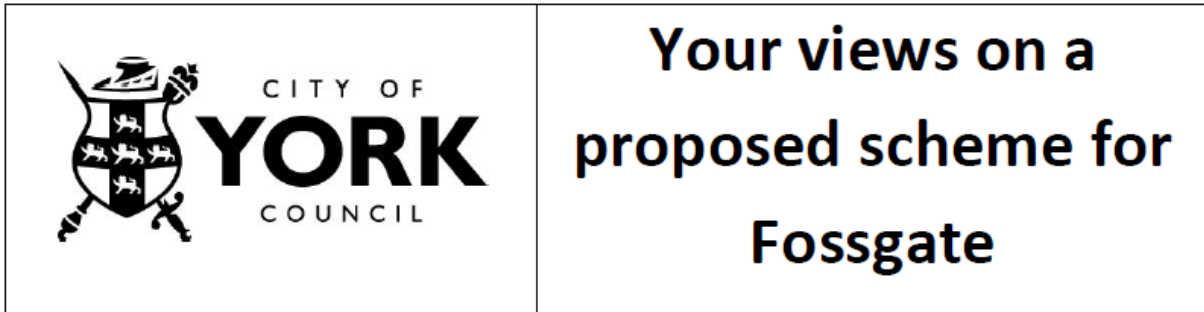
Background Papers: None.

Annexes:

- Annex A Fossgate Consultation Letter
- Annex B Fossgate Questionnaire
- Annex C Traffic Survey
- Annex D Standard DfT sign for the restriction put forward
- Annex E Questionnaire Comments and officer responses
- Annex F Area put forward for use by potential street cafes
- Annex G Example of how highway cafes might be set out that allow vehicles to pass along the street

Annex A

Fossgate Consultation Letter



Please find below a brief explanation, FAQ's and attached a short questionnaire about a proposal for a footstreet scheme on Fossgate. We'd really welcome your views on this to enable us to use your feedback before we take forward a proposal.

Thank you

Background:

Reducing the impact of traffic and improving the environment in Fossgate is a long held aspiration for the council and for many residents and businesses in Fossgate.

However, we are aware that there have also been some concerns from property owners about access if there was a full footstreet scheme in place.

We're keen to hear your views on a proposal to change the traffic restrictions on Fossgate as we know it's essential that you're a part of this process.

What are the existing restrictions?

The existing vehicle restrictions in place prohibit access to motor vehicles between 8am and 6pm Monday to Saturday (except for loading). Therefore, in theory there should be very few vehicles in the street but we know that this is routinely ignored by a large numbers of drivers. This is unfair to those who legitimately have a need to use the street. It also prevents potential improvements such as creating better access for pedestrians or creating a

new space for events or cafes which we could all explore if the street was largely traffic free.

What are pedestrian zones? And is traffic allowed for deliveries?

Pedestrian zones can take different forms from the one in the footstreets area in the city centre, for example:

A street can be 'designated' a pedestrian zone but deliveries or access can still be permitted (e.g. to the Merchant Adventurers Hall or holiday accommodation). Therefore, the restriction would be similar to the existing arrangements.

How would you enforce this?

Ongoing enforcement of the restriction or some sort of automatic barrier is not considered to be a practical or cost effective option due to the number of people who would legitimately be able to access Fossgate.

Because so many people are driving straight through Fossgate, we need to find a solution to this problem. With that in mind, the option being considered is to reverse the direction of traffic flow between Pavement and Merchantgate. No entry signs at the Pavement end of Fossgate would remove the existing through traffic. Whilst some drivers may chose to use Fossgate to get from Merchantgate to The Stonebow, this is not an established route and isn't thought to be an attractive choice in terms of it being a short cut so there should be a substantial reduction to through traffic in Fossgate.

What about people who have a genuine need to use Fossgate?

Those drivers needing to access or make deliveries to premises in Fossgate would still be able to. The only change for them would be that they would

have to enter Fossgate from the Merchantgate direction and leave via Pavement or The Stonebow.

What we could do with the space?

This new pedestrian zone creates an ideal opportunity to use this space for other purposes such as events or cafes, which would hopefully then lead to a greater pedestrian flows and discourage vehicles. We would however still need to maintain a route for traffic making deliveries, emergency services or needing access to premises.

Summary of the proposals:

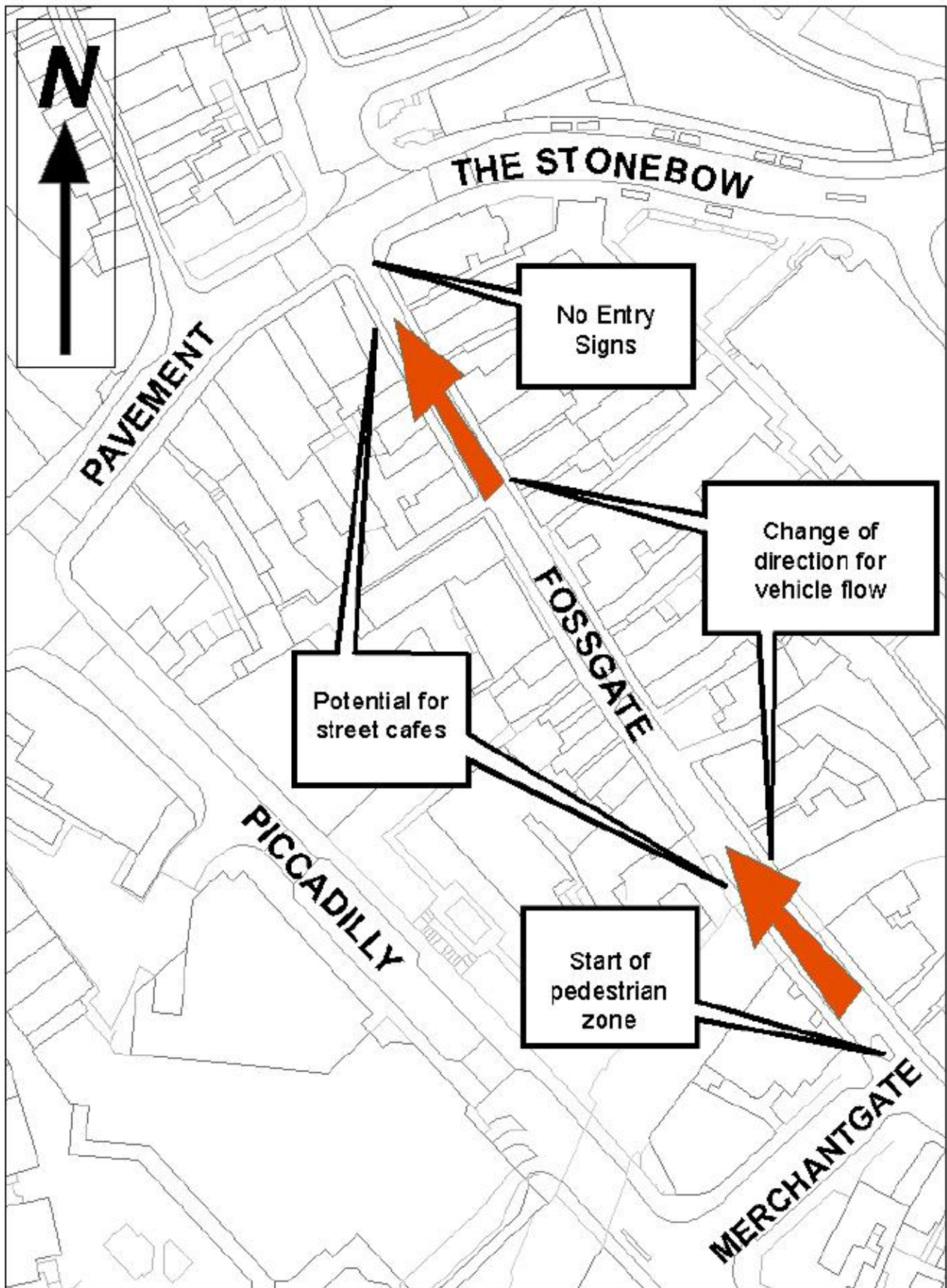
- Change the direction of the one way system to Merchantgate up to Pavement
- Create a new pedestrian and cycle zone between the hours of 8am to 6pm, 7 days a week, except for access

Trial period:

Because the proposal is quite a significant change it is considered appropriate to trial this proposal as an experiment. This would allow the restrictions to be amended or removed quickly in response to any issues which became apparent during the trial period.

Before taking forward this experiment we'd like to understand the level of local support for it. Attached is a short questionnaire which is going to all residents and businesses on, or with an access from, Fossgate.

The feedback from the questionnaire will be used to put forward a recommended option to the councillor responsible for transport and planning at a public meeting. If the introduction of the experiment is approved and proves successful then designs for the permanent layout changes will be progressed later in the year.



**Fossgate
Potential Pedestrianisation and One Way**

Fossgate Questionnaire

Fossgate Questionnaire

Please return by 15/5/17

Q1. Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?

YES	NO

If you answered NO would you like to suggest a different restriction for consideration?

.....
.....

Q2. Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction?

YES	NO

If you answered NO would you like to suggest a different time of operation for consideration?

.....
.....

Q3. Are you in favour of an experiment changing the direction of the one way between Pavement and Merchantgate?

YES	NO

If you answered NO please outline your concerns?

.....
.....

Q4. Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?

YES	NO

If you answered NO please outline your reasons why.

.....

.....

.....

Q5. Are there any individual requirements you have that may need to be considered?

.....

.....

.....

Q6. Are there any other comments about vehicle or pedestrian use of Fossgate you'd like to make?

.....

.....

.....

Q7. What is your address (although not essential this may assist in developing a scheme further that caters for as many individual needs as practical)?

.....

Thank you

Annex C

Traffic Survey

Vehicles Entering Fossgate

(excluding bicycles)

	From Pavement	From Colliergate	From St. Saviourgate	From The Stonebow	Total
00:00	0	12	2	5	19
01:00	2	8	1	1	12
02:00	3	5	0	0	8
03:00	2	5	0	2	9
04:00	1	2	0	1	4
05:00	2	12	2	3	19
06:00	7	34	1	4	46
07:00	11	46	5	13	75
08:00	12	44	13	6	75
09:00	26	38	16	11	91
10:00	21	23	17	7	68
11:00	30	13	22	3	68
12:00	29	3	13	9	54
13:00	19	5	18	11	53
14:00	16	6	20	1	43
15:00	9	6	23	6	44
16:00	21	6	14	2	43
17:00	27	21	22	11	81
18:00	15	31	9	25	80
19:00	17	17	7	19	60
20:00	17	38	10	9	74
21:00	6	23	17	2	48
22:00	9	37	6	5	57
23:00	1	27	3	0	31
Total	303	462	241	156	1162

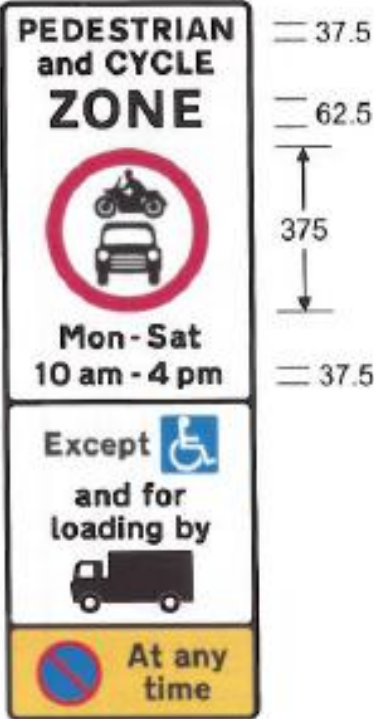
NOTE:

The cells highlighted yellow are the times of operation of the existing restriction.

Annex D

Standard DfT sign for the restriction put forward

Sign table — Schedule 8, Part 2

(1) Item	(2) Sign description	(3) Sign diagram
2	Diagram 618.3C Entry to, and waiting in, a pedestrian and cycle zone restricted	
(4)	<i>Permitted variants</i>	
	<ol style="list-style-type: none"> 1. The time period in the upper panel may be omitted or varied 2. The following symbols and legends may be included in the middle panel to provide for exceptions (including in any combination, provided there is an "and" or "&" before the last exception)— <ol style="list-style-type: none"> (a) the legend "buses" or "local buses" (b) the legend "taxis" (c) the legend "for access", "for loading", or "for loading by" and the goods vehicle symbol (d) the legend "permit holders", "permit holder", and, if appropriate, a permit identifier or identifiers (e) the disabled badge holder symbol 3. The middle panel may include a time period 4. The time period in the lower panel may be varied 5. The lower panel may be omitted 6. The middle panel may be omitted when the lower panel is omitted 	

As put forward in the recommendation the sign would use permitted variants:

- | | | |
|----|-------------------------|-------------------|
| 1 | Upper panel time period | 8am - 6pm |
| 2c | Middle Panel | Except for access |
| 5 | Lower panel | Omitted |

Annex E

Questionnaire Comments and Officer Responses

Q1. Are you in favour of a pedestrian and cycle zone that allows vehicles to access Fossgate to make deliveries or visit premises?

No.	Comment	Officer Response
1	None needed and current restrictions are unlawful like Coppergate and High Petergate	This is incorrect.
1	The existing restrictions are sufficient but would be enhanced by trying the change of one way	Noted.
1	Enforce the restriction already in place	This is not a practical option.
1	Provided there are no restrictions on vehicle accessing premises	Access to premises would not be restricted.

Q2. Are you in favour of the suggested 8am to 6pm, 7 days a week times of the restriction?

No.	Comment	Officer Response
1	10am to 5pm	Noted.
1	None needed and current restrictions are unlawful like Coppergate and High Petergate	This is incorrect.
1	Why Sundays	Because the street is open for business much like any other day of the week.
1	The pubs need deliveries, make the start 11am	Deliveries would be allowed throughout the day.
1	10am to 4pm	Noted.
2	From 10am	Noted.
1	Would be open to a 10pm finish	Noted.
1	Deliveries would be a problem	Deliveries would be allowed throughout the day.
1	9am to 6pm	Noted.
1	The existing restrictions are sufficient	The existing restrictions are widely ignored.
1	Noon and 4pm	Noted.
1	would prefer 8am to 8pm	Noted.

1	10 or 11am would be more convenient as I have deliveries in the morning	Deliveries would be allowed throughout the day.
1	10.30 to 5 to be in line with other footstreets - less confusing	Noted, however there are also access restrictions similar to those proposed for Fossgate either side of the existing pedestrian zone hours
1	Need access to parking / loading facilities between 8am and 8pm	Deliveries would be allowed throughout the day

Q3. Are you in favour of an experiment changing the direction of the one way between Pavement and Merchantgate?

No.	Comment	Officer Response
1	more fuel used for the extra mileage to access premises	The extra distance is quite minimal and may well be counter acted by a shorter distance leaving the area.
1	I use Fossgate to park on Walmgate	Access to Walmgate goes against the existing restriction.
2	This would cause a queue at the top of Fossgate	There will hopefully be fewer vehicles in the street but at peak times there may be some queuing.
3	Creates a short cut to miss out the Piccadilly traffic lights	This route is not thought to be desirable but will be monitored during the experiment.
1	this road is dangerous already as it is cyclists go the wrong way	Noted.
1	has been knocked over 3 time by cyclists going the wrong way	Noted.
2	You do not get a clear view from the exit at the top of Fossgate and its often blocked by buses and taxis	As with any junction drivers do need to take care when pulling out into queuing traffic.
1	Would be in favour of 24/7 no cars except for deliveries	Noted
1	Unsafe because the road is too narrow if someone forgets	There is always potential for a driver to make a mistake but speeds should be very low so the dangers will also be very low.
1	How will it be monitored	Vehicle surveys, observations and feedback from those living /

		working along the street.
1	Cars still potentially travelling the wrong way and the bridge blind summit - how well will it be signed	Adequate signing will be put in place.
1	Need more information. Implications for off road parking space	Access to off street parking will not be adversely affected.
1	The top of Fossgate is narrow and very busy with deliveries. Traffic behind deliveries would have no where to go.	To a degree this already happens but with fewer vehicles expected there is scope for this to reduce.
1	Ambivalent, accepts there is likely to be less through traffic.	Noted.

Q4. Are you in favour of, where appropriate, changing the use of sections of the carriageway for cafes (a route through suitable for emergency and delivery vehicles would be maintained)?

No.	Comment	Officer Response
1	Concerned about increased noise if bars have tables out late evening/night	Noted, times of operation will have to be agreed.
1	There are enough obstructions already endangering pedestrians walking in front of cars	There will hopefully be fewer vehicles in the street.
1	Too many food outlets already	Noted.
1	Would change the atmosphere of the street	That is one of the aims to improve the attraction of the street to shoppers and tourists.
1	Narrow carriageway so cafes would limit access to homes and businesses	Access through for vehicles would have to be maintained.
1	Cafes may encroach resulting in vehicle access being blocked	This will be monitored and if abused permission for the cafe can be revoked.
1	Essential to allow collection of large items	There will be no additional restriction on access
1	This is driving out traders who are not cafes	Noted.
1	This would be dangerous	The aim is to encourage lower vehicle speeds which should improve safety.
1	Resident and finds it hard enough	There is good potential for this to

	to park and get deliveries	be improved as a result of the experiment.
1	Access required for legitimate reasons	There will be no additional restriction on access
1	The area is not wide enough and would look cluttered	Care will be needed.
1	Outside seating would encourage more littering	Approval for the cafes would include a requirement to keep the area free of their litter.
1	If A boards aren't allowed why tables and chairs	Narrow pavements aren't suitable for obstructions. The carriageway used for cafes instead of parked cars creates no more, and potentially less, obstructions.
1	Not practical given the narrow road width, large delivery / emergency / service vehicles	Care will be needed.
1	Many of the cafes /restaurants /pubs are opposite or nearly opposite each other	Noted, care will be needed.
1	Disabled parking constrains the practicality	This may impact on the parking that currently takes place.
1	Providing can still drive down during trading hours	There will be no additional restriction on access.
1	Emphasis on where appropriate	Noted.

Q5. Are there any individual requirements you have that may need to be considered?

No.	Comment	Officer Response
1	Doesn't have a car and has to walk in the road most of the time because the paths are so busy	Noted.
1	All deliveries and business drop offs	There will be no additional restriction on access.
1	Access to home	There will be no additional restriction on access.
1	Would like a space for "A" boards outside the church	This is outside the scope of this project.
1	The parking is not being	The proposals will likely have an

	addressed	impact on parking, hence no action proposed at this stage.
1	Would like to be able to drive to my address	There will be no additional restriction on access.
1	The street needs CCTV	Noted.
1	Bollards at the Lady Peckett's Yard corner to prevent parking and make it easier to get in and out	The proposals will likely have an impact on parking, hence no action proposed at this stage.
1	Less traffic and speed of traffic	These are 2 of the hoped for outcomes.
1	Change of direction would inhibit safe deliveries and collections	There will be no additional restriction on access.
1	Ensure businesses don't use Lady Peckett's Yard for parking	This is not part of the project at this stage.
1	Access to off street parking needed at all times	There will be no additional restriction on access.
1	We should all do what's best overall for the street	Noted.
1	residents have no priority on parking and businesses, although important, already monopolise the area	Noted.
1	Requires 24/7 access	There will be no additional restriction on access.
1	Where would disabled driver to the premises park	There will be no additional restriction on access.
1	we have deliveries, waste collection and emergency access requirements but sure all this can be accomodated	There will be no additional restriction on access.
1	Need access to parking / loading facilities in Lady Pecketts Yard.	There will be no additional restriction on access.

Q6. Are there any other comments about vehicle or pedestrian use of Fossgate you'd like to make?

No.	Comment	Officer Response
1	Make one way clear to cyclists; too many go the wrong way.	Signs will be provided.

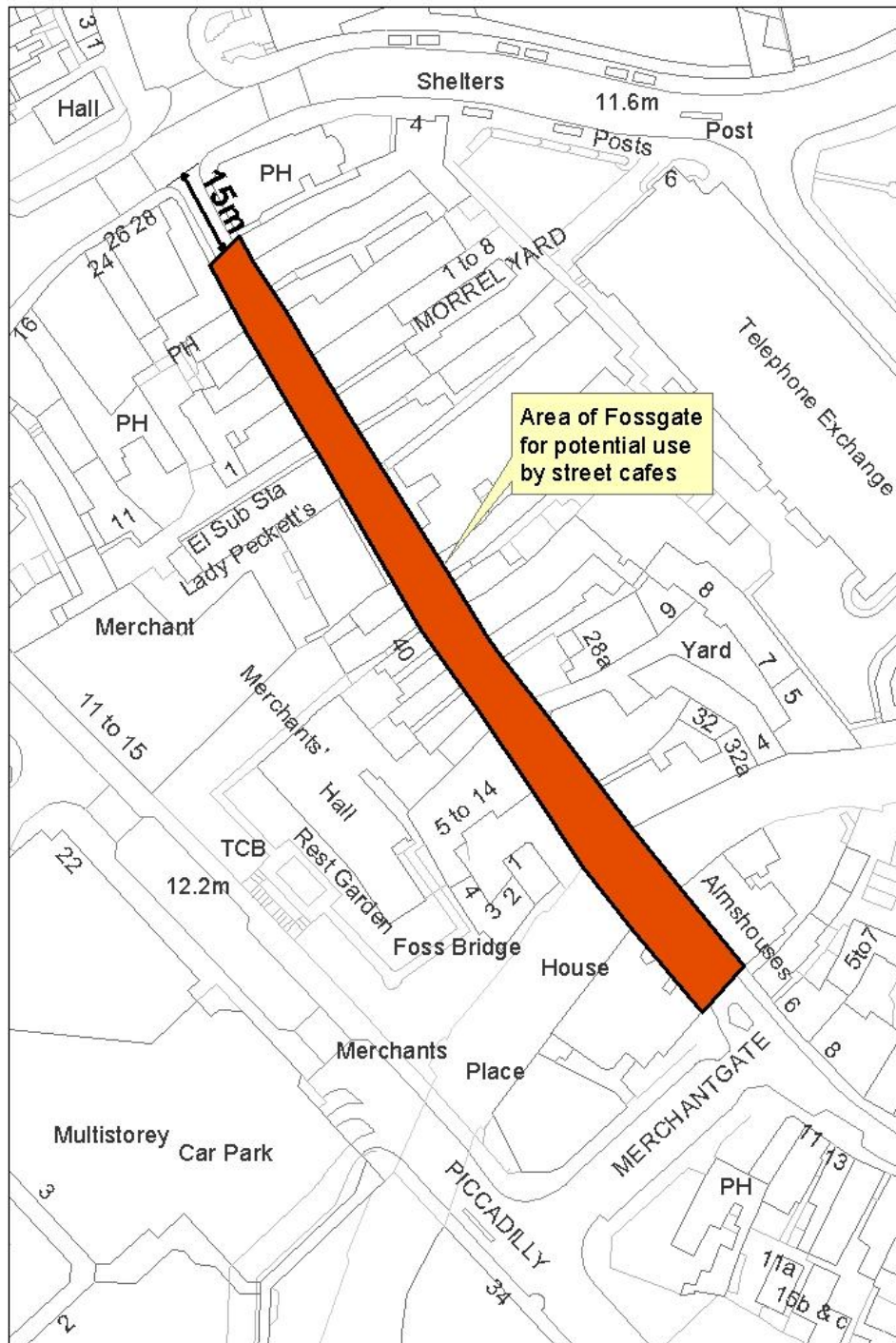
1	Remove road humps	This is outside the scope of this project.
1	Put up signs telling pedestrians they are responsible for their own safety	This will not be done.
1	Will all parking be prevented	No.
1	The road needs attention, especially the potholes	This can be investigated and if necessary work carried out as maintenance.
2	Limit parking for disabled drivers	There are no plans to do this at this stage.
1	Wider pavements and a single carriageway with cafes both sides	This is outside the scope of the project at this stage.
1	Speed bumps	Noted.
1	Reversing the traffic flow is a good idea	Noted.
1	Needs to be more frequent enforcement of the restrictions	This is not a practical option.
1	Send someone to monitor the failings of the existing rules	This is how the scheme has been developed.
1	Lady Peckett's Yard need re-vamping / cleaning for the benefit of everyone, especially businesses on Fossgate	This is outside the scope of the scheme at this stage.
1	The street works well as it is.	Noted.
1	Keep Fossgate open for traders is essential, more than cafes and restaurants down here	There will be no additional restriction on access.
1	Would prefer no parking except for deliveries (8am to 1pm) for more seats for cafes	Noted.
1	Find it fine as a pedestrian without further restriction	Noted.
1	If the existing restrictions are ignored why would the new ones work	Because no one is in the habit of using the street in this direction and there can be changes made to the streets use that would discourage its use as a through route.
1	A narrow road and footways but has more traffic than an access only street should have.	Agreed.
1	Can the carriageway be raised to cope with narrow footways	This can't be considered at this stage.

1	Can the disabled parking rules be enforced?	If the rules are being broken then there is scope for enforcement action to take place.
1	Would prefer to see a pedestrianised area in line with elsewhere in the city with level roads and pavements	This is outside the scope of the scheme at this stage.
1	Blue badge parking is biggest traffic issue in the narrowest part of the street	There are no plans to formally restrict parking by blue badge holders at this stage.
1	Need access to parking / loading facilities in Lady Pecketts Yard.	There will be no additional restriction on access.
1	Better enforcement of restrictions	This is not a practical option.
1	No parking provision - including disabled	There are no plans to formally restrict parking at this stage.

Annex F

Area for use by Potential Cafes

Very important to note that this does ***not*** mean the whole street would be turned over for use by cafe. A route through for vehicles would have to be maintained – See Annex G for example.



Annex G

Example of how highway cafes might be set out that allow vehicles to pass along the street

