



Notice of a public meeting of

Economy & Place Policy Development Committee (Pre Decision Calling In)

- To:** Councillors Cuthbertson (Chair), Kramm (Vice-Chair), N Barnes, S Barnes, Cullwick, Richardson and Steward
- Date:** Monday, 5 November 2018
- Time:** 5.30 pm
- Venue:** The Auden Room - Ground Floor, West Offices (G047)

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Public Participation

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 2 November 2018**. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please contact the Democracy Officer for the

meeting, on the details at the foot of the agenda.

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The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

3. Pre-Decision Called In Item: Fossgate Public (Pages 1 - 42) Realm Improvements

This report provides background to the pre-decision call-in of the 'Fossgate Public Realm Improvements' decision due to be taken on 15 November by the Executive Member for Transport and Planning. The report sets out the reasons for the call-in and invites the Committee to consider what feedback, if any, it may wish to make.

4. Urgent Business

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

Democracy Officer:

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E-mail: christopher.elliott@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

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Economy and Place Scrutiny Call-in Committee

5 November 2018

Report of the Corporate Director of Economy and Place

Pre-Decision Called-in item: Fossgate Public Realm Improvements

Summary

1. This report provides background to the pre-decision call-in of the item “Fossgate Public Realm Improvements”, setting out the reasons for the call-in and inviting the Committee to consider feedback on the proposals.
2. The report also outlines the background to the issue called-in and the role of and options available to this Committee, under the agreed pre-decision call-in arrangements.

Background

3. In accordance with the arrangements for pre-decision scrutiny call-in, three members (Councillors D’Agorne, Craghill and Taylor) have called in the item relating to the Fossgate Public Realm Improvements scheme for the following reasons:
 - (i) “The scheme fails to achieve a pedestrianised environment as part of the ‘footstreets area’ which is clearly the preference for the majority of businesses in and visitors to the street”.
 - (ii) “The original brief for officers designing the scheme was flawed in requiring segregated vehicle access through the street at all times. Even before the DFT request for a ‘pause’ on implementation of ‘shared use’ schemes, the design had failed to consider how best to meet duties under the Equalities Act and the Transport Hierarchy in respect of the needs of pedestrians, wheelchair users and blind and partially sighted”
 - (iii) “Despite representations made prior to the confirmation of the reversal of one way traffic flow, no consideration has been given to the benefits and design implications of revoking the one way order on the southern section of the street from Franklin’s Yard.

Two-way traffic on this section would reduce vehicle intrusion to the northern section and increase options for pedestrianisation either now or in the future. There are implications for the design of build-outs at the entrance to the street from Merchantgate and on-street parking bays”.

- (iv) “Designers have failed to adequately consider highway safety implications of the proposal to remove the existing speed table at the junction of Pavement and Fossgate, and to direct pedestrians to crossing the busy road at points marked only by visual surface differences and tactile dropped kerbs. We also have concerns that this fails in the objective of the scheme of better connecting businesses in the street with the rest of the city centre as a result of the greater severance to the most direct pedestrian routes”.
4. In 2017, following previous attempts to obtain consensus from residents and businesses for the implementation of a re-modelled Fossgate scheme, consultation was undertaken on a proposal to reverse the traffic flow direction with the aim of reducing the level of traffic in the area. The reversal of the traffic flow was considered by the Executive Member at a decision session meeting in June 2017. The report included the results of the consultation in relation to potential traffic management changes, including making the street a pedestrian zone, reversing the one way traffic flow and reallocating space for street cafes.
 5. At a decision session meeting on 12th April 2018, the Executive Member resolved that the experimental TRO to reverse the traffic flow and change the access restriction be made permanent. The decision was made on the basis that the experiment had achieved the objective of reducing the volume of through traffic, and that there had been little in the way of representations against the experiment.
 6. A budget for enhancing the physical environment of the street was allocated by the Council in February 2017. The decision by the Executive Member on the Traffic Regulation Order provided certainty on the traffic flow direction enabling the layout of the street to be developed further and progressed forward to consultation.

Consultation

7. An extensive consultation has been undertaken with the residents and businesses of Fossgate and wider stakeholders. The consultation asked for comments on a potential layout plan shown in Annex A based

on the Executive Member's Decision on the Traffic Regulation Order for the street. The consultation commenced on 17 September with an original end date of 14 October. Following representations, the consultation was extended to 21 October with further publicity (signs, press release and social media) The consultation comprised:

- a letter drop to over 95 properties along Fossgate (businesses and residents) including a number of properties on Walmgate, Merchantgate and Pavement in the immediate vicinity of the junctions. The letters included a detailed description of the measures being proposed, a copy of the proposed layout drawing (Annex A) and a questionnaire for consultees to complete and return.
- wider consultation to statutory consultees.
- details were placed on the Council's website with access to a link allowing a wider audience of consultees to complete the questionnaire on line and to offer their views on the proposals.
- a press release was issued advising of the consultation inviting comments for a wider audience.
- a display was also set up in the foyer entrance at West Offices (over 50 comments were received).
- officers also held meetings with representatives of the Fossgate Traders Association as well as holding two drop-in sessions on site for consultees to "drop in and discuss the proposals".
- officers also attended a Guildhall ward meeting to present and discuss the proposals.

8. The initial proposals, as shown in Annex A, were drawn up to reflect the recent changes to the traffic flow, and were based on previous feedback from residents and businesses and following preliminary discussions with representatives of Fossgate Association.
9. The aim of the consultation was to allow as many people as possible to review the proposals and offer their views. It is proposed to provide full details of the outcome of the consultation in the report to the Executive Member Decision Session on 15 November.
10. Responses to the consultation have been varied and sometimes contradictory, and have been received via a number of sources – through conversations at meetings and drop-in sessions, emails directly to officers, questionnaires (12No) being submitted directly to officers and a further 86 questionnaires submitted through the on-line survey. Examples of the type of responses are provided in Annex B.

11. Officers have also received feedback from Fossgate Association, giving details of a survey carried out during a street event in 2016.
12. A revised layout, Annex C, has been prepared which attempts to take on board comments raised through the consultation and in response to the Council's own road safety audit process.

Options

13. The following options are available to this Committee in relation to dealing with this pre-decision call-in, in accordance with the agreed arrangements:
 - Agree comments or recommendations for submission to the Executive Member, to take into account when making his decision; or
 - Decide not to make any specific comments/recommendations to the Executive Member on the issue in hand

Analysis – Response to Calling-in Reasons

Pedestrianisation

14. The consultation proposals did not include for pedestrianisation of Fossgate as the decision regarding the traffic regulation order had been confirmed in April 2018. This also reflected feedback over previous years indicating that vehicular access was required to serve the properties along Fossgate at all times. It is clear from the level of responses during consultation that full pedestrianisation with no vehicular access is an aspiration for many people. Officers do not consider that the proposed layout of the street would preclude a future decision by the Council to pedestrianise the street in the future.
15. The proposed design allows for vehicles and pedestrians being in the street at the same time but is not a shared surface proposal. We have tried to accommodate the mix of users throughout the day with changes made to improve the layout for pedestrians. This includes widening footways at narrow sections and providing build-outs to allow for chairs/tables and/or street furniture (benches, cycle stands, etc) as well as providing improved crossing facilities.

16. It is proposed that an option to investigate the full pedestrianisation of the street after the scheme construction has been completed to be brought back to the Executive Member after summer 2019. If accepted, a wider consultation would need to be undertaken and the TRO advertised, potentially as an experimental order, before the final decision is taken.

Two-way Traffic Flow at South End

17. On balance it is considered that the proposed changes to the layout at Merchantgate, narrowing the carriageway provides more benefit to pedestrians in this area than changing this section to two-way traffic flow. The recent suggestions to return the section of Fossgate between Franklins Yard and Merchantgate to two-way, in order to facilitate pedestrianisation of the top section of Fossgate, goes against the recent decision to reverse the one-way.
18. The number of movements generated by the Franklin's Yard area is very low. If the area north of Franklins Yard is to be pedestrianised then there would be insufficient road space available for vehicles to turn around to exit onto Walmgate/Merchantgate. Franklins Yard is unadopted and in poor condition – it would be inappropriate to allow vehicles to turn into Franklins Yard as a means of turning round to exit Fossgate southbound.

Pavement Speed Table/Crossings

19. The treatment of the junction with Pavement has received a wide range of comments. The original proposal to remove the raised tables on Pavement were made on the basis that the tables were being severely damaged by traffic and to have the crossings flush with the road would remove this problem and hence reduce the maintenance liabilities. The decision was also based on the fact that traffic speeds in this area are low owing to the proximity of the signalised junction at Piccadilly and the bus facilities on Stonebow. The existing speed tables have very limited impact on speeds due to their low height.
20. Irrespective of this, there has been a strong desire to retain these raised crossings. The Council's own road safety audit undertaken on the consultation layout also raised concerns about their removal.

21. It is therefore proposed to recommend to the Executive Member that raised crossings across Pavement are provided as part of the final scheme.

Facilities for Pedestrians

22. Officers have reviewed comments made during the consultation and through the road safety audit to maximise the provision of facilities for pedestrians. It is proposed to recommend changes to the consultation layout to widen footways where possible on the street. For example the footways are proposed to be widened between Lady Peckitts Yard and Pavement to a minimum 1.8m and the road level raised such that the kerb heights are reduced to approximately 60mm (the height previously specified by disability groups as an acceptable minimum kerb check). This will improve pedestrian accessibility into and along Fossgate.

Council Plan

23. The proposals in this report relate to the Council Plan priorities “a prosperous city for all” and “a council that listens to residents”. The scheme aims to work with residents and businesses to support Fossgate, which is seen to be a vibrant, growing community with its own special character in the heart of York. Changes have been made to the proposals in responses to the consultation and road safety audit.

Implications

24. The following implications have been considered:
 - **Financial** – The overall budget for the scheme is £500k. Any further changes to the layout could increase the cost above the current allocation.
 - **Human Resources (HR)** None
 - **Equalities** None
 - **Legal** – if pedestrianisation or change to two way traffic flow is to be pursued then further consultation will be required together with advertisement of a revised TRO (experimental order). Based on the responses to the current consultation pedestrianisation is not likely to be fully supported and the TRO Consultation may lead to objections being received.

- **Crime and Disorder** None
- **Information Technology (IT)** None
- **Other**

The project is due to be reported to the Executive Member decision session meeting on 15th November, recommending approval of the measures shown in Annex C.

The aim is to construct the works in February/March 2019 to coincide with this being the quietest months for trading and also to coordinate the work with planned maintenance work on Stonebow and Pavement. By doing so, this would minimise disruption to Fossgate and the immediate area.

If works do not proceed as planned, the opportunity to coordinate the construction with the maintenance work, and thereby minimise disruption, will be lost, and implementation may need to be deferred until the following year.

Businesses and residents have expressed a desire to have works carried out to avoid risking losing funding.

Risk Management

24. In compliance with the Council's risk management strategy, the following risks have been identified and described in the following points:

Financial – there is a potential financial risk if the report is not considered at decision session in November, and if approval/implementation is consequently delayed.

Reputation – Similarly, traders and residents are keen to see construction works undertaken at Fossgate. A scheme was proposed in 2014 as part of the Reinvigorate York programme but was axed due to the lack of a consensus on the proposals. Delaying or shelving the scheme a second time would seriously damage the Council's reputation. An opportunity would be missed to coordinate implementation with the planned maintenance work and at the quietest time of the year for traders.

Recommendations

25. Members are asked to:

- i. Consider the reasons for calling in this matter prior to decision, together with all submissions made and decide whether they wish to make any specific comments/recommendations for consideration by the Executive Member.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the pre-decision call-in arrangements.

Contact Details

Author:

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Acting Transport Projects
Manager

Chief Officer Responsible for the report:

Neil Ferris,
Corporate Director of Economy and
Place

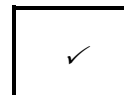
Tel No. 01904 553447

Specialist Implications Officer(s)

Patrick Looker, Finance officer 01904 551633

Wards Affected: *Guildhall*

All



For further information please contact the author of the report

Background Papers:

Executive Member decision session report 22 June 2017

Executive Member decision session report 12 April 2018

Annexes

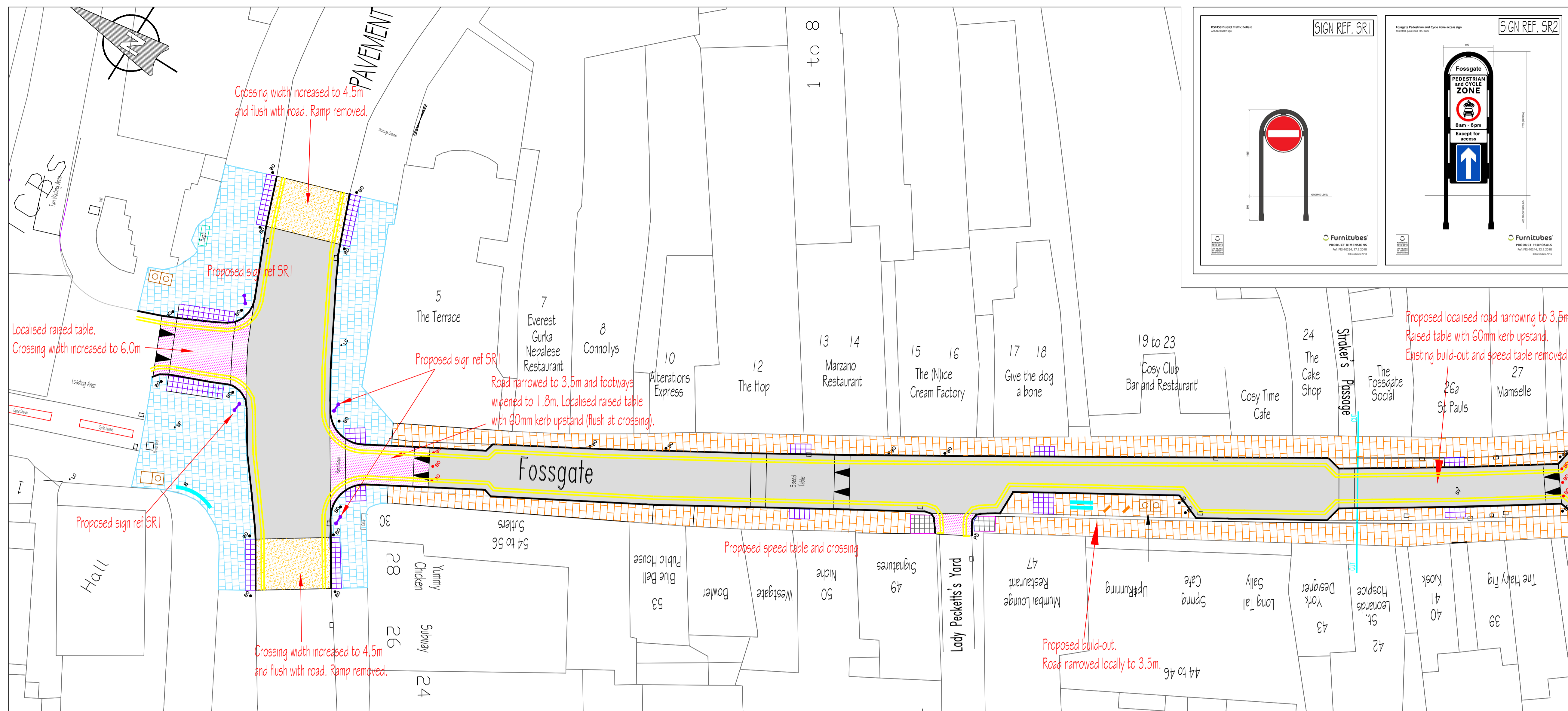
Annex A – Proposals for consultation

Annex B – Sample consultation responses

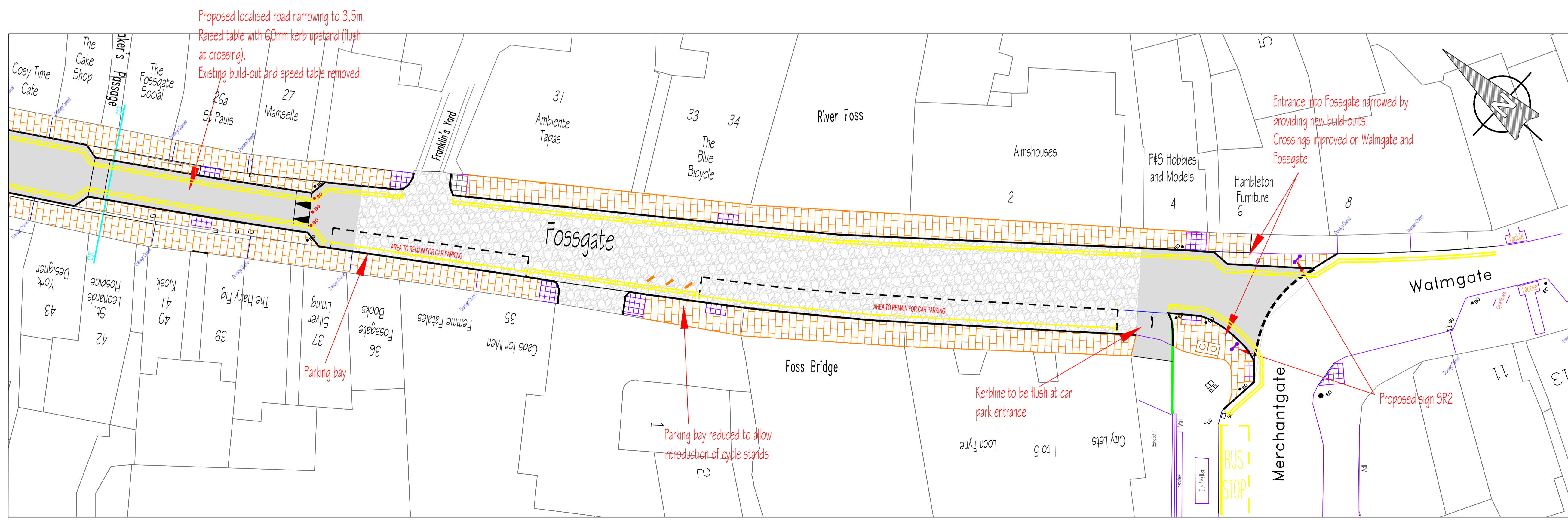
Annex C- Revised proposed layout.

Abbreviations

None

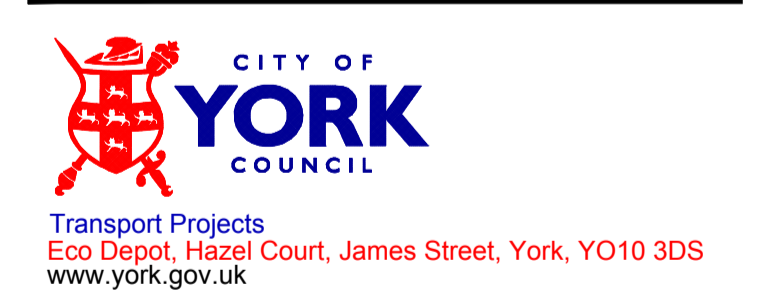


- NOTES:
- KEY:
 - PROPOSED FOOTWAY - GREY SAVON CONSERVATION PAVING.
 - TARMAC SURFACE TO BE REPLACED.
 - FOOTWAY CONSTRUCTED IN YORK STONE PAVING.
 - EXISTING STONE SETTS TO REMAIN.
 - PROPOSED GRANITE SETTS RAISED CROSSING OR ACCESS CROSSING.
 - PROPOSED 'SHEFFIELD' STYLE HOOPED CYCLE STAND.
 - PROPOSED 'GRAFTON' STYLE STREET SEAT.
 - PROPOSED HOOP STYLE TRAFFIC SIGNS ON ENTRY TO GATEWAY OF FOSSGATE / PAVEMENT.
 - PROPOSED FIXED BOLLARD.
 - PROPOSED REMOVABLE BOLLARD.
 - PROPOSED ROYAL WHITE GRANITE LUSTER TACTILE PAVING CROSSING.
 - PROPOSED STREET TREES (TO BE PLANTED DEPENDING ON LOCALITY OF UTILITY APPARATUS).



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Revision	By	Checked	Approved	Date	Description
A	DM	TC	TC	09/18	AMENDMENTS FOLLOWING LIAISON WITH TRADERS



Project: FOSSGATE IMPROVEMENTS PUBLIC REALM

Drawing: PROPOSED ROAD LAYOUT CONSULTATION

Drawn by: AW Date: JULY 2018
 Checked by: SJH Date: JULY 2018
 Authorised by: Date:

Drawing No: TP-130048-C-01 Revision: A

Drawing Scale: 1:200 A1
 CAD Filename: Plot Scale: 1:200

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Annex B(i) - Online questionnaire responses Q4

What do you like most about Fossgate?

Answered 56

Skipped 30

Respondents	Responses	Tags
1	I like the relaxed atmosphere when there are no cars or trucks there. Also the independent shops and cafes. It feels like my "neighbourhood" when I walk or cycle along there. My work is very nearby and we were made to feel very welcome when we arrived last year.	Few vehicles, Independent, Shops, Restaurant/Cafe, Atmosphere
2	Very pretty street, interesting shops and cafes	Shops, Restaurant/Cafe
3	Walking over the bridge up the street.	
4	Independents	Independent
5	Boutique shops and cafes (i.e., not chain stores)	Independent, Shops, Restaurant/Cafe
6	It has some nice coffee shops and is a place where individual shops and businesses can thrive	Independent, Restaurant/Cafe
7	It's fine as it is.	
8	Plenty of independent shops/cafes. Character and history.	Independent, Shops, Restaurant/Cafe
9	nothing at the moment it looks very unkept	
10	Unique character created by diverse local businesses	
11	It's 'closed in' look is a classic York look for shopping street, a bit like Shambles. There are several independents down there that it is good to look at.	Independent, Architecture
12	The small independent shops	Independent, Shops
13	independent range of shops restaurants and bars	Bar/Pub, Independent, Shops
14	The Blue Bell	Bar/Pub
15	Fossgate Festival, the Blue Bell pub and restaurants.	Bar/Pub, Restaurant/Cafe
16	Unique atmosphere	Atmosphere
17	The pubs	Bar/Pub
18	the small local cafes and bars	Bar/Pub, Restaurant/Cafe

19	The range of businesses there and it's bohemian feel.	Atmosphere
20	Independent bars Brew York	Independent
21	A beautiful old street with interesting independent shops and not too much traffic.	Few vehicles, Independent
22	Community feeling	Community
23	It's old buildings	Architecture
24	Variety of shops, mostly small independent businesses, feels a coherent area	Independent
25	The community spirit	Community
26	The feel and diversity of the street and it's independent businesses	Independent
27	It has lots of independent businesses and it's quite charming and has fewer cars so more pleasant to walk on.	Few vehicles, Independent
28	The brilliant choice of independent shops and eateries.	Independent, Shops
29	Mix of shops	Shops
30	The charm of its old buildings, mix and vibrancy of independent shops and cafes and the fact that it is one of the better streets in York to hang out in without too much traffic - but it could be so much better.	Few vehicles, Independent, Architecture, Restaurant/Cafe
31	The cafes, independent shops, unique sense of place, alleyway connections, and bridge	Independent, Shops, Restaurant/Cafe
32	Close to city centre - but not part of city centre; still retaining it's own character.	
33	Independent catering outlets with a Hackney (happening) buzzy feel.	Independent
34	It is a pleasant street to walk through with little traffic	Few vehicles
35	character and impressive bridge and vantage point	
36	The independent shops, the small size of most of the drinking venues which means it is less attractive to large groups of intimidating drunks like hens, stags and racegoers	Independent
37	the independent shops and cafes. The buildings and the cobbles	Independent, Shops, Architecture, Restaurant/Cafe
38	character of the buildings	Architecture
39	Historic street. Interesting shops.	Shops

40	The independents and the vibrancy	Independent
41	It's beautiful array of buildings, each with their own individual style and representing hundreds of years of architectural development.	Architecture
42	The community feel, independent business and the appearance of the street.	Community, Independent
43	The diverse range of shops and bars and food places, It has an independent feel to it with few national retailers on the street.	Bar/Pub, Independent, Shops, Restaurant/Cafe
44	Lively but not annoying	Atmosphere
45	N/A	
46	Good independent shops and cafes. Small number of cars.	Few vehicles, Independent, Shops, Restaurant/Cafe
47	The mix of restaurants, cafes and shops. It has a good vibe about it.	Bar/Pub, Shops, Restaurant/Cafe
48	Good selection of shops, Fossgate street parties are excellent.	Shops
49	Atmosphere	Atmosphere
50	Range of shops and my hairdresser down there	Shops
51	Independent shops, cafes and restaurants and general ambience.	Independent, Restaurant/Cafe, Atmosphere
52	The eclectic mix of shops, bars and cafes, many of which are independent.	Bar/Pub, Independent, Shops, Restaurant/Cafe
53	the shops and leisure facilities.	Shops
54	The area has improved over the past 4 years and attracted a number of new businesses.	
55	Independent shops	Independent, Shops
56	The mix of independent small businesses.	Independent

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Annex B(ii) - Online questionnaire responses Q5

What would you like to see change on Fossgate?

Answered 57

Skipped 29

Respondents	Responses	Tags
1	There are too many cafe's and the change to the street driving direction is terrible, one problem is the long route to get onto the street and trying to get out at the top is sometimes impossible, the blind corner and delivery vans are especially dangerous. Another problem is cyclists riding the wrong way and on pavements.	Traffic direct reversal, Business diversity, Problem cyclists
2	I would like to see vehicles banned altogether from the street. No parking except for deliveries, and those should be in small delivery vans only (for this we need a hub on the outskirts of York where the larger lorries can drop off their goods to smaller, electric vans for access to the city centre without creating more fumes.	Pedestrianised, Fewer vehicles
3	Fewer cars	Fewer vehicles
4	I'd like it to be completely pedestrianised.	Pedestrianised
5	Feel more like the rest of town (but obviously without the chains!)	
6	Regular pedestrianisation. More space for bike parking. Measures to reduce climate change (more planting -- roof gardens?)	Pedestrianised, Improved bicycle parking, Greenery
7	Pedestrianize it. And make the pavements more even to make it easier to walk on them and to manage buggies and wheelchairs	Pedestrianised, Kerb height/pavement
8	Close it properly during the day.	Pedestrianised

9	We would like to see it pedestrianised all day like other streets in York,except for loading times in the morning. There are so many pedestrians on this street that you end up walking in the road half the time. The direction of traffic now is much better than before.	Pedestrianised
10	more retail out lets would be better rather than letting more eateries and pubs into the street	Business diversity
11	Less traffic (including militant cyclists) and more space for cafe culture. Easier access from Pavement.	Fewer vehicles, Problem cyclists, More space/pavement, Kerb height/pavement
12	No non-access motor transport going down it. Fair cycle lane provision on either side of the road, seperate to the pavement. The pavement to be fairly low and wheelcahir accessible at both ends.	Pedestrianised, Problem cyclists, Kerb height/pavement
13	Easier walking over improved paving	Kerb height/pavement
14	Nothing it works well as it is. The ratio of business is good. The cobbles are part of York and must not be destroyed. This is a historic city and needs to remain so. No more ugly tarmac as in pavement and no more ugly industrial shipping containers. Embrace that we live in a historic city and keep it like that	No changes needed
15	Improvements to the paths and the road. And pedestrianise the street each day from say 10.00am to 11.00pm.	Pedestrianised, More space/pavement
16	Pedestrianise it!	Pedestrianised
17	No cars or cyclists	Pedestrianised, Problem cyclists
18	Nothing	No changes needed
19	I would like to make the street pedestrianised	Pedestrianised
20	Closed to traffic on a weekend.	Pedestrianised
21	Prevent any chain stores/ bars / restaurants from opening. Independents only.	Independent stores

22	Take out cars and parking. Allow it to flourish as a place for pedestrians. Wider pavements. Some seating. Some greenery.	Pedestrianised, Greenery, More space/pavement
23	More retail businesses, preferably independent	Independent stores, Business diversity
24	I'd like to see it pedestrianised with two way cycling.	Pedestrianised
25	Make it easier to walk through without risk of slipping off high kerbs. Reduce through traffic further (some car drivers seem to use it to avoid waiting at traffic lights at Piccadilly/Pavement junction).	Fewer vehicles, More space/pavement, Kerb height/pavement
26	Would like to see more use of open space pedestrianised areas bit like fossgate festival happening all year.	Pedestrianised, More space/pavement
27	Complete pedestrianisation - no woolly compromise - no car access	Pedestrianised

28	<p>Access to Fossgate as a pedestrian is terrible. The amount of traffic on Pavement/the Stonebow with no dedicated pedestrian controlled lights and so many buses means I do not take my family down Fossgate unless I must. Crossing the road there is a hassle as one waits for a space in the traffic to cross safely. I would like to see a proper pedestrian crossing with pedestrian controlled lights at the top of Fossgate - not to the side of the junction - but where the pedestrians actually want to cross at the junction of Fossgate and Colliergate. *This is where we cross!* Distance to the crossing matters to whether people use it. The street is also not connected to other pedestrian routes. I would like to see a footbridge over the Foss connecting Piccadilly to where the Castle car park is now (with the hope that it too shall be removed as again it makes the area impassable for pedestrians.) The pavement is too narrow for walking comfortably with children and we often walk in the road. I would welcome the whole road being narrowed if it cannot be completely pedestrianised. Please be aware that putting tables out on the pavement does not make the pavement more usable for pedestrians. I would like to see the</p>	Pedestrianised, More space/pavement
29	No cars! A cafe culture feel - fully pedestrianised.	Pedestrianised, More space/pavement
30	More pedestrian and cycle friendly	More space/pavement
31	<p>We need traffic out during the day with longer footstreets hours and a complete resurfacing of the street so that it is level, the same colour, with areas for people to enjoy hanging out in with benches, planters, artwork, trees. Then it would be FABULOUS!!!</p>	Pedestrianised, Greenery
32	Improved sense of being a public pedestrian friendly space, even more street life, fewer, slower cars	Fewer vehicles, More space/pavement

33	<p>Would like to see the general development of street proceed on the basis that it must retain & preserve quality of life for residents.</p> <p>Fossgate should not become just a 'party street' with events and facilities primarily focused on attracting tourists, and promoting local businesses.</p> <p>Don't think I am the only resident who is concerned about the 'direction of travel' on this issue!</p>	No changes needed
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34	<p>A great deal.</p> <p>A calming, welcoming street where people are clearly the raison d'etre. A location with a stimulating but not chaotic appearance or vibe.</p> <p>An area that, as soon as you reach it, feels different - in a good (safe) way.</p> <p>A smooth road surface. The current one is hazardous and clearly difficult and/or expensive and/or time-consuming to keep repaired and as a result is not safe. The stones develop gaps between them such that they could trap wheels of all sizes (small ones on luggage and shopping baskets, larger ones on cycles and wheelchairs), the white sticks including those with rollers on the end used by the visually impaired crutches...</p> <p>7m people visit York each year. The walking experience is given as one of the main reasons visitors enjoy visiting. I believe the Council needs to decide who it is for and having done that to take the lead and set the direction. Trying to accommodate all groups is a fudge and waters down and limits changes that would improve this area as has happened elsewhere in the city.</p> <p>The Council says it wants to make Fossgate more pedestrian friendly</p> <p>[https://www.york.gov.uk/fossgate#Fossgatepedestrianfriendly]</p> <p>make Fossgate more pedestrian-friendly</p> <p>The same page says CYC wants to attract more people to Fossgate by enhancing its appearance and character</p>	<p>Pedestrianised, Improved bicycle parking, More space/pavement, Greenery</p>
35	<p>limit it to Pedestrians, cyclists and access (no through traffic) and make it one way</p>	<p>Pedestrianised</p>
36	<p>Removal of motorised vehicular traffic</p>	<p>Pedestrianised</p>

37	<ul style="list-style-type: none"> - It is impossible to walk along Fossgate without stepping in to the road, which despite the recent changes is still not safe (Deliveroo bikes are particularly dangerous as they regularly go the wrong way down the street). - The bollards on the path are a nuisance and should be removed. - We need a safe and separate path for pedestrians and cyclists. If that was the case, it could happily be two-way for bikes. - The pavement is very dilapidated and needs repair. - I'd like Fossgate closed to vehicular traffic and made pedestrianised, with the height change between the path and the road eliminated (even after having read the introduction which says this is discouraged in mixed-use streets - so don't make it mixed use). - Absolutely do not allow any more food/drink venues on the street. They already place their chairs and tables on the pavement and further block the pedestrian access. It's a disgrace they've been allowed to do that. - The street should have dedicated policing at night to avoid it turning in to what happened on Micklegate - You cannot hold a child's hand when walking down the street 	Pedestrianised, Business diversity, Problem cyclists, More space/pavement, Kerb height/pavement
38	<p>safer crossing of Stonebow to access Fossgate</p> <p>Reversal of traffic direction, away from city centre. Current direction causes congestion at junction with Stonebow</p>	Traffic direct reversal
39	less cars/traffic generally, and more pedestrian dominance	Fewer vehicles
40	Fossgate should be pedestrianised between 10.30am and 5.30pm every day.	Pedestrianised

41	The pavements are too narrow, especially with a pram. I would like to see the pavement and road level aligned on the same level so that there is not a kerbstone. I would also like to see on street electric car charging provision.	More space/pavement, Kerb height/pavement
42	I would like to see it pedestrianised, at the very least from Foss Bridge to Stonebow, from 10am to midnight with cycling permitted throughout those hours.	Pedestrianised
43	More focus on pedestrian access and use. Improved path and roadways - Many loose paving stones.	More space/pavement
44	Pedestrianised between 10-4 every day. More policing of cyclists who take no notice of the one way system. It is currently difficult to walk along the pavements due to tables and chairs, the widening of the walkways would be very helpful.	Pedestrianised, Problem cyclists, More space/pavement
45	Pedestrian access only	Pedestrianised
46	N/A	No changes needed
47	The difference in height between the kerbs and the road is too much. This needs to be made level ideally. The size of the pedestrians is too narrow. There isn't anywhere to lock my bike.	Improved bicycle parking, More space/pavement, Kerb height/pavement
48	Pedestrianise it	Pedestrianised
49	A contraflow cycle lane. Many one way streets in Holland have this system which works very well.	Problem cyclists
50	Wider footpaths, lower/shallower kerbs	More space/pavement, Kerb height/pavement
51	Change the direction of traffic back to the way it was. Seen many near misses with buses and cars speeding round the corner and with limited visibility this means that getting out at the top is dangerous.	Traffic direct reversal

52	<p>Ideally a shared space, the paths are very narrow and the kerbs very high, it would be nice to have no kerb drop or a very small drop. As shared space is not favourable by DfT, then a restriction in hours for traffic would be beneficial. The current road and footpath condition is poor.</p> <p>Remodelling the west side junction with Pavement to be all the same level throughout the crossroads would help create a flow of people down the street.</p> <p>More space for outside seating for the cafes and restaurants. York is very poor for outside seating at these types of venues.</p> <p>A car (vehicle) free day every weekend, either Saturday or Sunday daytime so the businesses can spill out on to the street more.</p>	Fewer vehicles, More space/pavement, Kerb height/pavement
53	For it to become pedestrianised, at least at certain times.	Pedestrianised
54	the layout of fossgate.	
55	<p>The is a distinct divide on fossgate. The north of the bridge and south of the bridge, it would be great to see the benefits of the street move down towards the bottom end of the street as these businesses are missing out. The Red Lion pub is great however no one really ventures further south and that is a shame and reflected in business's which have not been able to stay open</p>	
56	Nothing	No changes needed
57	Remove the traffic.	Pedestrianised

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Annex B(iii) - Online questionnaire responses Q8

Please use this space to tell us anything you particularly like or dislike about the proposals

Answered 40

Skipped 46

Respondents	Responses
1	Lack of access for business owners, people with limited mobility and limited access for people who live on the street. People cannot get to their own priorities or allocated parking spots.
2	#since I first replied in the paper version of this consultation, I have become more convinced that this is a lost opportunity to make the street really live up to the aspirations stated at the beginning of the consultation. It is timid - giving way to the lobby power of car drivers, rather than boldly giving us something that will go forward and make this street a landmark for other possible footstreets in York.
3	I would like to see a bollard at the top of Wlamgate to stop through traffic but allow cyclists
4	Cars will still be allowed.
5	Until there is full pedestrianisation implemented at certain times of day, it won't really improve the street for pedestrians. in the Alternatives Considered section of the plan, it was indicated that, under pedestrianisation, delivery vehicles and blue badge parking would be strictly limited "- as such we believe this option would have a negative impact on residents and businesses". Yet elsewhere in the plan it was indicated that business find the special pedestrian-only days beneficial. So on what evidence is it "believed" that (partial) pedestrianisation would not be good for business? I understand that for residents it is trickier. For cyclists, I see that five bike racks are planned. Could there be more? (And less car parking?)
6	No need to send 1/2 million on it. Fill the potholes in the rest of the city. Far more roads in need of repair or improvement.
7	Of course anything is an improvement but it all seems very half hearted. Surely the restaurants should have more space for outside seating. Make it truly cosmopolitan. Expose cobbles if possible.
8	I like the sheffield style bicycle racks but think you should have some more of them as bike travel is ultra low emission, encourages fitness, and encourages people visiting local shops and supporting local, more circular economies.
9	The use of York Stone it is hopeless in wet weather the built out areas will break up when driven over by 4 x4s as it has on Goodramgate. The whole scheme is fussy there really isn't room for trees, the main need is for non slip paving and reduce the drop from the curbs I the cobbles add little to the appearance of the street.

10	Works well as it is, don't waste money when it can be spent elsewhere
11	Cyclists are lethal! You can't hear them coming up behind you and they go too fast. At least you can hear a car coming. No cyclists please!
12	Too much money being spent on things that are not necessary
13	I don't like that still allows for parking. And the yellow lines are an eyesore. I like the idea for wider pavements, trees, benches.
14	Relaying pavements and making them wider would be good but please keep the unusual granite kerb stones. Mixing pedestrians and cyclists causes problems when cyclists have no road sense or awareness of what pedestrians may do. Will the cyclists be allowed to go both ways as they ignore one way signs. I strongly support the reversed traffic flow which has markedly reduced traffic and noise.
15	Like them all but do worry about business or tenant access.
16	It's a poor compromise - just have the courage to fully pedestrianise
17	The crossing at Pavement is not an improvement. There need to be pedestrian controlled lights directly at Whip Ma Whop Ma -- this is where pedestrians try to cross and it would more effectively connect Fossgate to the city centre.
18	I like the additional cycle parking and the narrow road.
19	<ol style="list-style-type: none"> 1. Retains vehicle access - get traffic out during the day with longer footstreets hours 2. Still looks and feels like a road and will encourage traffic to use/ park - make look and feel like pedestrian area, all level and same colour with greenery, benches areas for people to hang out. 3. Crossing into whipping gate makes it worse! It does not follow the desire line of pedestrians who walk directly across. Plan to put in 2 crossings either side (will not be used!) and take away speed bumps is retrograde.
20	I like the wider foot paths in nice materials, benches, seating and trees. I like the reduced vehicle priority but feel this could be taken slightly further by using a paving style road surface instead of tarmac, and having no kerb.
21	<p style="text-align: center;">Cycle Stands Outside No. 35:</p> <p style="text-align: center;">A valuable addition - but possibly some access issues arising from installing a permanent / fixed narrowing of the road at this point...</p> <p style="text-align: center;">There is a regular (weekly) need to get larger vehicles (transit van etc) into the courtyard at 35.</p> <p style="text-align: center;">If the stands had been instated previously, would the current works at the Blue Bicycle, taking up part of the other side of the road. been possible?</p>

22	I think the survey questions - as in all other consultations - miss a critical point: whether you do something or, in this case, go somewhere now or not is not relevant. It is whether the changes would encourage you to do something, in this case, visit Fossgate and do so more often. They also never remind people that the changes are intended not only for the person answering the questions but also for who they might come with - an elderly relative if the surface were improved or benches provided. And, that the changes are not just for next year but will be there in a decade's time, for example, or perhaps two decades. People should be encouraged to think what they will want or need out of the location or street under consideration in the future when their needs might change. They should be asked to consider if they know people who don't use it now but might do if it changed and to state what those changes are. The consultation is about making improvements that will serve local people when they are made but also into the future.
23	Reducing the road width and making it one-way
24	Its a shame that the plans won't demonstrate how good a car free centre would be. If its open to cars, anyone will drive along it like the rest of the city centre and without sanction.
25	<ul style="list-style-type: none"> - The varying width of the pedestrian paths isn't useful, since the wider sections will just be blocked by tables and chairs and roped-off areas so we will still have to step in to the road. Just make the whole thing wider along the full length on both sides - It is a big step down from the path to the road, which is hard to navigate for the mobility impaired or heavily laden. <ul style="list-style-type: none"> - I like the proposal to use York stone - I don't like the increase in street furniture/signage - it's incongruous with the surroundings - Not enough trees or greenery
26	Direction of traffic and congestion that will be caused by delivery vans
27	its a shame there are no raised table areas where the surface can be shared.
28	It doesn't really go far enough. Why spend that amount of money on doing half a job?
29	The pavement widening is not sufficient. Particularly between the Gurkha restaurant and the Cosy club, where it is too narrow for two prams to pass.
30	They do not go far enough. This is a generational opportunity to grasp the nettle of city centre traffic problems and pedestrianise the street, with cycling permitted.
31	I think it should be pedestrianised. If this isn't feasible the level difference between the footpath and 'road' need reducing. The 'road' needs to be designed to feel like a space for pedestrians with occasional car use, not as a space where cars feel they control. Overall the current plans are a significant improvement subject to the use of high quality materials.

32	Pavements are not wide enough and deliveries by large vehicles often make walking difficult. Cyclists go against the correct flow of traffic. Alcohol abuse often seen from people waling from the Walmgate end
33	Pavements!
34	I dislike that this proposal is for restaurants,cafes and ignore traders and the hairdressers who need vehicle access for disabled customers and taxis for elderly. This proposal will close down these shops and would change Fossgate to just a street of cafes, coffee shops, restaurants which is a majority of what York city centre already is
35	Traffic restrictions are good but could be better. There is not enough cycle parking. It would be look a lot better if it could be paved like Coney Street or King's Square.
36	I don't think speed tables are a good idea given that you are already intending reducing the width of the road. Fossgate would be better cobbled due to the heritage / history why ruin the aesthetic of another street when the rest of the city centre has already been RUINED by modern materials!! York is losing it's identity due to a mix of modern infrastructure changes and is taking away the history and feel of our ancient city. Progress is one thing but do we have to turn the city centre into a mish mash of old and new and take away Yorks History??
37	do not know why there is still car parking on fossgate, and I can't see any bike parking.
38	As long as you incorporate the bridge in your works, it needs a facelift and is a lovely place to stop and look at the river.
39	Bike racks do not make it easier for pedestrians, neither do tables outside cafes and restaurants. Little Stonegate is not pedestrian friendly once these obstacles appear in the evening.
40	Fossgate should be converted to a footstreet.

Annex B(iv) - Online questionnaire responses Q9

Do you have any specific access requirements?

Answer Choices	Responses	
Yes (Go to Q9)	14.55%	8
No (Go to Q10)	85.45%	47
If yes please tell us more		7
	Answered	55
	Skipped	31

Respondents	If yes please tell us more
1	I want to be able to walk along the street and not worry about falling off the curb. As I get older, I have been prone to twisting my ankle on uneven pavements and curbs. It would be much safer for myself and others I have spoken to along the street if the surface was levelled. Obviously it would need a marker along the edge to show partially sighted where they may be entering a possible cycling area. Deansgate is tricky as it is completely free for anyone and cycles have to weave around people on foot.
2	We have a van which delivers daily to 42 Fossgate, Luton van/transit van sized, usually between 10-12 in the morning. It needs to park as near as possible as we have to carry heavy boxes to and from the van.
3	Not strictly Fossgate but require access to Fossbridge House down ramp behind bus stops.
4	Have some disability from a spinal injury, making lifting & carrying difficult. Would always want to retain full vehicle access to Fossgate for deliveries etc.
5	Not at present. But we are an ageing population and I will be nearly 60 when/if changes are implemented. And who can say when ill-health will strike...
6	I want to be able to walk down the road and hold my daughter's hand without stepping in to the road
7	Contraflow cycle lane

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ANNEX B(v)

FOSSGATE DROP-IN SESSIONS

Red Lion:

- Keen on the closure events, sees this as an attractor.
- Keen to attract more people in to Walmgate/Merchantgate end.
- Pleased with concept of the proposals.
- Not wanting shared space treatment or pedestrianisation.
- Street cafes – build-outs will help keep footways free of obstruction.
- Buses on Merchantgate don't signal when pulling out and are noisy at night (keep engines running).
- Cyclists ignore the restrictions. No room for contra-flow.

Blue Bell:

- Main concern is quality of road.
- His business has a cafe licence
- Very pleased with the proposals, keen to see improvement.
- Generally supportive of the proposals and the effort CYC have gone to.
- Queried provision of loading bay outside PH – doesn't want this as he wants footway to be widened to allow use for chairs and tables. Recognises that his wish for seating area may conflict with his delivery provision.
- Wants footways widened so that they are not obstructed by tables/chairs and people are able to pass unhindered.

Franklin Yard businesses (3 No)

- Suggested raised table at Walmgate end.
- Queried provision of coloured crossing at Pavement. Has one been considered?
- Signs not enforced – review these.
- Requested 2-way cycling as Piccadilly and Stonebow are difficult for cyclists.
- Provide loading bays at top end.

Alterations Express:

- Ok with proposals
- Ban cyclists.
- Remove footway bollards.
- Create footstreets restriction.

Everest Restaurant:

- Would like to see Whip ma whop ma gate junction included especially the loading bay area.
- Pleased with proposals.

Resident of Wigginton Road:

- Queried why it was costing £500k and where is the budget from?
- Doesn't want the work being carried out only for utility companies to then dig it up.
- Need to ensure longevity – make sure that the scheme has durability and doesn't need to be refreshed in a few years time.
- What additional flood protection is being provided, given its proximity to the Foss and the fact that Fossgate flooded recently?
- Are cafes to keep the pavements clean?
- Consultation publicity could have been better on CYC website.

Signatures:

- Are street cafes to be positioned on the road or on pavements? Ensure footways are not obstructed.
- What is meant by shared space?

Resident, Fossgate:

- Pleased that it is not being pedestrianised.
- Has disabled relatives visiting on a regular basis so needs parking provision. Access is required at all times.
- Considers that cyclists are not using Fossgate properly and are dangerous.
- Not keen on having street cafes in road or blocking footways.
- Not keen on events due to noise and inconvenience. Aware of other residents not being keen on events.

- Considers trees will be impractical.
- Remove clutter off footways.
- Provide bins next to benches or at cafes.
- Queried if drinking is permitted on street.
- Existing signage is not clearly visible or understood.

Road user / cyclist (member of York Cycle Campaign and York resident):

- Commented on quality of the signage and queried how easily understood the new signage would be.
- Confirmed she is a member of York Cycle campaign so is keen on improving the cycle network throughout York.
- She stated that cycles are used as mobility aids.
- Queried why Fossgate isn't being pedestrianised – she would prefer this.
- Why can't deliveries be fixed to out-of-hour times?
- Not keen on shared spaces – she's seen it implemented elsewhere with mixed success.
- CYC need to consider how people may use the route in future years. Consultations should serve to indicate how the space may be used in future.

The Healing Clinic & Mumbai Lounge):

- Why isn't shared space being considered?
- Why are CYC only widening in a few locations if aiming to make the street more pedestrian friendly?
- Need space to congregate outside cafes, restaurants and bars. Blocking the road is not an issue.
- Is street furniture to be multi-functional?
- Cyclist enforcement needs improving.
- What protection are CYC providing against further flooding?
- Is there evidence that the reversal of the traffic has been beneficial?

Cycle Couriers:

- Has observed movement on the street – traffic is improved but there is still a small degree of cutting through. Double parking often takes place t top end.
- Requested full pedestrianisation – the access-only restriction doesn't appear to work.

ANNEX B(VI) – SUMMARY OF EMAILED RESPONSES

Cycling UK: Wants Contraflow cycle lane on Fossgate.

York Resident: Supports footstreets Wants shared space.

York Civic Trust: Want table junction at Pavement and formal crossings.

Treemendous York: Wants regime of trees in planters. Limit vehicles in favour of cycling and walking.

York Cycle Campaign: Agrees with no shared space treatment. Want improved measures for cyclists (reduce conflict, better facilities) – widen footways, remove bollards. Suggested alternative – pedestrianise top half, with 2-way traffic on lower half. Cycle contraflow.

Resident: Agrees with some of the measures proposed. Like for like seating for public and trade. Remove or limit traffic access. More cycle racks. Clearer signage. 2-way cycling, and measures for cyclists on Walmgate. Access hours vary for street to street – need more consistency.

Resident: No speed bumps.

York Resident : Fix pot holes elsewhere.

Business Owner: Kerbs are a hazard - make street level with footways (DfT instruction needs clarification. It's merely a suggestion). More cycle racks. Crossings at Pavement need to be on the desire line and raised to slow traffic and make crossing safer. Wants details of stats supporting the consultation. Feels CYC aren't listening.

Fossgate Resident: Disagrees with change in traffic flow. York is confusing to drivers – too many conflicting restrictions. Exit onto Pavement is dangerous. Doesn't support pedestrianisation – feels that this would harm the businesses. Dislikes the street events. Not keen on the removable bollards. Not wanting additional room for outdoor seating as this obstructs the footways and is unfair bias towards certain traders.

Fossgate Resident: Since reversal of the flow, shops are blocking parts of the pavement with seating, making it difficult to pass along the footways. Festivals are a nightmare for residents – noise, mess, alcohol, etc.

Member of York Cycle Campaign/York Resident): wants pedestrian/cycle friendly environment – see previous comments.

WALKCYCLELIFE FORUM: wants pedestrianisation.

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ANNEX B(vii)

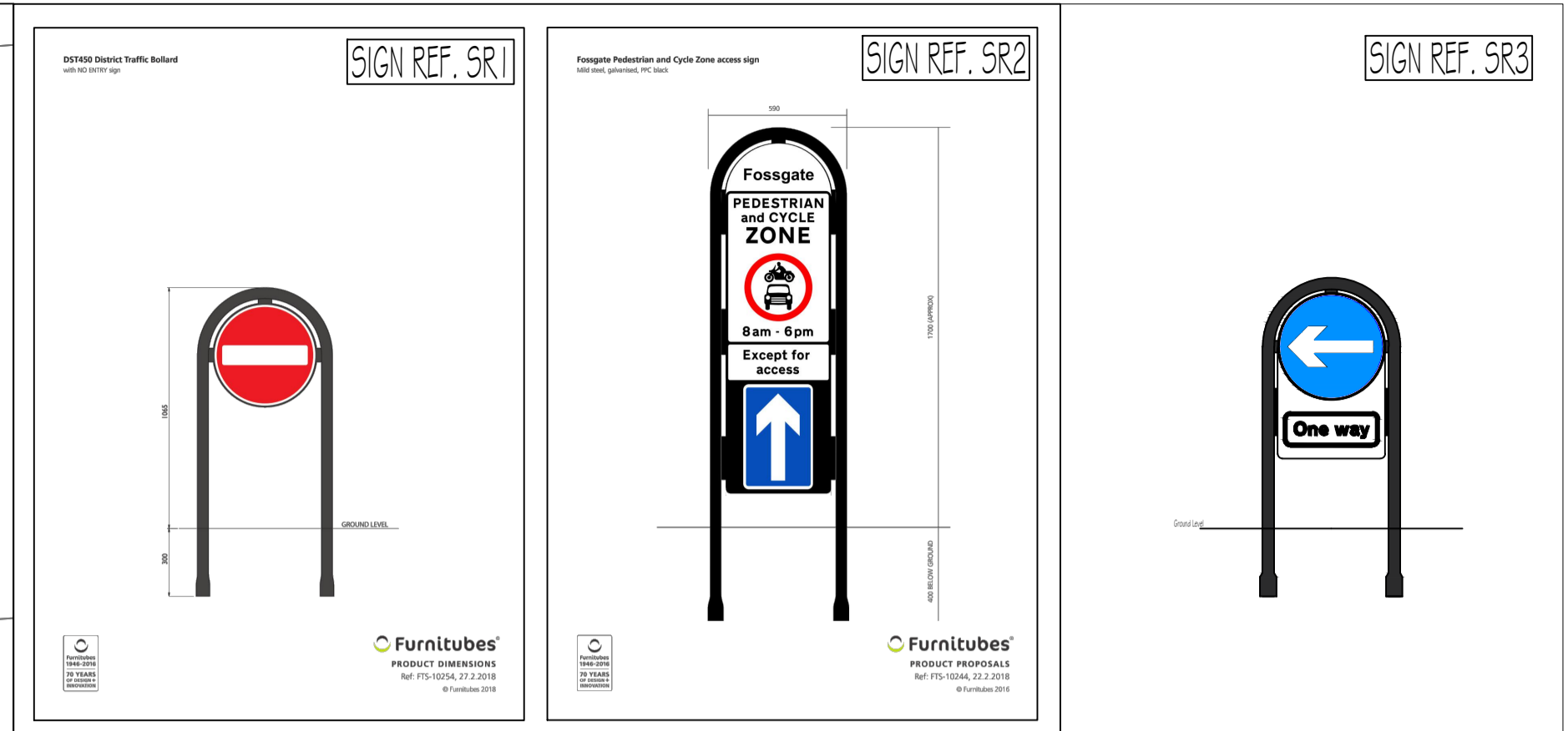
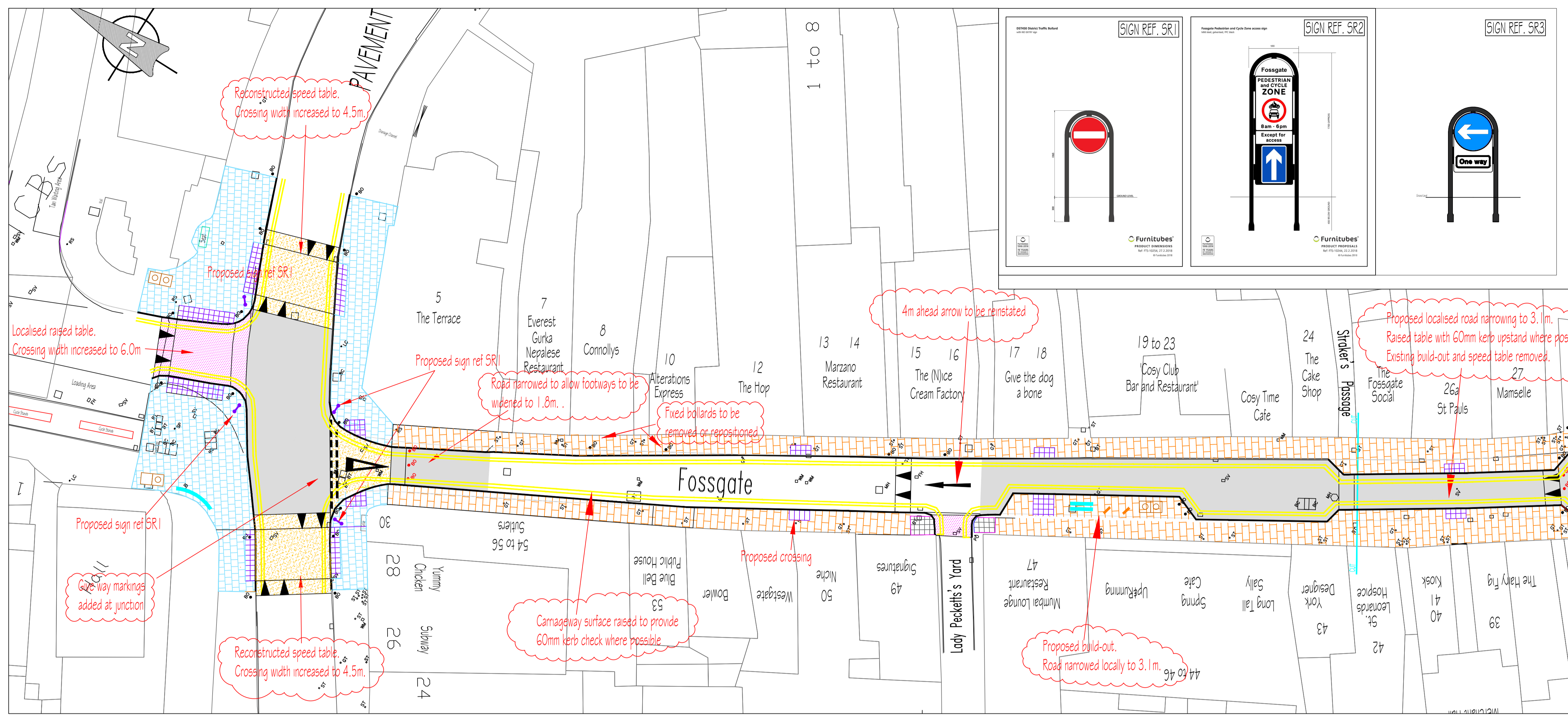
RESULTS OF WEST OFFICES DISPLAY “POST-IT” COMMENTS.

1. How does a disabled/pensioner requiring transport access to the hairdressers “Mamselle” (with an elderly clientele) in working times? You do not make this clear.
2. Get rid of kerbs and other trip hazards.
3. Integrate fully with foot streets scheme, fully pedestrianise, no half measures.
4. Can the one way go downhill? Much better for cyclists!
5. How many more roads are you going to close? As a taxpayer surely we should be able to drive any where in the city as buses don't run on time.
6. Buses don't run on time because cars block up the roads – congestion and pollution. Keep cars out of the city centre.
7. Any chance of a 2-way cycle lane – or this is not possible? It's not clear in the info.
8. Buses are held up for far too long meaning passengers are late for work and drivers late for legally required breaks. Whatever happens in the city needs to happen with no disruption to buses. Not minimal disruption! No disruption!
9. Why not make another café?
10. The plans show double yellow lines everywhere – how are trade deliveries to all the shops and businesses to be managed? Everyone out by 08:30?
11. More cycle parking and under cover cycle parking.
12. Good start for York. Needed in more streets in York. Gillygate? Micklegate?
13. Definitely more trees / shrubs.
14. Can we have some trees in well designed containers in the build out areas – the traders can look after them.
15. If this section was two way (up to Franklins Yard) would be better for car owners in the flats next to Foss Bridge as they could leave without driving through the top end past all of the cafes, etc.
16. Vegetable planters.
17. More trees and less noisy.
18. How can you put more trees down Fossgate. Just look at Parliament Street what they have done using trees.
19. Car parking bay will encourage traffic. Why not make this disabled parking and more cycle parking?

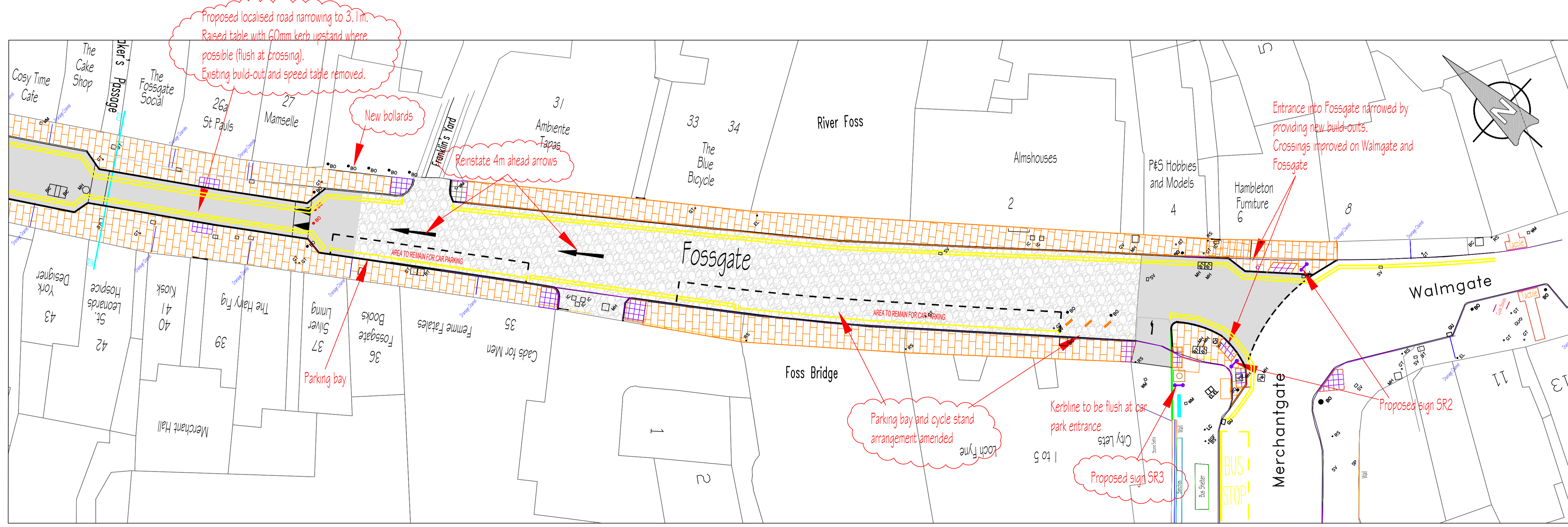
20. Close the road during the day and add it to the foot streets.
21. I'm disappointed with the council.
22. Lights across the streets all year round, not just Christmas.
23. This is good [raised section at top end] – why not extend it in front of Blue Bell to cater for smokers currently blocking footway.
“Speed table” could be longer section of paved area up to the Blue Bell.
24. Have cycles down hill, not up hill.
25. Why does a separate carriageway need to be retained? Why not pave as per continental streets with planters, seats and trees to deter vehicular use?
26. Please extend highway/footway improvement up to Colliergate to avoid the loading area being constantly parked up by vehicles as at present. Please include Whip Ma Whop Ma Gate in the proposals – this is potentially a lovely open space and it is a well used by pedestrians – more seats please.
27. Stop cyclists in foot streets / Fossgate. Make them dismount.
28. Gillygate next please.
29. Big improvement – shame that a shared space is not allowed as so successful across Europe in creating welcoming, safe living spaces.
30. Why not take the level of the road up to same level as the pavements? Much easier than now for wheelchairs, pushchairs, walkers.
31. Why are the lamps above and attached to various buildings never illuminated and why has the old gas lamp above the Hop bar been taken down?
32. No kerbs please. All one level with different paving is all we need.
“Shared space” – what is your/govt definition?
33. Can the proposals be policed better so that folks don't park on the double yellows?
34. Why a raised table here [top of Fossgate] and not one on the main road used by all buses and taxis?
35. Why 60mm kerb upstand?
36. This is such a narrow street with small shops, it really cries out to be car free at least during shop hours.
37. Good improvements but would like to see pedestrianisation in the future.
38. Don't allow any more pubs, restaurants or bars!
39. Generally support, but could go further.

40. The proposals are car/lorry dominant. Pedestrians are secondary. It should be the other way round.
41. How do the proposals stop through traffic and / or parking for shops not on Fossgate?
42. I would like to see a late night bookshop/coffee shop culture that is a chance to go out late without drinking alcohol.
43. Good idea to widen footpath and reduce road width.
44. Seems to be removing "street" by useless build-outs etc. Waste of money. Should be no car parking on Foss Bridge.
45. It would be better to have raised tables with a nice stone sett, to slow speeds and discourage parking.
46. Encourage cafes etc by allowing a width of pavement that can have a few chairs and tables.
47. Why all this parking [lower end] provided and only option on laving is then to drive through the rest of the street? Two-way traffic would allow residents to leave by south end of street.
48. We don't want/need crossing points, we want to encourage people to cross and walk wherever they want in safety. Level across street with relevant tactiles if needed.

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- NOTES:
- KEY:
 - PROPOSED FOOTWAY - GREY SAXON CONSERVATION PAVING.
 - TARMAC SURFACE TO BE REPLACED.
 - FOOTWAY CONSTRUCTED IN YORK STONE PAVING.
 - EXISTING STONE SETTS TO REMAIN.
 - PROPOSED GRANITE SETTS RAISED CROSSING OR ACCESS CROSSING.
 - PROPOSED SHEFFIELD STYLE HOOPED CYCLE STAND.
 - PROPOSED GRAFTON STYLE STREET SEAT.
 - PROPOSED HOOP STYLE TRAFFIC SIGNS ON ENTRY TO GATEWAY OF FOSSGATE / PAVEMENT.
 - PROPOSED FIXED BOLLARD.
 - PROPOSED REMOVABLE BOLLARD.
 - PROPOSED ROYAL WHITE GRANITE BLISTER TACTILE PAVING CROSSING.
 - PROPOSED STREET TREES (TO BE PLANTED DEPENDING ON LOCALITY OF UTILITY APPARATUS).
 - PROPOSED AMENDMENTS TO LAYOUT IN RESPONSE TO CONSULTATION AND ROAD SAFETY AUDIT.
- STATUTORY UNDERTAKERS PLANT ADDED FOR CLARITY.



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Revision	By	Checked	Approved	Date	Description
A	DM	TC	TC	09/18	AMENDMENTS FOLLOWING LIAISON WITH TRADERS

CITY OF YORK COUNCIL

Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Project
FOSSGATE IMPROVEMENTS PUBLIC REALM

Drawing
PROPOSED ROAD LAYOUT ALTERNATIVE LAYOUT

Drawn by LA Date: OCT 2018
Checked by SJH Date: OCT 2018
Authorised by Date:

Drawing No. TP-130048-02 Revision

Drawing Scale: 1:200 A1
CAD Filename: Plot Scale: 1:200

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