

Report of the Corporate Director of Economy and Place

## **Fossgate Experimental Traffic Regulation Order Representations**

### **Summary**

1. To report the representations made during the initial six month period of the Fossgate Experimental Traffic Regulation Order (TRO) and decide on how this scheme should proceed.

### **Recommendations -**

2. It is recommended that the following option is taken forward:
  - Option 1 - Make permanent the Experimental TRO (the reversal of the one way and change to the access restriction in Fossgate).

Reason: Because the experiment has achieved the objective of reducing the volume of through traffic. In addition, there has been very little in the way of representations against the experiment.

### **Background**

3. There has been a long standing desire to expand pedestrianisation into the Fossgate area. Following some initial consultation with local businesses and residents an Experimental TRO that reversed the one way traffic flow and introduced a less restrictive pedestrian zone regulation than in the rest of the city centre was approved for taking forward.
4. The Experimental TRO was made for a maximum of 18 months to provide opportunity to make amendments if considered necessary. No changes have been made to the experimental scheme since its implementation on 17<sup>th</sup> September 2017. Because this is over 6 months without change there is scope to consider making the experiment permanent.

5. Vehicle surveys carried out before and after the experimental scheme was put in indicate that traffic usage of the street has reduced broadly by around two thirds.

Before	After
Tue 7 <sup>th</sup> June 2016	Tue 28 <sup>th</sup> Nov. 2017
1533	567

24 hour traffic counts. Both before and after figures include vehicles travelling the wrong way in the street.

6. It should be noted that there were several reports early on about drivers not realising the one way had been reversed. This was to be expected as drivers got used to the new arrangements. The after figure of 567 includes 8 cars and 3 light goods vehicles travelling the wrong way. In addition to the 11 motor vehicles there were a very disappointingly high number of cyclists - 112 - who travelled the wrong way. It is reasonable to assume many will be regular users of the route and some enforcement action by the police might bring about greater compliance.
7. Parking surveys were not carried out because there were no changes put forward to the parking regulations. However, anecdotally there has been a very noticeable reduction in the number of vehicles parked in the street. The photo comparisons in Annex A give a good representation of the change to the street scene and, again anecdotally, that pedestrians are becoming more dominant in the carriageway.
8. An element of the experiment that has not gone as well as hoped for is the lack of highway cafe take up. Early indications were that about half a dozen businesses were interested in having table, chairs and barriers in the carriageway but this failed to materialise. Some businesses put a couple of chairs out to start with but then returned them to the footway. What we needed them to do was “claim” the space from vehicles by placing barriers around the area allocated to them in order to deter drivers from parking, but this didn’t happen. There have been several low level complaints from members of the public about the tables and chairs on the footway causing an obstruction. Hence it is considered appropriate to re-engage with businesses to encourage compliance. This may be best carried out during and following works aimed at improving the street scene.
9. Funding is in place for significant permanent works to be carried out that will further enhance the street scene. Whilst these works do not depend

entirely on the direction of traffic flow it does seem more appropriate to plan the works in consultation with residents and businesses knowing the basic traffic management arrangements for the street are in place.

### **Consultation**

10. The experimental change to the TRO in Fossgate has been in place for over six months without alteration – started 17<sup>th</sup> September 2017. Although not required as part of the legal process, because there had been very few representations made a letter was delivered to each property along and with access off Fossgate after 5 months of the experiment highlighting the opportunity to make a representation. All the representations received regarding this experiment have been included in Annex B1 and B2 along with officer comments.
11. The main reason given in objection was concerns about the operation of the Fossgate/Pavement/ Piccadilly junction either due to the difficulty in exiting Fossgate because of queuing traffic across the junction or because some drivers are still driving the wrong way down Fossgate. Consideration can be given to the introduction of keep clear markings at the junction. This would be best taken forward as part of the ongoing discussions/consultation on potential physical changes to the street to improve its appearance. The other representations made do not raise any fundamental issues that give cause for concern for the experiment to not be made permanent. It should also be noted that there have been 25 representations in support of the experiment and 8 objections (plus a couple of comments/suggestions).
12. Because the experiment has now been in place for over 6 months, if the Executive Member considers it appropriate to overturn the objections made the Experimental TRO can be made permanent and the consultation process for the TRO can be completed.
13. Funding for making a permanent change to Fossgate has been set aside as part of the Capital programme. This funding includes for works aimed at upgrading the physical appearance of the street and quality of materials. The outcome of consultation on these proposals will be subject to a further report at a later date.

### **Options for Consideration**

14. Option 1 – Make the Experimental TRO permanent. This is the recommended option because the experiment has achieved the desired outcome of reducing the volume of traffic using Fossgate and no fundamental issues have been raised in opposition to the experiment.

15. Option 2 – Continue with the experiment for an additional period of time and re-assess at a later date (but within the 18 month maximum period). This is not the recommended option because the value of additional information is doubtful and would delay the implementation of permanent physical measures that will enhance the look of the street.
16. Option 3 – Cancel the experiment. This is not the recommended option because the old system had already failed to manage the traffic flow in Fossgate.

### **Council Plan**

17. 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**

18. This report has the following implications:

**Financial** – None.

**Human Resources** – None

**Equalities** – None.

**Legal** – Before an Experimental TRO can be implemented the correct legal procedure has to be gone through.

**Crime and Disorder** – None

**Information Technology** - None

**Property** – None

**Other** – None

**Risk Management**

19. None.

**Contact Details****Authors:**

Alistair Briggs  
Traffic Team Leader  
Dept. Transport  
Tel: (01904) 551368

**Chief Officer Responsible for the report:**

Neil Ferris, Corporate Director of Economy and  
Place

**Date: 17/3/2018****Specialist Implications Officer(s)**

None.

**Wards Affected: Guildhall****All****For further information please contact the author of the report.****Background Papers:** None.**Annexes:**

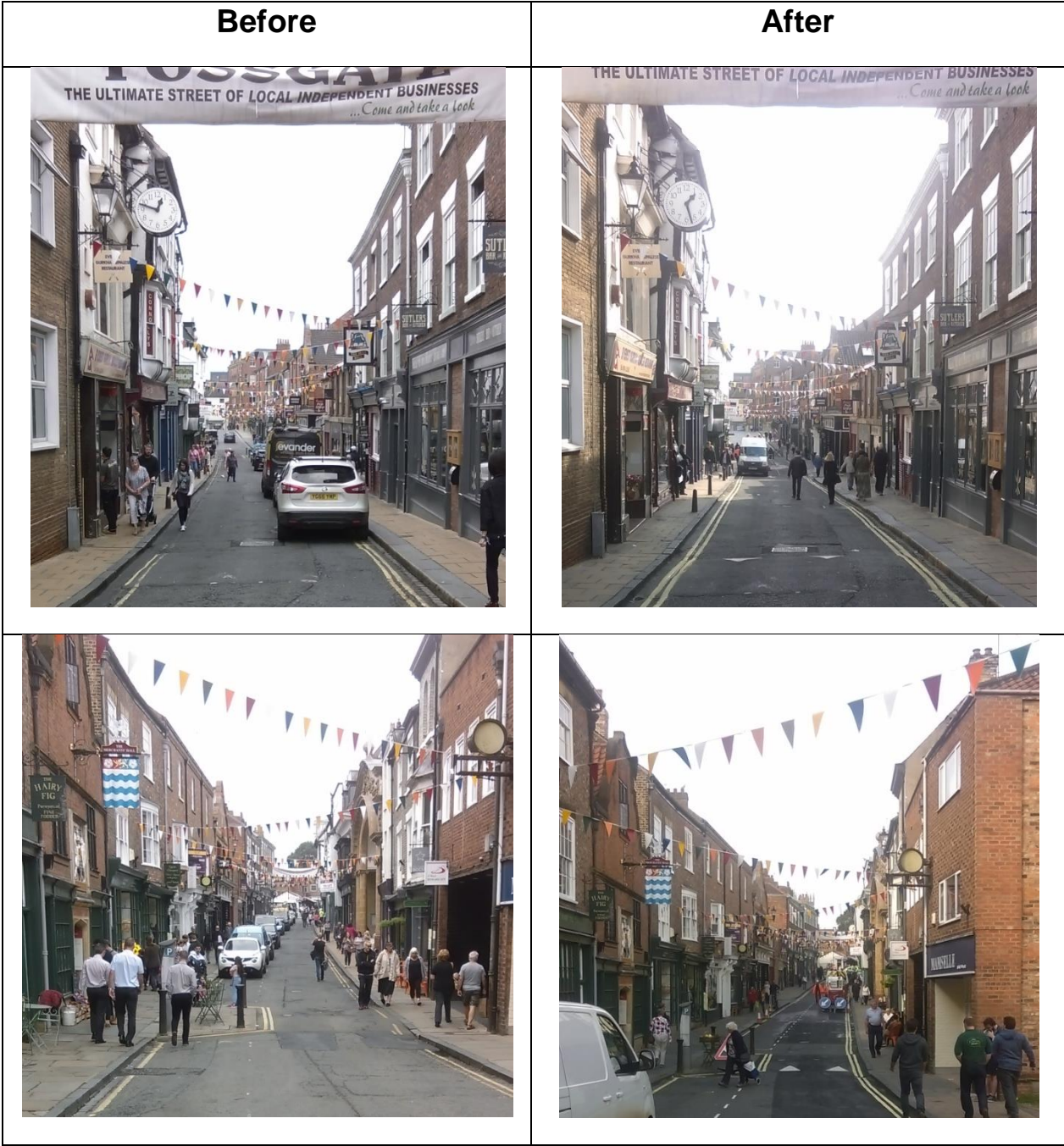
Annex A      Before and after Photo Comparisons

Annex B1     Representations

Annex B2     Representations made after the reminder was issued

# Annex A

## Photo Comparisons





# Annex B1

## Representations - before the reminder was issued

Representation	Officer response
<p>Fossgate is on their preferred cycle route and the alternative is along Pavement and Piccadilly which they considered to be more hazardous.</p>	<p>Whilst a personal perception of hazards can't be argued with the experimental scheme does now allow cyclists to travel the opposite way along Fossgate instead of having to cycle along Piccadilly and Pavement. In addition the removal of the through traffic in Fossgate should lead to a reduction in hazards in Fossgate for vulnerable road users such as pedestrian and cyclists.</p>
<p>From a Fossgate business:</p> <p>Seems to be a large decrease in traffic on the street, inc. past 6pm. The street is much more pleasant.</p> <p>Some cars going the wrong way down the street, but has decreased over time.</p> <p>People using Fossgate as a footstreet all the time now. Reversing the traffic has made more people think of it as pedestrianised, especially on weekends.</p> <p>It is too cold and wet to have anything outside at this time but we will be using our cafe licence when the weather gets better. However, the road is too uneven to achieve this at present. Cafes have told me that cars are still going too fast to have people sitting in the road. Also, if there are deliveries opposite the cafes it is creating gridlock due to delivery drivers parking on the part of the road for vehicles. Suggest designated delivery bays?</p>	<p>Support noted.</p> <p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>Further discussions on this matter are considered appropriate.</p>
<ul style="list-style-type: none"> <li>• Turning Fossgate around was the dumbest thing I've ever seen. Friday tea time traffic was backed up to the black Swan because no one can go down Fossgate.</li> <li>• Well said that man</li> <li>• I totally agree on Fossgate. How do we</li> </ul>	<p>This exchange of views was forwarded on from the Castle Gateway Communications team during their consultation project in November. Whilst clearly not in favour of the experiment the exchange is more a series of brief personal opinions by several people than a formal objection.</p>



<p>feed back in this change please as I gather it's just a trial?</p> <ul style="list-style-type: none"> <li>• Its one of those trials that the majority don't get a say in. Ycc do what they want for the minor not the majority</li> </ul>	
<p>A suggestion to the highways department please. Would they put a yellow hatched area at the top of Fossgate with the junction of pavement, Fossgate. Traffic is constantly blocking the exit from Fossgate.</p>	<p>A tweet message forwarded.</p> <p>This is not a comment on the one way experiment. However the yellow box request can be considered if the experiment is made permanent.</p>
<p>Tables and chairs outside various premises on Fossgate and Walmgate causing an obstruction on the footpath.</p>	<p>Phone message forwarded.</p> <p>This is not a comment on the one way experiment.</p> <p>No action has been taken so far to remove the obstructions.</p>

## Annex B2

### Representations - after the reminder was issued

#### In support of the experiment

Representation	Officer response
<p>In our view it has improved our experience of using this street for visits to cafes and pubs whilst in York. It used to be 'hemmed in' by cars and vans but is now a little more appealing. It has encouraged us to explore the area more and discover many delightful businesses in the area. We would prefer to see less traffic when shopping in York and have often suffered from the poor air quality. Every step of this type is a step in the right direction. We would welcome more similar schemes.</p>	Support noted.
<p>I think the reversal of the one-way on Fossgate has been a great success! It is now much safer to cross the road at the top of Fossgate where it intersects with Stonebow. Furthermore, this has reduced the number of taxis using it as a cut through to skip the lights on Piccadilly.</p> <p>I think this should definitely be made permanent and that further steps can be made to improve the area for pedestrians by removing the parking spaces on the road all together.</p> <p>I hope that this will sway your decision in the direction of keeping the reversal on Fossgate as I feel this has been an important change to York infrastructure.</p>	Support noted.  The removal of parking is not being considered
<p>I support the temporary changes on Fossgate. It has always been one of my favourite streets because of the variety of independent shops and it's great to visit when the whole street is cordoned off and stalls are allowed on the road. With the current traffic arrangements its much safer to walk down the street and the atmosphere is very calming. I hope these changes will become permanent.</p>	Support noted.
<p>The street is a lot better like this and you should keep the changes. It was to busy before with traffic and is better now.</p>	Support noted.
<p>I am fully in favour of the experiment to reduce traffic by reversing the one way direction and I am glad it may become permanent. I also hope that we can eventually go further by closing the road to motor vehicles, allowing pedestrians to fully enjoy the street and its various businesses without fear of vehicles.</p>	Support noted.
<p>The changes have vastly improved Fossgate and I support them. MORE importantly the temp (hopefully permanent) changes have improved Walmgate. Quite simply both Streets are no longer the</p>	Support noted.

<p>traffic rat run they once were for vehicles exiting York from Whip ma whop ma Gate towards Hull Road.</p> <p>I estimate Walmgate to have 20/25 % less vehicles on it than before. Get rid of the Buses and Walmgate too might become a decent St.</p> <p>Further, Fossgate feels much much nicer.</p> <p>Happy to support something when it so clearly works.</p>	
<p>I support the aims of the temporary TRO of reversing the traffic flow to make the route less attractive to drivers who otherwise ignored the restricted access.</p> <p>The temporary TRO has been successful. However, too many drivers are still ignoring the restrictions. Last week, in the course of walking along Fossgate at lunchtime, five private motor cars drove the length of the road without stopping.</p> <p>Whilst I support making the TRO permanent, I believe that extra measures should be taken to make route less attractive to unauthorised traffic. My experience of York is that the council cannot rely on the police to uphold the law. Physical restraint is necessary. I would suggest that the additional measures include making the access to Pavement left-turn only, outdoor cafes and street events.</p>	<p>Support noted.</p> <p>There is potential for further works in Fossgate.</p>
<p>I feel that Fossgate is one of the most attractive streets in York, and with much potential to be even better. It was, before the trial, ruined by cars constantly cutting down Fossgate from the Stonebow / Whip-me-whop-ma-gate end.</p> <p>The trial stopped all that, and the traffic flow seems to have greatly decreased. This is a boon to the street, and people do seem to enjoy walking in the street as well as on the pavement.</p> <p>I nervously add - and I feel sure this will be controversial - that the negative aspect of all this is the very many disabled-badge cars that continue to park along Fossgate. I appreciate the needs of disabled people, but I feel that a total carte blanche is a step too far, particularly as the presence of so many cars, both parked and manoeuvring, makes Fossgate continue to feel less safe than it should.</p> <p>On balance though, even without a change in the rules for disabled badge vehicles parking on the street, I very much favour the trial conditions being allowed to continue permanently/indefinitely. In fact, I feel that there is a strong case for going further and closing the whole street to all vehicles. On the few Sundays in summer that this has happened in the past few years, the street has been utterly transformed in an extremely positive way.</p> <p>I hope that we may see the council becoming a bit bolder in</p>	<p>Support noted.</p> <p>The removal / control of parking in Fossgate is not a primary aim of the experiment.</p>

<p>considering where else in the city centre it might limit traffic, to make more of the centre as good as Fossgate on a "no traffic" Sunday.</p>	
<p>I think it is a good move which could only be bettered by making it traffic-free altogether. It feels quieter and more relaxed, in keeping with the sort of city we want for ourselves and our visitors. I assume air quality has also improved, no small matter in such a narrow street.</p> <p>The trial has, of course, covered only the autumn and winter and so the all the benefits to tourists and traders will be much greater later in the year as visitor numbers rise. For my part, it is so much better that I often now walk into town that way (via Merchant Adventurers' Hall), which I very rarely did before.</p>	<p>Support noted.</p>
<p>I think the change to the one way direction has been a great success and has made the road quieter and safer for residents and visitors to the street. I live at Franklin's Yard and hope that the current situation will become permanent.</p> <p>The main problem we now have is cyclists, mainly the Deliveroo riders storming down the wrong way endangering pedestrians who need to use the road because of the smokers gathered on the paths in groups outside the various bars. I am a cyclist myself and it irritates me that others do not follow the traffic regulations. There is little we can do about that however. Overall the street has been improved by the change which is a good thing.</p>	<p>Support noted.</p> <p>The incorrect use of Fossgate by some cyclists has been noted.</p>
<p>We moved our workplace to Merchantgate in November last year, and we were very happy to see the change of direction of traffic in Fossgate. It has made a huge difference to crossing the street in Merchantgate - only having to look one way (although from the Piccadilly side the vehicles can come from north and south, it really helps only having to check that side).</p> <p>Also - walking along Fossgate to get to Colliergate and beyond is more pleasant. It would be even better if the road and pavement were on the same level and then people could get past each other without the danger of falling off the footpath. And the bollards could do without them as well. I have seen people with wheelchairs, pushchairs and walkers struggle to get round them, added to the danger of falling off the pavement.</p>	<p>Support noted.</p> <p>There is potential for further works in Fossgate.</p>
<p>I would like to support the changes to Fossgate traffic flow and I hope the change made permanent. My only complaint relates to the enforcement of the new rules, it is not unusual to see vehicles use the road during the restricted times without stopping for deliveries or access - but perhaps this will reduce over time as people become more familiar with the layout.</p>	<p>Support noted.</p>

<p>I use the street at least twice a week as a pedestrian.</p> <p>The recent change of direction for traffic has improved the feel of the street considerably. Pedestrians are now able to use the whole street which encourages people to spend more time in Fossgate. I used to try to get out of Fossgate as quickly as possible because mixing the crowds of pedestrians with cars meant there was little space to enjoy the street and the businesses along it. Now I find myself lingering.</p> <p>I hope that by making the scheme permanent there will be additional changes to the street scene which will make it even more welcoming for people. Removing kerbs and including permanent outdoor cafe spaces could really signal that Fossgate is a street for people rather than cars.</p> <p>I have noted that there has been continued misuse of Fossgate during the access only hours although this is less than previously. This will hopefully reduce with a change in street scene however CYC should be prepared to manage the misuse to make sure it does not continue.</p> <p>I am very happy to support this scheme and hope that more forward thinking ideas for a people centric York can be put in place in the future.</p>	<p>Support noted.</p> <p>Proposals could be developed for consideration.</p>
<ol style="list-style-type: none"> <li>1) The street has been transformed, especially on Saturday and Sundays. With the reversal of traffic flow members of the public are now entering Fossgate from Pavement end and walking in the road, just like the other pedestrian areas in York. It has been very noticeable and a major improvement to how the street feels and is used by the public.</li> <li>2) There seems to be quite a bit less traffic on Fossgate and it appears it is no longer being used as a 'rat run' by drivers, especially taxis and delivery wagons.</li> <li>3) The traffic does not appear to be travelling at a slower speed than before.</li> <li>4) The experiment started at the beginning of winter months. This has meant that I have not purchased my outdoor furniture as it wouldn't have been used until the spring when folk want to sit outside. As a result I don't think I have seen the major benefits to business I was looking for. However, when the weather gets better it will be interesting to see if the cafe licence can be utilised to good effect and I'm looking forward to finding out, however.</li> <li>5) The road surface outside is unfortunately unsuitable for chairs and tables. I borrowed two different sets of furniture to test them and they were unstable for drinks to be placed on. Without the surface being flattened out there will be breakages of glass on</li> </ol>	<p>Support noted.</p> <p>Proposals are being developed for consultation.</p>

<p>the road and this will cause issues for drivers and pedestrians alike.</p> <p>6) Asides from delivery drivers moaning about change at the beginning of the experiment none of my deliveries have been affected and it's business as usual in this respect.</p>	
<p>As a long term resident of Fossgate, I'd like to express my support for the change of direction in traffic on the road, and for it remaining on a permanent basis. I think Fossgate has been quieter and safer in terms of vehicles, and more welcoming to pedestrians and patrons of local businesses.</p>	Support noted.
<p>As a business that has been here for four years we are extremely supportive of the new one way system since it began. It has reduced the flow of traffic, made the street feel like less of a rat run and has made it a better place for the customers who visit.</p>	Support noted
<p>I would just like to give my support for the permanent change in the one way traffic regulation along Fossgate.</p> <p>The change in direction has dramatically reduced the volume of unauthorised traffic in this access only street with far less confrontation and vehicles becoming stuck due to illegally parked cars. There are still some vehicles going down the wrong way, particularly if they are using Lady Peckitts Yard and cyclists completely ignore the regulations.</p> <p>The blue badge holders are still a concern and have started to return to the area again parking towards the top of Fossgate, this issue still needs to be addressed.</p> <p>I also understood that tables and chairs would not be allowed on footpaths but this is still happening.</p> <p>If the council is not prepared to pedestrianise the street as has been promised for numerous years now, this regulation is a step in the right direction and should be made permanent but policed to eliminate the above issues.</p>	Support noted.
<p>The change to traffic flow greatly reduced the amount of traffic and I think that it should be made permanent. However, as the trial has gone on, traffic has steadily increased as drivers get used to the changes.</p> <p>The street was great when traffic reduced considerably at the beginning of the trial. To achieve that again we will need to consider ways of continuing to reduce the traffic flow. I should be happy to contribute ideas to consultations that could help achieve that end.</p>	Support noted.
<p>I support making the traffic measures trialled over the last 6 months in Fossgate permanent.</p>	Support noted.

<p>The 6 month trial has seen a marked improvement in the ambience of Fossgate through the reduction in motorised traffic. In addition to making the street safer for pedestrians and cyclists, the air quality has improved.</p> <p>Two specific points:</p> <p>The reversal of the traffic flow along Fossgate has significantly reduced its use as a rat - run.</p> <p>There has been a marked reduction in the incidence of vehicles, mostly vans, obstructing the narrow pavements whilst making deliveries.</p> <p>For the above reasons I support making the Fossgate traffic measures permanent.</p>	
<p>Since your intervention I have noted a demonstrable reduction in traffic leading to a more pleasant walking / shopping experience. I would be keen for York Council to consider other proactive approaches to reduce congestion in the city centre.</p>	<p>Support noted.</p>
<p>Read in The Press that the reversal of one way in Fossgate has reduced traffic which used to contravene the access only restrictions.</p> <p>However it has made a useful cycle access route through the city centre less useful out of Footstreet hours. Cyclists are now faced with a diversion mixing with buses down Pavement and Piccadilly or take their chance and cycle contra flow down the street (as some used to the other way before the change).</p> <p>If the one way reversal is kept please consider exempting cyclists as is now easier to do legally and without physical measures required under previous DfT guidance. Except cyclists plates under the No Entry signs, some cycle logos on the carriageway and signs telling drivers cyclists will be present are all that is now needed.</p> <p>However I think Fossgate needs including in to the Footstreets to support the businesses in the street. When the street is closed for the car free Sundays it is much more pleasant and vibrant place with seats in the street and people spending more time and money in businesses.</p> <p>So keep the one way reversal as its been effective but consider exempting cyclists from this restriction as has been done in a number of city's including Leeds, Bristol, London and in Brussels.</p>	<p>Comments noted</p> <p>No feasibility work has been carried out.</p> <p>This is a step towards achieving this aim.</p>
<p>A follow up message from someone copied into the above response - Sensible and constructive proposal indeed.</p>	<p>Comment noted</p>

<p>As a business on Fossgate we are in favour of the improvements to the current experiment on flow of traffic to be made permanent.</p> <p>We have noticed that the street attracts more people as the traffic flow has been greatly reduced and the speed of transiting vehicles has also reduced helping pedestrians feel more safe.</p> <p>We would however like you considered some assistance with the current licenses that have been issued, enabling us and others to place outside seating on the street. Currently we find it difficult as access time restrictions are often ignored, meaning that businesses opposite have to move tables to allow vehicle through.</p> <p>This is only an issue as badly parked cars parked opposite seating areas make it impossible to pass without moving the tables.</p> <p>At our own shop, often cars parked in our permitted seating area make it again impossible to put out seating</p> <p>Otherwise we believe the scheme is a good one and should continue</p>	<p>Support noted.</p> <p>Further work on this issue has been identified</p>
<p>The scheme is a great idea - don't change it!</p> <p>Couple of things, though:</p> <ol style="list-style-type: none"> <li>1. CCTV would be a good, it's such a busy street these days.</li> <li>2. Cyclists are paying no attention whatsoever to the new system. They are cycling downhill at speed so you have to look both ways to avoid a collision.</li> </ol> <p>A few random police 'stops' could spread the word and help - especially with the Deliveroo boys.</p> <p>Otherwise - an excellent move!</p>	<p>Support noted.</p>



## Objecting to the experiment

<p>Personally I think reversing the traffic <b><u>flow direction</u></b> was a big mistake, I have seen problems with vehicles trying to enter Stonebow/Pavement from Fossgate and seeing as how it is a major bus route and not forgetting heavy goods vehicles reversing into M&amp;S warehouse, it is no way as good as it used to be, turning into Fossgate from Stonebow/Pavement easy and exiting Fossgate into Walmgate easy, what was the problem.</p> <p>You know the old fashioned saying and I really believe in it, <b><u>“If it’s Not Broken, Don’t Fix It”</u></b></p>	<p>Opinion of problems at the Fossgate / Pavement junction noted and further works can be considered.</p> <p>The experiment was put in place because the restriction on through traffic was largely ignored.</p>
<p>I would like to object to the continuation of the change in traffic flow.</p> <p>I use the route through Stonebow many times a day whilst going to my business on Coppergate to deliver goods and to go to work.</p> <p>The change of direction has not only increased traffic queues on Stonebow it has made the journey more dangerous.</p> <p>I predominantly use a Motorcycle to access my property on Coppergate and have been involved in numerous near misses from traffic emerging from Fossgate whilst traffic is queued as when they pull across the traffic to turn right out of Fossgate they cant see approaching vehicles. This is bad enough in a car but on a motorbike or bicycle is potentially lethal.</p> <p>There are numerous instances of traffic coming from Colliergate and attempting to drive the wrong way down Fossgate as the change of flow is simply not known by many drivers especially if they are using older maps on sat navs.</p> <p>The flow of traffic makes no difference to pedestrians on the street, they already have to walk on the road due to the amount of tables and chairs outside</p>	<p>The through traffic that formally used Fossgate as a short cut will be using the preferred route of Pavement / Piccadilly.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> <p>These occurrences appear to have reduced as the experiment has progressed.</p> <p>There are 2 no entry signs and a large white No entry on the carriageway.</p> <p>Opinion noted.</p>

<p>shops and bars. Perhaps if this were addressed the street would be better to use as a pedestrian.</p> <p>The flow of traffic should be reinstated as it was previously to help reduce the build up of traffic on Stonebow, if traffic goes down Fossgate from Stonebow it makes more sense than having traffic emerging from both sides of Stonebow (Fossgate and Whip-ma whop-ma gate at the same time as Stonebow/Pavement isn't designed to take this extra flow and it causes chaos for drivers and pedestrians alike.</p>	<p>A large percentage of the traffic previously using Fossgate was doing so illegally.</p>
<p>Because of street regulations in York, despite being disabled with a blue badge I rarely come into York during the day. On a night however my wife and I like to go to the theatre and the cinema. Having a through route through the city is an advantage to us for parking. However since the Fossgate alterations have been in place, the route through the city has become so complicated we simply have not bothered coming into York. I can understand putting traffic regulation on the street, but changing the direction has to me and many of my friends been a complete waste of effort. Why, when the whole ethos of keeping traffic moving and getting traffic out of the city was Fossgate altered to actually bring traffic into the city? This must have been a nightmare for business deliveries? My opinion, for what it's worth, Fossgate should have the same traffic restrictions as other city centre streets during the day, but its direction should be put back the way it was to ease any traffic flow out of the city, and maintain the one "through" route from Bootham Bar to Walmgate Bar the City has had for years.</p>	<p>The change of direction should only require a minor change in route used for travelling through the city on an evening from Bootham bar to Walmgate Bar – that is Pavement, Piccadilly, Merchantgate.</p> <p>Opinion noted.</p> <p>This is not the case.</p> <p>Businesses appear to generally support the experiment.</p>
<p>We are based just off Fossgate, in Franklins Yard &amp; sales wise we haven't noticed any change, however, we park our car in front of the shop &amp; when we leave we need to turn right at the top of Fossgate on to Stonebow &amp; frankly this has become increasingly dangerous &amp; something will need to be done at this</p>	<p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p>

<p>junction should the flow of traffic stay how it is now. The main problems are that there are cars coming from Peasholme Green end, usually driving quite fast &amp; you can't see them coming around the bend until you start to pull out, all whilst trying to look to make sure there is nothing coming from the left, &amp; also from Whip-Ma-Whop-Ma-Gate - on quite a few occasions cars haven't realised that the flow of traffic has been reversed &amp; they can't go straight on into Fossgate. I've had one very near miss to a head on collision whilst waiting to get out of Fossgate (this driver also told me off for "going the wrong way" so obviously hadn't noticed the road markings or signs which is worrying). Pedestrians also are an additional problem on busy days, especially leaving on a Saturday at 5pm, they stand at the junction &amp; severley block drivers vision when trying to look left &amp; right which when combined with the above is an accident waiting to happen. Another annoyance is that as it's not marked as a yellow box junction cars &amp; buses on Stonebow/Pavement continually block the Fossgate exit - I timed this the other day &amp; was sat waiting for 12 minutes for a Park &amp; Ride bus to move so unblock Fossgate. Basically if you keep the flow of traffic as it is, fine, but it's essential to put traffic lights &amp; a yellow box on the junction to keep things moving &amp; prevent a very serious accident.</p>	<p>These occurrences appear to have reduced as the experiment has progressed.</p> <p>One of the aims was to give pedestrians greater priority in the street.</p> <p>See previous comment, this can be considered.</p>
<p>I have used Fossgate only twice since the trial was introduced &amp; each time pedestrians at the Walmgate entry were totally confused &amp; panicked about which direction to go to get out of the way.</p> <p>At the Stonebow end there was a major problem when the traffic was backed up from the traffic lights blocking the exit from Fossgate &amp; there were vehicles backed up to Barnett's along Colliergate due to builder's vehicles blocking the exit &amp; which also prevented traffic from travelling towards Hungate. This resulted in a traffic jam at the traffic</p>	<p>Opinion noted.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p>

<p>lights which stretched up Coppergate.</p> <p>I have seen several near misses when vehicles have tried to exit Fossgate through backed up traffic at the lights. Based on the incidents I have seen the trial should be abandoned &amp; the original direction of travel should be reintroduced.</p>	<p>This seems at odds with the opening statement of only using the street twice since the trial started.</p>
<p>As business owners on Fossgate, we do not think there has been any decrease in the volume of traffic since the reversal took place. In fact we would say the level of parking is much worse than previously.</p> <p>Since the traffic has switched around there have been many occasions when the street is gridlocked because no vehicles can exit Fossgate onto the Pavement because there is no yellow hatched area. Buses and other vehicles just block the top of the street therefore causing gridlock.</p> <p>Even though the reversal of the flow of traffic has been in place for some time, many vehicles still come the wrong way down the street. Personally on two occasions as I entered Fossgate over the bridge from Merchantgate I nearly crashed into vehicles coming the wrong direction.</p> <p>We believe the flow of traffic should have been left the existing way around but after 10am a bollard should be placed at the top so no vehicles could access Fossgate (i.e. Stonegate).</p> <p>The level of vehicles parked has greatly increased with vans being left there all day outside our shop to unload to the Merchants Adventurers Hall. We are shocked that</p> <ul style="list-style-type: none"> <li>• they are allowed to park there all day</li> <li>• no-one is monitoring this</li> </ul>	<p>This view is not widely shared by others or what is indicated by the survey carried out.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> <p>Anecdotally the instances of drivers travelling the wrong way has reduced over time.</p> <p>Opinion noted.</p> <p>Changes to the parking were not put forward for this scheme but its been reported that parking levels have reduced.</p> <p>This has been reported to Parking Services for consideration when allocating their resources</p>

We are supposed to place our outside tables and chairs on the road surface, to free up the pavement. We tried this for two weeks initially but it was downright dangerous. During one lunchtime period a customer was eating lunch and a lorry came along and could not pass the vehicles parked on the other side of the street. Therefore the driver came into the shop and asked us to remove the tables (and customer) so that he could get past! Very few customers would sit outside on the road because they said it felt far too dangerous.

We hope that all the above issues will be rectified. The situation at present is unworkable, especially regarding our outside furniture.

Further work on enabling street cafes has been identified as being required.