

Notice of a public

Decision Session - Executive Member for Transport and Planning

To: Councillor Dew (Executive Member)

Date: Thursday, 15 November 2018

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm** on **Monday 19 November 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 13 November 2018**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

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

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

2. **Public Participation**

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 14 November 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officers for the meeting, on the details at the foot of the agenda.

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https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

3. **Fossgate Public Realm Improvements** (Pages 1 - 88)

This report provides background to the Fossgate Public Realm Improvements scheme, which aims to enhance the street's appearance and character; create a more pedestrian-friendly environment; attract more people into Fossgate; and improve access for pedestrians and cyclists, whilst maintaining vehicular access for residents and deliveries.

4. Bridge Management (Pages 89 - 98)

This report will update the Executive Member on the management of the council's highway structures and outline the proposed programme of bridge work to be progressed using the funding provided in the council's capital programme.

5. Changes to Permit Emission Charges (Pages 99 - 110)

Following the Government's changes to the vehicle tax (VED) bandings, this report asks that a review and changes are brought in to update the council's parking discount criteria in line with these Government changes.

6. Marygate Car Park Systems (Pages 111 - 116)

This report is to provide an update on the parking system in Marygate car park, specifically the pay on exit trial with a focus on the issues that have come up from it.

7. Street Lighting Policy (Pages 117 - 146)

This report proposes to update the Street Lighting Policy to reflect the changes identified in the review.

8. Haxby Pedestrian Crossing Assessment Results and Proposals (Pages 147 - 158)

This report publishes the results of recent pedestrian crossing assessments undertaken on both York Road and Greenshaw Drive in Haxby. The report discusses potential options, based on the outcome of the assessments, to improve crossing facilities on these two roads and puts forward a course of action for each site.

9. Streetworks Permits (Pages 159 - 168)

The purpose of this report is to seek approval from the Executive Member to commence a piece of work which will consider the implications of introducing a Permit Scheme (PS), to govern all utility and highway works activities within the authority's highway network.

10. Walmgate Bar Traffic Signal Refurbishment (Pages 169 - 196)

This report informs the Executive Member of the options available to improve the traffic signalling equipment at Walmgate Bar.

11. Urgent Business

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

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email catherine.clarke@york.gov.uk and louise.cook@york.gov.uk
(If contacting by email, please send to both Democracy Officers named above).

For more information about any of the following please contact the Democratic Services Officers 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



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

15 November 2018

Report of the Corporate Director of Economy and Place

Fossgate Public Realm Improvements**Summary**

1. This report provides background to the Fossgate Public Realm Improvements scheme, which aims to enhance the street's appearance and character; create a more pedestrian-friendly environment; attract more people into Fossgate; and improve access for pedestrians and cyclists, whilst maintaining vehicular access for residents and deliveries.
2. The Executive Member is asked to consider the contents of this report, including the results of the consultation and road safety audit, and approve the implementation of the scheme as shown in Annex C.
3. The Executive Member is also asked to approve the advertisement of the Traffic Regulation Order required to amend the parking and waiting restrictions on Fossgate associated with the measures and to give approval to implement the changes to the TRO if no objections are received.
4. If objections are received to the TRO advertisement, these will be reported back to Executive Member for a decision.
5. Due to various strong representations for the pedestrianisation of Fossgate, the Executive Member is also asked to consider the views made through the consultation and to approve future consultation on potential options for pedestrianisation.

Recommendations

6. It is recommended that the Executive Member:
 - (i) Approves the implementation of the proposed scheme as shown in Annex C.

Reason: The proposals serve to provide much needed improvements

to enhance the layout of the street in support of the recent change in traffic flow direction, thereby improving the quality and experience for pedestrians with additional crossing facilities, widened footways and sections of the road raised to improve accessibility. By renovating the junction of Pavement and modifying the Merchantgate junction, this will provide improved connectivity for pedestrians and cyclists to access Fossgate.

- (ii) Approves a future, more focussed consultation on the potential to pedestrianise Fossgate either in full or partially.

Reason: The consultation has highlighted that there is a strong desire to pedestrianise Fossgate.

- (iii) Considers the recommendations from the Economy and Place Policy Development - Pre Decision Call In

Reason: To consider the views of Councillors through the Pre Decision Scrutiny process.

Background

- 7 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 along Fossgate. 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.
- 8 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.
- 9 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.

- 10 The reversal of the traffic flow was implemented in early 2018.
- 11 The current scheme is aiming to introduce improvements over the entire length of Fossgate to improve the streetscape and layout in support of the TRO change. Measures being considered include improvements to the entry and exit arrangements at either end of Fossgate and to make improvements to the fabric of the road and footways to enhance its overall quality. The scope also includes improvements to the Pavement junction to improve its quality and link Fossgate to the adjacent pedestrianised shopping precinct.

Consultation

- 12 An extensive consultation for the proposed layout 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 2018 with an original end date of 14 October. Following representations, the consultation was extended to 21 October.
- 13 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 (Annex A) provided a detailed description of the measures being proposed, a copy of the proposed layout drawing 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 subsequent release was issued advising of the consultation extension).
 - a display was also set up in the foyer entrance at West Offices.
 - officers also held meetings with representatives of the Fossgate Traders Association as well as holding two drop-in sessions on site for consultees to "call in and discuss the proposals".
 - officers also attended a Guildhall ward meeting to present and

discuss the proposals.

- officers also attended a meeting with representatives from the Walk Cycle Forum.

- 14 The range of responses varied considerably and was, in some cases, contradictory. In total, 86 questionnaires were completed on line with a further 12 being received directly via mail or post; the foyer display generated around 50 comments; officers received a number of emailed comments directly; and comments received through discussion at the drop-in sessions and other meetings. Annex B includes full details of the responses to the consultation.
- 15 As an indication of the strength and range of comments received, the analysis of the on-line questionnaires indicates that, when asked “what would you like to see changed on Fossgate”, the responses were as follows:
- 52.63% of consultees requested pedestrianisation,
 - 29.82% requested more space/footways
 - 17.54% requested changes to footway kerb heights;
 - 12.28% requested fewer vehicles;
 - 12.28% identified problem cyclists;
 - 8.77% stated that no changes were required;
 - 7.02% wanted a change to the business diversity;
 - 7.02% wanted greenery;
 - 5.26% wanted improved cycle parking;
 - 5.26% wanted the traffic reversed;
 - 5.26% were “untagged” (no clear grouping); and
 - 3.51% wanted independent stores.
- 16 Twelve questionnaires were submitted directly to officers. Of these 7 were from businesses on Fossgate, 4 from Fossgate residents, and the other was from a resident of Wigginton Road.
- 17 The main themes raised by the responses were less traffic, improvements (widening) to footways, 2-way traffic over Foss Bridge, pedestrianisation, level road/footways, less parking, more space for cafes, and cyclists not complying with the restrictions.
- 18 The responses received via email also conveyed similar concerns and requests. In some cases, residents offered negative feedback on the events which take place on Fossgate.
- 19 The drop-in sessions proved a useful tool for people to discuss the proposals with officers. Two sessions were held and many of the

themes raised above were discussed. The majority of the consultees who attended the drop-in sessions later submitted questionnaires.

- 20 The West Office display attracted a good response with approximately 50 comments. Again, similar themes were raised.
- 21 Councillors D'Agorne and Craghill have raised various concerns about the proposals and have, in particular, offered support to the pedestrianisation of Fossgate and making the lower section two-way for traffic. Cllr Flinders and Looker supported the proposals.
- 22 Cllr D'Agorne, Craghill and Taylor have since called in the project for a pre-decision at Scrutiny Committee – meeting scheduled for 5th November 2018.
- 23 Officers were provided with a copy of an on-street survey carried out by members of the Traders Association at a street event in August 2016. This survey was undertaken during an event and reported feedback from 37 responses.

One question in the survey asked if visitors would return to Fossgate if

- (i) it was pedestrianised
- (ii) it had better signage
- (iii) the pavement/road was all at one level
- (iv) cafes had tables out every day
- (v) better/interesting lighting
- (vi) Other.

A total of 34 responses were received to this question, with the preferences being: (i) 31, (ii) 4, (iii) 9, (iv) 15, (v) 4 and (vi) 2.

This indicated the view that pedestrianisation would attract more visitors in to Fossgate however, there was less emphasis on the “need” to have the road and footways at the same level.

The items below provide a summary of the main salient points raised through the consultation.

Pedestrianisation –

- 24 The consultation proposals did not include for pedestrianisation of Fossgate as the decision regarding the Traffic Regulation Order had been confirmed in April 2018. The proposals had been developed to reflect the change in traffic flow, and also reflected feedback over previous years indicating that vehicular access was required to serve

the properties along Fossgate at all times.

- 25 It is clear from the level of responses during consultation that pedestrianisation is a keen 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 near future in a similar manner to other footstreets in the city.
- 26 The proposed design allows for vehicles, cycles and pedestrians being in the street at the same time, travelling in the same direction, but is not a shared surface proposal (there will be a level differential between footway and road, although in areas the amount of differentiation is to be reduced). Officers 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.
- 27 It is proposed that an option to investigate pedestrianisation options 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 southern end –

- 28 On balance, it is considered that the current proposed changes to the layout at Merchantgate and narrowing the carriageway offers more benefit to pedestrians in this area than changing this section to two-way traffic flow. It also allows for a safer arrangement which defines the restrictions clearly. The recent suggestions to change the traffic flow between Franklins Yard and Merchantgate to two-way, in order to facilitate pedestrianisation of the top section of Fossgate, goes against the recent Executive Member decision to reverse the one-way.
- 29 The number of movements generated by the Franklins Yard area is very low. If the area north of Franklins Yard is to be pedestrianised (thereby preventing through traffic at specified times of the day) 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 and unsafe to allow vehicles to turn into Franklins Yard to enable them to

exit Fossgate southbound.

Pavement speed tables and crossings –

- 30 The proposed treatment of the junction with Pavement has received a wide range of comments. The original proposal to remove the raised tables on Pavement was 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 maintenance liabilities. The proposal was also based on the fact that traffic speeds in this area are low owing to the proximity of the Piccadilly signalised junction and the bus facilities on Stonebow. The existing speed tables have very limited impact on speeds due to their low height.
- 31 Irrespective of this, there has been a strong desire to retain these raised crossings. The Council's own road safety audit also raised concerns about their removal.
- 32 It is therefore proposed to retain raised crossings across Pavement as part of the final scheme.

Facilities for Pedestrians -

- 33 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, in the revised proposal, the footways are shown 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.

Cycling –

- 34 Some of the consultation responses specifically mention an aspiration for cyclists to be able to use Fossgate in both directions. The justification for this being the fact that the alternative route takes them along Pavement, Piccadilly and Merchantgate, none of which are

particularly pleasant to cycle along due to the high proportion of large vehicles which use these roads and the high numbers of pedestrians crossing them, many of whom cross wherever they wish rather than use the designated crossing points. Many cyclists use the north-south cross-city route from Bootham to Walmgate outside Footstreet hours to avoid the inner ring road. This route takes them along High and Low Petergate, Colliergate and Whip-ma-whop-ma-gate. Upon reaching Pavement, they are then diverted off the Fossgate desire line, which is no longer available to them.

- 35 In a similar vein, there is also an aspiration by cyclists to use the one-way section of Walmgate in the contraflow direction rather than have to divert down St Denys Road, Piccadilly and Merchantgate to get to Fossgate (a diversion which is over twice the distance and involves two right turns). Many cyclists already choose to ignore the one-way restriction and ride in the opposite direction.
- 36 A revision of the Traffic Signs, Regulations and General Directions (TSRGD) permits local authorities to introduce signing-only contraflow facilities for cyclists, and a subsequent review in 2015 removed the need for a traffic order for such a contraflow. The aim of both these policy changes was to encourage cycling by removing obstacles to cyclists' onward journeys and to simplify routes.
- 37 Irrespective of this, there have been representations to say that cyclists should be excluded from Fossgate. Currently, cyclists travelling against the one-way are not expected and there have apparently been a number of near misses where cyclists have nearly collided with pedestrians.
- 38 Guidance suggests that carriageway widths between 3.1m and 3.9m should be avoided as they may encourage drivers to pass cyclists without allowing adequate room. The audit recommended that the carriageway width should be reviewed (3.5m width was originally proposed at the narrowed sections) to ensure that it does not encourage drivers to pass too close to cyclists. The narrowed sections have been modified to 3.1m in the revised proposal. This will enable maximisation of the build-out widths to provide wider footways at the Pavement end and much desired space for cafe furniture and therefore reduce the likelihood of footways being blocked, whilst still allowing the safe passage of vehicles through the narrowed sections. It does, however, result in there being insufficient space to safely accommodate and allow contraflow cycling.

- 39 A feasibility study was carried out in 2015/16 to investigate scope to introduce a contraflow cycle system on Fossgate and Walmgate. This was undertaken prior to the reversal of the traffic flow and before the new measures were developed. For practical and safety reasons the proposal for a contraflow was deemed unsatisfactory.
- 40 The initial proposal for the reversal of traffic flow was consulted upon prior to the decision being made to implement the reversal. Issues such as the access for cyclists were taken into account at the time.

Pre Decision Scrutiny

- 41 On the 5th November this item was called in for pre decision call in, which was considered by the Economy and Place Policy Development Committee. Officers and the Executive Member attended the session to brief the committee. The committee agreed a number of recommendations that are listed below. An officer response below each recommendation is detailed.
- 42 **Committee Recommendation One**
That the Executive Member actively supports the proposal at paragraph 16 of the scrutiny report to investigate the pedestrianisation of the street during foot street hours, but that this happens as soon as possible. This should include a pro-active consultation involving traders and residents in the street as well as disability groups and the wider public who use and value the street.

Officer Response

Within the report considered by Scrutiny, officers recommended that proposals for pedestrianisation were prepared for consideration by the Executive Member in Summer 2019 and a consultation following that. Officers would not recommend consulting on the principle of pedestrianisation alone, for a meaningful consultation the options and way this would operate need to be presented to the public, traders and disabled groups. Time is needed to prepare this detail and it is not budgeted for within this year's allocation and work programme. Further officer advice is not to consult on the way a road operates or is managed during a construction phase. The officer timescale of a decision in the Summer with consultation following that was to allow next financial year's budget to fund the options for pedestrianisation and decision and consultation after this. Without an in year budget allocation, this is the quickest timescale for delivery.

- 43 **Committee Recommendation Two**
That in order to facilitate the possible later implementation of the above option and to avoid unnecessary expenditure, that the proposed gateway treatment at the Walmgate end of the street should be either not implemented or significantly modified to take account of a possible future need for two-way traffic in that location.

Officer Response

Should the Executive Member be minded to approve the scheme to progress to construction then officers can review the method of construction and detail to minimise the cost of any work that may in the future be changed.

- 44 **Committee Recommendation Three**
That further consideration should be given to using a design to improve pedestrian flow across Pavement into Fossgate, for example using Zebra Crossings or colourful crossings over the whole junction.

Officer Response

The location of the dropped crossings is determined by the fact that they need to operate safely at all times and are designed in such a way so as not to place pedestrians, particularly vulnerable ones in a place of danger. A formal controlled crossing at this stage is outside of the scope and budget.

Road Safety Audit

- 45 A stage 1 road safety audit has been carried out for the scheme as shown in Annex A. Although nothing significant was raised by the audit, a number of minor points were and these are summarised below.
- 46 **Item 1** refers to the exit from the Merchant Place car park and the need for vehicles exiting the car park to turn left. The arrangement is such that it may be difficult for vehicles entering the car park to do so without overrunning the footway.

The audit recommended that the build-out be redesigned to ensure vehicles can safely enter the car park without coming into conflict with pedestrians, and to ensure that pedestrians have priority across the entrance. The audit suggested that the one-way restriction be repositioned to start north of the car park entrance allowing vehicles from the apartments to turn either way, on the basis that this would

help to reduce the level of traffic on Fossgate and reduce the potential frustration from residents.

Officer response:

The designer agrees that the design of the build-out should be modified to ensure safe entry and exit from the car park, and to highlight the presence of pedestrians.

However, the suggestion to reposition the start of the one-way is not supported. Currently, traffic is one-way over the entire length of Fossgate and the measures are aiming to create a gateway to reinforce the restriction and to make the junction with Merchantgate safer. Motorists entering Fossgate will not expect vehicles to exit at the same junction, and therefore to make this change would increase the risk of conflict.

- 47 **Item 2** raises concerns that the proposed build-out at Merchantgate may result in buses overrunning the new tactile paving at the pedestrian crossing point, thereby putting pedestrians at risk. The audit asks the designer to check vehicle swept path manoeuvres to ensure that buses can safely negotiate the new carriageway alignment without encroaching over the crossing.

Officer response:

The designer has undertaken swept path analysis for various types of buses and has modified the alignment of the build-out to suit. Physical trials with buses have also been undertaken to demonstrate that the arrangement is suitable.

- 48 **Item 3** identifies that the proposed cycle parking opposite the Blue Bicycle is not protected from passing vehicles, leading to the risk of stands being struck with the potential for drivers to be injured or passing pedestrians and cyclists to be struck. The audit recommends that the cycle parking be repositioned at the Merchantgate end of the parking bay and suitably protected by reflectorised bollards.

Officer response:

Officers agree and have made the necessary changes to the proposals in the revised layout.

- 49 **Item 4** recognises that the proposed dropped kerb crossing outside the Blue Bicycle is within a marked parking bay, meaning that for much of the day it could be blocked by parked vehicles, preventing pedestrians from crossing. Its position on the leeward side of the bridge compromises visibility between drivers and pedestrians. The audit

recommended that the crossing be removed from the proposals.

Officer response:

Officers agree to the removal of the crossing.

- 50 **Item 5** recognises that there are currently a number of arrow markings which remind drivers exiting side accesses that they are entering a one way road. The proposals do not replicate this and, as such, the omission could lead to unintentional abuse of the one way system increasing conflicts between users. The audit recommended that road markings and/or signs should be provided to act as a reminder of the one way system.

Officer response:

Officers agree and have added arrow road markings to reinforce the one way and act as a reminder. No additional signs are proposed except for one at the exit to Merchant Place car park (sign RS3).

- 51 **Item 6** identifies that the proposed build-outs between N^{os} 37 and 42 are narrower than the existing which currently houses pavement cafe tables. The reduced space could lead to tables encroaching into the footway or even into carriageway, and could lead to pedestrians or drivers colliding with chairs and tables, or pedestrians having to walk on the carriageway. The audit recommended that the space available for cafe seating should be reviewed and consideration be given to narrowing on one side of the road only and providing suitable demarcation of the areas. Clarification is needed as to the kerb height at the raised tables and crossing points throughout the scheme.

Officer response:

The amount of road narrowing is currently shown as 3.5m and widening on both sides was accommodated following a request from traders. In response to the concerns, and those raised in item 7, the road is to be reduced to 3.1m thereby allowing the width of the build-out on the west side to be no less than existing. The kerb heights will be confirmed during design stage.

- 52 **Item 7** identifies that the proposed width of carriageway at the three sections of narrowing reduce the available road width to 3.5m. Guidance suggests that widths between 3.1m and 3.9m should be avoided as they may encourage drivers to pass cyclists without allowing adequate room. The audit recommends that the carriageway width should be reviewed to ensure that it does not encourage drivers to pass too close to cyclists.

Officer response:

The narrowed sections are to be modified to 3.1m. This will enable maximisation of the build-out widths to provide much desired space for cafe furniture and therefore reduce the likelihood of footways being blocked, whilst still allowing the safe passage of vehicles through the narrowed sections.

- 53 **Item 8** states that the existing bollards, which are to be retained, do not have reflectors to ensure that they are visible at night. Those which do have reflectors have them on the wrong side now the traffic direction has been changed. This could result in them being struck by vehicles. The audit recommends that reflectors be provided on all bollards within the scheme.

Officer response:

Bollard provision is being reviewed. Reflectors will be provided as required.

- 54 **Item 9** refers to the proposed removal of the raised crossing points on Pavement, identifying that these currently help to reduce speed where pedestrians are likely to cross away from the defined crossing points. Increasing vehicle speeds could increase the severity of any pedestrian/vehicle collision at this existing accident cluster site. The audit recommends that the calming features should be retained either as separate speed tables or as a single raised junction, adding that a single raised junction could help to highlight the potential for pedestrians crossing between the defined crossing points.

Officer response:

The proposed 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.

Irrespective of this, there has been a strong desire to retain these raised crossings and the revised proposals include raised crossings on Pavement.

- 55 **Item 10** questions the size of the proposed no entry signs (RS2) and

raises concerns that they may be masked by pedestrians. It also questions their proposed orientation, which will make it difficult for approaching drivers to see the signs when approaching from Coppergate. This could lead to drivers unfamiliar with the layout unintentionally abusing the one way system by entering Fossgate from the north. The lack of "No Entry" markings and removal of the give way line exacerbate the problem. The audit recommends that 600mm diameter traditional pole mounted signs should be provided to avoid them being masked and the give way should be reinstated.

Officer response:

The layout along Fossgate between Lady Peckitts Yard and Pavement has been modified in response to a strong desire to increase footway widths along this section. In addition, the raised table at the top of Fossgate has been omitted and replaced by a longer raised section of road from Lady Peckitts Yard. This allows for the reinstatement of the give way arrangement at the top of Fossgate. The no entry signs are to be retained as low level hoop signs and will be positioned so that the alignment is correct and the risk of masking is minimised.

Options

56 Option 1:

Consider the contents of the report and comments received, and approve the implementation of the improvements in Fossgate as shown in Annex C.

Give approval to advertise the TRO to amend the restrictions to parking and waiting. If objections are received, these will need to be reported back to Executive Member for a further decision. If no objections are received, the amendment to the TRO will be made permanent.

57 Option 2:

As Option 1 but with a decision to consider and consult on future pedestrianisation.

The results of the consultation will need to be reported to Executive Member and a decision required whether to introduce an experimental trial of the pedestrianisation.

58 Option 3: To not implement the scheme and consult on the scale and timing of pedestrianisation proposals.

Analysis

- 59 Option 1: The proposals indicated in Annex C have been amended to take on board many of the consultation requests and to mitigate concerns raised at road safety audit. The proposals do not include for pedestrianisation, which is a strong aspiration of many consultees, but this can be easily accommodated without any or much change to the layout if the measures are constructed as proposed.

The proposed layout does not include for contraflow cycling as the widening of footways and subsequent narrowing of the carriageway does not provide adequate space for contraflow cycling to be accommodated. Officers consider that there may be inherent safety risks associated with the introduction of contraflow cycling, despite the benefits to cyclists.

- 60 Option 2 will achieve the benefits associated with Option 1. It will also allow for officers to consider future pedestrianisation and thereby satisfy the requests of many of the consultees.

The decision, if taken, to consider pedestrianisation will require additional funding in the 2019/20 programme to allow officers to undertake a wider, more focussed consultation on pedestrianisation, and then to report back to Executive Member. Dependant on the outcome of the consultation, to potentially introduce an experimental TRO as a trial for pedestrianisation.

- 61 Option 3 will result in the scheme not being implemented and the streetscape layout of Fossgate and its adjacent gateway areas will not be enhanced at this time. The further consultation would provide greater clarity as to footstreet proposals but are unlikely to significantly amend infrastructure proposals that would need to operate safely out of footstreet hours.

Council Plan

A prosperous city for all.

- 62 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.

A Council that listens to residents.

- 63 Changes to the proposals have been made to the proposals in recognition of the feedback from residents and businesses, and in response to the road safety audit. The recommendation also allows for consideration of future pedestrianisation, in response to strong representation from consultees.

Implications

Financial

- 64 The overall scheme budget is £500k. The revised scheme as shown in Annex C has been estimated to cost £490k including fees.

Any further changes to the layout could increase the cost above the current allocation.

The proposal to develop a scheme to consider pedestrianisation will require additional funding from the 2019/20 programme.

Human Resources (HR) – None.

One Planet Council / Equalities –

- 65 Any highways works aimed at making improvements for pedestrians is designed to cater for more vulnerable road users including those with mobility issues or visual impairments. An Equality Impact Assessment has been completed.

Legal –

- 66 Advertisement of a Traffic Regulation Order (TRO) will be required to make the necessary changes to the on-street parking and waiting restrictions for the recommended option in Annex C.

- 67 If pedestrianisation and the suggested change to two way traffic flow are to be pursued, further consultation will be required together with advertisement of a revised TRO (experimental order). Based on the responses to the current consultation there are mixed views on pedestrianisation and so the TRO Consultation may lead to objections being received.

Crime and Disorder – None.

Information Technology (IT) - None**Property** – None.**Other** –

- 68 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

- 69 In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified.

Financial –

- 70 There is a potential financial risk if approval/implementation is delayed.

Reputation –

- 71 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.

Risk category	Impact	Likelihood	Score
Financial impact	1	3	4
Organisation reputation	3	3	9

- 72 This score falls into the 11-15 category and means that the risk has been assessed as being moderate. This level of risk requires frequent monitoring.

Contact Details

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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved **Date** 7 November 2018

Specialist Implications Officer(s) - None

Wards Affected: Guildhall.

All

For further information please contact the author of the report

Background Papers:

- Executive Member Decision Session report, 22nd June 2017
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9855&Ver=4>
- Executive Member decision session report, 12th April 2018.
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9878&Ver=4>
- Pre-decision called-in item: Fossgate Public Realm Improvements, E&P Policy Development Committee report, 5th November 2018.
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=942&MId=11090&Ver=4>

Annexes:

- Annex A(i)-A(iii) – Consultation information – consultation letter, layout drawing and questionnaire.
- Annex B(i)-B(x) – Consultation responses.
- Annex C – Revised proposed layout.

List of Abbreviations

TRO – Traffic Regulation Order

TSRGD – Traffic Signs and General Directions 2016



Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

Our Ref:
Date: 17th September 2018

Dear Sir or Madam,

Fossgate Public Realm Improvements – Public Consultation.

Following the recent change of the Traffic Regulation Order (TRO) reversing the traffic flow on Fossgate, we are keen to continue working with residents and businesses to support this vibrant, growing community with its own special character in the heart of York.

Attached is a copy of the latest proposals, which have been prepared using feedback from residents and businesses over several years, and modified following recent discussions with representatives of the Fossgate Association.

We want to make sure that the proposed scheme meets the needs of the residents and businesses, and we would appreciate your views on the proposals.

What are we proposing?

We are investing £500,000 in improvements which will aim to:

- Enhance the street's appearance and character;
- Create a more pedestrian-friendly environment;
- Attract more people into Fossgate; and
- Improve access for pedestrians and cyclists, whilst maintaining vehicular access for residents and deliveries.

A more pedestrian-friendly environment.

The change to the TRO has removed the “through traffic” which regularly used Fossgate as a “rat run”. The street is recognised as a “Pedestrian and Cycle” zone between the hours of 8am-6pm, meaning that access for vehicles is limited to deliveries and residents. Between 6pm-8am, any vehicle can access Fossgate.

The marked parking means that there is no waiting within the bays between 8am-6pm. Outside of these times, only permit holder or pay and

display parking (time limited) is allowed. Elsewhere double yellows are in place.

We are aiming to retain these restrictions with some modifications to accommodate wider footway build-outs and new street furniture such as benches, cycle stands and possibly trees. The enclosed plan shows where these could be located.

We feel that Fossgate cannot be pedestrianised because residents and businesses need vehicle access at all times. We would replace the existing signs to reinforce the restrictions.

Similarly, we cannot provide 'shared spaces' following a national directive issued by the Department of Transport to suspend the delivery of shared spaces. This follows concerns raised by a number of disability groups over their safety and feelings of exclusion caused by the spaces.

Along Fossgate, we would introduce localised build-outs to improve available footway area for use by street cafes and/or selected street furniture (e.g. benches and cycle stands) to improve and aid accessibility. The build-outs would also rationalise and control on-street parking and allow deliveries to take place at specified locations. Traffic calming measures and additional crossings at these build-out locations would control vehicular speeds and improve links from one side to the other.

Enhancing Fossgate's appearance, character and links to the city.

We propose to improve the quality of the street by repaving extensive sections of footway using Yorkstone paving. The existing cobbles are would be retained due to their conservational value, but elsewhere the poor quality road surface would be replaced.

The proposals aim to improve links into Fossgate from the city centre, Hungate and future Castle Gateway regeneration.

At the Pavement junction, we are working alongside the highways maintenance team to upgrade and reconstruct the junction. The council is investing a further £600,000 to reconstruct Stonebow/Pavement between the Garden Place and Piccadilly junctions.

We will improve the quality of the footways and pedestrian links by upgrading and widening the crossings. Footways would also be widened at their narrowest points at the top of Fossgate.

At the Walmgate junction, we are proposing to narrow the entry to create a gateway to improve links into Fossgate and ensure that the restrictions are clearly identified.

When are the works likely to happen?

The works are being coordinated with maintenance work on Stonebow/Pavement to minimise disruption and inconvenience, and at a time which we understand is the quietest time of the year for businesses.

The maintenance work on Stonebow and Pavement is currently scheduled to be delivered between January and March 2019. The works to Fossgate are also planned to be delivered during this period. Further details about the proposed programme for construction and traffic management will be issued in due course.

What happens next?

We would greatly value your views on the proposals for Fossgate and ask that you return the attached questionnaire by post to the address above. You can also fill in an online questionnaire at <http://www.york.gov.uk/fossgate>, although this will not ask for specific details of your access needs. You can email details of the frequency, timing, length and nature of your vehicle access requirements to fossgateconsultation@york.gov.uk. Please submit your comments no later than Sunday 14th October.

We have already had meetings with representatives of Fossgate Association and will be holding two **drop-in sessions** for you to view the proposals in more detail and discuss them with officers. These will be held at **Ambiente Tapas Bar on Fossgate on Monday 24 September and Wednesday 3rd October, 1-5pm.**

Your comments will be taken seriously and will help to shape the final version of the scheme to be constructed, depending on the budget available. Comments will be included in a report to the Executive Member for Transport and Planning for a decision to be made in November on the scheme.

Thank you for your cooperation and your feedback.

Yours faithfully,

David Mercer
Acting Transport Projects Manager

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Economy and Place Directorate

West Offices
 Station Rise
 York YO1 6GA

FOSSGATE PUBLIC REALM IMPROVEMENT SCHEME QUESTIONNAIRE FOR RESIDENTS AND BUSINESSES

Please fill this in and return either by post to David Mercer at the above address, or email to fossgateconsultation@york.gov.uk

Are you a (please tick)	resident <input type="checkbox"/>	trader <input type="checkbox"/>			
What is your address / business name					
What do you like most about Fossgate?					
What would you like to see change on Fossgate?					
How would you rate the following: (please tick)	Very poor	Poor	Average	Good	Excellent
The appearance of Fossgate					
The experience for pedestrians					
Connections to the rest of the city centre					
Access for pedestrians					
Access for cyclists					

To what extent do you agree or disagree that the proposal would (Please tick):	Strongly disagree	Disagree	Neither / Nor	Agree	Strongly Agree
Improve the appearance of Fossgate					
Enhance the heritage of Fossgate					
Improve connections to the city centre					
Improve the experience for pedestrians					
Improve the experience for cyclists					
Make Fossgate a more appealing place					
<p>Your access needs The plans are based on the assumption that residents and businesses require vehicle access at all times.</p>					
<p>Please use this space to tell us anything you particularly like or dislike about the proposals</p>					

<p>Accessibility Do you consider yourself to face additional barriers to accessing Fossgate, for example a disability or mobility issue?</p>	
<p>If yes.... How would you rate the current accessibility at Fossgate?</p>	
<p>Is there anything you would like to tell us about your experience accessing Fossgate?</p>	
<p>If you would like to be kept informed of the outcome of this consultation, please provide your email address. We will not use this to contact you about anything other than the progress of the Fossgate scheme.</p> <p>Email address:</p>	

Please fill this in and return either by post to David Mercer at the above address, or email to fossgateconsultation@york.gov.uk

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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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City of York Council



Fossgate Improvement Proposals

October 2018

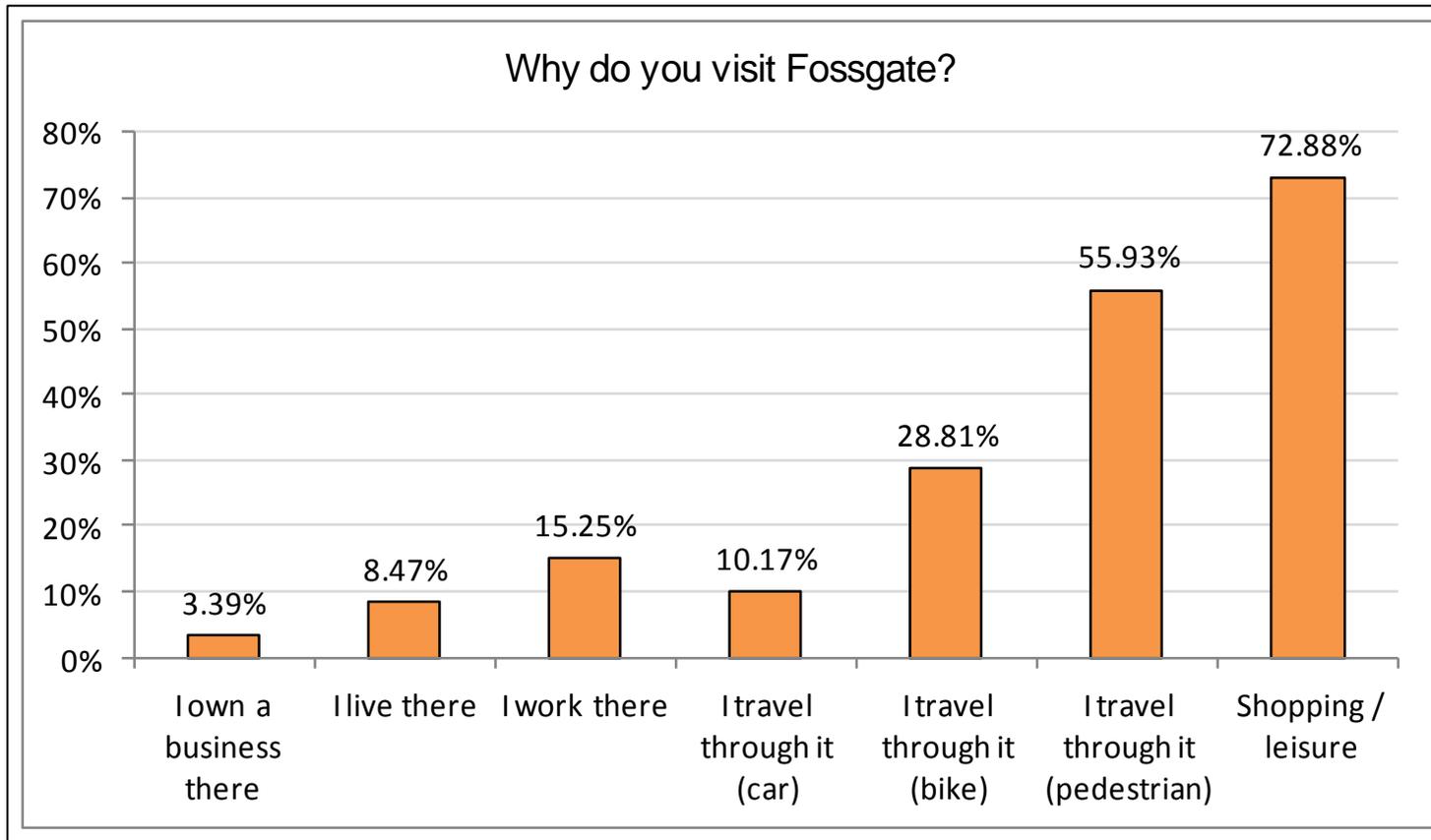
The Fossgate Improvement Proposals survey ran from 17th September to 21st October 2018.

The survey was posted on the City of York Council consultations page, social media (organic and paid-for ads) and mainstream media (on and offline). The survey received 86 responses.

Fossgate Improvement Proposals - Question 2

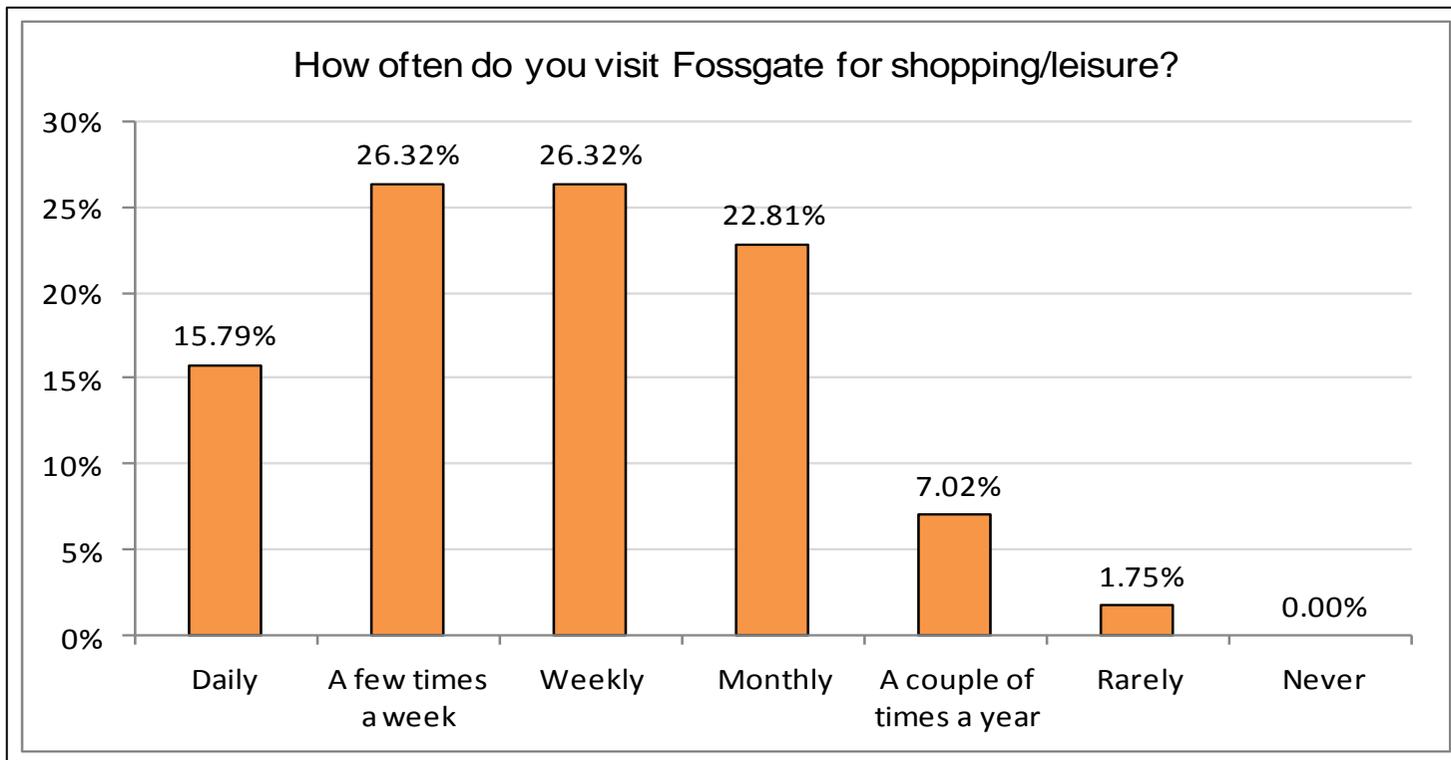
Question: Why do you visit Fossgate? (please select all that apply) If you selected 'Shopping/leisure' please go to Q2, for all other responses go to Q3

I own a business there	I live there	I work there	I travel through it (car)	I travel through it (bike)	I travel through it (pedestrian)	Shopping / leisure	Total respondents
2	5	9	6	17	33	43	59



Question: How often do you visit Fossgate for shopping/leisure?

Daily	A few times a week	Weekly	Monthly	A couple of times a year	Rarely	Never	Total respondents
9	15	15	13	4	1	0	57

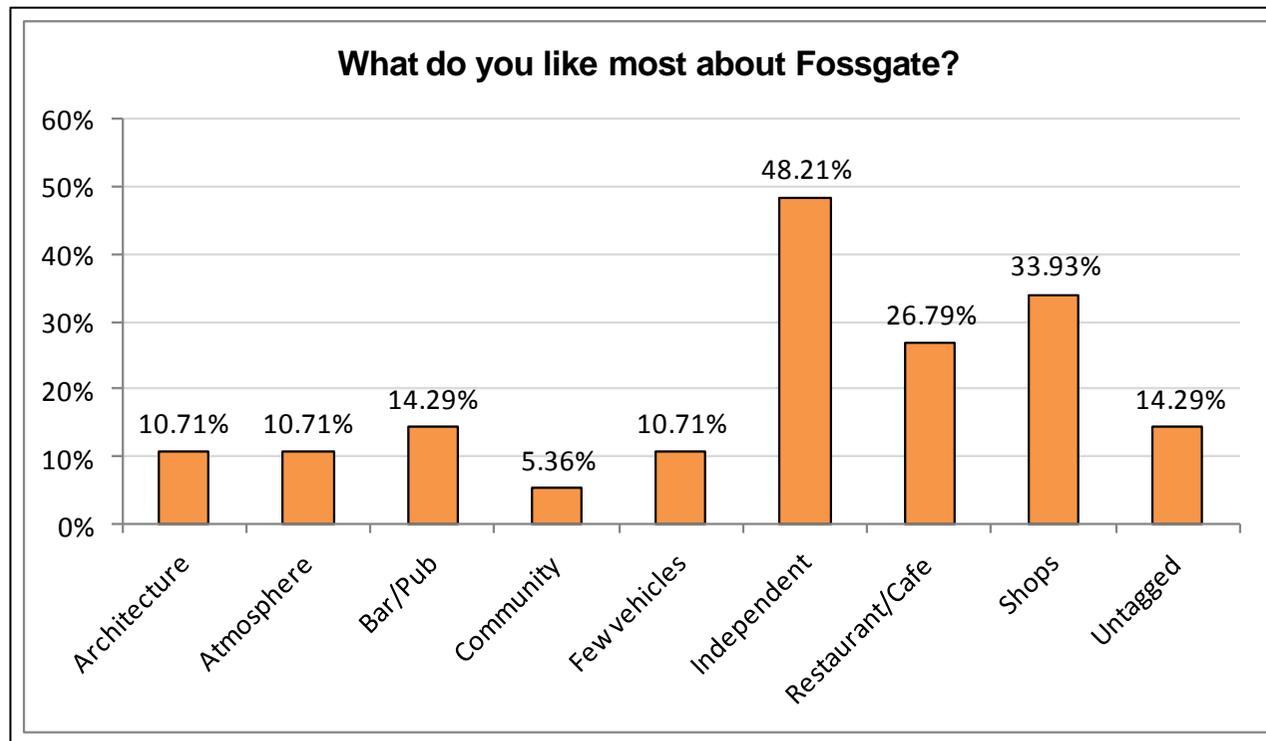


Question: What do you like most about Fossgate?

Open question answers were 'tagged' based on common themes which are listed below.

Architecture	Atmosphere	Bar/Pub	Community	Few vehicles	Independent	Restaurant/Cafe	Shops	Untagged	Total respondents
6	6	8	3	6	27	15	19	8	56

Any open response which included wording suggestive of a theme was tagged. Each response may include multiple tags.

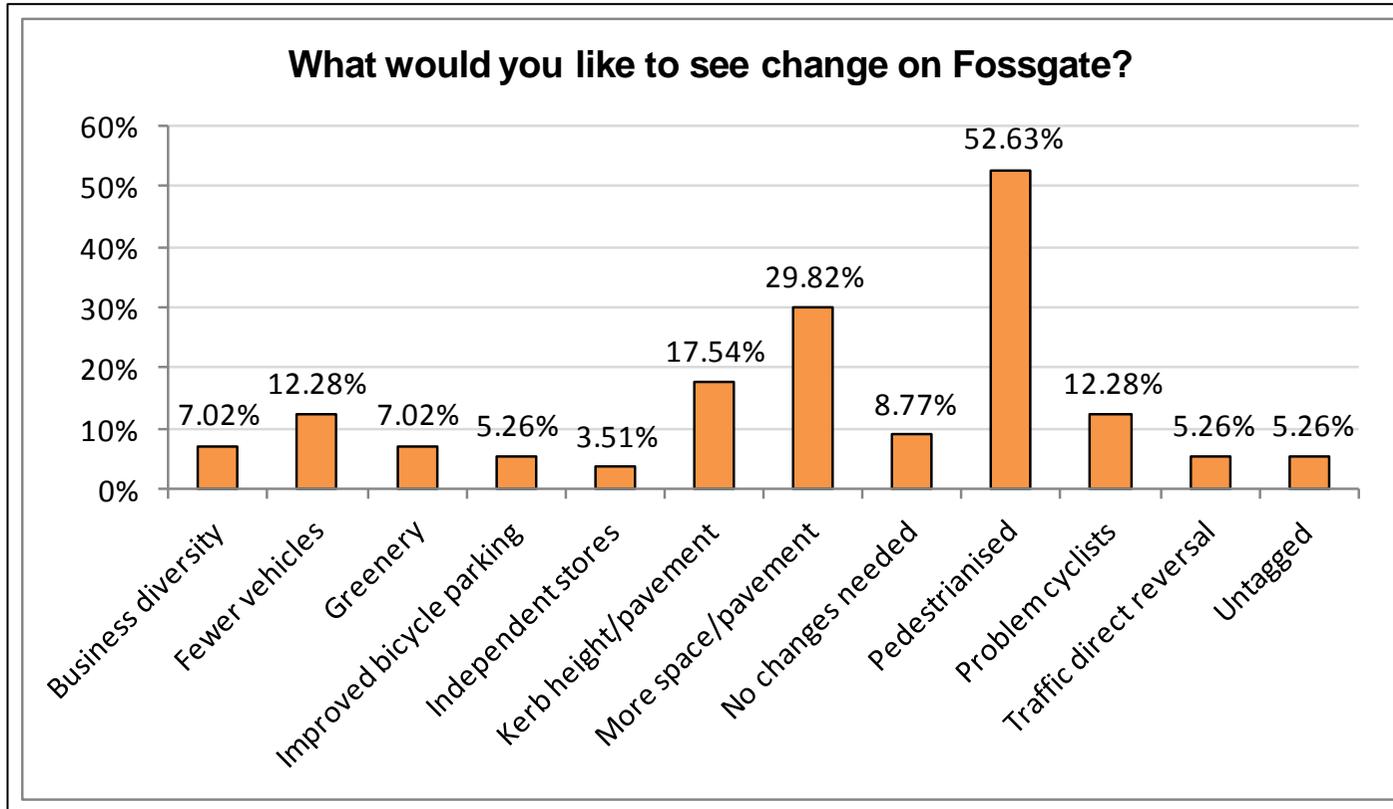


The tag 'Independent' was used in conjunction with or related to either the bars, pubs, restaurants, cafes or shops.

Fossgate Improvement Proposals - Question 5

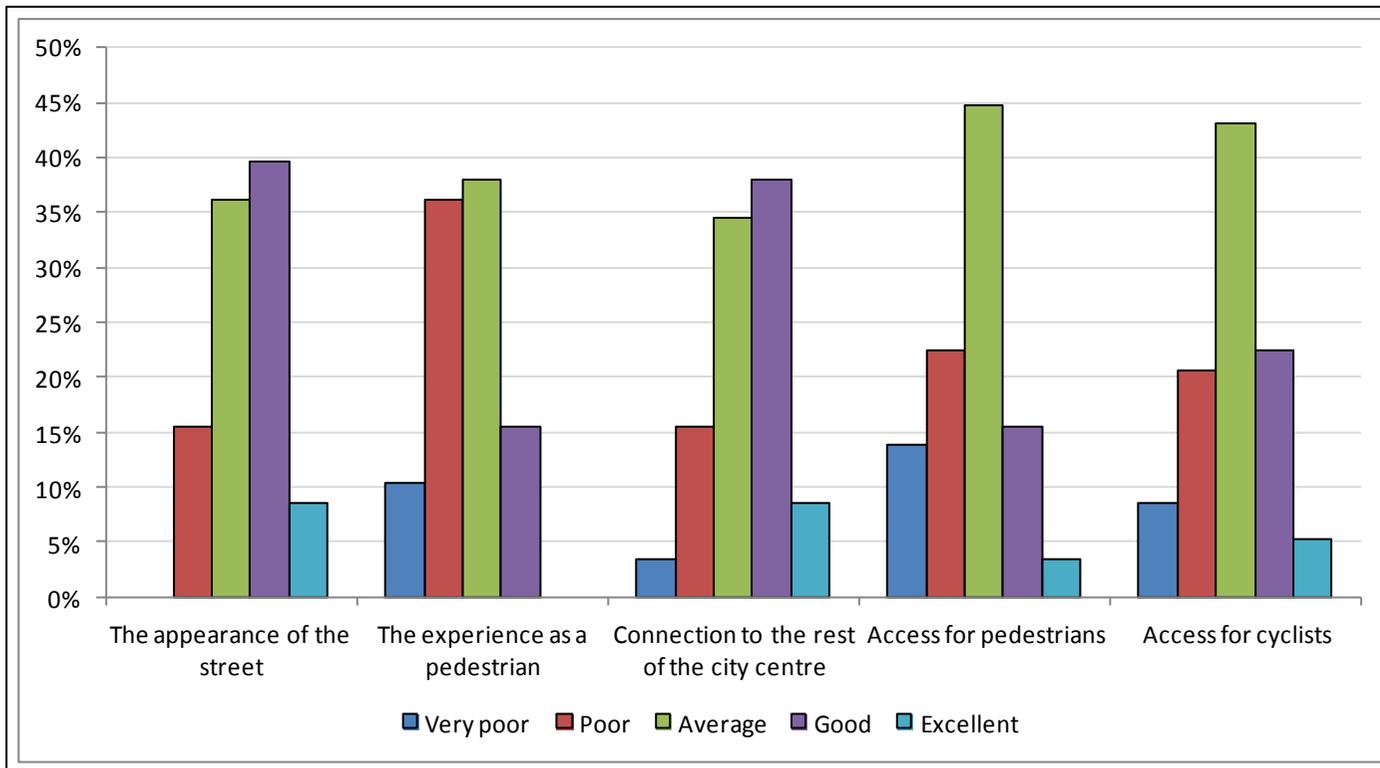
Question: What would you like to see change on Fossgate?

Business diversity	Fewer vehicles	Greenery	Improved bicycle parking	Independent stores	Kerb height/pavement	More space/pavement	No changes needed	Pedestrianised	Problem cyclists	Traffic direction reversal	Untagged	Total respondents
4	7	4	3	2	10	17	5	30	7	3	3	57



Question: How would you rate the following?

	Very poor	Poor	Average	Good	Excellent
The appearance of the street	0.00%	15.52%	36.21%	39.66%	8.62%
The experience as a pedestrian	10.34%	36.21%	37.93%	15.52%	0.00%
Access for pedestrians	13.79%	22.41%	44.86%	15.52%	3.45%
Access for cyclists	8.62%	20.69%	43.10%	22.41%	5.17%
Connection to the rest of the city centre	3.45%	15.52%	34.48%	37.93%	8.62%

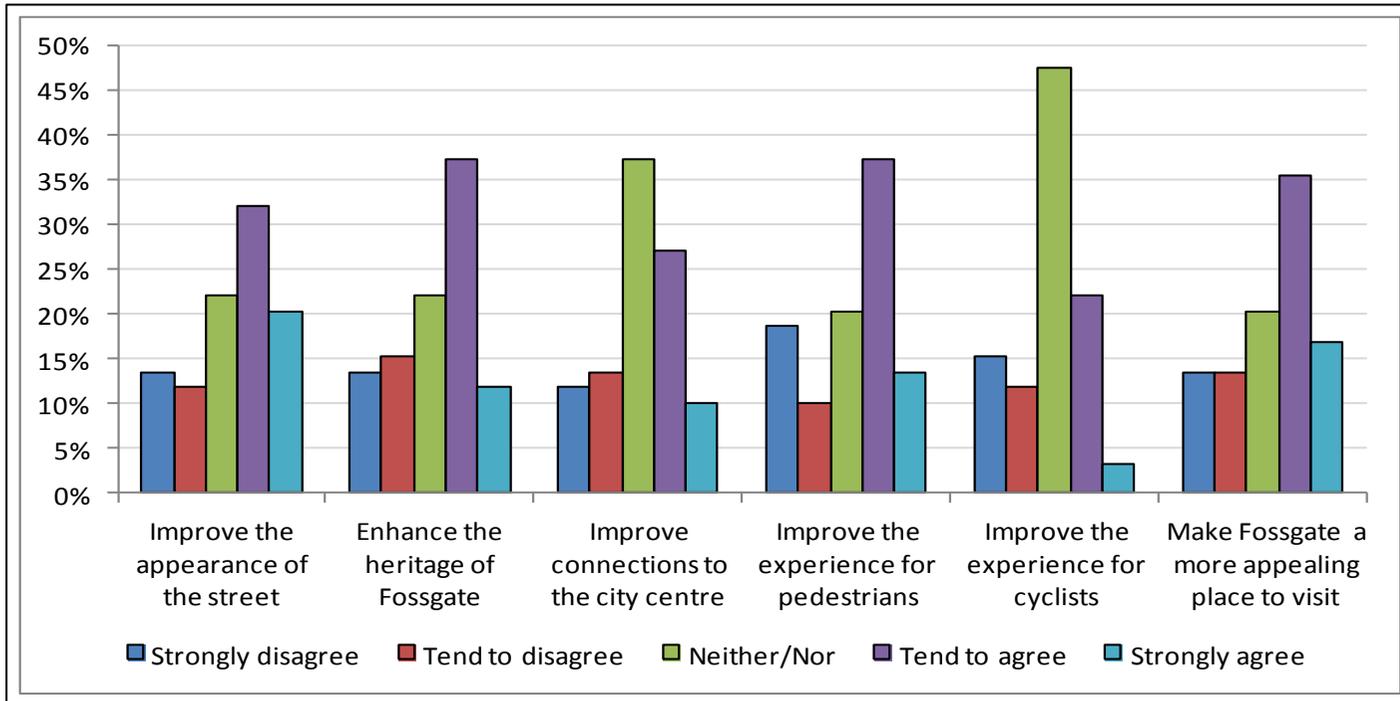


Total respondents = 58

Fossgate Improvement Proposals - Question 7

Question: How would you rate the following?

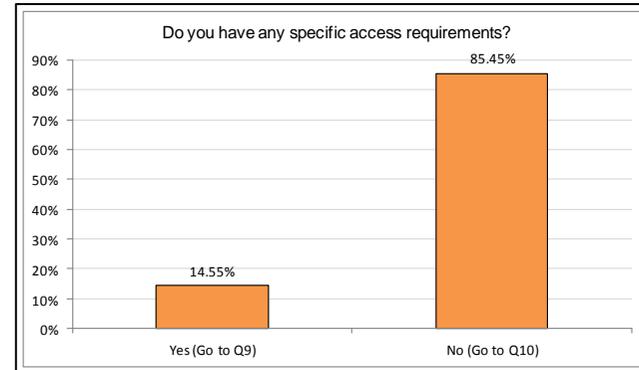
	Strongly disagree	Tend to disagree	Neither/Nor	Tend to agree	Strongly agree
Improve the appearance of the street	13.56%	11.86%	22.03%	32.20%	20.34%
Enhance the heritage of Fossgate	13.56%	15.25%	22.03%	37.29%	11.86%
Improve connections to the city centre	11.86%	13.56%	37.29%	27.12%	10.17%
Improve the experience for pedestrians	18.64%	10.17%	20.34%	37.29%	13.56%
Improve the experience for cyclists	15.25%	11.86%	47.46%	22.03%	3.39%
Make Fossgate a more appealing place to visit	13.56%	13.56%	20.34%	35.59%	16.95%



Total respondents = 59

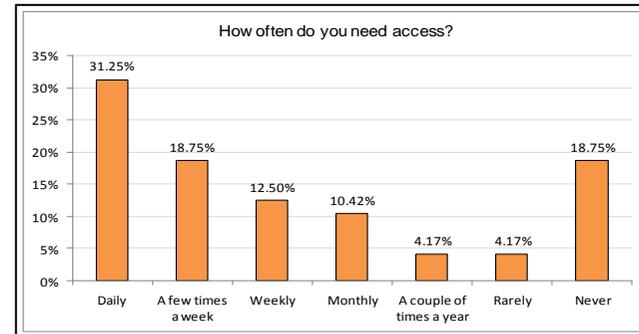
Question: Do you have any specific access requirements?

Yes	8
No	47
Total respondents	55



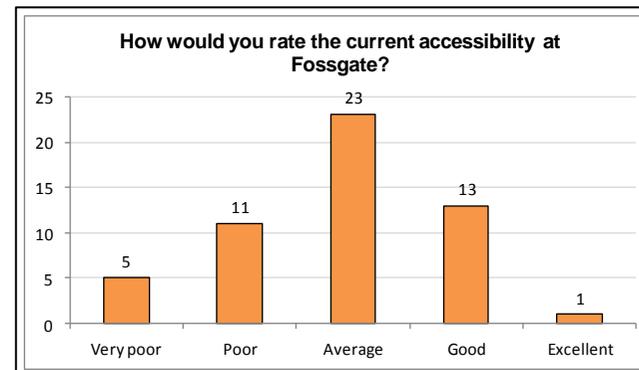
Question: How often do you need access?

Daily	15
A few times a week	9
Weekly	6
Monthly	5
A couple of times a year	2
Rarely	2
Never	9
Total respondents	48



Question: How would you rate the current accessibility at Fossgate?

Very poor	5
Poor	11
Average	23
Good	13
Excellent	1
Total respondents	53



Annex B(iv) - Summary of directly submitted questionnaires

	Resident, Fossgate	Resident, Wiggington Road	Healing Clinic/Briar House Resources, Merchantgate	Mumbai Lounge, Fossgate	The Blue Bell, Fossgate	Resident, Fossgate
What do you like most about Fossgate?	Close to the city centre yet still quiet (especially since the recent TRO alteration). Small businesses, homely and gradually extending into Walmgate. Vibrant and pleasant.	The different shops and ambiance of the street.	I like the atmosphere when there is no traffic when the Fossgate festival is on. We belong to Fossgate Traders and we like the shared responsibility for the area.	Quaint character. Wide range of businesses. Thriving community.	The Blue Bell!	Historic secondary street leading to bridge/alleyways/Walmgate. One of the interesting streets to explore in York.
What would you like to see change on Fossgate?	More pedestrians, less cyclists and traffic. Cyclists observing the one way, 2-way traffic over the Foss Bridge (only) to stop residents using all of the street when leaving	Easier pavement access and drop kerbs for those in wheelchairs / mobility scooters and walking frames	I would like to see it fully pedestrianised. And a full shared space (I'm sure we can make it work)	If pavements are to be widened, then should be the whole length, not discriminating against some businesses as well as the pedestrians who cannot move easily at busy times.	Wider pavements, being able to have chairs and tables outside the Bell Bell and planted trees. No loading bay outside BB that would prohibit using our cafe licence. Road raised to pavement level or wider pavements and single carriageway throughout.	More consistent high quality paving and widen pavements for pedestrians. Better pedestrian and visual link between Colliergate and Fossgate. Please extend the wider pavement outside 7, 8, 54 & 56 Fossgate where it is very narrow at present.
How would you rate the following:						
The appearance of Fossgate	Good	Good	Very poor (road)	Good	Average	Average
The experience for pedestrians	Average	Poor	Poor	Poor	Poor	Poor
Connections to the rest of the city centre	Good	Average	Poor	Poor	Average	Poor
Access for pedestrians	Average	Poor	Poor	Poor	Average	Poor
Access for cyclists	Good	Average	Good	N/A	Good	Average
To what extent do you agree or disagree that the proposal would:						
Improve the appearance of Fossgate?	Strongly agree	Agree	Disagree	Neither/nor	Strongly agree	Strongly agree
Enhance the heritage of Fossgate?	Agree	?	Neither/nor	Neither/nor	Agree	Agree
Improve connections to the city centre?	Neither/nor	Agree	Neither/nor	Neither/nor	Strongly agree	Agree
Improve the experience for pedestrians?	Strongly agree	Agree	Strongly disagree	Neither/nor	Strongly agree	Agree
Improve the experience for cyclists?	Agree	More cycle racks please. Not sure how this is happening	Disagree	Neither/nor	Neither/nor	Disagree
Make Fossgate a more appealing place?	Strongly agree	[No comment given]	Disagree	Neither/nor	Strongly agree	Agree
Your access needs	Access required at all times	I use the businesses on Fossgate as a pedestrian and cyclist, and with or without those who aren't as mobile as	I like to cycle up Fossgate but I am happy to get off my bike and walk when needed to. I walk down towards Walmgate	Rubbish collections - morning. Deliveries - evenings. Staff vehicle parking - evenings	Vehicular access from 7am in the mornings	All commercial premises on Fossgate are relatively small and with low service access requirements - many are
Tell us about anything you particularly like or dislike about the proposals	like all suggestions and proposal	In the increasing take up of on-street cafe type businesses, when this scheme is finished please make sure that the businesses who utilise the pavement area outside their cafe/shop are also responsible for keeping it clean	I am concerned that this is a compromise scheme. And that we have been forced to accept a government directive that has not been based on evidence	If there is to be widening of pavements it should be for the whole length, and wide enough to allow all businesses to use to grow, e.g. tables and chairs for street cafe environment	Being very selfish, all I'm after is being able to serve drinks outside to seated customers. I have concerns that without a wider pavement outside the BB, access will be restricted for people walking past.	Like new paving and wider pavements - please consider more cycle parking stands on street. Please consider extending the highway improvements to include Whip Ma Whop Ma Gate - which will become an unimproved section between Colliergate and Fossgate. Pleas
Accessibility- do you consider yourself to face additional barriers to accessing Fossgate, for example a disability or mobility issue?	[No comment given]	N/A	No	No	[No comment given]	No
How would you rate the current accessibility at Fossgate?	Access at present is to easy for all traffic and not policed	[No comment given]	[No comment given]	[No comment given]	[No comment given]	[No comment given]
Is there anything you would like to tell us about your experience accessing Fossgate?	[No comment given]	Do it please but do it right so we aren't looking back in a few years time and missing the opportunity	I have seen people tripping off the kerb because of the bollards and kerbs - the pavements are not wide enough for people to pass each other. I have done so myself.	[No comment given]	[No comment given]	[No comment given]

Signatures of York,	The Hairy Fig,	Resident, Fossgate	Alterations Express, Fossgate	Spring Espresso, Fossgate	Resident, Fossgate
Community spirit. Reduction in traffic due to reversal of flow. Diversity of shops	Independent shops/cafes. Away from the centre.	Hardly any big businesses. Feels very local and friendly.	It's popular so good for my business - narrow street, no traffic.	The independant feel of the street, feels very cool. The bridge, which is a nice feature. Lady Peckitts which could lead to Fossgate	Considering its city centre location, it is a relatively quiet place (most of the time) in which to live. It is convenient for my place of work, plus it has a good mix of residential and commercial properties and businesses.
Improve pedestrian access by lowering to level of road.	More outside areas and less parking areas. Ramps for wheelchairs/pushchairs. Removal of ugly parking meter!	CCTV! And stop cyclists flying down it the wrong way. It's very dangerous if you're not looking both ways very carefully. Tell Deliveroo officially -stop it!	Please remove the steel bollards outside my shop as they are a hazard - we have to help many people who have hit them - wheelchairs, pushchairs, etc.	The appearance of the road surface. The rubbish i.e fag butts, alos fly tipping in Lady Peckitts. A sign leading from Lady Peckitts to Fossgate	Prevent businesses obstructing the pavement/road with tables and chairs (and other items). Most important to me would be no street festivals, or at the very least to prohibit amplified music. I believe residential properties make up the majority of proper
Average Poor Average Poor Average	Average Average Good Poor Good	Average Average Excellent Good Good	Average Poor Good Average Average	Poor Average Good Average Average	Average Poor Average Average Average
Strongly agree Strongly agree Strongly agree Strongly agree Strongly agree Strongly agree	Neither/nor Neither/nor Neither/nor Agree Agree Neither/nor	Strongly agree Strongly agree Strongly agree Strongly agree Neither/nor Strongly agree	Agree Neither/nor Neither/nor Agree Neither/nor Agree	Strongly agree Agree Strongly agree Strongly agree Disagree Strongly agree	Agree Neither/nor Neither/nor Agree Neither/nor Neither/nor
[No comment given]	[No comment given]	Stop cars parking half way on the pavement. It is dangerous for pushchairs, children, wheelchairs, people hard of	I need access to my shop to unload and load at various times of the day. We close at 5pm so need access at 5pm	We have deliveries at day, and we need access to the back of the shop at Lady Peckitts Yard	I completely agree that unhindered vehicle access is required at all times for residents and businesses.
We like the whole scheme	Trees and benches. Trees would take up space and when grown could block views into shops. Benches could deter potential customers from cafes.	Please get CCTV.	Don't forget there are retail businesses as well as cafes, bars, etc.	We liked putting tables out in the street and during the hot summer. These have been a bonus. The new plans have taken away our outdoor seating. Can you give us space for tables please.	It would improve the appearance of Fossgate and if the plans get rid of the obstruction caused by businesses' tables and chairs etc on the pavement or road by creating build-out areas specifically for these items, this would be extremely beneficial. I do
[No comment given]	No	N/A	Remove the metal bollards on the pavement	No	N/A
[No comment given]	[No comment given]	N/A	Poor along the pavements because of the bollards	[No comment given]	N/A
[No comment given]	[No comment given]	N/A	Remove the bollards	The pavements are narrow and if wider would allow pedestrians to see the shops better.	Unpleasant experience when festivals are on, even from a pedestrian point of view I've had difficulty leaving/getting into my home because of the amount of people and street furniture.

Annex B(vii) – Direct consultation responses.

Consultee	Comment
<p>Cycling UK</p>	<p>Contraflow cycle facilities allow cyclists to legally ride two-way, in streets that are one way for motor vehicles. This increases the permeability of the highway network for cycling. Cyclist journey distances are shortened, creating travel times that are competitive with the car, for many short journeys. More cycling equals better air quality, and more capacity for those who need to use a motor vehicle for e.g. servicing and deliveries. Less experienced urban cyclists will often be able to avoid busy roads. And contraflow significantly reduces illegal cycling on footpaths which we all will surely welcome.</p> <p>In 2011, the DfT relaxed many Traffic Sign regulations. At Cycle contraflow entrances, only an “Except Cyclists” sign is needed under the “No Entry” sign. A marked contraflow lane can be omitted if space constraints exist. Instead, contraflow cyclists may be guided by painted cycle symbols at intervals along the carriageway margin, which will also alert most pedestrians. This simpler approach is the norm in mainland European cities, and works well. Several UK cities have now got similar trial or permanent schemes in place. As a leading cycling city, York should be doing likewise. A local, experimental trial scheme may convince Councillors.</p> <p>Fossgate may be a useful trial site. There is clearly a demand for two way cycling along here, and it may be considered sensible to cater for it, rather than attempting to enforce the current one way regulations. It will enable Piccadilly, so often busy with buses to be avoided for many journeys.</p> <p>The results of a successful trial scheme might then be extended. Castle Gateway scheme will likely feature a Foss cycle Bridge. This would link routes by the River Ouse, via the Eye of York, with Piccadilly. If permanent contraflow can be established in Fossgate, then Merchantgate could also similarly become contraflow. Linked with Fossgate, it would create useful direct cycle routes for many journey origins and destinations.</p> <p>On behalf of Cycling UK, I ask Officers to consider the options for trialling simplified contraflow cycling in Fossgate.</p>
<p>Respondent A</p>	<p>I strongly support proposals to enhance Fossgate as an extension to York's 'foot streets' pedestrian area. Reversing the traffic flow was a very good first step.</p> <p>I therefore looked at your proposed improvement scheme with particular interest. In the 1970s, I was attached to the award-winning W Yorkshire MCC Pedestrianisation Team and subsequently directly involved in similar schemes in Tyneside. I know what can be achieved and its impact on city and town centres.</p> <p>But I was very disappointed by your initial proposals which do not really transform Fossgate to the extent that is realisable. What seems to be proposed is resurfacing and a few build-outs. These will not deter drivers from using Fossgate or allow shopkeepers and cafes to extend their businesses into the street and encourage people to linger or stop there.</p> <p>You will find the type of improvement I hoped to see in the holiday photograph of Prevaža. It is typical of so many simple continental schemes I would therefore encourage you to return to the drawing board. Please consider what type of character and appeal you wish to create in conjunction with the council's urban design and landscape professionals. The budget appears too tight to do much. So I would suggest that you concentrate the improvements to the southern end to deter drivers and on the northern end to attract people into Fossgate.</p>
<p>York Civic Trust</p>	<p>York Civic Trust has reviewed the proposals as indicated in CYC's drawing TP-130048-C-01. The proposals for Fossgate itself seem to us wholly appropriate from the point of view of traffic, parking and pedestrian activity, although we do not wish to comment on the appropriateness of materials chosen.</p> <p>We are, however, concerned with the proposed treatment in Pavement. In its current layout, Pavement has two raised crossings, each around</p>

	<p>5m wide, at the locations marked for the new crossings on the plan. Between the two, the road surface is level with the pavement in some places and below in others; this arrangement continues on the stretch to the junction with Picaddilly. This irregular provision makes walking conditions difficult for those with impairments, and encourages over-running by vehicles. All crossings of Pavement in this section operate as courtesy crossings, with the only priority afforded to pedestrians provided by the raised crossings, which slow down traffic. The problems of crossing are accentuated by the Council's persistent failure to enforce the access restrictions in Pavement and Picadilly, resulting in flows which are often double legal levels.</p> <p>What is actually proposed is to provide crossings of broadly the same width and in the same locations as at present, but at roadway level. This will remove any of the priority currently afforded to pedestrians, and impose a barrier on pedestrian access to Fossgate, which is the opposite of the intention of the scheme.</p> <p>Instead, we would encourage the Council to implement a table junction throughout the section between these two crossings, and into the entrances to Fossgate and Whip-ma-whop-ma-gate. This would have the combined effect of making the road easier to cross and indicating to drivers that pedestrians should be afforded priority. If this is deemed inappropriate, then both the planned crossings should be implemented as zebra crossings, giving pedestrians clear priority over traffic. At the same time, The Council needs to take action to enforce the access restrictions in Pavement and Picadilly and to reset the kerbs between the junctions of Fossgate and Picadilly so that the demarcation between pedestrian and vehicular areas is clear.</p>
<p>Treemendous York</p>	<p>On behalf of Treemendous York, I attach photos of beautiful, could be all evergreen trees or shrubs in attractive easy movable containers, photos were taken in local Wetherby 2nd week October – Right tree in Right place. Quality only.</p> <p>The plan for Wetherby I believe is (could be through York BID), each property/business pays an annual sum to cover the capital costs for set up, each container is sponsored, the key is daily watering and maintenance most important - Hanging baskets delivered and erected in January and June, they are removed end Sept/Oct and then replaced by Christmas trees with lights.</p> <p><u>Multiple benefits, containers can be used as easy pallet movable green bollards to control traffic, please see Value of Trees in Treemendous York Tree Trail leaflet attached.</u></p> <p>There is not enough emphasis on natural environment, green space and trees for recreation and health and peace, for flood prevention, recreation, shade, wildlife, increase property values. <u>Most importantly trees to clean the air, see evidence below.</u></p> <p>Please limit polluting vehicles and increase cycling and walking facilities</p> <p><u>What we would ask the Planning Authority to address .</u></p> <p>The City of York has the opportunity to plan for substantially more mature (canopy) trees to be planted.</p> <p>There's also an opportunity to have connecting green spaces creating a green corridor including central pocket parks.</p> <p>https://www.forestresearch.gov.uk/research/health-benefits-of-street-trees/</p> <p>Important - A new study looks at the role of vegetation in removing air pollutants, and the benefits they provide to human health through reductions in exposure. The Office for National Statistics has published an online interactive map, allowing users to find out how much pollution is removed by vegetation in their area, and how this is valued in avoided health damage costs. An estimated 1.4 billion kg of air pollutants were removed by woodlands, plants, grassland and other UK vegetation in 2015, according to a study produced for the UK Natural Capital accounts by the Center for Ecology and Hydrology.</p> <p>Wow 6,795 kg of air pollutants are removed if you live East of York above average and yet in York only 1,131 kg is removed? York needs Galtres forest re-planting around the ring road!</p>

York Cycle Campaign	See attached letter.
Respondent C	<p>These are my comments on the three issues you mention.</p> <p>1. Pedestrian friendly. Aspiring to be like the Shambles and Stonegate should be the aim. You could ask people what it is that makes these streets attractive, ponder on the responses. An element of this requires vehicles to have access for very few hours per day - night, early morning and late evening. The road surface needs improvement; re-tarmac would be fine, and retain cobble areas already in place. If cafes are allowed furniture outside there should be like for like public seating. The lack of seats is one of the major requests made by older people. More cycle racks are needed throughout the city, including Fossgate.</p> <p>2. Attract more people. Support the development of trader co-operation as traders jointly can identify what will be effective, but they are often hampered by lack of time, and input here would help eg to do a marketing campaign or organise more special vents. Tackle the traffic issue, Shambles and Stonegate are effective because of lack of traffic. Have clear signs which show to everyone what is permitted and when (or not). Have signs on posts plus markings on the road. Make it clear how traffic infringements can be reported and how they will be dealt with. Cosmetic changes are less important than thinking through how people behave and how investing in people will have a greater impact.</p> <p>3. Improve access for pedestrians and cyclists. Ideally cars, lorries etc would have very few hours access per day (see above). This would immediately improve access for pedestrians and cyclists - they would no longer be put off visiting the street. It would feel safer, less worry that if dawdling a vehicle would appear. The disadvantage of the reversal of the direction of traffic is that cycling is now uphill not downhill, a major issue for older cyclists. Ideally there would be two way cycling in the street. The no entry sections of Walmgate need altering for cyclists because at the moment a cyclist can cycle from Walmgate Bar, and along as far as the church but cannot go straight on and enter in to Fossgate, the route is shown to be into Piccadilly and then doubling back to Merchantgate (two right hand turns across a busy road). There could be a cycle lane covering the part where Walmgate and Fossgate meet to avoid this problem. If you do not want to make a major change to vehicle access hours these should be considered: A size restriction for vehicles either by weight or by width or both. Exceptions could be made for emergency vehicles. A resident of flat or room could get a permit if they need a furniture removal van. A city wide scheme for a transport Hub where large lorries transferred their goods into vans and cycle couriers. Thus goods would be delivered in a suitable sized vehicle rather than those causing more pollution and inconveniencing pedestrians and cyclists as happens at the moment in Fossgate.</p> <p>Whatever is eventually carried out for the third point will not be properly successful without considering the city centre as a whole. Access hours are very confusing; they seem to vary from street to street, for vehicles and cycles. Unless someone lives or works in Fossgate they have arrived</p>

	<p>there via another part of the city. Getting there is often a struggle so deterrence and metaphorical barriers need to be removed. Officers should walk or cycle through the city imagining that they have done that before and see what needs to be improved.</p> <p>General comments about the consultation: Alternative ways of gathering public opinion have been used effectively in other areas e.g. Castle gateway. Having a drawn plan immediately sets the parameters for people's thinking. A plan also implies that the things that are important are those that can be drawn on a plan, as opposed to things which are to do with how people interact together, how neighbourhoods develop despite the physical infrastructure.</p> <p>The consultation asks about a plan and gets answers about a plan, missing many other thoughts residents may have. I wonder how the proposal consulted upon fits with One Planet York principles? Finally, by having a budget it implies you will spend this money. You could have a more effective programme of work for less money, but this does not seem to be an option.</p>
Respondent D	<p>In response to your plans for Fossgate I'd like to submit my feedback with regard to the intention to include speed bumps or "tables" in the new road layout. There is a plethora of evidence that suggests that speed bumps cause far more problems than they solve, considering the low traffic levels on the road under these new plans it seems unnecessary to include traffic calming of this nature.</p> <p>Most recent Department for Transport advice was to remove speed bumps in the interests of clean air, considering how poor air quality is in York it would seem prudent to avoid installing more speed bumps. They cause cars to slow down then rev to return to usual speed which increases emissions. In addition they slow the response of emergency vehicles, causing damage to them in some cases, even causing further injury to patients in ambulances. Furthermore existing regulations prevent the installation of speed bumps near bridges, tunnels, subways etc, the reason being that vibration from vehicles traversing the bumps damages those structures. It stands to reason that same vibration will damage buildings on Fossgate as well.</p> <p>Less relevant to this street but still of some relevance is that speed bumps and cushions make it almost impossible for disabled adapted vehicles to traverse streets as they cause ramps and other lowered parts of the vehicle to ground on the road surface and be damaged at great expense to the disabled vehicle owner.</p> <p>I would urge in the strongest sense against installing speed bumps and the such.</p>
Respondent E	<p>£500K on one street. Why not use it to fix all the potholes round the city. The roads are a disgrace.</p>
Respondent F	<p>Following on from my input to the two meetings in Fossgate....</p> <ol style="list-style-type: none"> 1. I would like to record my concern (expressed verbally) that the on-site consultations were not in accessible venues. We have an accessible room in Briar House that could have been used. Or Spark. 2. I have also mentioned my concern for disabled, less able, people with pushchairs attempting to travel up or down Fossgate. The curbs are a hazard, as are the bollards. I asked the young women who push the children from the Walmgate nursery along the street every day - they really struggle to get the pushchair along the pavement. People are constantly passing each other by walking into the "highway" - this is not safe if cars are allowed to come up there, and if cycles were allowed to go both ways. To fulfil your alleged aim of making the street more pedestrian - friendly, we need a bold plan to make the street level with the pavement, stop the cars parking except for access to businesses and homes (especially the hair dresser and the flats at the Walmgate end, and the Merchant Adventurers Hall - who everyone seems to agree they should have special exemption)

	<p>3. We need more cycle racks than just 10. If the car parking was removed, there would be more space for cycle racks, And more room for planters (which can also double as cycle racks - there are plenty of imaginative designs out there)</p> <p>4. The crossing at the Pavement into Whip-Ma-Whop-Ma-Gate needs to be where most people do actually want to cross: at the corner by the pub opposite Stonebow House. Not further along the street. A monitoring exercise would be good before the final plan is developed and implemented.</p> <p>5. I agree with Sheridan that the consultation started from the wrong place - developing a plan and then presenting it to people for comments is not the most democratic way of proceeding. Please, in future, use My Future York - style consultations. Where people are given the chance to explain how they already use an area and what would improve it for them. If people are given a plan, they feel that is set in stone almost and cannot imagine another way. (Except for a few notable exceptions!)</p> <p>6. The "directive" from central government is not a law, nor would there be some kind of punishment if we did go for a levelling of the street surface area. It's merely a suggestion.</p> <p>7. Please show some evidence in statistics of your reports about peoples' responses. We have not yet heard where the information was gathered from blind and partially sighted people about it being more dangerous for them than it is now if the street was levelled. Surely the steep drop from the curb and the bollards are more dangerous,</p> <p>Thank you for the extra meeting with us last week. And for extending the deadline. It has really helped me gather my thoughts.</p> <p>I appreciate your efforts to listen and record our responses, and for trying to please everyone. And to get it done in the projected time-scale It is a very huge task. But I urge you to re-think the plan and implement the suggestions that have been made. It is very disheartening to be asked your opinion on something and be told repeatedly that you cannot have what you want! Why can't we have what we want? Give us the figures of how many people want pedestrianisation and how many feel the need to drive through the street. I was talking to a local resident the other day who told me he drives up there often. But he said he doesn't NEED to. And would find another way to travel if he couldn't go up Fossgate. I fear you are being held to ransom by a few stropky car drivers who need to give way to the majority.</p>
<p>Respondent G</p>	<p>It is great to see that Fossgate is getting some work done to improve it, however I have some major concerns regarding the planned changes. Firstly I would like to comment on the change to the direction on the one way system. As a motorist I have found the change to be very negative, I have a close relative (my father) who owns a business and property on Fossgate so I regularly drive down the street. The one way systems throughout York are very confusing and off putting, especially since there are heavy fines for going the wrong way or the wrong time, they are poorly signposted and visitors to York would have no idea of the one way system. I find that to get to Fossgate via the current route takes much longer as I seem to circle around the street. The biggest problem is trying to get out at the top of the street, particularly if turning right away from the centre. The corner is very difficult to see past, especially with pedestrians crossing at the top without looking, or stopping. Delivery vans (particularly the large M+S vehicles) parking up for unloading cause an obstruction for other road users, and make it dangerous for vehicles to try to move out beyond them - visibility is seriously impaired. Add to this, buses and cyclists as well as vehicles trying to leave Colliergate and the whole Fossgate junction becomes a risky challenge. Cyclists are an added danger as they are regularly seen going against the traffic down Fossgate.</p> <p>I honestly feel that since the change businesses have suffered. Now when I visit Fossgate, the majority of the street is filled with cafes, restaurants and pubs. Many of the unique shops have now gone, to be replaced with yet more cafes. I feel there is very little point visiting Fossgate now throughout the day, and at night I am quite nervous as there are a lot of people who have consumed alcohol shouting and making a lot of noise which can be intimidating. I know people live on Fossgate so I can only imagine what it must be like for them.</p> <p>In regards to pedestrianising the street, I am concerned the street will lose more of the few business left that are not cafes or pubs. We have property on Fossgate with a private car park, yet when the street party's are on we cannot get access. The few times I personally have tried,</p>

	<p>those claiming to be in charge have been rude and made it an unpleasant experience to go to our own personal property. This is not ok. I also know that these street parties regularly use my father's property, without permission, meaning frequently residents of the properties with the right to access cannot gain entrance to their homes, or our private car park. Furthermore, the mess left following these events is left strewn across our property, which we then have to clear up. There have been reportings of rats, presumably feasting on the left over food and garbage for which we now have to pay pest control to monitor. This should not be our responsibility or expense. I also worry that a lot of people with limited mobility will suffer greatly as many use taxis to get as close as possible to where they need to be.</p> <p>Another major concern regarding the proposals is the use of the removable bollards. For those, such as my father, who have businesses or residential properties on the street, how will they be able to get to/from their homes or businesses, how will customers of the business (many of whom are disabled and arrive by car), be able to get back out of Fossgate when the bollards are installed. Will all residents and those needing access be given access rights?</p> <p>I have concerns about making more room for outdoor seating, people who use wheelchairs, walking aids, guide dogs, push chairs etc currently struggle as tables are taking up so much room, I think it is unfair to allow more space for certain traders. I also know my father is unable to attend the street meetings as they are set for the middle of the day, which again is unfair for those who cannot walk out of their shops or businesses.</p> <p>Ultimately, I hope this does not happen as it is already hard enough to own a small business, because of the increasing cost of business rates and additional charges now being levied on the small independent trader. I fear it will become impossible to keep trading. My father has run his business on Fossgate for over forty years and I know it would be devastating for him to have to close. I have heard a lot of people voicing complaints but were either unaware, or, as in our case, found we could not gain access to the website advertised on the street itself due to it being a closed site and public access is not allowed. Obviously I cannot speak for all, but for the tenants of my father's property, they have not been informed on the changes and have not had an opportunity to voice their opinions.</p> <p>I hope this will raise some concerns that may not have been thought of and also I hope you will be able to reassure me, and answer the questions regarding use of the proposed bollards.</p>
<p>York Environment Forum</p>	<p>I have been tasked with giving the feedback from York Environment Forum about the proposed developments on Fossgate.</p> <p>Not necessarily in order of importance:</p> <ol style="list-style-type: none"> 1. Delivery lorries. Officers seem reluctant to have a size limit that is below 7.5 tonnes. If there was a lower limit it would be more pleasant for pedestrians and cyclists, easier for other vehicles to get past if needed, as well as would be less pollution. This fits in with the idea for having drop off points or transfer stations from large to smaller lorries. It may be the right time to revive this idea, which would fit in with the extra security measures for the city centre. 2. Cycle racks and signage - more cycle racks and preferably instead of car parking spaces. Our Chair pointed out that "cars are GUESTS" in the city centre and should not be given the assumption of access anywhere. We wish to see a steady progression to giving the streets back to cyclists and pedestrians. Signage needs to be multilingual and could be visual instead of verbal. Both on the street and at eye - level. 3. We would like to see an analysis of the consultation itself, how the plans have come about, how the consultation is presented and worded. And some more statistics from consultations with the blind, partially sighted and disabled members of our community. The current arrangement

	<p>of pavement and curbs cannot be considered to be acceptable nor safe. A level surface with tactile delineation to show where the centre of the street starts would be preferable.</p> <p>4. The crossing at the Pavement into Whip-Ma-Whop-Ma-Gate / Colliergate needs to be reconsidered. Removing the raised area which slows traffic would not be necessary if people are to be considered most likely to want to cross at that point. Or at the other corner of the junction of Fossgate and Pavement. The extra spending on this part may be diverted back into Fossgate itself and be used for further improvements there instead.</p> <p>In Summary - we would prefer to see full pedestrianisation of the portion of Fossgate from Pavement to Franklin's Yard, with a two-way portion at the Walmgate bridge end, to allow access to Merchant Adventurers, the entrance and exit from Franklin's Yard (thus avoiding the need for cars / vans to travel all the way up Fossgate to get out) and the flats at that end of the street.</p> <p>We would like to see more tree and flower bed planting along the street. As well as seating being provided during the daytime all along the street and not just in selected bays while cars are parked (often with engines running) nearby.</p> <p>We hope to see a revised plan soon that has taken into account the comments given in during this very brief consultation.</p>
<p>Respondent H</p>	<p>Thanks for the questionnaire regarding improvement planned for Fossgate. I am sorry to say I find the questions farcical. Who would <u>not</u> want to improve the area where they live? However, it is not clear exactly what you have in mind. For whom is the improvement intended. The restaurants or the residents? There are some residents who need to sleep during the daytime, due to their working hours.</p> <p>Since the reversal of the traffic flow, the coffee shops have all blocked parts of pavement outside their businesses with chairs and tables, making it difficult for wheelchair bound and blind people to navigate their way.</p> <p>For permanent residents, the Sunday festivals have turned out to be a total nightmare. It would be tolerable but for the musical "entertainment" with amplifiers. Not to mention the alcohol induced sing-along later in the afternoon. I have no doubt it is fun for visitors, who can leave the street after an hour or so, but for residents it is anything but.</p> <p>The August festival was so much worse this year, partly due to the weather, and the fact that there were other things going on throughout York. The 10K for instance. The bus and some train cancellations made it almost impossible to escape. I am far from the only resident who dread the 2019 festival Sundays, especially the way they have escalated.</p> <p>Can something be done about the music? That would be a welcome relief, and make it possible - once again - to enjoy living in Fossgate.</p>
<p>Respondent J</p>	<p>Further to our conversation from earlier today (Wednesday 3 October 2018) in Ambiente Tapas, here is the link to the strategy that refers to cycles as mobility aids. Inclusive Transport Strategy.</p> <p>4.26 Local authorities are responsible for the design of their streets. It is for them to ensure any pedestrian environment scheme, including a</p>

	<p>shared space, is inclusive and that they meet the requirements of the Equality Act 2010.</p> <p>4.28 This Strategy should help ensure that disabled people are able to move around freely through the pedestrian environment, and use it to access other modes of transport. If using a cycle, whether as a mobility aid or not, they will be able to use inclusive cycle infrastructure to support their journey</p> <p>Cycling:</p> <ul style="list-style-type: none"> • Update Local Transport Note 2/08, which sets out the Department’s guidance to local authorities on designing safe and inclusive infrastructure for cyclists, to take account of developments in cycling infrastructure since its publication in 2008 and the responses to the draft AAP consultation and publish a revised version by early 2019; • By 2020, explore the feasibility of amending legislation to recognise the use of cycles as a mobility aid* in order to increase the number of disabled people cycling. <p>* A mobility aid is usually a device or piece of equipment that enables disabled people to get about such as a wheelchair or mobility scooter. Cycles are not legally identified as a mobility aid, or ‘invalid carriage’. As they are not permitted on footways or in pedestrianised areas, unlike wheelchairs and mobility scooters, disabled cyclists can be asked by the police to dismount and walk their cycle on the footway, in a pedestrianised area or in a ‘cyclists dismount’ zone.</p>
<p>Walkcycletlife Forum</p>	<p>Reflecting on the meeting yesterday and a few comments if I may. Grab a cuppa – it’s a longish email ☐</p> <p>1. Fossgate needs to be seen as a place, as a public space, and pedestrianised</p> <p>The comment was made yesterday- “<i>Fossgate is a Public Highway</i>”. Fossgate is in fact a street. The guidance in the government’s Manual for Streets is relevant here and gives LAs a clear steer to treat streets as places, as public spaces and put a people-friendly environment and pedestrians first.</p> <p>Some key Manual for Streets principles that are relevant and underlined some of my comments yesterday are :</p> <ul style="list-style-type: none"> • <i>applying a user hierarchy to the design process with pedestrians at the top;</i> ○ <i>emphasising a collaborative approach to the delivery of streets;</i> ○ <i>recognising the importance of the community function of streets as spaces for social interaction;</i> ○ <i>promoting an inclusive environment that recognises the needs of people of all ages and abilities;</i> ○ <i>reflecting and supporting pedestrian desire lines in networks and detailed designs</i> <p>In Fossgate’s case, the best and, in my and many others’ view, the only way to improve Fossgate for people is to limit vehicle access to the</p>

street by pedestrianisation and make it as attractive and as people-friendly a public space as possible. The current proposal retains vehicle access and so does not do this. This is why it is meeting so many objections from the community, who want Fossgate to be a place - not a highway - where people visit, enjoy moving through, meet others, linger and enjoy its attractions, without the public health, safety risks and intrusion of motorised traffic.

As well as in the Manual for Streets, policy backing for pedestrianisation, pedestrianisation and better placemaking can be found [York LTP3](#) where “*enhancing public streets and spaces to improve the quality of life, minimise the impact of motorised traffic and encourage economic, social and cultural activity*” is a key aim and the 2011 JMP city centre report on accessibility and movement referred to yesterday. There is also the excellent [Healthy Streets policy and principles](#), adopted by TfL. A Healthy Streets advisor from London will be at the next Walk Cycle Forum on 19 November, and hopefully comment on Fossgate and other York streets, which I hope some of you can attend.

I still wasn't totally clear why you were unable to include pedestrianisation on a Footsteets basis for Fossgate in the current proposal. Could you set out your reasons in full in writing? It would also be helpful to have a description of a potential process for pedestrianisation and likely timescale as discussed, for now and the future.

2. The community needs to be better engaged and consulted in street development proposals

The comment was made yesterday “It is only your view that this is not an adequate consultation”. This is not the case.

There is plenty of information online about good practice in community consultation in street design, such as community-led street design from Sustrans, and the internationally renowned placemaking movement and people first initiatives by Project for Public Spaces and Gehl architects – links below:

<https://www.sustrans.org.uk/our-services/our-expertise/community-led-design>

<https://www.pps.org/category/placemaking>

<https://gehlpeople.com/services/public-space-street-design/>

In this case, it would have made such a difference here if the community had been given an opportunity to have input into the design process and proposals at an early stage and a simple observation of public life survey had been carried out. Both would have cried out (as many have said to me) – “pedestrianisation – of course!”

Also, you may not be aware that ITY have a commitment under the Access Fund to develop a project around community consultation and trials of community street design across the city. DMCC and I developed a brief for this and it is currently with AB in the form of a RfQ which I very

	<p>much hope will go out to tender this year. This will help with the resources to assist CYC to better explore community collaboration, consultation and street design in the future.</p> <p>In conclusion, I feel Fossgate pedestrianisation could be the start of a real opportunity, a movement for us to start to work better as a city, CYC and community together, in improving our streets, public spaces, our shared physical environment and the quality of life of every one who lives, works, and visits here.</p> <p>Frankly, people in our city are brutalised by the noise, pollution and visual intrusion from the amount of traffic that has been allowed to invade the public spaces of the city. It is the main barrier to increased walking and cycling. It would be an act of deep compassion to start to develop a bold and humane strategy in city wide place-making that reduces traffic, puts people first and creates more, attractive, traffic-free public streets and spaces. This strategy would be supported by many CYC policies - clean air, OPY, LTP3, anti-terrorism, public health etc. And there is of course a wider, increasing urgent, imperative to reduce transport emissions from motorised vehicles that are contributing to destructive climate change.</p>
<p>Councillor D'Agorne</p>	<p>One point to note is that the consultation statement rather seems to imply that the recent DfT guidance on “shared space” is specifically about pedestrians sharing with cyclists, when it is actually about townscape projects where kerbs are absent between vehicle and pedestrian space:</p> <p>“A shared space between pedestrians and cyclists has been considered for Fossgate. However, there are mixed views on this type of environment, in particular by groups representing visually impaired people. This concern is related to excluding anyone who finds it difficult to navigate areas with level surfaces, where the distinction between pavement and road is removed. The Department for Transport has asked councils to pause the introduction of any new ‘shared space’ schemes”.</p> <p>I also wonder why this consultation has ignored entirely my suggestion that the Foss Bridge end of the street could be made two way, thus avoiding residents from the flats and delivery vehicles to exit the street without having to drive all the way up to Stonebow? This would at least reduce to a minimum the inconvenience for cyclists who wish to use it in a contraflow direction, from Franklins Yard.</p> <p>I've no doubt there will also be comments about the token build outs that are not where they are needed most (e.g. outside the blue bell) and all on the same side of the road, encouraging higher traffic speeds, and contraflow cycling down hill.</p>
<p>Councillor Flinders</p>	<p>Please could you confirm why local councillors have not been consulted on the revised plans before the start of the public consultation?</p> <p>Please could you also confirm what consultation you did with the Walmgate Community Association?</p> <p>I did respond to your original email, on 11 July 2018, expressing support in principle for these proposals, although as the site meeting was held during working hours I was unable to attend.</p> <p>My concern is that no face-to-face consultation has been held with councillors, except for a site visit held during working hours and that no</p>

	attempt has been made to arrange any other meeting.
Councillor Craghill,	<p>This scheme as it stands is a small improvement on what we have now but is a hugely missed opportunity on a number of counts.</p> <ul style="list-style-type: none"> • The street is crying out to be a fully pedestrianised part of the footstreets. This proposal fails to do this. • Traffic, including deliveries, will still be allowed in the street during the main shopping hours and the layout of the street with raised pavements and a central carriageway still prioritises motor vehicles over pedestrians in the street. • The scheme fails to do anything about the extremely narrow pavements at the Pavement end of the street (outside the Nepalese restaurant, Connolly's and Alterations Express. And outside part of Sutlers and the Bluebell on the other side). The widening of the pavements near the junction itself is very limited in terms of improving accessibility. The bollards on the Connolly's side of the street need to remain in place to protect the overhanging buildings from large vehicles but access around them for pedestrians and people with mobility difficulties can't be improved unless there is a level surface across this part of the street. • The lack of a level surface across the top part of the street (from Pavement down to Franklin's Yard) means that improvements for the cafes in the street in terms of the capacity to put out tables and promote a street café environment are limited. It seems that the narrowing between the Hairy Fig and the Fossgate Social is intended to allow some street tables whilst maintaining a reasonable pavement width for accessibility – and this is an improvement on the current situation. However, as far as I can see this will still be a very limited space and will still see customers sitting right next to passing vehicles and inhaling their exhaust fumes. <p>I have asked but I am still not clear about the reasons for not having a level surface from the junction with Pavement down to Franklin's Yard.</p> <p>I would like clear separate answers regarding i) funding availability, ii) issues with a recent Government moratorium on 'shared space' and related to that iii) difficulties presented by level surfaces for people who are blind or partially sighted.</p> <p>In relation to funding issues, I have had no clear answer as to whether or not there is sufficient funding to make the street a level surface between Pavement and Franklin's Yard? I can't help getting the impression that the funding could be sufficient to make this stretch level as some of the work providing build outs wouldn't be necessary?</p> <p>In relation to the moratorium requested by the Government on new shared spaces I am still unclear as to whether officers have asked the Department of Transport for clarification on how long this will last before new guidelines are published and if they can provide further clarification as to what they regard as 'shared space' in the meantime.</p> <p>In respect to the concerns of blind and partially sighted people I naturally believe this is a very important consideration. But I would like to see what options have been considered in terms of delineating level surfacing and 'safe spaces' in ways that do not have to involve kerbs and varying levels, which must in themselves be challenging for some blind and partially sighted people.</p> <p>I have also asked and had no clear answer as to why the option of pedestrianisation (i.e. bringing Fossgate into the footstreets as proposed many times in the past) wasn't considered as part of this consultation?</p> <p>My preferred option would be pedestrianisation of the street during footstreets hours between Pavement and just before Franklin's Yard and a</p>

level surface along this same stretch.

With a level surface and pedestrianisation there would no question of shared space during the footstreets hours as vehicles would not be admitted. There would be shared space outside the footstreets hours but at much less busy times of day. In this option, there would be a need for clarification from the Department of Transport regarding its current advice to local authorities and close working with blind and partially sighted groups on how to delineate the space.

If **only** this stretch of the street were pedestrianised it would provide the pleasant pedestrian priority environment that is being sought and prevent any through traffic during the day, but also allow for two-way traffic between Franklin's Yard and Walmgate. The latter would maintain access to the parking bays at that end of the street, allow vehicle movements in and out of Franklin's Yard, in and out of Fossgate House and in and out of the close vicinity of the Merchant Adventurer's Hall entrance. The Green Group has suggested this option a number of times, but it appears not to have been considered so far.

A further option that doesn't seem to have been considered would be pedestrianisation but without the level surface. In this case there would no shared space so this would not be an issue. This would, in my view be a less satisfactory solution but would be an improvement on the current proposals.

If the area to be pedestrianised were as suggested (between Pavement and Franklin's Yard) it would be a question of adding a TRO or TROs to a version of the current proposals. It may need one TRO to implement the pedestrianisation and one TRO to reinstate two way traffic between Franklin's Yard and Walmgate. It would also need further consideration of the proposed build outs at the southern end of Fossgate.

There seems to be a conviction amongst officers that vehicle access is needed by a small number of residents and traders during footstreets hours. I would like to see far more evidence of how many residents and how many traders hold this view, what exactly these access needs are, whether they could be met in other ways and to what extent limiting the pedestrianisation to the stretch between Pavement and Franklin's Yard would allay concerns.

Limiting the length of the pedestrianisation could potentially tackle some specific problems whilst the prevention of through traffic would bring benefits to the whole street, not only the pedestrianised section.

I would also like to see clear numbers in the report indicating the views of street residents, street traders and the wider community in the surrounding area and York as a whole, who value Fossgate as part of our shared city centre.

It seems that many reasons are being found as to why we cannot properly pedestrianise this street, rather than focussing on the transport hierarchy which puts pedestrians and people with disabilities at the top and grasping the opportunity to give this vibrant little street the environment it is crying out for – fully pedestrianised with street cafes, planters, seats and maybe some trees.

Other concerns

As mentioned above I also have some concerns about the proposals for Pavement at the junction with Fossgate. Speed tables that currently slow down buses and any other traffic on Pavement are being removed, which means traffic could be faster – not prioritising pedestrians. At the

same time, pedestrians are visually directed towards informal 'crossings' at the same locations as the previous speed tables – far away from the natural place for pedestrians to cross into Fossgate. A large proportion of pedestrians going (or likely to go) down Fossgate are surely coming from Colliergate and the natural line for them to take is straight across – and yet there is no facility provided for this – simply a resurfaced highway. This doesn't seem like a good use of this money. A layout which actively encourages pedestrians to cross from Colliergate into Fossgate would be more appropriate. The proposed layout is presumably a consequence of the lack of pedestrianisation and the prioritisation of vehicle traffic still turning out of Fossgate into the flow of pedestrians.

The junction with Walmgate. If the street is to be pedestrianised, say as far as Franklin's Yard, there may well be a need for two way traffic (as above) between the junction with Walmgate and Franklins's Yard giving access to Franklin's Yard itself, to the back of the Merchant Adventurer's Hall and to the flats by Foss Bridge. The entrance treatment proposed would then need to be altered again to provide for two-way vehicle flow. Whilst I appreciate that the proposed build outs do offer a gateway treatment, with the option to provide better signage, this is again something of a 'halfway house' solution. I do also wonder if the buildout near the bus stop will allow buses that currently turn right into Walmgate to tackle that corner? Have the bus companies been consulted?

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Fossgate Redesign

September 2018 Consultation



Following the public consultation on proposals for a redesign of the street layout on Fossgate, York Cycle Campaign have consulted our membership via an online survey on matters within the design that might have an effect on cycling in the area.

Those that responded are frequent visitors to Fossgate, with 85% visiting at least monthly and 58% of them visiting weekly. When visiting Fossgate, 85% usually or always visited by cycling to Fossgate directly or into the city centre.

When asked if improvements to the cycling facilities on Fossgate would encourage them to visit more often, 76% said that it would but 38% caveated that with 'only if [the changes] went beyond the current proposals'.

Street Design

The Campaign understands that a true shared space, has been considered for the space but opted against due to concerns about dangers to vulnerable users, such as the visually impaired, from traffic. The Campaign agrees with this decision, as the issue of confusion of use in shared spaces is often raised by our membership with concerns for safety for both cyclists and pedestrians. However our members did not feel that the current design proposals went far enough in reducing conflict and increasing safety of cyclists and pedestrians, given that pedestrian overspill is a frequent occurrence on Fossgate due to its existing narrow pavements and popularity with shoppers. 63% felt that the footpaths should be widened for the majority, if not all, of the street giving more space for pedestrians, in turn reducing the likelihood of pedestrians having to step out into traffic and potentially causing an incident. It was also felt that a wider footpath/narrower roadway arrangement would have a speed calming effect increasing actual & perceptive safety, and making the street a more attractive place to visit.

Additionally the use of the current and proposed fixed bollards along the footpath edges were questioned, with concerns that they only create barriers within the footpath that must be dodged increasing the chance of overspill in these points. It is our understanding that these are placed to protect buildings from the potential of vehicle strikes, however the Campaign suggests an alternative of using additional road narrowing islands with cycle parking in these locations. This provides a dual purpose benefit in both protecting the buildings and providing much needed parking locations, whilst removing obstructions to pedestrians.

With regards to the proposed signage, there was strong support amongst the membership that the signage should reflect the stated aim of promoting cycling in the street as well as prohibiting the motor traffic. Members widely supported the idea of incorporating cycle signage into the street entrance totems (sign ref SR.2) as a way of positively identifying the street as a cycling street, such as blue directional signage indicating it as a route to the city centre. There was also support given regular on road cycle markings on the street to serve as a reminder to both pedestrians and motorists to expect cyclists to be using the route, but also to provide guidance that the street remains a cycle route despite the restrictions on motor traffic.

Cycle Parking

The proposals indicate 5 Sheffield style cycle stands, in 2 clusters of 2 & 3, allowing parking for 10 bikes in total. Currently there is no cycle parking on Fossgate or Walmgate, with the nearest cycle parking being at Whip-ma-whop-ma Gate (12 Sheffield stands) or Merchantgate (18 Sheffield stands), both of which are consistently over occupied

In comparison, based on the typical design allowance for a parallel parked vehicle of 6m, this equates to approximately 10 motor vehicle parking spaces, the same as cycles. This equal provision seems at odds with the stated aims of the redesign to 'improve access to Fossgate for pedestrians and cyclists', and with wider aims locally and nationally to prioritise sustainable transport.

Fossgate Redesign

September 2018 Consultation



Responding members strongly believed that the proposals do not provide enough parking for cycling, with only one respondent agreeing the proposals provided enough parking. In order to provide the required parking, 94% agreed that more parking should be provided even if it was at the detriment for motor vehicle parking. Such a move could be beneficial for the area as a 2016 DfT publication reported that cycle parking generates 5x the retail spend than the equivalent area of motor vehicle parking¹.

An ongoing concern of the membership with cycle parking is that not all parking is equally accessible to all users. Parking which is too closely spaced prohibits users of non-standard type cycles, often people with disabilities or young families, or who have difficulty maneuvering their cycles in racks, such as elderly cyclists or cyclists with heavy shopping. The Campaign would like to see spacing of the racks to be at a minimum 1m to facilitate ease of access for all users, ideally with end racks spaced more widely and marked for use by adapted/cargo cycles.

Motor Vehicle Access Restrictions

The preferred proposal to retain the current restriction timings is welcomed, as to match other footstreets around York would unnecessarily reduce the hours of restriction by 3 hours, reducing the effectiveness of any improvements to encourage walking and cycling within the street.



A proposed concept of how an alternative true pedestrian/cycle street could work, with widened footpaths (green), a distinct cycle lane (blue) and bi-directional vehicle access to the south (red).

Base image © Google Earth 2018

Another alternative suggested within the Campaign, and widely supported by members in the survey (90%) would be to limit motor vehicle access only to the lower end of Fossgate in a two way direction, as far as Franklin's Yard (Ambiente/The Hairy Fig), allowing only pedestrians & cyclists the rest of the street. This would still allow access to the parking provided for residents & not restrict those with blue badges, whilst providing a much safer pedestrian & cycling street for the rest of Fossgate at its busiest end by removing

¹ [Department of Transport & University of Birmingham: Value of Cycling Report - 2016](#)

Fossgate Redesign

September 2018 Consultation



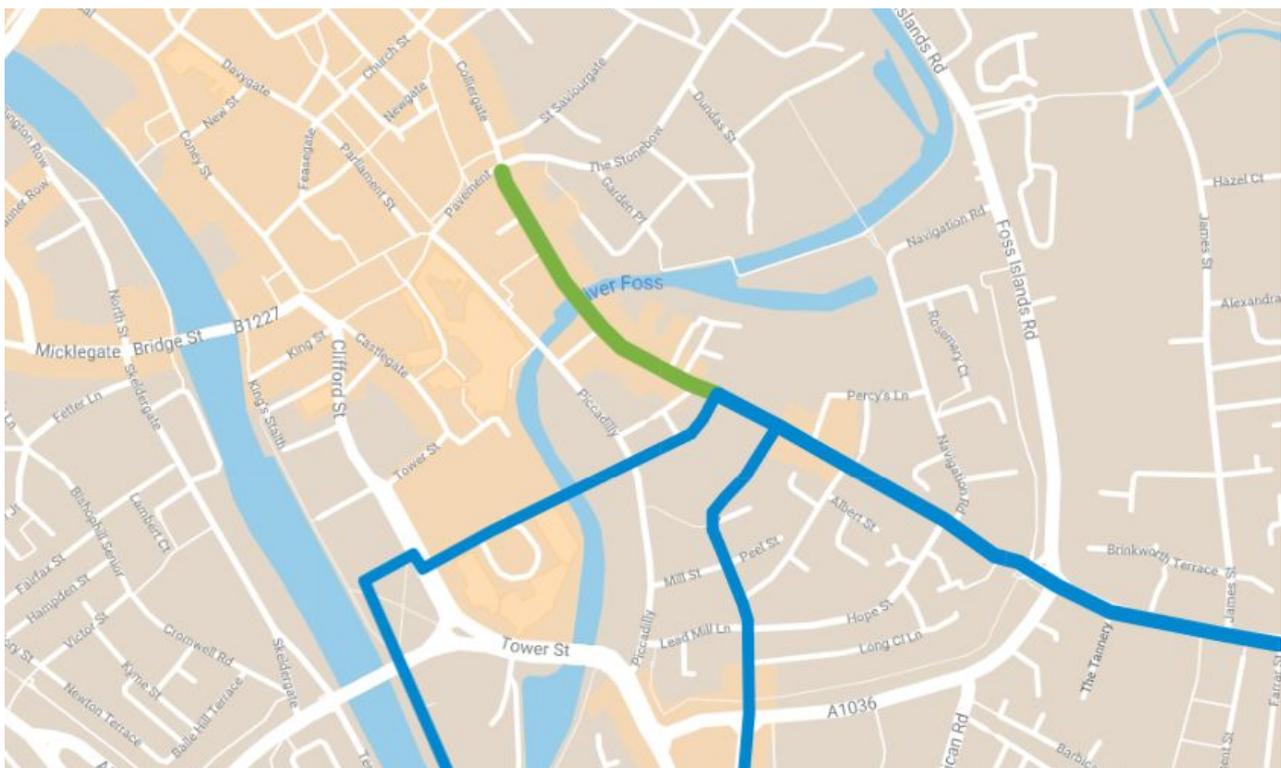
motor vehicles entirely. Delivery access can then be provided in a time window in line with other city centre streets.

Cycle Contraflow

As the current proposal is one way for all vehicles it means that cyclists wishing to travel north-south from Stonebow to Walmgate must make an additional 150m diversion via Piccadilly and through the 'Piccadilly bus interchange' which consists of 6 stops and serving 28 routes,² or dismount and push - a difficult option with the busy narrow pavements and oncoming traffic, especially for those with disabilities or the elderly who may be using their cycle as a mobility aid.

Introducing a cycle contraflow as part of the proposals would be of significant benefit to cycling in the area. Concerns have also been raised about the minority of people who currently ride against the one way traffic and potential for injury, and while the Campaign does not condone such actions, it demonstrates a need for an alternative safer route and legitimising it would reduce the risk to otherwise unsuspecting users.

Fossgate has the potential to be a vital segment of a quiet and safe cycle network connecting the city centre with the Walmgate and Fishergate entrances into the city, and the neighbourhoods beyond. Such connections would not only benefit cyclists, but would bring benefit to businesses along Fossgate who would have an increased number of potential customers cycling by their shops - research has shown that in comparison to motorists the long term spending of cyclists tends to almost twice as high due to increase frequency of visits & loyalty.³



The main routes that could be unlocked for cycling if Fossgate and part of Walmgate were opened up to contraflow cycling. Base map © Google Maps 2018

Whilst it would be technically and legally possible to introduce an unmarked contraflow due to low number of vehicles & vehicle speeds on the street, our members voiced support for the lane to be fully marked (with

² <https://www.itravelyork.info/buses/bus-stops/city-centre-interchanges/piccadilly/>

³ [Thomas Krass: Commerce and Bicycles presented at 'Trafikdage' at Aalborg University - 2002](#)

Fossgate Redesign

September 2018 Consultation



cycle symbols & contrasting colours) for the entirety of its length. This would give enhanced visibility to pedestrians that cyclists could be travelling in the opposite direction down the street and to look both ways before crossing/stepping out, especially as they may not see or be looking for contraflow signs at the ends of the streets.

ANNEX B(viii)

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 (3No):

- 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(ix)

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? Etc.
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. To this comment 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.

KEY HEADLINE TOPICS:

Treatment/Layout:

- a) Foot-streets/pedestrianisation.
- b) Level / shared surface
- c) Extend raised sections
- d) Extend improvements into Whip ma whop ma gate/Colliergate.
- e) Retain raised tables/ramps on Pavement.

Access:

- f) Access for disabled/elderly, deliveries.
- g) Reverse traffic flow.
- h) Vehicular access to be maintained.
- i) 2-way cycle access.
- j) Two-way traffic up to Franklin's Yard.
- k) Reverse cycle flow.
- l) Stop cyclists using Fossgate
- m) Convert parking bays to disabled.
- n) Better policing/enforcement, control of through traffic.

Other:

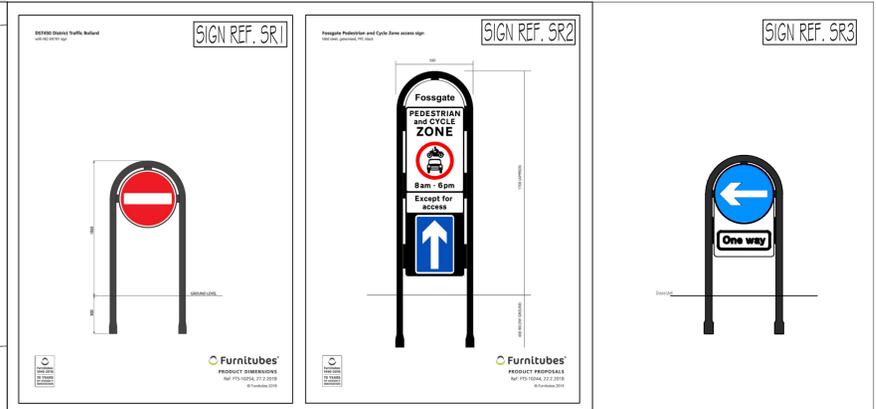
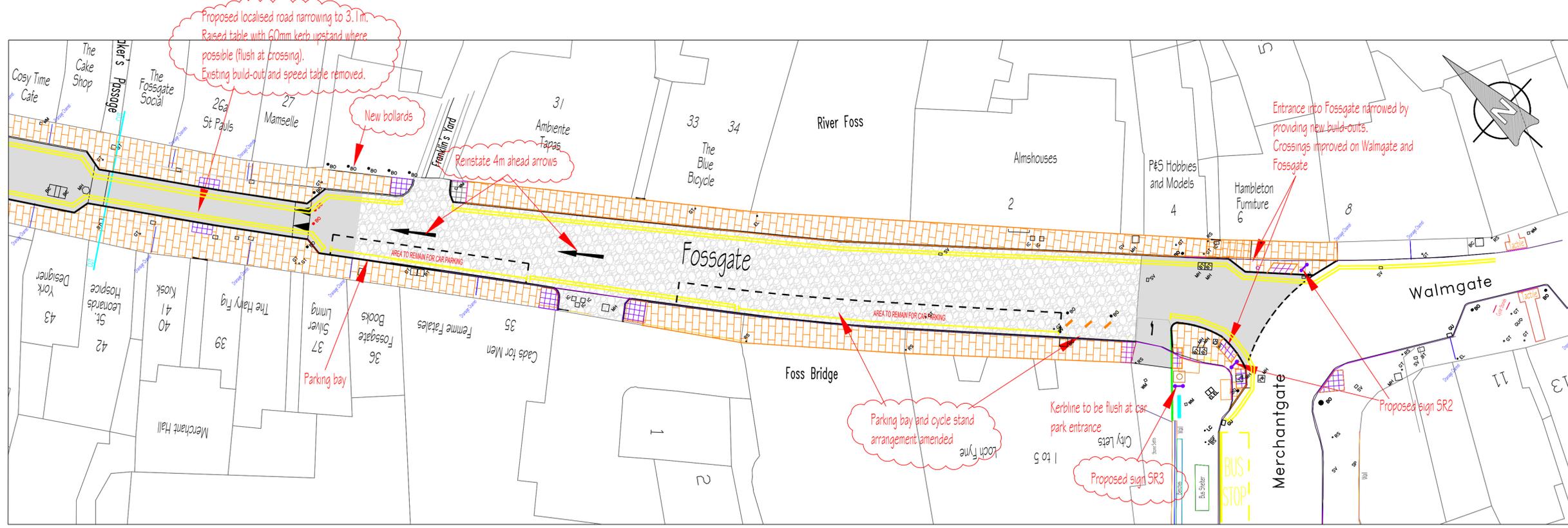
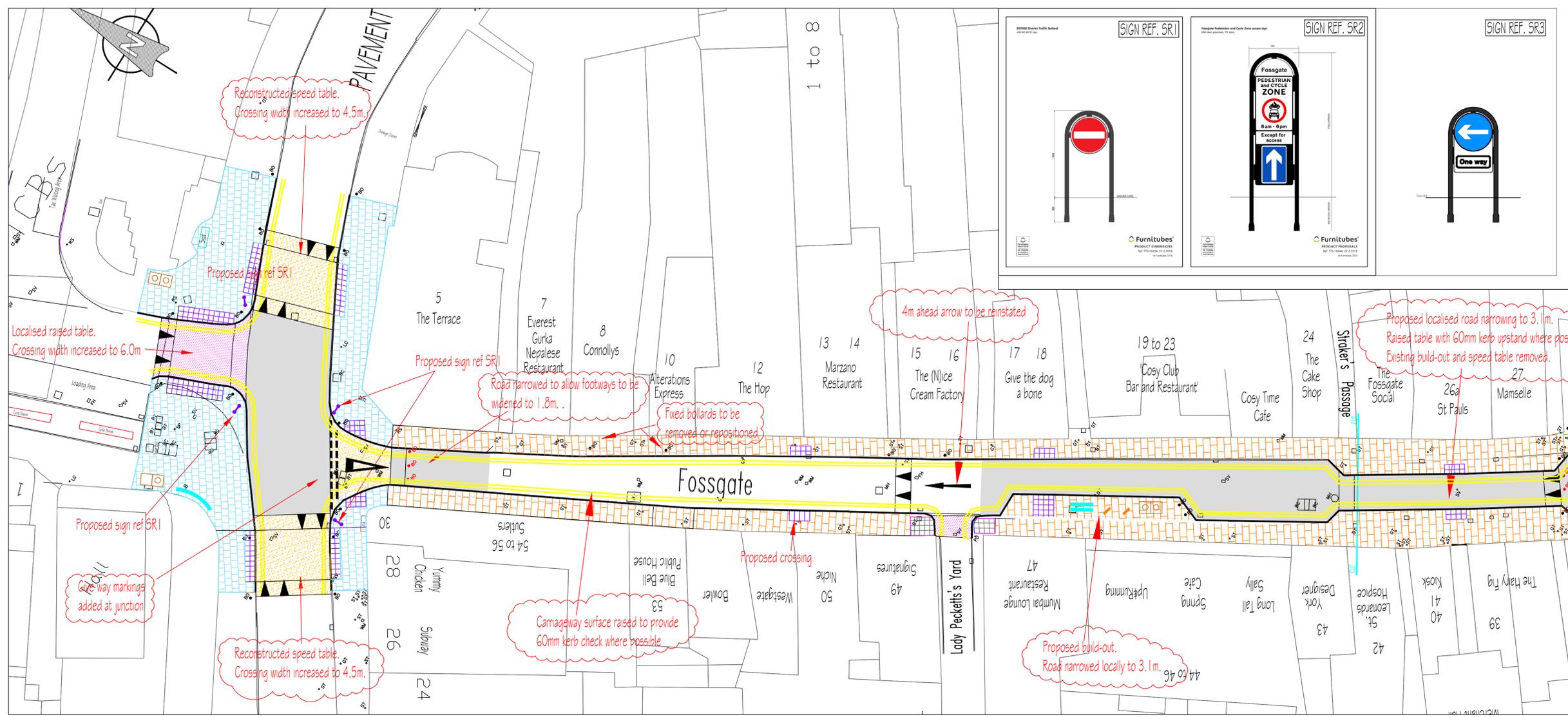
- o) Improved cycle facilities.
- p) More trees/shrubs.
- q) Improved lighting.
- r) Change of culture/reinforce existing.

ANNEX B(x) - RESULTS OF FOSSGATE EVENT SURVEY 2016.

Fossgate Festival Survey - 1 May 2016

	Paper	SurveyMonkey	
<i>Total # responses</i>	37		
Are you ...	37	100%	#DIV/0!
from the York area?	18	49%	#DIV/0!
visiting the city?	19	51%	#DIV/0!
<i>Total # responses</i>		100%	#DIV/0!
Why did you visit Fossgate today?	36	97%	#DIV/0!
Just passing	19	53%	#DIV/0!
Planned visit for the event	11	31%	#DIV/0!
Regular visitor	7	19%	#DIV/0!
<i>Total # responses</i>		103%	#DIV/0!
Have you been to previous Fossgate Festivals?	36	97%	#DIV/0!
Yes	9	25%	#DIV/0!
No	27	75%	#DIV/0!
If yes, roughly how many?	1-2 (1.3)		
<i>Total # responses</i>		100%	#DIV/0!
How did you find out about today's event? (tick all that apply)	37	100%	#DIV/0!
Did not know about it	19	51%	#DIV/0!
Press coverage	1	3%	#DIV/0!
Social media	7	19%	#DIV/0!
Word of mouth	10	27%	#DIV/0!
Flyers/posters	7	19%	#DIV/0!
<i>Total # responses</i>		119%	#DIV/0!
Are you likely to visit Fossgate again? (tick all that apply)	33	89%	#DIV/0!
Not particularly	1	3%	#DIV/0!
Yes, for shopping	19	58%	#DIV/0!
Yes, for food and drink	29	88%	#DIV/0!
Yes, for events	17	52%	#DIV/0!
<i>Total # responses</i>		200%	#DIV/0!
Would you be more likely to visit Fossgate if... (tick all that apply)	34	92%	#DIV/0!
it was pedestrianised	31	91%	#DIV/0!
it had better signage	4	12%	#DIV/0!
the pavement/road was all one level	9	26%	#DIV/0!
cafes had tables out every day	15	44%	#DIV/0!
better/ interesting lighting	4	12%	#DIV/0!
other	2	6%	#DIV/0!
<i>Total # responses</i>		191%	#DIV/0!

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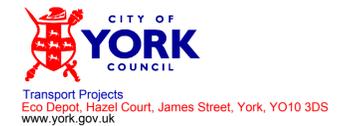


- NOTES:**
- KEY:
 - PROPOSED FOOTWAY - GREY SAXON CONSERVATION PAVING.
 - TARMAC SURFACE TO BE REPLACED.
 - FOOTWAY CONSTRUCTED IN YORK STONE PAVING.
 - EXISTING STONE SETTS TO REMAIN.
 - PROPOSED GRANITE SETTS RAISED CROSSING OR ACCESS CROSSING.
 - PROPOSED SHEFFIELD STYLE HOOPED CYCLE STAND.
 - PROPOSED 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



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

15 November 2018

Report of the Corporate Director of Economy and Place

Bridge Management**Summary**

1. To update the Executive Member on the management of the council's highway structures and to outline the proposed programme of bridge work to be progressed using the funding provided in the council's capital programme.

Recommendations

2. The Executive Member is asked to:
 - 1) Note the adoption of the new risk based highway structure inspection procedure in order for CYC to comply with the recommendations within the code of practice, Well Managed Highway Structures.

Reason: To enable the continued management of CYC highway structures.

- 2) Approve the proposed programme of bridge works.

Reason: To enable the maintenance of CYC highway structures to continue.

Background

3. There are currently 86 highway bridges with a replacement value of £174 Million within the boundaries of CYC, for which CYC are both the owner and manager of the bridge. Highway bridges are defined as bridges above a span of 1.5m.
4. Historically bridges that are parts of rights of way or within parks have not been part of the ongoing highway bridge management programme. The bridge engineer will work with Parks managers and the Rights of Way team to identify those bridges that require specialist input and add

them to the programme of inspection based upon the risk they pose. This is part of risk managed approach.

5. However not all of the bridges and structures which support or cross the public highway within the boundaries of CYC are owned and managed by CYC. Examples of other bridge owners (and example bridge locations) within the CYC boundaries are;

Network Rail – e.g. Holgate Road Bridge,
Highways England – e.g. A64 bridges,
Sus-trans – e.g. Foss Islands Cycle path bridges,
Environment Agency – e.g. Tang Hall Beck(various)
Private owners – e.g. St Peter’s School footbridge.

6. The scope of this report is focused on CYC highway bridges; however there are a small number of highway retaining walls which come within the remit of highway structures and these are currently managed on a reactive basis. The term highway structures includes a number of other asset categories, however CYC do not currently have assets within these other categories.
7. Maintaining the public highway which includes highway structures is a statutory function. The management of CYC highway structures is currently undertaken within the remit of the Transport Service. CYC highway structures management is a full time role undertaken by a Chartered Civil Engineer within CYC. The management of CYC highway structures role includes current as well as new structures. The role is supported by the use of consultants.
8. Highway bridge inspections are undertaken in order to provide information that enables the management and maintenance of CYC bridges to be planned on a rational basis in a systematic manner. CYC highway bridges are routinely inspected on a rolling cyclic basis. The formal inspection a of highway structure both inform on the current structural condition and identify issues at individual highway structures.
9. In October 2016 a new Code of Practice, Well Managed Highway Infrastructure, was published for the management of local Authority highway infrastructure. The code combines and replaces three previous codes which included highway structures and was commissioned by the Department for Transport. The code of practice is not a statutory document but provides UK Highway Authorities with guidance on highways management. The recommendations within the code should be implemented by October 2018.

10. In line with the recommendations of the current Well Managed Highway Infrastructure code of practice, the type and frequency of individual CYC bridge inspections has now been scheduled using a risk based approach rather than the previous prescriptive fixed time period for all structures. A risk based approach has been developed by the members of the West Yorkshire Combined Authority plus (WYCA+) highway structures group. A risk based approach to highway structure inspection seeks to target inspection resources towards those structures with the greatest need. Using this approach 20 CYC highway structures have been appraised as requiring a regular cyclic principal inspection. CYC highway structure inspections will be periodically reviewed to ensure that the initial risk assessment remains valid. See annex A; List of current CYC owned highway bridges.
11. Inspections can be grouped into three main categories, these being General, Principal and Special inspections. General inspections are undertaken at 2 yearly intervals on all CYC highway bridges. General Inspections provide information on the physical condition of bridges from a visual examination of the bridge from ground level.
12. Principal inspections are more detailed than general inspections and require access to all parts of a bridge in order for a close up examination of all parts to be undertaken. Principal inspections may be undertaken at time intervals ranging between 6 and 12 years after being risk assessed. Currently all CYC principal inspections will be undertaken at 6 year intervals which will override the undertaking of a general inspection.
13. Various types of special inspection are available for bespoke issues and these will be used as and when appropriate eg scour inspections.

Bridge Maintenance Programme

14. Information gained from inspections is used to monitor the changing condition of the various components which make up a highway structure and to identify the requirement for works to be undertaken. The information gained is used to estimate an appropriate time at which to intervene and undertake work on highway structures. Issues are identified and appraised principally for their impact on the ability of a bridge to undertake its intended purpose and the safety of users. Preventative maintenance works are undertaken in order to resolve issues at a stage when undertaking works will prolong the integrity of bridge parts before they affect either user safety; load carrying capacity or result in disproportionate works (cost or disruption).

15. Highway structures are complex assets which are expected to be in use for 120 years. Bridges are subject to many different influences, with a mixture of materials and components which can make the determination of an appropriate time to undertake intervention works subjective for many issues. It is thus necessary to adjust the prioritising of maintenance works if an item of greater structural importance is identified, or if the deteriorating condition of a component changes and to take account of the most recent inspection information.
16. The maintenance, renewal and / or replacement of medium and larger cost items is undertaken using capital funding. For minor maintenance requirements revenue funding is utilised. See annex B: Proposed Work Programme.

Consultation

17. A new risk based approach to undertaking the inspection of CYC highway structures has been developed in consultation and co-operation with the members of the WYCA+ highway structures group. Consultation is undertaken with residents and stakeholders when specific maintenance / inspection work impact on their activities.

Council Plan

18. Bridge management supports the 2015-19 Council Plan and other key change programmes by ensuring the continued use and availability of CYC highway bridges to facilitate the free flow of business, residential and tourist communications throughout the city.

Implications

19.
 - **Financial** - Capital & revenue budgets are allocated to maintain the Council's Bridges. The cost and timing of budget requirements will be dependant upon bridge inspection findings. Budgets in 2018/19, Capital programme £768k, Revenue £108k.
 - **Human Resources (HR)** - no change to current resources
 - **One Planet Council / Equalities** – no implications
 - **Legal** – no implications
 - **Crime and Disorder** - no implications
 - **Information Technology (IT)** – no implications
 - **Property** – no implications
 - **Other** - No other known implications

Risk Management

20. There would be a significant impact on the activity of the city if a bridge had to be closed due to structural issues. The inspection and maintenance of bridges does not guarantee that bridge closures will not occur but significantly reduces the likelihood of this being required.

Contact Details

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director of Transport, Highways
and Environment

Report **Date** 07.11.18
Approved

Specialist Implication Officer:
Financial: Patrick Looker, Finance Officer, 01904 551633

Wards Affected: List wards or tick box to indicate all **All**

For further information please contact the author of the report

Background Papers:

Well-Managed Highway Infrastructure: A Code of Practice, October 2016, UK
Roads Liaison Group.

Annexes

Annex A: List of current CYC owned highway bridges
Annex B: Proposed Bridge work programme

Abbreviations

CYC, City of York Council
WYCA+, West Yorkshire Combined Authority plus.

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Annex A: List of current CYC owned highway bridges			
	<u>Bridge Name</u>	<u>Principal inspection</u>	<u>General inspection</u>
1	Strensall Br		√
2	Hopgrove Lane Br		√
3	Hopgrove Br		√
4	Cowmoor Br		√
5	Towthorpe Br		√
6	Strensall New Br		√
7	Huntington Church Br		√
8	Stray Road (Heworth) Br		√
9	Railway Br - New Earswick	√	√
10	Viaduct - New Earswick, link road	√	√
11	Lodge Farm or Turn Br		√
12	New Dyke Br		√
13	Foss (Upper Poppleton) Br		√
14	Red Lion Railway Br	√	√
15	Knapton Farm Underpass		√
16	Poppleton Railway Br	√	√
17	Mill field Lane Br		√
18	Mill field Railway Br	√	√
19	Rawcliffe Ings Br	√	√
20	Castle Mills Br		√
21	Holgate Road Br		√
22	Lendal Br	√	√
23	Monk Br		√
24	Queen Steet Br		√
25	Foss Br		√
26	Skeldergate Br	√	√
27	Ouse Br		√
28	Peasholme Br		√
29	Kings Pool Br		√
30	Yearsley Br	√	√
31	Melrosegate Br		√
32	Piccadilly Br	√	√
33	Fossway Br	√	√
34	Tang Hall Beck Br		√
35	Beck Br		√
36	Crichton Avenue Br	√	√
37	London Br		√
38	Severus Br	√	√
39	Haxby Road Br		√
40	Layertorpe Br		√
41	Tang Hall Lane Br		√
42	Clifton Br	√	√
43	Hamilton Drive Br		√
44	Holly Bank Road Br		√

Annex A: List of current CYC owned highway bridges			
	<u>Bridge Name</u>	<u>Principal inspection</u>	<u>General inspection</u>
45	Osballdwick Beck Br		√
46	Thirlmire Drain		√
47	Horse Dyke Br		√
48	Bachelor Br		√
49	Newgate Br		√
50	Pool Br		√
51	Hassacarr Br		√
52	Dunnington Br		√
53	Long Lane Br		√
54	Dam Lands Br		√
55	Moor Lane Br		√
56	Earswick Br		√
57	Haxby Underpass east		√
58	Haxby Underpass west		√
59	Haxby Railway Br	√	√
60	Westfield Beck culvert		√
61	Moor lane (skelton)		√
62	Heslington Road C293		√
63	Hazelbush Wood Br		√
64	Crosslands Lane Br		√
65	Metcalf Lane Br		√
66	Osballdwick lane Br		√
67	Tranby Avenue Br		√
68	Link road Br		√
69	Murton Way Br		√
70	Common Drain Br		√
71	Bond Hill Ash Rly	√	√
72	York lane (Syke) culvert		√
73	Folk Hall		√
74	Strensall Railway Fbr	√	√
75	Leeman Road Fbr		√
76	Hungate Footbridge	√	√
77	A1237 Haxby Cycle Bridge	√	√
78	James Street Fbr		√
79	Dauby Lane Footbridge		√
80	Becket Drive Br		√
81	Poppleton bar subway A59		√
82	Rawcliffe bar subway A19		√
83	Blue Br		√
84	Millennium Footbridge	√	√
85	Stone Br		√
86	Strensall low Br		√

Annex B Proposed Capital Bridge Maintenance Programme			
<u>Bridge Name</u>	<u>Nature of works</u>	<u>Scheduled</u>	<u>Budget £k</u>
Lendal Br	Principal Inspection	2018/19	10
Skeldergate Br	Principal Inspection	2018/19	10
Haxby Rly Br	Principal Inspection	2018/19	15
Millennium Br	Principal Inspection	2018/19	10
Hungate Br	Principal Inspection	2018/19	3
Rawcliffe Ings Br	Principal Inspection	2018/19	5
Piccadilly Br	Principal Inspection	2018/19	3
Viaduct	Principal Inspection	2018/19	5
Railway Br – Earswick	Principal Inspection	2018/19	5
Castle Mills Br	Painting	2019	30
Blue Br	Painting	2019	70
Millennium Br	Surfacing repair	2019	10
Rawcliffe Ings Br	Kerb line drainage	2019	25
Severus Br	Principal Inspection	2019/20	25
Fossway Br	Principal Inspection	2019/20	5
Yearsley Br	Principal Inspection	2019/20	10
Millfield Rly Br	Principal Inspection	2019/20	25
Lendal Br	Refurbishment	2019/20	500
Total			766

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

15 November 2018

Report of the Corporate Director of Economy and Place

Changes to Permit Emission Charges**Summary**

1. Following the Government's changes to the vehicle tax (VED) bandings, this report asks that a review and changes are brought in to update the council's parking discount criteria in line with these Government changes.
2. These changes are based on the emission rates (specifically CO₂ emissions) of the vehicle the first time it is registered, where Ultra Low Emission Vehicles (ULEV) qualify for a reduced rate of VED.
3. In light of this a budget decision was taken at Full Council in February 2017 to raise the qualification threshold for the 50% discount from low emission vehicles (LEV), which emit less than 120g/km, to ULEV, emitting less than 75g/km. This will give full practical effect to that decision.
4. Currently the council provides a 50% discount on its parking permits for qualifying low emission vehicles based on the following
 - A light vehicle that has a low CO₂ emission figure that qualifies for a reduced rate of VED
 - The vehicle is in between the tax bands A to C (CO₂ emission up to 120g/km)
 - Vehicle is electric or liquid propane gas.
5. In turn these provide discounts for residents parking permits and car park season tickets.
6. This report seeks to align the council's discount rates for parking permits to the Government's specification for ULEV and proposed to simplify this based on the vehicle emission rate of up to 75g/km.

Recommendations

7. That the Executive Member:

- a) Approve the implementation of Option 3 - Update permit rates to align with VED bandings and change the discount threshold to 75g/km or less with implementation from April 2018 with acquired rights for existing vehicles/permits to end no later than April 2023.
- b) Approve the advertisement of the changes to the terms of the Traffic Regulation Order (TRO) with any objections reported back to a future Decision Session if required. Authorise the implementation of the changes if no objections are received.

Reason: To come into line with the Government changes to VED and update the council's outdated policy that in turn will seek to encourage ULEV car ownership and support the One Planet York initiative.

Background

8. Central Government has changed its policy for VED in response to the significant increase in vehicles that produce less than 120g/km of CO₂ and the desire to encourage further emission reductions by incentivising the purchase of ULEVs. The Government has identified ULEVs as those which produce 75g/km of CO₂ or less. For the City of York these national changes have been used to inform the proposed changes to the emission discount however it should be noted that the tax rate changes only apply to vehicles registered after 1 April 2017.
9. The Council currently charges for Residents Parking (Household Permits) and Car Park Season tickets on the basis of the emission rating and size of vehicles for the discount. Customers have to provide evidence of their vehicle's eligibility for discounts, such as the V5C, which are then checked against the criteria for the proposed permit. The permit charges are set to encourage residents and visitors to use vehicles which have a lower environmental impact.
10. Please see Annex A which lists the type and current number of parking permits where the discount applies.
11. In addition to the Government changes, the Council approved the reduction of the discount threshold to 75g/km or less in the Council Budget in February 2017 in line with these government changes to the VED. The timing and phasing of implementation however is not determined through the budget process.

Options

12. Option 1 - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2018.
13. Option 2 - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2018 with acquired rights for existing vehicles/permits.
14. Option 3 (Recommended) - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2019 with acquired rights for existing vehicles/permits to not later than April 2023.
15. Option 4 - Not implement any change but remove reference to A-L bandings in permit charges as they are no longer in use for vehicles registered after April 2017.

Analysis

16. Option 1: Will ensure the council's charging policy is aligned with the previous and new VED bandings and be in accordance with the Council's budget decision to change the discount threshold to vehicles emitting 75g/km or less. Implementation of this policy without a transition period will have an immediate impact (when the permits are renewed) on current permit holders who may have chosen their vehicle to meet the current discount emission level.
17. Option 2: Will ensure the council's charging policy is aligned with the previous and new VED bandings and be in accordance with the Council's budget decision to change the discount threshold to vehicles emitting 75g/km or less. Charges on an acquired ('grandfather') rights basis will mean that the impact on existing permit holders will be reduced.
18. Option 3 introduces 'grandfather' rights as an approach which will allow the discount period to be extending for all current discount holders for four years with their current vehicle but the new rules will apply if they change their vehicle. In practise this means that if they have a vehicle emitting between 76 g/km and 120 g/km of CO₂ they will continue to have the discount until they change their vehicle or the grandfather period expires. Whether they will continue to get this benefit following a vehicle change will then be based on emissions of the new vehicle. If the new vehicle has an emission rating of 75g/km or less then the resident will be eligible for the discount. This option would minimise the impact on existing permit

holders but may encourage the retention of older LEVs rather than the transfer to ULEVs.

19. The grandfather rights policy would allow a smoother a fairer transition to this policy change and be seen to reducing any potential penalisation of LEV owners and allow them to make an informed decision about their LEV vehicle ownership.
20. In detail this means that if a current vehicle owner changes their vehicle after April, 2019 (or as soon as the policy is implemented) they will be bound by this change. Similarly if a new permit (not a renewal) is bought.
21. For those who don't change their vehicle and renew their permit up to April 2023, they will still have the discount even though their vehicle isn't classed as a ULEV.
22. For Parking Services, any additions to permits, which the grandfather rights option will create, there will need to be a new permit template, however the use of the same coloured paper used for the LEV discount can still be used, which will keep the costs of the permit the same. However the new template for renewals will increase the complexity of an already complicated permit system that will be subject to a review in the coming months.
23. Option 3:- Will minimise the impact on existing permit holders but would also have an end date for the acquired rights to encourage the replacement of older vehicles by ULEVs. The proposed end date for the acquired rights will be no later than April 2023 – 4 years after the introduction of the change.
24. Option 4:- Will essentially not change the current arrangements but recognises the need to remove references to vehicle bandings for the discount (or premium rates), as they are no longer in use for vehicles registered after April 2017. This options will not meet the budget requirements of the decision by full council.

Implementation

25. To introduce any change to the eligibility for the discount both the York Parking, Stopping and Waiting Traffic Order 2014 and The York Off-Street Parking Places order 2013 will need to be amended. The TRO process requires the Council to advertise any amendments with a Notice of Intention, this has a 3 week consultation period, during which time residents are able to register their objection/representation with regards the proposed amendment. For comparison a simple change to the fees only requires the advertisement of a notice. Following the period of consultation a

report would be taken to the Executive Member to review any objections and make a final decision about any changes and their implementation.

26. The proposed change would affect approximately 1100 households in the city and 200 season ticket holders. In addition to the statutory advertisement of the TRO change Legal Services advise that all permit holders who would be directly affected by the change should be contacted in advance of any introduction.

Consultation

27. As part of the TRO process there is a statutory obligation on the Council to advertise any changes to the TRO and seek comments from the public on these changes. Following which a report has to be taken to the Executive Member for a review of the comments received and to make a final decision on the implementation of the TRO changes.
28. In addition the council's Legal Services have advised that given the impact these potential changes will have on current discounted parking permit holders that a letter be sent to these customers. This will summarise the changes, depending on the decision taken in this report and highlight the TRO consultation process where they can make comments. These will be summarised and brought back to the Executive Member for final consideration and adoption of the policy change.

Corporate Strategy

29. This meets the Council's sustainable transport policy within its Local Transport Plan by encouraging sustainable transport usage and ULEV uptake as well as the environmental benefits this has.

Council Plan

30. This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles the Council champions:
 - A focus on frontline services
 - A Council that listens to residents
31. In addition to the One Planet York principles:-
 - Sustainable Transport
 - Zero carbon
 - Health and happiness
 - Culture and community
 - Equity and local economy

Implications

32. The following are the only identified implications.

- Financial –
The projected income received is dependent on the option chosen and could reduce significantly if fewer people purchased season tickets and is dependent on the number of current LEVs which could be eligible as ULEVs. If only 50% of the season tickets were sold and 20% of the existing vehicles were eligible for the discount the increased income would be approximately £50k. If there was no reduction in the number of season tickets and no existing LEVs were eligible then the increased income could be up to £170k. There will be a cost to writing out to all parking permit discount holders estimated to be approximately £1000, which will be absorbed in the general funds generated from parking permits.
- Human Resources (HR) - This will require Network Management and Parking Services resource to take forward the decision by the Executive Member for the review and implementation of this change. However resource is very finite and would need to be prioritised against other work.
- Equalities – For those on limited income, where they may receive the parking discount but drive a vehicle that emits over 75g/km of CO₂, they will not see an increase in their parking permit initially, if they change their vehicle on or after April, 2019 and they don't purchase a ULEV emitting 75g/km of CO₂ or less they will incur a 50% increase in their parking permit.
- Legal – Depending on the decision taken by the Executive Member from this report, there will need to be a review and consultation of the TRO.
- Crime and Disorder – None
- Information Technology (IT) – None
- Property – There may be implications for a forthcoming piece of work to develop a new TRO to allow for the use of councils parking enforcement service on Council Housing land.
- Risk Management – To reduce the impact on current discount parking permit holders, the grandfather rights proposal is suggested to allow this policy to bed in and for a period of

adjustment for customers, subject to the Executive Member decision.

If this change isn't implemented then the council would be out of step with changes to the Government road tax policy that the council bases its parking discounts on. As this is now out of date, including the reference to vehicle tax bands, this change needs to be implemented as soon as possible given the lack of national policy this is now based on.

Contact

Details:

Author

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Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport, Highway and Environment

**Report
Approved**



Date 05.11.18

Wards Affected:

All



Specialist Implication Officer

Financial: Patrick Looker, Finance Officer, 01904 551633

For further information please contact the author of the report

Annexes:

Annex A Low emissions permits 01/04/18 – 30/09/18

Abbreviations

LEV - Low Emission Vehicles

TRO - Traffic Regulation Order

ULEV - Ultra Low Emission Vehicles

VED - Vehicle tax

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Annex A

Permit Summary Totals by Type

Permit Status : Current

Issue Date : 01/04/2018 - 30/09/2018

Type	Permits
Business Low Emissions Permit	2
Commercial R60 Low Emission - Schools.	9
Commerical Low Emission Permit	9
Community Staff Low Emission Permit	35
House of Multiple Occupancy Low Emission Permit	6
Household Low Emission Vehicle Permit	599
Non Res Freq user Low Emission Permit	2
R15 Special Control Low Emission	7
R52SC Low Emission Permit	2
Resident Contract Foss Bank Low Emission	8
Resident Contract Marygate Low Emission	2
Resident Contract Monkbar Low Emission	1
Resident Contract Nunnery Lane Low Emission	3
Resident Contract St Georges Low Emission	3
Resident Contract Union Terrace Low Emission	1
Season Ticket Low Emission Permit	103
Temporary Low Emissions Permit	23
Total	815

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Decision Session – Executive Member for Transport and Planning 15 November 2018

Report of the Corporate Director of Economy and Place

Marygate Car Park Systems

Summary

1. This report is to provide an update on the parking system in Marygate car park, specifically the pay on exit trial with a focus on the issues that have come up from it. While this car park generates above average revenue compared to other car parks, we have seen significant but sporadic down time over the years of this system, which has become increasingly worse over the last year, due to general wear and tear.
2. This report covers what has been put in place already to help mitigate against the down time and work to find a suitable replacement the system. In addition recommendations to further reduce the issues associated with the equipment failure.

Recommendations

3. That the Executive Member:
 - a) Notes the updates provided in this report of the Marygate car park system and what has been put in place to improve its operation.
 - b) Confirms that work should start on options for replacing the current system.
 - c) Agree to let the trial continue with the new 1st line maintenance regime in place and monitor the effectiveness of it and bring back a report at a later date to the Executive Member to update on the progress made and request the procurement of a new system(s) be taken forward with any supporting recommendations at that time.

Reasons: The council recognises that the pay on exit system has performed intermittently and has continued to deteriorate resulting in a loss of revenue. As a result a new 1st line maintenance contract has been put in place and is showing positive results in helping to reduce the downtime of the system.

Work is also underway to research a new system and produce a specification for tender. This will recognise that customers require a parking system that increases dwell time in the city centre and avoid them having to come back to top up their parking, which is a view supported by the York BID.

Background

4. Following a decision to trial a pay on exit system in Marygate car park the current system was installed. Officers have seen a steady increase in the number of issues with the system breaking down and having to set the car park on automatic due to systems outages, where by the barriers lift as soon as a car approaches it without having to insert a valid ticket. These outages are predominately down to coin and ticket jams that jam the mechanisms and can take a payment machine out of action. Due to health and safety considerations and reputation risk people need to be able to exit the car park if the system is broken to avoid them being trapped.
5. Further to this officers have seen an issue that comes from being exposed to the elements, which is not something that was first apparent during the initial running of the system. This mainly comes from wind and rain that partly floods the machine.
6. As a result of these issues, that have been increasing, there is insufficient resource to address the regular issues with the equipment, therefore a supplier (NCP) has been procured to provide a specialist 1st line maintenance service. While it is early days yet this initiative to bring in an external supplier has seen a noticeable impact in system downtime.
7. This service will be on call between the hours of 8am and 6pm, seven days per week, which covers the main fee paying times. Council have agreed a call out of up to 60 minutes maximum for NCP that Systems Team officers have reported is having a significant impact on reducing system down time. This finding will be useful for future car park systems, given most suppliers do not offer a first line maintenance contract but second line only. If this is successful then we have a system in place for future car parks, subject to contractual renewal and procurement advice.
8. A renewed contract with the manufacturer of the equipment to provide 2nd line maintenance is underway, which will be linked to NCP's operation to further reduce downtime and protect revenue.
9. NCP's performance and the system downtime will be monitored by the council's automated fault reporting system that automatically reports faults and logs when calls were sent and when the system is operational again. This automation will reduce the impacts the car

park monitoring is having on the CCTV service who monitor the car park and operate the barriers.

10. This fault reporting system will provide officers with the ability to ensure KPIs are being met and using a comparison between last and this years revenue figures from last year to this to better evidence these efforts to improve the current system until its replacement.
11. Exposure to the elements is an additional cause of breakages due to water ingress into the machines. From the trial and subsequent research by consultants working on the specification for the new systems, this is something all car park machines do suffer from. Therefore as part of the mitigation works officers will be putting out a specification for the installation of shelters over these three parking machines, which can be used for new systems, as well as keeping customers dryer when paying for their parking.
12. Looking forward local businesses and York BID are very keen to see the council adopt a pay on exit approach in its car parks. The lessons from this trial and a review of what the latest technology offers will need to be explored. It is recommended that a future report be prepared detailing the options for Pay on Exit in the future at Marygate as well as other car parks.
13. A capital bid for car park improvements is already in the system, which (if successful) will cover the costs of a new system, which will be supported by York BID.
14. One of the possible recommendations for this latter report may be to adopt a cashless system in these two car parks. If so this will effect the car park systems we will be seeking approval to procure but also to look to the future when the Council will be adopting a cashless approach to its services including Parking Services.

Consultation

15. We have had complaints over the years about Marygate. These have helped inform the trial and leading to this report and what our new system requirements are.
16. In addition officers have consulted with the York BID and its board, therefore this has informed the need to a review of what system(s) would suit York while still achieving this pay on exit desire and realising numerous other efficiencies, ranging from reduced staff time in running these systems, more Civil Enforcement Officers covering on street locations and better system integration with other council systems.

17. While not for this report it is worth noting that the board of the York BID recognises the view to go cashless, where they report a significant majority of their customers do pay with card rather than cash.

Council Plan

18. This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles the Council champions:

- A prosperous city for all
- A Council that listens to residents

19. In addition to the One Planet York principles:-

- Culture and community
- Equity and local economy

Implications

20. The following are the only identified implications.

- Financial – The current arrangements with NCP have and hope to continue to see an increase in operational time and therefore revenue from the car park. In turn this is saving on officer time and with other improvements including the procurement of better shelters should see a further decrease in operational downtime.
- Human Resources (HR) – None
- Equalities – None
- Legal – None
- Crime and Disorder - None
- Information Technology (IT) – This will see a reduction in operational downtime and with the subsequent approval of procuring a new system from Marygate, will see significant increase in revenue and reduced down time by ensuring a proper maintenance regime is in place.
- Property – None
- Risk Management – With this maintenance regime in place we should see a reduction in operational downtime and less breakdowns by ensure the systems including the barriers are in a safer state. This is not to say they have not been in an unsafe state just that these are now better maintained.

Contact

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Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport, Highway and
Environment

**Report
Approved**

Date 05/11/18

Wards Affected:

All

Specialist Implication Officer

Financial: Patrick Looker, Finance Officer, 01904 551633

For further information please contact the author of the report

Abbreviations

KPI's – Key Performance Indicators

NCP – National Car Parks

York BID – York Business Improvement District

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

15 November 2018

Report of the Corporate Director of Economy and Place

Street Lighting Policy**Summary**

1. Following an officer review the Street Lighting Policy which was adopted by Cabinet (Autumn 2014) it is proposed to update the policy to reflect the changes identified in the review.
2. The key changes are
 - To strengthen the policy about sensitive areas of the city and differentiate between the historic core and conservation areas.
 - To improve the policy with regards to managing the risk between trees and lamp columns.
 - In the future when replacing 5 metre columns officers will see if the target light levels as outlined in the policy can be achieved with a different lantern on 5 metre columns in the same location and spacing rather than replacing with a 6 metre column.
3. The review highlighted that the Street Lighting Policy and the Streetscape Strategy and Guidance do not give consistent advice and therefore the Streetscape Strategy and Guidance needs to be confirmed as guidance.
4. This was considered at the Transport and Planning Decision Session on the 12 July meeting and was referred to scrutiny.

Recommendations

5. That the Executive Member, approves the redrafted Street Lighting Policy and confirms that officers discount the Streetscape Strategy and Guidance until such time as it is reviewed.

Reason: To ensure a proportionate and consistent approach to the management of street lighting across the city.

Background

6. A review of the Street Lighting Policy has taken place that identified a number of areas where the report could be strengthened. A copy of the new document is attached at Annex A
7. The previous policy did not differentiate between the historic core conservation area and other conservation areas. The redrafted policy clarifies that the Council will be flexible with light levels and equipment within the historic core. Outside the historic core we will aim for standardised light levels and column heights with new columns on the back of the footway. Within conservation areas we will install embellishment kits if that improves the match with adjacent lights.
8. The practice of placing columns to the back of the footway has highlighted a small number of occasions where this creates a conflict with street trees. The policy has therefore been changed to reflect that when we replace lamp columns we will put them to the back of the footway, but we will not do this if there is a public or private tree that will place the lamp head in the crown. In these instances we will keep the column at the front of the footway.
9. The review also identified that the Street Lighting Policy and the Councils Streetscape Strategy and Guidance are not complimentary. The Streetscape Strategy and Guidance document whilst a useful guide for officers in respecting and maintaining the character and quality of the City. It can only be considered as guidance given that it is unbudgeted and in some regards cuts cross our legal obligations in respect of procurement.
10. The proposed was considered by scrutiny on the 18 September 2018. The key themes that members raised at the scrutiny were
 - The future challenge around electric vehicles. One industry solution is fixing charging points on street lighting columns. Officers responded that obviously any pilots for street light based electric vehicle charging in the future will need to be accommodated by the Street lighting policy.

- The policy for standardising 6m columns was to provide uniformity of light. In certain areas, and Poppleton was given as an example, members considered these columns could be disproportionately high. Officers responded that when investing in new light columns the objective is to achieve as good light levels as possible and that a 6m column is a key way of achieving this. Historically shorter columns have increased cost or resulted in reduced light levels. Scrutiny asked that Ward Councillors were consulted about any changes from 5 to 6 metres. Whilst officers routinely consult ward members on traffic schemes; the issue of column height gives the ward members a binary decision to consider and as 5 metre column will either reduce light levels or increase costs to undertake such consultation would undermine the objectives of the street lighting policy for the city as a whole. The technology is improving all the time as LED technology advances and new products are emerging that claim to be able to give the same light level from a 5 metre column. Therefore the policy has been updated to say that for existing 5 metre columns if the same light levels can be achieved from a 5 metre column in the same locations and spacing's then we will retain a 5 metre column.
- Effective enforcement action where trees and vegetation obscure trees.

11. Other issues included:

- The perception that the city centre is always prioritised as the expense of other areas
- The impact of street lighting on wildlife been taken into account?

Council Plan

12. The potential implications for the priorities in the Council Plan are:

A council that listens to residents: The review was originally initiated by local residents to ensure a proportionate and consistent approach to the management of street lighting across the city. The

review demonstrates that CYC is a council that listens to its residents and considers their requests for local change.

Implications

13. The following are the only identified implications.

- **Financial** – There are no Finance Implications
- **Human Resources (HR)** - There are no HR implications
- **Equalities** - There are no equalities implications
- **Legal** – There are no legal implications.
- **Crime and Disorder** - There are no Crime and Disorder implications
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications as all works are taking place within public highway boundaries.

Risk Management

14. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact

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Report
Approved



Date 07.11.18

Wards affected:

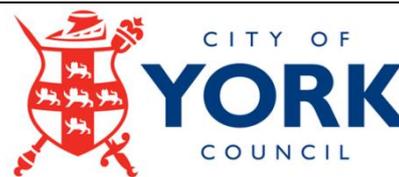
All Wards

For further information please contact the author of the report

Annexes:

Annex A – Street Lighting Policy

Street Lighting Policy
Form Ref No: SLP/2
V2: May 2018



City of York Council Street Lighting Policy

Second Edition

1. Introduction

1.1 This policy outlines the basic guidance, principles and standards applying to the provision of street lighting. The definition of street lighting shall encompass all items of Lighting Equipment provided on the public highway, including all street lighting and illuminated signs within the City of York Council's boundaries. The term "street lighting" and "illuminated signs" covers all lights illuminating public areas and highways, along with architectural lighting, shelter, subways, tunnels, council parking areas and lit signage excluding traffic signals, push button crossings, and programmable variable message signs. Detailed guidance is given in the appendices included.

2. Overview and Main Objectives

2.1 The provision of lighting within the authority enables residents, visitors and traffic to interact and perform task within the night time environment supporting the following

- Assisting the safety of highway users.
- The reduction of crime.
- The reduction of the fear of crime.
- The promotion and support of sustainable transport (walking, cycling, and public transport).
- The facilitation and support of social inclusion by providing improved freedom to use the streets after dark.
- The support of a vibrant night time economy.
- The provision of improved access to public leisure and educational buildings, supporting life long health and learning.

- Assisting emergency services with improved identification of locations (shortened response times, improved CCTV identification).

2.2 Legal Powers and Duties

There are currently no statutory obligation or requirement for a local authority to provide street lighting, instead the following statutes enable and empower them to be able to provide public lighting.

- The Highways Act 1980 empowers a local Highway Authority to provide lighting where they are or will be the Highway Authority (existing roads or new developments). District and Parish Councils have devolved powers as local lighting Authorities conferred under The Public Health Act 1985 and The Parish Councils Act 1957 (however consent must be given from the Highway Authority).
- With these powers the Highway Authority has a duty of care to the users. Any loss or injury to an individual due to the inappropriate use of these powers may result in action being taken to recover the losses. Action can be taken on several grounds including – Negligent exercise of power, Action for misfeasance of public office, Breach of common law duty of care (if it can be established).

NOTE: This duty of care does not imply a duty on the Highway Authority to keep the public lighting lit. Instead it implies a duty to ensure systems and processes are in place to maintain and keep the lighting in a safe condition i.e. the detection of dangers electrical or structural.

- The Health and Safety at Work Act 1974, the Management of Health and Safety at Work Regulations 1992, and Construction (Design and Management) Regulations 2007 set out the arrangements and requirement for works to be carried out in a safe manner along with establishing the arrangements for managing construction works.
- The New Roads and Street Works Act 1991 enable the duties of a Street Authorities to coordinate and regulate works in the highway. All underground cables therefore should be recorded in accordance with this act along with the requirements of the Electrical Safety, Quality and Continuity Regulations 2002.

- Other Frameworks of Legislation that do not specifically relate to highways or public lighting functions (not exhaustive) but deal with issues of the services involved and their provision are – Equality Act 2010, Criminal Justice and Public Order Act 1994, Human Rights Act 1998, Freedom of Information Act 2000, and the Local Government Act 2000.

2.3 Design Standards and Considerations

In addition to and including the legal powers and duties to enable the City of York to have a high quality and consistent approach to lighting, the following standards and approaches are considered when providing new or altering existing installations (detailed description and guidance is included in the appendices).

The City of York Council currently offers a full comprehensive service covering design, installation, maintenance and inspection of all exterior lighting schemes.

- Consideration towards the primary user of the highway and any special requirements for vulnerable users i.e. pedestrians, cyclists, heavy traffic.
- The location and environmental classification / zone of the highway.
- The usage of the highway / area i.e. car park, square, architectural.
- The location of local amenities e.g. schools, public buildings, shops.
- Daytime and night time visual appearance of equipment.
- Obtrusive Light and pollution.
- Energy efficiency.
- Equipment reliability (some lighting types need very little maintenance e.g. LED's)
- Equipment Locations in relation to obstructions and maintenance.
- Whole life costs.
- Strategies relating to whole streetscape i.e. Conservation approach “historic core” Appendix 3.

- Innovations and advanced technologies.
- Equipment specifications (to match CYC's approved standards).
- End of life equipment disposal i.e. recyclability.
- Sustainable and efficient procurement i.e. whole cycle carbon emissions and costs.
- Public risk from accident i.e. passively safe columns, pedestrian crossings and conflict areas.

2.4 These considerations are to be taken account of whilst designing to current applicable standards and guidance. Currently all new highway installations are designed to BS5489 2013 Code of Practice for the Design of Road Lighting and BS EN 13201 2003 Road Lighting with reference to the Institute of Lighting Professionals Technical Reports where necessary (detailed application given in Appendices along with criteria for whether lighting is required). Any lighting scheme should limit light to the public highway and it is not considered the Authorities duty to light private access', egresses, or unadopted areas.

2.5 Sensitive Areas

2.6 For the purposes of this policy, sensitive areas can be considered as the Central Historic Core, Conservation areas along with scheduled monuments, listed structures and other notable locations and their surrounds.

2.7 https://www.york.gov.uk/info/20215/conservation_and_listed_buildings/1349/conservation_areas

2.8 In designing such schemes the access and maintenance of equipment must also be given consideration, in order not to require onerous provisions causing unreasonable disruption in such sensitive areas i.e. scaffolding to perform routine tasks.

2.9 If there is any conflict between the conservation team and street lighting colleagues the decision will be made by the Corporate Director of Economy and Place in consultation with the Executive Member for Transport and Planning.

2.10 Consideration for Lighting within the Historic Core

2.11 City of York Council recognise that part of the character of York is achieved by not lighting to the national standard within the Historic Core.

2.12 This location needs to achieve the balance between lighting to enhance and improve the local environment for amenity value, in terms of trade and tourism, such as using white light for colour rendition or floodlights for shadowing and other effects. In such cases, a higher standard of light would be permitted, providing always that light control should be no less effective than the normal standard applicable. Equally, there will be unlit areas and areas of parks and woodland, all of which will have to be considered in respect of any new lighting proposals where the 'sky-glow' normally associated with urban lighting would be detrimental to the attraction of such areas and should be avoided. In these areas provided that the primary function of the lighting is achieved then special consideration should be made in relation to enhancing and improving the area through the correct selection of equipment and its location.

2.13 In these situations consultation with conservation officers and groups must be undertaken in the development of proposals.

2.14 Any selection of replacement lighting structures carried out within the Historic Core (conservation area) would also require consideration from the conservation team prior to any construction.

2.15 When developing proposals for the historic core consideration must be given to the following items:

- The activity and purpose of the area being developed – Shops, Public Buildings, Squares, conflict areas (crossings, shared use spaces).
- Listed Structures and Scheduled Monuments in the vicinity including sites of historical reference.
- The height and bearing on of nearby and adjacent buildings.
- Specific features and furniture e.g. trees, benches, fountains, crossing points.
- Existing lighting systems including ambient levels created by properties.

- The levels and surfacing of the ground. Consideration needs to be made for the less able and visually impaired, including the highlighting of hazards.

2.16 Consideration must also be given to local knowledge with regards to vandalism, black spots, and anti social behaviour. When lighting architectural features systems must limit any light pollution and spillage.

2.17 Lighting equipment should complement and enhance an area whilst not visually being too over bearing and detracting from local features. Existing equipment with historic merit or forming part of a listed structure should be retained and restored by a competent accredited specialist. Where there are opportunities to improve the reliability of the unit it is not necessary to retain the original internal components. Use can be made of modern technologies.

2.18 Consideration for Lighting within other Sensitive Areas

2.19 Areas which are outside the historic core but are still are deemed as sensitive areas (conservation areas outside the Historic Core) the aim is to achieve the BS Standard for lighting levels BS5489-1 :2013. In order to achieve this the column height of new columns is standardised as 6metres. However, the city does have 5 metre columns particularly in some of the villages. In these situations if the same light levels can be achieved in the existing column locations with a 5 metre column then the Council will retain a 5 metre column. However, if a new lantern at 5 metres does not meet the lighting levels then the 5 metre columns will be replaced with a 6 metre column, this is not retrospective. To mitigate this impact the need for effective light control to prevent light pollution is even more important, which will determine the types of lighting equipment used.

2.20 Columns in sensitive areas outside the Historic Core will not automatically require period or replica fittings. Instead greater consideration should be given to ensure there is a uniformity of styles and effect in each proposed scheme. A Street with various streetlight structures and variations of lighting styles will detract more from the aesthetics of a street and area.

2.21 Where a single light column is to be replaced in a street, which is within a conservation area, it will be selected to be the closest match to

the majority of column in that street, for long streets 10 columns either side of new location will be considered.

2.22 In general, new equipment along with the refurbishment of specialist items i.e. ones that form part of a listed structure should be of an LED source. Architectural systems should be programmable and consider colour variance as an option. Any use of other light sources must first be agreed with the Street Lighting Department.

2.23 Location of Equipment in Sensitive Areas

2.24 In the City of York the vast majority of streets in sensitive areas are narrow with restricted use to both vehicles and pedestrians. In these situations the preferred option of mounting lights is on buildings. Prior to any works agreements must be gained in the order of Way leaves, Listed Building Consents and other legal obligations. The actual sitting and style of brackets and light should take into account the style, location and elevation of the property.

2.25 Where building mounting of lights is not possible the lights should be located to be as least visually obtrusive as possible. The columns should be placed at the rear of footways and avoid detracting from any adjacent property or land mark.

2.26 Materials of Equipment in Sensitive Areas

2.27 Due to the difficulty and access restrictions in sensitive areas great consideration is needed for those materials in use. All columns ornate or not are required to be manufactured from a single material and have an expected design life of 50 years. Where dissimilar materials are used special systems are required to avoid oxidation. Ornate columns should be modular in that the embellishments should be an attached to a standard column. (Columns made as a single cast unit are no longer used by the City of York due to their prohibitive handling requirements, high maintenance and high replacement costs).

2.28 General Lighting Requirements

2.29 All lighting schemes within the City of York boundaries shall be provided, designed, installed and maintained in accordance with this policy, its appendices and supporting documents. A failure to adhere to this may result in non-compliance a refusal to adopt the systems and/or creating risk and further costs to the proposer of the scheme. The following general guidance along with specifics highlighted in the appendices sets the basis of all York installations.

2.30 Obtrusive Light

2.31 In accordance with guidance given by the Institute of Street Lighting Professionals (<https://www.theilp.org.uk/documents/obtrusive-light/>)

2.32 Obtrusive light is described as light which falls outside a required area. Because of its level/quantity, direction and colour it can cause annoyance, distraction and discomfort reducing the ability to see correctly (not to mention wastes energy). More commonly known as light pollution it is divided into three specific areas –

2.33 Sky Glow- This is the artificial brightening of the night sky caused by water and dust particles in the atmosphere reflecting artificial light. This is most commonly seen as the orange glow over urban areas caused by badly controlled or designed lights shining directly upwards.

2.34 Glare- Is an intense and blinding light which causes discomfort. It is often seen against a dark background and often affects the vision of road users creating a hazard. This is mainly caused by poorly designed and maintained lighting.

2.35 Light trespass- Is light generally shining where it is neither needed nor wanted, often spilling from properties where the light is located. Poorly controlled exterior lighting shines into neighbouring properties and reduces privacy, can affect sleep patterns and detracts from the appearance of an area.

2.36 When restricting obtrusive light great consideration should be given to the control of the light source with less than 1% of direct light above the horizontal for street light and the use of filters or shutters to control and restrict architectural lighting firmly to the feature being lit.

2.37 In addition to these requirements areas of special consideration are –

- Airports and Aerodromes
- Railways
- Harbours
- Transport Interchanges
- Navigable Waterways

- Adjacent Unlit Traffic Routes
- Car Parks (both public and privately owned).

2.38 In these instances consultation should be given to the relevant authorities to take account of any further special measures needed.

2.39 Shielding of Lights

2.40 The vast majority of new and modern lights have fully controlled optics in order to restrict light onto the highways or items that are required to be lit. However it is accepted that on occasion intrusion can still occur. Where this has been at the direct result of the council's maintenance or improvement works where possible the light will be shielded by masking off the rear of the lantern (LED lanterns will not be shielded as they have a sharp restriction of light output). However if the cause is because the issue is outside this i.e. change of occupancy, or room use then the authority has no obligation to shield. In instances where shielding the light will detrimentally affect its output or intended operation then shielding will not be able to be provided on safety grounds e.g. the light is on the opposite side of a road or a considerable distance away from the property. In all occurrences of existing and historical street lights the first responsibility is upon the home or property owner to ensure adequate use of curtains or blinds is made. The council bears no responsibility from a failure on the part of householders to take adequate steps.

2.41 Individual shielding requests are decided on by the Street Lighting Department and based on the balance of needs of each location.

2.42 Flooding

2.43 City of York has areas of public highway and paths where flooding is common in winter months. In these locations where possible the units should take account of the possibility of being wholly or partially underwater for several days at a time. As such it is suggested isolation points and supply connections should be located outside the flood plains i.e. connection boxes and isolators at the top of columns or high up on walls, and Pillars out of the plains themselves. No special requirements are actually needed for the lighting levels themselves beyond standard and special area installations. Advice and requirements are given by contacting both the Street Lighting Department and the Flood Risk Manager at the council.

2.44 Lighting of Pedestrian Crossings

2.45 Pedestrian Crossings are to be lit to conform to the current British Standards (and advisement from EN13201-2:2003) and comply with the advice of The Institute of Lighting Professionals, Technical Report 12 “Lighting of Pedestrian Crossings”. Where required; additional lighting units are to be firmly controlled onto the crossing area itself creating a positive contrast of the lighting. Any beacons should be shielded from local properties as to avoid nuisance caused by “flashing” effects. The lights sources should be LED’s and part of the approved list shown in the appendices. It is assumed that all new crossing will require additional lighting through specific “controlled” units.

2.46 Traffic Calming Areas

2.47 The lighting of traffic calming areas and feature should take account of the requirement within the Highway (Road Hump) Regulations 1996 section 5. Lighting levels should consider and include any physical calming measures in the highway and comply with current British Standards and best current advice from the ILP.

2.48 Subways and Underpasses

2.49 Subways and underpasses provide a safe route for pedestrians and cyclists to navigate across busy and dangerous junctions as such they are required to be kept in a safe and passable condition at all times.

2.50 Due to the nature of them underpasses need to be lit within the requirements of the British Standards, and should be bright and well lit to encourage their usage day or night.

2.51 Consideration should be given to varying the levels of lighting between day and night. This is because a higher level of light is generally required in daylight hours to avoid them appearing dark and special note should be given at entrances and exits to avoid a sudden transition between varying levels of lighting i.e. dark and light. This should make them more attractive to the users and reduce anxiety and the fear of crime in such areas.

2.52 Light Sources

2.53 Within The City of York over a number of years a vast number of light sources have been in use for various schemes, and are still maintained to this day in existing equipment. The following types are the most common in the city and their attributes are included too-

- Low Pressure Sodium – a monochromatic orange coloured light source that gives a good efficacy (light output in lumens per watt) but has very poor colour rendering (measured in Ra as 0) making even orange coloured items appear different. It also has poor glare characteristics and is very hard to control with the majority of light going straight up or backwards. It has a low life expectancy for the lamp (bulb).
- High Pressure Sodium – a peach coloured light of medium efficacy and a reasonable colour rendering (Ra of 25). It has been popular from the 1980's until recently as it gave good all round performance with a choice of good optical control. The life expectancy of this is good with five years between lamp changes now being experienced.
- Fluorescent – a white coloured source with high colour rendering (above Ra 60) but good efficacy and a low lamp life (as experienced by CYC). It is more commonly used for signage and bollards and has been used to replace soon to be outlawed mercury fittings in the city.
- Metal Halide (including Cosmo) – a white light source of high colour rendering and efficacy with a good lamp life. Similarly to high pressure sodium it has been popular in areas where good lighting and colour recognition is needed i.e. CCTV and central areas.
- LED's- Led's currently offer the best rendering with extreme life and good efficacy. Being a more directional point type of lighting source they offer good control too. This should be the default choice for the majority of new installations and improvement schemes in the city.

2.54 Selection of Light Sources and Luminaires

2.55 For the purpose of street lighting the selection of a source and luminaire will be dependant on application, existing equipment and percentage of lights being replaced, and other special requirements. On all new schemes the light source of choice is LED's with approved models (new installations list), LED specification and adoption requirements (including commuted sums) to be found in the appendices. Should LED's be deemed not capable within the scheme

then specific agreements must be reached with the street lighting team and or planning officers in the authority.

2.56 Replacement of existing lights should take into account the number and percentage ratio of new lights. Along with the existing type and sources leading the requirements, the usage of the area must also be evaluated to determine if there is any significant change. For example if a road was formerly a high traffic route and is now a closed pedestrian area with the majority of lights needing replacement then it would be better to fully re-design the street. This would give a better level of lighting more applicable for the areas usage. Where as a road of 20 lights with only a few needing replacement would only require the nearest light fitting (in source and style) to the original fitting. Guidance on approved replacement (maintenance) fittings and new fittings can be found in the appendices. Overall decision on models and types will be indicated by the street lighting team.

2.57 Columns and Passive Safety

2.58 Typically the lighting columns in the authority use range between 6m and 12m in height and depending on location of installation can be of a hinged nature to allow access to the lantern. All columns in the city are to comply with the current standards set in BS EN40-2 2004 Lighting Columns General requirements and Dimensions. This standard maps the country with respects to wind loadings and terrains that street lights would need to be able to safely resist both in maximum expectation and fatigue. York currently specifies tubular steel columns of a medium rating under the regulations and requires them to be pre coated in gloss black with an anticipated column life of 30 years, and coating life of 25 years. Should signs or other equipment need to be mounted to the column then they are limited typically to an area of 0.3m² and maximum weight of 5 kg. Any items outside these parameters require the columns to be specifically designed to accept greater loadings. The normal method of installation with lighting columns is to bury the root in the ground supported with concrete. However where the ground is soft and unsound or the depths needed can't be met i.e. on bridges then specifically designed methods of installation will be needed. In all cases the method and materials used will be recorded onto the council's asset system.

2.59 Where traffic speeds are less than 50 miles per hour or there are a large number of obstructions near or immediately behind lighting columns i.e. buildings, trees, walls etc. Then there is little or no safety advantage to be gained by using a passively safe column. In fact there may be a considerable increase in risk to pedestrians and other road users.

2.60 Instead passively safe lighting columns should be used on higher speed roads where risk of death or serious injury from striking a street light is greatly increased. In these situations guidance should be sought from the County Surveyors Society PPR342 “The Use of Passively Safe Sign Posts and Lighting Columns”. It is anticipated that “No Energy” columns would be the preferred type of column used manufactured from aluminium. Whilst initial costs may be higher for materials than conventional columns it is anticipated that over the whole life of the installation the cost will be less. This is due to the lower degradation of the materials used (aluminium has an expected 50 year life) and lower replacement needs (columns are socketed into the ground rather than concrete, and have quick disconnect systems reducing the need for electricity board attendance).

2.61 Equipment Locations Within the Highway

2.62 Lighting equipment and signs as a rule where possible should not obstruct footways. In order to ensure the best possible effect of the lighting and least visual obstruction columns should be located to the rear of footways and to the recommended minimums set out in the current standards (BS5489-1 2013). If little room is available then consideration should be given to mounting items on neighbouring structures. Consideration should also be given to underground service locations, vehicular access, windows, doors, trees, and highway users (disabled, large vehicles, etc.) The final decisions on locations of equipment shall be determined by the street lighting department on a combination of all needs.

2.63 Switching and Variable Levels of Lighting

2.64 Within the City of York the majority of lights are controlled on and off via a photo-electric cell (PECU). All new and existing PECU's switch at a ratio (LUX) of 35:18 (dusk and dawn). Other equipment is controlled by a time clock, or a remote monitoring system.

2.65 Actual levels of light are dictated by the current standards and requirements set out in the appendices, but all new equipment should be compatible with CYC's existing systems and be able to vary their output to ensure that the relevant levels of light required are given at the relevant times.

2.66 This ensures that the best use of light and energy is given in all new lighting systems for the city reducing waste.

3. Maintenance of Lighting Equipment

3.1 Statutory Requirements

3.2 Currently there is no legal obligation to provide lighting or ensure that it is lit. However the authority is obliged to ensure that any lighting equipment is maintained in a safe condition. As previously mentioned this is governed by legislation such as The Electricity at Work Regulations 1989 and more specifically BS 7671 Requirements For Electrical Installations. These give guidance to safe electrical systems and their protection.

3.3 With structural maintenance again there is no statutory requirement other than ensuring an installation is safe. Instead guidance is given by Technical Report 22 of the ILP.

3.4 Records and Inventories of Equipment

3.5 The Authority currently maintains an electronic record of all lighting equipment (including signs and bollards). This recorded inventory includes any details required to formulate maintenance strategies and energy submissions ranging from individual lamp types, wattages and geographical details. This is all recorded in line with the recommendations of the ILP's Technical Report 22 "Managing a Vital Asset."

3.6 Detection of Faults

3.7 All faults are received via public reporting either through the council's contact centre or via online methods. Where specific problem areas or locations are being experienced or highlighted then the council will undertake an inspection for repair. Typically the council does not actively night scout. (a night scout is typically a visual inspection via an operative in a vehicle in the hours of darkness to identify if something is lit or not).

3.8 When faults are highlighted the authority works to the following SLA targets:-

Category	Description	Response
1	Emergency call-out. Faults causing immediate danger to the public e.g. knock downs or exposed electrical components	Make safe within 2 hours and repair within 4 working days (not necessarily lit, but electrically and structurally safe) ¹
2	High risk faults but with no immediate risk to the public	Make safe as soon as possible but within 24 hours

	e.g. damaged bollards	(maximum). Repair within 4 working days. ¹
3	Outages	Shall be repaired as soon as possible but within a maximum period of 4 working days ¹
4	'Private cable' cable faults	Shall be repaired as soon as possible but within a maximum period of 10 working days. ¹

3.9 Faults found to be outside the council's control i.e. mains cable faults are reported to the Distribution Network Operator (DNO) within 24 hours of receipt and are subject to their timescales found here: http://www.northernpowergrid.com/page/unmetered_standards.cfm

3.10 (Their usual standards are 20 working days for faults and 35 working days for new connections from receipt of the order or notification).

3.11 "The Street Lighting Team aims to work within these targets they cannot guarantee on every occasion this will be possible. Where a fault results in the need for a new piece of equipment (involving the DNO), a specialist part, or a re-design of a whole section then the team will ensure that the equipment is safe and endeavour to rectify at the earliest opportunity".

4. Electrical Inspections

4.1 In accordance with the requirements of BS7671 all electrical equipment is tested every 6 years. The resulting evidence is stored until a new test or alteration is undertaken.

4.2 Risk Assessments of Street Lighting Supports (structural Testing)

4.3 All Street Lighting columns have been inspected in line with the requirements of the ILP's Technical Report 22 Managing a Vital Asset: Lighting Supports. As such each individual column is scored based on condition and given a re-test date based on risk of failure. Methods of testing used currently are visual for concrete columns and ultrasonic/din search testing for steel columns (for cracking and section loss) undertaken by a qualified and registered lighting column tester.

4.4 "Whilst risks are managed we cannot be wholly certain of the condition of a lighting column at all times as such any concerns

observed should be brought to the attention of the street lighting department”.

4.5 Trees, Bushes, and Greenery

4.6 In relation to the access maintenance and safety of street lighting equipment careful consideration should be given to the location and type of existing greenery and any proposed planting of new items. In new schemes where possible equipment should be located away from the canopy and root systems of mature trees, this will avoid any obstruction of the light and possible damage from branches. Similarly new trees should not be planted in service margins or the direct vicinity of lighting equipment. The planting of shrubs and other greenery should also be such as to ensure safe access to doors and mechanisms on columns and cabinets alike.

4.7 When replacing columns the principle is that we will locate them to the back of the footway. However, if this places the lamp head within the crown of a public or private tree we will keep that column to the front of the footway.

4.8 Where an item of greenery on private property encroaches onto the public highway as such to obscure or damage street lighting equipment then it will be considered a “Highway Obstruction” and be required to be cut back or removed. Failure to comply may result in the council undertaking the works and recharging the costs to the property owner.

4.9 Existing trees and bushes obscuring or damaging equipment may where possible be cut back by suitably qualified persons.

4.10 Should any lighting equipment be observed as damaged or obscured by greenery then it should be reported to the street lighting department.

4.11 Adoption of Lighting Schemes

4.12 In areas required to be lit the City’s street lighting policy shall form part of the section 38/ 278 agreement and shall be adhered to. Deviation from this policy may result in non compliance and therefore the scheme may not be adopted by the authority. All installations and schemes (section 38/278, and other “adoptable” systems) are required to be inspected by CYC Street Lighting. Any costs incurred will be re-cooperated by the Authority.

4.13 Standards of Lighting

4.14 For all developments the standard of lighting shall be in accordance with the levels set out in the appendices. Typically they shall be as prescribed by the levels of BS5489-1:2013 (see appendices for further guidance.)

4.15 Undertaking or Commencement of Works

4.16 New works or alterations on existing highways shall not commence without prior notification to the street lighting team. The developer shall notify the authority of the works proposed and the equipment effected. Whilst the works are in progress the developer shall hold full responsibility for the maintenance of all street lighting equipment within the site boundaries for the full duration. The developer shall also ensure that existing/ safe levels of lighting remain during the course of the project, or until new equipment is operational. Records should be kept and provided to the authority of these works.

4.17 For works and designs undertaken by the street lighting department it shall be considered that they are fully compliant and therefore adoptable without further inspection. All Maintenance and Faults' liabilities shall be met by CYC on installations undertaken by the street lighting team; however any accidental or 3rd party damages costs will still have to be met by the developer/ promoter of the scheme.

4.18 All works and developments undertaken outside the street lighting section (section 38 and 278 works) prior to inspection or handover must undergo any required routine cyclical maintenance i.e. lamp changes after three years, electrical testing to BS7671 after six years (a service CYC offer). The results then will be provided to the street lighting section along with as constructed drawings showing equipment locations, equipment specification (including control gear makes/types), cable plans, specific DNO/ IDNO agreements and if required lighting level readings. Also an inventory of equipment used in relation to their location must be provided. Upon receipt of these the installation will be inspected by CYC Street lighting (costs to be met by developer/promoter) and any resultant faults or alterations rectified prior to approval. All faults and repairs are the responsibility of the developer until adoption of the lighting system has been approved. Should no plans or inventory of equipment be provided prior to inspection then surveys can be undertaken by the authority at the cost of the developer.

4.19 Consultation with the authority and other parties

4.20 All Highway and development proposals involving external lighting are required to be submitted to the authority for approval. This is

required for both areas to be adopted or unadoptable private areas. The reasoning being adoptable areas need to conform to the council's specification and unadoptable areas are required to control lighting as not to be a statutory nuisance through light trespass or spillage. In schemes adjacent or within conservation areas further consultation should be given within the general guidance of "special areas" found earlier in this document.

4.21 Commuted Sums Payable

4.22 Lighting schemes shall comply with this document and its appendices.

4.23 As Such CYC requires all new developments and "adoptable" installations provide commuted sums in order to re-cooperate "reasonable" maintenance costs.

4.24 The formulae and actual sums structures are to be set out within the overall Highways Commuted Sums for Developments Policy, which is set to be published in the near future. Until then guidance should be sought from the Lighting Department and adoptions officers.

4.25 Alternatively to payment of a commuted sum on agreement with the authority the developer may wish to offset the carbon usage at a 50% reduction to the commuted sum by providing a "carbon offset" scheme to the council. To qualify the scheme must be designed, managed and installed by CYC to current "low energy" requirements, with the funds forming part of the Authorities carbon management programme.

4.26 Network Connections

4.27 It is anticipated that the vast majority of new equipment will be fed directly from the DNO/IDNO's mains cables. Where a private cable network is to be used the design first must be approved and on completion full as constructed drawings provided with calculations and on site testing readings. The majority of mains connection should be provided by the DNO/IDNO, however where the works are considered contestable then a third party Independent Connections Provider (ICP) may be used. The ICP must be accredited and audited by the DNO/IDNO as per the current regulations. Failure to do this will result in the development not being adopted.

4.28 Private cable networks should only be used as a last resort and prior agreement to their use and design must be given prior to installation by the street lighting section.

4.29 Unmetered Supplies of Energy and Carbon Emissions

4.30 Subject to procurement regulation the authority currently purchases its energy via The Yorkshire Purchasing Organisation (YPO). YPO works on behalf of a number of public bodies and combines their electrical requirements in order to get better prices. Currently the energy provided is described as good quality CHP with a lower carbon impact.

4.31 Unmetered energy supplies are calculated based on an accurate inventory (kept by the authority) that is submitted and agreed with the DNO.

4.32 In addition to this the number of hours that the lights are deemed to be lit is measured by either a nationally recognised number or measured by an array of photo voltaic cells. The array is populated with cells that are typical of use by the authority and the measured on and off times are sent via a data stream to the electricity companies. This measurement is then used to calculate the amount of energy used.

4.33 The City of York Council is committed to reducing carbon emissions across the authority as a whole.

4.34 This is being and has been done by a number of strategies and schemes as follows:-

- Trimming of cells- Photocell traditionally had turn on and off levels of (lux) 70:35. This was taken typically to allow equipment to start and “warm up” prior to sunset. Modern electronic equipment takes far less time to “warm up” and in some cases full efficiency is instant. Because of this the authority changed the vast majority of its PECU’s to a 35:18 (lux) regime cutting the hours lit and energy used.
- Use of innovative technologies and electronics – Within the last five years the pace of development and innovation in lighting technologies has accelerated allowing the authority to consider novel approaches to lighting the public highway. Electronic control gear and LED’s have led the way enabling the authority to better light the highway with less energy in a more applicable way.
- Variance of lighting levels – Until recently when lighting a highway the levels of light set under British standards took

account of peak usage or needs of that particular area, with the measured level being at the time of routine maintenance i.e. lowest amount of light output from a lamp. As such this means for the majority of the time it is lit, a lighting scheme is at a far higher level than needed. Changes in design standards and technology mean that the authority are now able to light a highway to the applicable standards required at the applicable time in a cost effective manner. This allows the authority to reduce wastage in an effective manner.

- De-Illumination of signs and bollards – The Traffic Signs Regulations and General Directions 2002 (TSRGD) and subsequent amendments sets out the requirements for signs and bollards to be lit in the public highway. Following a number of studies into safety and visibility the requirements have been relaxed and as such a large amount of equipment no longer requires lighting. In these cases the council aims to remove and de-illuminate redundant equipment. This not only reduces the energy usage, but reduces safety liabilities from electrical equipment.
- Renewable energy equipment – currently where a bollard (keep left/right, no-entry) is required to be lit the authority replaces it with a solar powered unit. This cuts the energy requirements to zero and reduces safety implications from mains electric. We are also currently evaluation solar sign lights as well as trialling solar bus stop and footpath lighting to evaluate its effectiveness.

5. Appendix 1

5.1 Environmental Zones within City of York Boundaries

5.2 For the purposes of the design of all new lighting installations and control of light pollution within the authority, York will fall into the Environmental Zones E2, E3, E4 as set out within The ILP's Guidance Notes on the Reduction of Obtrusive Light.

5.3 Typically the areas can be described as follows:-

5.4 E4- Areas of High District Brightness

5.5 These are areas of high night time activity normally described as town centres. In York this should be considered as areas similar to Coney Street, Parliament Street, and Micklegate where there are high levels of shopping, through footfall and evening entertainment.

5.6 E3 – Areas of Medium District Brightness

5.7 Small centres and suburban locations best fit this criteria, It is anticipated that the vast majority of the city will fall into this category with large conurbations such as Acomb, Clifton, and Woodthorpe being good examples.

5.8 E4 – Areas of Low District Brightness

5.9 Small Villages and rural areas fall into this category. By their very nature the lighting in these places will be minimal and tightly restricted.

5.10 Any areas outside the above parameters would be considered as below the requirements for lighting. Although given as a guide the above zones may not blanket cover wide areas. For example within the historic core there is a large mixture of well lit open areas surrounded by darker pathways and ginnels. As such careful consideration must be given to the control of light in these adjacent areas along with upward light spill. In these instances guidance should be sought from the Street Lighting Department.

5.11 The following parameters give the obtrusive light limitations for these zones.

Environmental Zone	Sky Glow ULR (max %)	Light Intrusion (into Windows E_v (lux)		Luminous Intensity I (candelas)		Building Luminance Pre-curfew
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L (cd/m ²)
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10

E4	15.0	25	5	25,000	2,500	25
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(further information and guidance can be found in “Guidance Notes for the Reduction of Obtrusive Light GN01” from the ILP).

6. Typical Lighting Class Selection in York

6.1 Generally new schemes should follow the guidance given within BS5489-1 :2013. All Schemes should take advantage of the ability to vary levels and classifications to reflect the requirements at any particular time.

6.2 For consideration in residential areas the typical height for columns should be taken as 6m and the light source LED. As such classifications should be taken from tables A.5 or A.6 of the standard utilising “P” classifications. Typically the majority of suburban residential streets will be P4 dropping to P5 between midnight and 6 AM.

6.3 Traffic routes should be lit by the luminance method and governed by the levels set out in BS5489- 1 :2013 tables A.2 and A.3 with the vast majority of areas falling within table A.3. It is anticipated that at peak times most major traffic routes will exceed 65% capacity in the city and fall within the M3 classification. On traffic routes it is advisable to consider the use of variable lighting levels however in some very central areas this may not be possible e.g. sections of Bootham, Gillygate, Blossom Street. Advice should be sought from the lighting team for suggested levels required.

6.4 Conflict Areas likewise are to be dictated by table A.4 of BS5489 with particular emphasis on exceeding the 0.4 U_0 minimum. **6.5 Other Areas**

6.6 Other specific areas to be lit within the public realm should follow the guidance given within BS5489, however particular emphasis should be made to improve on uniformity levels set. For example in public car parks the average luminance would be expected of 20 lux and a minimum uniformity should exceed 0.25. The authority would consider the requirements to be able to recognise objects both in and out of vehicles along with reducing crime and the fear of crime for the U_0 levels to exceed 0.4.

7. Appendix 2

Standard Maintenance Range of Associated Street Lighting Equipment

Item	Model
Column & Paint system	Galvanised steel or aluminium to EN40 medium grade with Permoglaze PPA 571 Gloss Colour Black RAL 9005 (30 Year Life) and a minimum G2 root coat spec.
Illuminated Traffic Bollards	Solarbol
Illuminated Traffic Signs	Delta(LED) or LUA LED
	Retro fit LED lamp.
Zebra Crossing Beacon	3 white/black bands with, yellow globe with Led flash, post 3.1m height above ground level with planted foundation.
Centre Island Beacon	2 white/black bands, opal LED globe, post Hinged 4.7m length, 3.8m height above ground level with planted foundation.
Feeder Pillars	Pillar with Tri-head Screw
Photo Cell	SS3 35/18 one part PECU mounted in Nema socket
Cut Outs	DPI with BS 88 Fuse(s). Cut out to be rated up to 32A
Underground Cable	XLPE / SWA / PVC 3 Core Copper Cable

7.1 Standard Range of Design and New Scheme Lanterns

7.2 Further to the above-

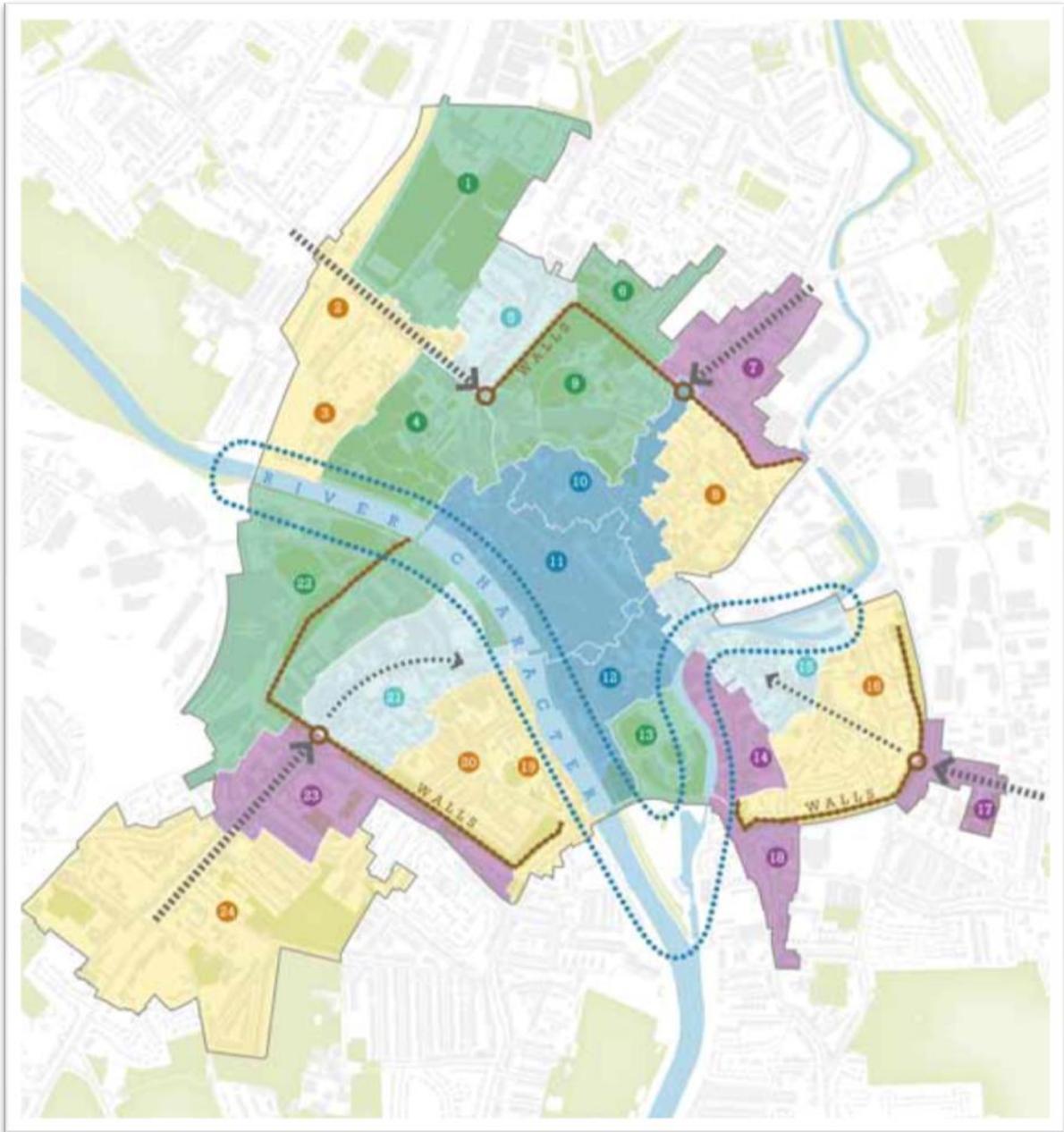
7.3 All columns are to be secondary Isolated with the 32 A isolator rated at IP33 with a 4 A BS88 MD fuse. Lanterns are to be pre-wired 1.5mm t&e cable or flex to BS 6004 to the DPI. Between the DNO cut out and the DPI the cable is to be 2.5mm single and an earthing block supplied separate with a “safety electrical connection” tag. Earth bonding is to be 6mm green and yellow.

7.4 On section 38/ 278 developments/schemes where underground DNO cables are required to be installed in ducting to the required locations the ducting must be black as per DNO specification.

7.5 If any street lighting is to be cabled privately due to any constraints of locations, the cables must be SWA XLPE and in Orange ducting as per street lighting requirements. This scenario should only be undertaken when DNO services cannot be achieved and must be authorised by City of York council street lighting department.

7.6 The above lists are not exhaustive and alternatives that meet or exceed the current standard of equipment may be used upon agreement with the street lighting team. Discussions should be sought prior to design and installation with agreements on materials potentially negating part of the requirements for commuted sums.

8. Appendix 3 York Central Historic Core/ Conservation Area



Street Listing

Bootham Park Hospital	Minster Precinct
Bootham	The Medieval Streets
Marygate	Central Shopping Area
Museum Gardens & Exhibition Square	King's Staith & Coppergate Centre
Gillygate	Castle
Lord Mayor's Walk	Piccadilly
Aldwark	Fossgate & Walmgate
Monkgate	Outer Walmgate
Bishophill	Walmgate Bar

Micklegate Railway Area The Mount	Fishergate Queen's Staith & Skeldergate Blossom Street & Nunnery Lane
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**Decision Session – Executive Member for
Transport & Planning**

15 November 2018

Report of the Corporate Director of Economy and Place

Haxby Pedestrian Crossing Assessment Results and Proposals**Summary**

1. This report publishes the results of recent pedestrian crossing assessments undertaken on both York Road and Greenshaw Drive in Haxby. The report discusses potential options, based on the outcome of the assessments, to improve crossing facilities on these two roads and puts forward a course of action for each site.

Recommendations

2. The Executive Member is asked to:
 - 1) Option 1 - Acknowledge the outcome of the crossing assessments on the two roads and approve the proposed course of action for each site.

Reason: To understand the processes which officers have gone through to assess each site and the reasoning behind the proposed improvements. Approval of the action plans will enable further work to be undertaken where necessary to draw up a scheme for each site and to undertake consultation on the proposals.

Background

Greenshaw Drive

3. In July 2016, Haxby & Wigginton Ward Members put forward a scheme request, to be funded from their delegated ward highways budget, to provide a formal pedestrian crossing on Greenshaw Drive. This crossing was to be located somewhere in the vicinity of the junction with Kirkcroft. The scheme request followed requests from elderly residents in the Kirkcroft area raising concerns that they struggled to cross the road safely to gain access to the main shopping area in Haxby. Upon receipt of the scheme request, officers commissioned speed, vehicle flow and

pedestrian crossing surveys to enable an assessment to be undertaken to determine whether a crossing could be justified in this area, where one could be located and what type of crossing improvement would be the most appropriate. The surveys were undertaken in October / November 2016 and the results of the assessment reported back to the Ward Members in December 2016. The assessment report is attached as a background paper.

4. The assessment was done in accordance with the council's Crossing Request Evaluation procedures which were approved at an Executive Member Decision Session (EMDS) in August 2016. That report is also attached as a background paper for reference.
5. The assessment report does not support the provision of formal crossing facilities due to there being a combination of too few people crossing and too few vehicles travelling along Greenshaw Drive.
6. The following pedestrian crossing improvements are available to local authorities:

Formal Crossing Facilities
Puffin Crossing (formerly Pelican)
Zebra Crossing
Informal Crossing Facilities
Central Refuges
Pavement Build-outs
Dropped Kerbs

7. To determine the most appropriate type of crossing for a particular site a value is calculated which takes into consideration, pedestrian flows (including the type of pedestrian), vehicle flows (including vehicle type), traffic speed, crossing delay, casualty records, road width and proximity to pedestrian trip attractors. This value is referred to as the modified PV² value. To justify the installation of various types of formal crossing facility the modified PV² values below would typically be required.

Type of Crossing Facility	Modified PV ² value
Puffin Crossing	>1 x 10 ⁸
Zebra Crossing	>1 x 10 ⁸
Central Refuge	>0.5 x 10 ⁸
Kerb Build-out	>0.5 x 10 ⁸
Dropped Kerbs	<0.5 x 10 ⁸

8. The Greenshaw Drive site produced a modified PV² value of 0.02 x 10⁸. Based on these results, the proposed solution put forward was to install

of a pair of dropped kerbs. Dropping the kerbs either side of the carriageway can help people who currently struggle to cross using the existing full-height kerbs such as less mobile people who may find stepping up and down kerbs difficult, people with shopping trolleys and wheelchair or mobility scooter users.

9. Since the assessment report was produced further discussions have taken place between officers and members to discuss the assessment procedures and the reasoning behind not recommending formal crossing facilities.
10. Shortly after the last meeting officers were asked to investigate whether there may be an alternative location on Greenshaw Drive where a formal crossing could be installed. Whilst there is a location where a crossing could physically fit just east of Ruddings Close this location will also not have sufficient flows of pedestrians and vehicles to justify anything other than dropped kerbs. There are already a pair of dropped present at this location. A plan showing the original requested location and alternative is attached as Annex A.
11. The proposed course of action for this road is to install a pair of dropped kerbs in the vicinity of the pair of bus stops between the Kirkcroft and Sandyland junctions.

York Road

12. A 1052 signature petition was submitted to the Council by Haxby residents in March 2018. The petition requested improved crossing facilities for pedestrians on the section of York Road between Holly Tree Lane and South Lane. This petition was reported to an EMDS in May 2018. The report is attached as a background paper. The petition requested the provision of a formal crossing on the grounds that there was currently no crossing facility anywhere between the roundabout at the junction with The Village and the mini-roundabout at the Eastfield Avenue junction. Residents felt a crossing was needed due to the fact that many people, including children and older people, need to cross the road to gain access to various facilities either side of York Road including schools, shops, leisure facilities and bus stops.
13. The recommendation of the Executive Member was that officers should undertake an investigation to determine whether crossing improvements were justified, where they could be located and what type of improvements may be appropriate.
14. Officers commissioned the appropriate surveys and undertook an assessment of this section of York Road to calculate the modified PV^2 value and thus determine whether crossing improvements were justified and where.

15. It is unusual to undertake a pedestrian crossing assessment over such a long stretch of road therefore the assessment was broken down into distinct zones as detailed below, this better represents how far users would realistically divert off their desire line to cross a road if a facility were provided:

- a) Just south of Holly Tree Lane to just north of southern city-bound bus stop
- b) Just north of southern city-bound bus stop to just south of northern Haxby-bound bus stop
- c) Just south of northern Haxby-bound stop to just north of Calf Close
- d) Just north of Calf Close to South Lane

A plan showing the stretch of road and location of the zones is attached as Annex B.

16. The absolute number of pedestrians observed crossing in each of the zones during the 12 hour survey are listed below.

Zone	East to West	West to East	Total
A	33	52	85
B	7	5	12
C	13	50	63
D	50	47	97
Grand Total	103	154	257

17. Factoring the pedestrian flows up to take into consideration the potential vulnerability of those pedestrians this gives revised figures as below.

Zone	East to West	West to East	Total
A	110	160	270
B	13	9	22
C	29	155	184
D	125	139	264
Grand Total	277	463	740

18. Although, when taking into consideration absolute numbers, there were a slightly larger number of pedestrians crossing in zone D than zone A, this switches round when taking into consideration the vulnerability of those who were crossing and zone A becomes the highest scoring sector. Within zone A the highest proportion of pedestrians crossed between the Holly Tree Lane junction and the southern city-bound bus stop.

19. Using the same assessment criteria as used for Greenshaw Drive the modified PV² values were calculated for each of the above zones, these are listed below.

Zone	Modified PV ² value
A	0.343 x 10 ⁸
B	0.028 x 10 ⁸
C	0.142 x 10 ⁸
D	0.447 x 10 ⁸

20. There are clear distinctions between zones A and D in terms of the peak hourly periods which were used to calculate the PV² value. Sector A had three peak hours which correspond to school start and finish times (8am to 9am and 3pm to 4pm) and the 5pm to 6pm evening rush hour. Sector D had its three peak hours running consecutively from 4pm to 7pm so would appear to be more related to homeward, leisure or shopping journeys.
21. Clearly there are two zones where crossing facilities of some form may be justifiable, however, these are still below the threshold mentioned previously in paragraph 7.
22. Given the huge level of support for provision of a crossing it is proposed to undertake more detailed feasibility work to assess whether a crossing could physically be accommodated in the area with the highest factored flow and whether such a crossing can be supported given the below-threshold modified PV² value. The outcome of the feasibility work will be brought back to a future decision session where a proposed solution will be put forward and the relevant permissions will be sought if any parking restrictions are required to accommodate the proposed measures.

Consultation

23. Ward members, party Transport spokespeople and relevant council officers were sent a copy of the report for them to provide any comments. To date no responses have been received.

Options

24. There are two options available to the Executive Member:

Option 1 : Acknowledge the results of the assessments and approve the proposed course of action for each of the sites.

Option 2 : Acknowledge the results of the assessments but reject the proposed course of action for each site.

Analysis

25. Option 1 : The advantage of this option is that it puts forward a course of action for each site which is appropriate to the conditions bearing in mind nationally-adopted best practice guidelines. The proposal to undertake further feasibility on the York Road site will enable more in-depth work to be undertaken which will help the Executive Member to make a more informed decision at a future decision session. The disadvantage of this option is that it will delay any facilities being installed along York Road.
26. Option 2 : The advantage of this option is that it will have no impact on budgets other than the cost of the staff time to undertake the site assessments. The disadvantage of this option is that it will not improve crossing facilities for residents of Haxby.

Council Plan

27. The recommendations of this report contribute to the 3 priorities in the Council Plan as follows:
28. A prosperous city for all
 - Efficient and affordable transport links enable residents and businesses to access key services and opportunities – the access routes to the shops, schools, park, bus stops and other services will be improved. This will encourage more people to walk which is the most affordable mode of transport.
 - Environmental Sustainability underpins everything we do – walking is the most sustainable form of transport and has the least impact on the environment.
29. A focus on frontline services
 - All York's residents live and thrive in a city which allows them to contribute fully to their communities and neighbourhoods – improved links for pedestrians, especially near schools, shops and other community facilities help residents to get the most out of the area in which they live and study and can help to reduce social isolation.
 - All children and adults are listened to, and their opinions considered – the crossing requests have been submitted primarily by residents from Haxby and Wigginton, by considering the requests and petition and by suggesting a way forward we are listening to their views.
 - Everyone has access to opportunities regardless of their background – walking is a form of transport which is accessible irrespective of one's background.

- Every child has the opportunity to get the best possible start in life – walking to school has multiple benefits to children both in terms of health and social cohesion
- Residents are encouraged and supported to live healthily – walking is the one of the healthiest forms of transport.
- Residents are protected from harm, with a low risk of crime – pedestrian crossing improvements will help children and adults reduce crossing risk and in the case of York Road may help better enforce the speed limit along this section of road.

30. A council that listens to residents

- Focus on the delivery of frontline services for residents and the protection of community facilities – the recommendations show a willingness to listen to residents' requests and help children access education safely and other residents to access shops and community facilities more easily.

Implications

31. The implications of the measures recommended in the report are listed below:

- **Financial** – There will be costs associated with the dropped kerbs proposed for implementation on Greenshaw Drive and fees and implementation costs associated with whatever measures are ultimately proposed for York Road. Some funding may be provided from the ward's highways budget to pay for some of the measures, the remainder of the funding would need to be allocated from the council's Transport Capital Programme.
- **Human Resources (HR)** – There are no HR implications
- **One Planet Council / Equalities** – Pedestrian crossing improvements will help groups who may currently struggle to get across Greenshaw Drive and York Road. Encouragement of residents to walk will help contribute towards the council's sustainability goals.
- **Legal** – There are no legal implications other than potential future amendments to the York Road Traffic Regulation Order.
- **Crime and Disorder** – There are no Crime and Disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications

Risk Management

32. In compliance with the Council's risk management strategy, no significant risks associated with the recommendations in this report have been identified.

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James Gilchrist
Assistant Director – Transport, Highways &
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Report
Approved



Date 5 November 2018

Wards Affected: Haxby & Wigginton

All

For further information please contact the author of the report

Background Papers:

- EMDS Report – Pedestrian Crossing Request Evaluation and Prioritisation Methodology, 11 August 2016.
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9476&Ver=4>
- Pedestrian Crossing Feasibility, Greenshaw Drive, Haxby (Dec 2016)
- EMDS Report – York Road, Haxby Pedestrian Crossing Petition, 17 May 2018
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9879&Ver=4>

Annexes

Annex A – Plan showing Greenshaw Drive crossing assessment locations

Annex B – Plan showing York Road with zones used for assessment

Abbreviations

EMDS – Executive Member Decision Session

DfT – Department for Transport

ANNEX A: Greenshaw Drive Crossing Sites



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ANNEX B : York Rd Ped Crossing Zones



Date: 05 Nov 2018

Author: City of York Council

Scale: 1:4,000



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

15 November 2018

Report of the Corporate Director of Economy and Place

Streetworks Permit**Summary**

1. The purpose of this report is to seek approval from the Executive Member to commence a piece of work which will consider the implications of introducing a Permit Scheme (PS), to govern all utility and highway works activities within the authority's highway network.
2. To advise of a letter received in August from the Minister for Transport, Chris Grayling.
3. This report includes background on the current situation and a suggested way forward with a breakdown of the work stages, timelines and initial costings.

Recommendations

4. It is recommended that the Executive Member approves:
 - a) The commencement of feasibility work to look at scheme development and cost benefit analysis (work stages 1 and 2).
 - b) The procurement of such works through the NYCC Services Framework
 - c) The funding of feasibility work from transport budgets. This costs approximately £41,300.
 - d) That a further report will be presented to the Executive following completion of work stages 1 & 2.

Reason: To respond positively to the letter received from the Minister for Transport, Chris Grayling, which sought that all local highway authorities now pursue the implementation of a Permit Scheme within their respective boundaries.

To ensure that the local highway authority continues to fulfil its statutory duties under the New Roads and Streetworks Act 1991 (NRSWA) and Traffic Management Act 1994 (TMA).

Background

5. Under section 59 of NRSWA, a street authority has a duty to effectively manage and coordinate all road and street works, and other activities, on their network.
6. City of York Council (CYC), currently funds the management of street works coordination from internal budgets, including income generated in relation to penalties generated from utility works. While the NRSWA is the primary legislation governing street works it has been augmented by Part 3 of TMA, providing the option for an authority to operate a 'permit scheme', which charges for the network management and coordination service provided.
7. Permit Schemes (PS) require both statutory undertakers and the authorities own direct highway services to apply to book road space for their activities rather than notify the authority when they want to work. Permit applications can be refused (by the permit authority), meaning that the process is more proactive than the existing notification system (by which the utility company serves notices of its intention to work). Statutory Undertakers are charged a reasonable fee and this is calculated to recover all the time and overhead costs associated with the management of the permit, up to a maximum level set by the Department for Transport (DfT). Authorities not implementing a permitting scheme are still required to maintain a register of these activities and have a legal duty to coordinate (the Network Management Duty), but are not able to charge for the costs of providing this service.
8. In August this year Chris Grayling, the Minister for Transport, wrote to all local authorities to recommend permitting and after research published by the government in June suggested permits helped drive down the duration of work. The letter indicated that Local Authorities should consider the introduction of a Permit Scheme by March 2019.
9. With the exception of A64, as the highway authority, CYC are responsible for all publicly maintainable roads and footways within the authority's area, and for the management, maintenance and improvement of the highway network. Whilst the TMA has imposed

many duties upon highway authorities, it has provided significant tools to allow the effective co-ordination of street works and has enhanced current NRSWA powers giving greater control of their network.

10. Within the region, there are nine local authorities operating under a Yorkshire Common Permit Scheme (YCPS), Barnsley, Leeds, Kirklees, Doncaster, Rotherham, Sheffield, Bradford, Calderdale and Wakefield. North Yorkshire County Council introduced its own (NYoPS) in October 2017. It is understood that East Riding of Yorkshire Council and Hull City Council are progressing towards scheme introductions.
11. It is recommended that CYC in considering the decision to transition into permitting; reviews a range of options including the potential to use the North Yorkshire Permit Scheme (NYoPS) or YCPS, as a 'template' or designing and writing it's own bespoke scheme.

Summary of benefits

12. Typically, permit schemes can expect to deliver the following benefits:
 - Improvements in coordination: permits provide an environment to help CYC meet its Network Management Duty and to improve communication channels both within the industry and the wider users of CYC's network.
 - Less disruption on the network: permits support CYC in minimising disruption and inconvenience across the network. The DfT estimates a minimum of 5% reduction in works through encouraging good practices, mutual and collaborative working arrangements and a focus on getting it right the first time.
 - Permit income: money received from permits can go directly to operation of the scheme, for instance as staff, IT, monitoring, co-ordination and training. These costs are currently borne by CYC.
 - Safety on sites: permits encourage a greater emphasis on safety through an enhanced site inspection regime. Site safety includes for site operatives and all road users, with special emphasis on the more vulnerable.
 - Improved working practices: permits encourage a sharing of knowledge and methodology across the industries working within CYC and wider environs and an emphasis on the need to minimise damage to the structure of the highway and the apparatus contained within the road.

- Parity: permits require all activities to be covered by the scheme and works promoters to be treated on an equal basis, which will drive improvements from CYC's own contractors.
- Permit conditions: permits will allow CYC to control highway activities more rigidly through permit conditions which are applied to the permits issued. These can be enforced with the use of fixed penalty notices.
- Catalyst for change: operating a permit scheme can drive changes within a number of areas, including street works, development control, highways maintenance and will be a strong driver for a culture change within utility companies and their contractors.

Preparation of a Permit Scheme

13. Implementing a permit scheme requires significant development. Utilising the NYCC Framework, officers have met with the framework consultant WSP who have assisted a number of local authorities to prepare and put in place a PS. WSP have submitted a proposal which sets out the recommended requirements (statutory and otherwise).
14. The scope of the proposal includes:
 - Design of permit scheme; building the scheme document to ensure CYC's key objectives are met and that they support their Transport Strategy, preparation of all the documentation that needs to be submitted to DfT, compiling a Cost Benefit Analysis, production of a consultation document and collating the responses to the consultation and amendments to the scheme itself as a consequence.
 - Support during implementation, including IT system health check and support, training for all staff as required, assisting with a restructure based on technical review of the current service and an understanding of how a successful permit scheme and network coordination should happen, development of business processes and procedures and hand-on 'user guides', assistance with recruitment and support to ensure the change over to permits takes place smoothly.

Methodology

15. The design of a permit scheme is based upon the statutory regulations and the guidance from DfT and HAUC, however within this framework

the DfT allows scope for CYC to use its local agenda to ensure the scheme design suits its own objectives.

16. There are four stages in the implementation of a permit scheme, namely:
 - i. Permit Scheme preparation, which includes the scheme document and the 'application pack' ;
 - ii. Cost/benefit analysis – this will be carried out in parallel with stage 1 and is based on network modelling;
 - iii. Statutory Consultation with stakeholders including DfT , Statutory Undertakers and others; and
 - iv. Implementation, which includes systems testing, training of staff and development of a new structure and business processes.
17. In addition, a period of on-site support is strongly recommend with the new coordination teams at go-live to assist with the initial transitional phase and bedding in of new processes.
18. The first 2 stages proposed to be undertaken prior to a further decision by the Council to consult on a scheme are described in the section below.

Scheme Development

19. The initial tasks involve providing a full explanation and review of existing comparable schemes, envisaged to include that operated by NYCC (NYoP scheme), YCPS (9 Yorkshire Council's) and additionally examples of permit schemes from other authorities with similar sized highway networks having a combination of compact city centre, together with dense urban, suburban and rural areas. As well as a discussion of the key elements of a permit scheme operation and consideration of the issues around implementation.
20. To operate a successful scheme, the local street gazetteer needs to be up-to-date, in particular the designations of streets as Traffic Sensitive (TS) and the correct reinstatement categories applied. These will dictate the upper charge band for permits and it is vital to ensuring the wider success of the scheme in terms of the network management. A full review of the gazetteer, the Associated Street Data and provide an appraisal of whether there is scope to adjust the TS streets will be undertaken in order to optimise the fee profile and ensure a rigorous network management policy is available.

21. The DfT permit scheme matrix is used to identify fee levels and staffing based on current noticing practices and forecast permit levels. The scheme development depends on completion and analysis of the DfT permit scheme matrix in line with the statutory guidance on permit fees.
22. Completing this will require a detailed analysis of how CYC undertakes its NRSWA function at the current time. These will both feedback into the development of a permit fee profile and to some extent dictate the future structure of the network management team.
23. The CYC permit scheme document sets out the regulatory and operational detail. It also presents a statement of the objectives of the scheme and how CYC will monitor and quantify the outcomes of the scheme delivery.
24. It is recommended that during this development period, CYC provides opportunities for all staff, senior management teams, Members and other stakeholders (which might include highway authority contractors and Statutory Undertakers) to attend a briefing presentation which sets out the background to permits and the key concepts and differences (changes) that it will entail.
25. It is anticipated that it will take a minimum of two months to complete this work stage.

Cost Benefit Analysis

26. This provides an overview of the costs and benefits (whether financial or not) that the permit authority anticipates will result from the permit scheme. This should tie into the permit fee matrix as well as the local transport plan where applicable and should also include traffic modelling data to assess the benefits of the scheme. The DfT guidance requires that Queues and Delays at Road works model (QUADRO) or other modelling appraisal programmes be used to assess the benefits of permit schemes to the level required for public consultation.
27. QUADRO is a DfT supported economic appraisal computer program used to assess 'whole life' road user costs as a result of road works on highway links. QUADRO is a powerful assessment tool and was developed to assess road works in a rural environment, where works

take place on links between junctions and diversion routes to be used are obvious and few. It is also used to assess road user costs at road works on motorways and all-purpose roads carrying high flows. In urban areas, delays to traffic resulting from road works can also sometimes be computed by using congested assignment packages (e.g. SATURN) together with the economic appraisal program, TUBA.

28. A large extract of data is required from the Street Works Register (SWR) which CYC will need to provide in a certain format to aid the data analysis. The main inputs for QUADRO are details of the works (location, timings, TM layout, works speed limit, road works schedule, diversion routes etc.). Additionally, CYC will need to provide traffic data (classified count data and long-term count data on the main line and diversion routes).
29. The outputs from QUADRO are forecast delays/speeds during the works, amount of traffic forecast to divert and road user costs (due to delay, extra vehicle operating costs and accidents - user costs are discounted to 2010 in the newly released version).
30. This process is expected to take approximately two months and will be done in parallel with work stage 1, as several elements cross over between the two stages. This relies on the provision of the required data from CYC's network and traffic teams and the works data from the SWR.

Council Plan

31. This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles the Council champions:
 - A prosperous City for All
 - A focus on frontline services

Implications

Legal	The report responds to the council's statutory duties with regards to the management and efficient use of the highway network, as regulated through the New Roads and Streetworks Act 1991 and Traffic Management Act 2004.
Financial	The implementation of a Permitting Scheme, makes

	<p>provision for it being an invest to save process. The initial costs involved in considering the options and type of a permit scheme including those associated with actual implementation can be subsequently recovered through the new fee charging matrix introduced.</p> <p>The feasibility and cost benefit work to be undertaken by consultants appointed through the NYCC framework, is estimated at £42,000. As the permit income is unconfirmed at this stage this will be funded from existing Streetworks allocations within the Transport Service budget.</p>
Human Resources	n/a.
Crime and Disorder	There are no crime and disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no property implications
Property	There are no property implications

Risk Management

32. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report. The study will determine the scope of a proposed scheme which will be presented to Members for final decision on implementation.

Contact

Details:

Author

Richard Bogg
Traffic & Highway Development Manager
Tel No. (01904) 551426

Chief Officer responsible for the report:

James Gilchrist Assistant Director
Transport, Highways &
Environment

**Report
Approved**

Date 05.11.18

Wards Affected:

All

For further information please contact the author of the report

Specialist Implication Officer:

Financial: Patrick Looker, Finance Officer, 01904 551633

Abbreviations

CYC - City of York Council

DfT - Department for Transport

NYoPS - North Yorkshire Permit Scheme

NRSWA - New Roads and Streetworks Act 1991

NYCC – North Yorkshire County Council

PS - Permit Scheme

QUADRO - Queues and Delays at Road

SWR - Street Works Register

TMA – Traffic Management Act 1994

TS - Traffic Sensitive

YCPS - Yorkshire Common Permit Scheme

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

15 November 2018

Report of the Corporate Director of Economy and Place

Walmgate Bar Traffic Signal Refurbishment**Summary**

1. The traffic signalling equipment at this junction is life expired and has become difficult and costly to maintain, it needs to be replaced.
2. The signalling equipment at this junction is in very poor condition and is at risk of irreparable failure which would result in a significant period of time without signal operation.
3. The TSAR (Traffic Signal Asset Renewal) programme is addressing the issue of life expired traffic signal assets across the city. Walmgate Bar is now the highest priority for renewal.
4. Although the primary aim of TSAR is to replace life-expired assets, carrying out this work means the Authority is required to also consider bringing the junction up to current standards in terms of safety and junction geometry.
5. Due to necessary minor changes to improve compliance, a decision is required to approve the alterations.

Recommendations

6. The Executive Member is asked to approve Option 1.

Reason: To mitigate the risk of failure of the junctions signal equipment.

Background

7. A report was brought to the Executive Member for Transport and Planning on 12 November 2015 to seek approval to undertake the 5-year

'TSAR' (Traffic Signal Asset Renewal) programme.

8. To date, through the TSAR programme 19 sets of signals have been refurbished. These have been prioritised in order of condition and liability to failure. Availability of road space also dictated the order in which schemes were constructed. Walmgate Bar is now the clear leader in terms of priority junctions to refurbish.
9. Maintenance Engineers have informed the Authority that the junction is liable to imminent failure due to its condition. Additionally, the condition of the junction means that when it does fail it may not be possible to repair it and bring it back into operation.

Consultation

10. The scope of the works included within this proposal are relatively minor and in normal circumstances would not require an executive decision for approval, or an external consultation.
11. However, due to the sensitivity of the location a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
12. Annex A shows the distribution of the consultation and the consultation content.
13. Annex D highlights key feedback items drawn from the consultation responses

Progress since the consultation

14. The drawing that was sent out for consultation is shown in Annex C. A minor change has been made to the proposed preliminary design since consultation.
15. It is no longer proposed to make alterations to the cycle facility within the bar walls. Initially it was thought that there was an outstanding safety issue in this location that needed addressing. Further safety assessment work has determined that in fact the accident record at this location is good and no remedial work is required.
16. Due to the minor nature of this change since consultation, a further round of consultation is not seen as being of benefit.

Options

17. The following options are available:
18. Option 1 – Approve the proposed preliminary junction layout shown in Annex B
19. Option 2 – Do not approve the proposed junction layout

Analysis

Option 1

Decision

20. Approving this Option will result in progressing the proposed preliminary design to the detailed design stage and on to construction, with no further Executive Member decision required.

Description of changes

21. A drawing showing the proposed changes is included in Annex B. These changes consist:
22. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors, pedestrian indicators, communications and ducting.
23. Widening of all pedestrian crossings.
24. Realignment of the pedestrian crossing over Foss Islands Road.
25. Widening and lengthening of the pedestrian islands on Lawrence Street and Barbican Road.
26. Extension of the ASL on Foss Islands Road.
27. Widening of the cycle lane on Lawrence Street.
28. Introduction of an advance cycle start facility on the Walmgate approach to the junction.

Reasoning

29. Replacement of the traffic signalling technology is the primary purpose for this scheme. The reason is to ensure that the junction remains operable and maintainable.
30. Widening of the pedestrian crossings is necessary to bring the pedestrian facilities in line with current guidance and standards.
31. Realigning the pedestrian crossing on Foss Islands Road is necessary to bring the facility up to current guidance and standards. Pedestrian crossings should be perpendicular to the kerbline to assist visually impaired users. Additionally, the waiting area on the east side of the crossing was too small. Although the new alignment brings the crossing away from the pedestrian desire line for some users, overall this is seen as an improved arrangement.
32. Enlarging the pedestrian islands is necessary to bring the pedestrian facilities in line with current guidance and standards.
33. Extending the existing ASL on Foss Islands Road has been identified as an 'easy win' that improves usability of the junction for cyclists without any significant detriment. The cost and impact of implementation is also minor.
34. Widening the cycle lane on Lawrence Street is necessary to bring the facility in line with current guidance and standards. The existing layout is too narrow and represents a safety risk to users. There is sufficient road space available to widen this facility without any significant disbenefits.
35. The Walmgate approach to the junction has been identified as an approach that is suitable for the introduction of an advanced cycle signal. This is seen as another 'easy win' due to the fact that the signalling equipment is being replaced anyway and this is an inexpensive addition that provides benefits for users.

Impact on vehicular traffic

36. This option has no significant impact upon journey times or delays for vehicular traffic.
37. Introduction of an advanced cycle signal, widening of a cycle lane and extension of an ASL are seen as positive changes for cyclists that have no significant drawback.

Impact on pedestrians

38. Widening the pedestrian crossings and enlarging the islands is seen as an improvement to the pedestrian facilities as users will have more room to navigate the junction. This will be especially beneficial for users of prams, wheelchairs and mobility scooters.
39. The realigned pedestrian crossing provides an improved waiting area, however it takes the crossing away from the pedestrian desire line for some users. Overall this is seen as a minor improvement.

Safety Considerations

40. The new traffic signalling technology that will be introduced will improve pedestrian safety. Near-side pedestrian indicators are associated with a reduced accident rate.
41. An independent Safety Assessment has been carried out on the preliminary design attached. It highlighted some minor points that will be adequately resolved during the detailed design stage.
42. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Conservation

43. The CYC Design and Sustainability Manager and York Archaeological Trust have been engaged throughout the process and no significant issues have been identified. These teams will continue to be engaged throughout the detailed design stage and construction.

Other Options Already Discounted

44. In addition to the consultation responses that were considered in Annex D, the design team has also pursued and ruled out various other solutions that are not deemed suitable for presentation to an Executive Member decision session. This is a brief summary of those discounted ideas.
45. Discounted Option A – Changing the lane assignment on the Foss Islands Road approach to the junction, such that the first lane becomes

left only. This layout is shown in Annex E.

46. This option allowed wider pedestrian islands, however it was discounted because it had significant impacts upon delay, and because a safety assessment suggested that vehicles would likely travel straight ahead from the left lane anyway, causing a safety risk.
47. Discounted Option B – This option explored widening the carriageway to allow a wider pedestrian island. This layout is shown in Annex F.
48. This option was discounted because the costs of diverting utilities in the footway was prohibitively expensive
49. Discounted Option C – This option installation of a straight across crossing on the southern arm of the junction in replacement of the current pedestrian island. This layout is shown in Annex G
50. This option was discounted because it significantly increased delays, whilst not actually improving pedestrian safety, in the view of the safety assessment.
51. Discounted Option D – This option was an evolution of Discounted Option C that attempted to resolve the congestion and safety issues by introducing an internal stop line, similar to junctions that might be seen in larger cities like Leeds and Manchester. This layout is shown in Annex H.
52. This option was discounted based on advice of the safety review, which deemed the solution to have serious safety issues.

Council Plan

53. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

Implications

54. **Financial**
Delivery of the TSAR programme of works is ahead of schedule and the funds available for the 18/19 financial year have already been committed on schemes completed earlier in the year.

55. To fund this scheme, it is proposed that monies are brought forward from future years TSAR budgets. Specifically, this will be from a CRAM bid amount that is currently pending approval. If this funding is not forthcoming then the funding will be brought forward from the 19/20 LTP fund.
56. **Human Resources**
There are no HR implications
57. **One Planet Council / Equalities**
All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.
58. **Legal**
There are no legal implications.
59. **Crime and Disorder**
There are no Crime and Disorder implications.
60. **Information Technology**
The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.
61. **Property**
There are no property implications
62. **Other**
Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be give to affected parties.

Risk Management

63. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

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Smart Transport Programme
Manager
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01904 551 652

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director – Transport, Highways
and Environment

Report
Approved

Date 07.11.18

Wards Affected: List wards or tick box to indicate all

All

Guildhall Ward
Fishergate Ward

For further information please contact the author of the report

Background Papers:

[Executive Member Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015](#)

Annexes

Annex A – Consultation Distribution List
Annex B – Proposed Preliminary Design Layout
Annex C – Layout included in Consultation (superceded by Annex B)
Annex D – Summary of key consultation responses
Annex E – Discounted Option A
Annex F – Discounted Option B
Annex G – Discounted Option C
Annex H – Discounted Option D

Abbreviations

TSAR – Traffic Signal Asset Renewal
ASL – Advanced Stop Line

Annex A - TSAR – Walmgate Bar - External Consultation List

This list shows the extents of the external consultation undertaken for the Walmgate Bar TSAR scheme. In many cases more than one individual from the stated organisation was contacted.

Age UK York
First Group
Yorkshire Ambulance Service
York Archaeological Trust
Connexions Buses
Transdev
York Civic Trust
York Blind and Partially Sighted Society
Arriva
Harrogate Coach
Visit York
Stephensons of Easingwold
Cycling UK
York Cycle Campaign
North Yorkshire Police
York Pullman Buses
Traffic Link
Road Haulage Association
North Yorkshire Fire Service
East Yorkshire Motor Services
TrafficMaster
The Ghost Bus Tours
Walk Cycle Life
York Bike Belles
York People First
York's Walk Cycle Forum

A copy of the consultation text is included below. The drawing referred to in this consultation can be found in Annex C. Note that this is not identical to the drawing that is being proposed at this decision session. Refer to the report for further details.

Dear Consultees,

Please find attached the preliminary design drawings for the proposed Traffic Signal Asset Renewal (TSAR) scheme at:

- Walmgate / Lawrence Street / Barbican Road / Foss Island Road (Walmgate Bar)

This is one of the largest TSAR schemes we will be undertaking and, although we will look to minimise disruption as much as possible, it is likely that significant delay to uses of the junction will occur during the construction works.

We are looking to construct these changes during January / February 2019 subject to approval. These proposal will be put to the November 2017 Executive Member Decision Session for consideration.

The main changes that we are proposing are as follows:

- Full refurbishment of the traffic signal equipment and ducting networks. This will include updating pedestrian equipment to Puffin style near sided red / green man displays.
- Bringing pedestrian crossing facilities up to standard over Barbican Road by:
 - Widening the pedestrian island to absolute minimum standard of 2.5m from 2.2m
 - Widening the pedestrian crossing widths to the required standard width of 2.7m from 1.8m
- Bringing pedestrian crossing facilities up to standard over Lawrence Street by:
 - Widening the pedestrian island to the required standard width of 3.0m over Lawrence Street from 2.2m
 - Widening the pedestrian crossing widths to the required standard width of 2.7m from 1.8m
- Increasing the width of the central cycle lane on Lawrence Street to the required guidance width of 2.0m from 1.0m
- Reducing the general traffic lane widths on Lawrence Street to 3.2m from 4.2m
- Bring pedestrian crossing facilities to standard and realign the crossing over Foss Island Road
- Amendment to the cyclist Advanced Stopline on Foss Island Road to increase its size and allow cyclists to be ahead of the traffic
- Early start cycle facilities coming out of Walmgate using Low Level Cycle Signal (LLCS) – similar to those used at North Street /Skeldergate junction.

- Changes to the public realm area on the inside of the walls at Walmgate Bar to better alert pedestrians, especially those with visual impairments, to the presence of cyclists. This will be achieved through use of hazard tactile paving. Road markings will be amended to provide cyclists with a clearer exit onto the carriageway at this point also.

I would appreciate if you could review the drawing attached and provide me (copying in the TSAR mailbox) with a written response by **Friday 19th October 2018**. If you have any questions on the proposals please feel free to ring me prior to responding formally.

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NOTES

- DO NOT SCALE FROM THIS DRAWING
- FULL REFURBISHMENT OF THE TRAFFIC SIGNAL EQUIPMENT AND DUCTING NETWORKS. THIS WILL INCLUDE UPDATING PEDESTRIAN EQUIPMENT TO PUFFIN STYLE NEAR SIDED RED / GREEN MAN DISPLAYS.

KEY

- MARKINGS TO BE INSTALLED
- EXISTING ROAD MARKINGS
- PROPOSED KERB
- PROPOSED TACTILE RED
- PROPOSED TACTILE BUFF
- GUARDRAIL

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P01	15/11/18	FIRST ISSUE
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SHEET TITLE

YK2212
 WALMGATE BAR / FOSS ISLANDS RD
 PROPOSAL LAYOUT SKETCH
 EXEC DECISION

DRAWING NUMBER

TST-YK2212-P-01



EARLY START SIGNAL FOR CYCLISTS
 ADDED TO TRAFFIC SIGNALS.

ON CARRIAGEWAY CYCLE
 GUIDANCE MARKINGS ADDED.

TACTILES CHANGED
 FROM BUFF TO RED

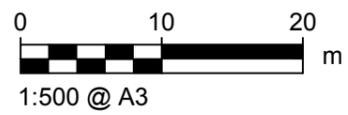
ISLAND TO BE ENLARGED AND
 CROSSING POINTS TO BE BROUGHT
 TO CURRENT DESIGN STANDARD.

CENTRAL CYCLE LANE
 TO BE WIDENED TO 2.0m.

ADVANCED STOP LINE TO BE EXTENDED.

CROSSING REALIGNED AND BROUGHT
 TO CURRENT DESIGN STANDARDS.

ISLAND TO BE ENLARGED AND
 CROSSING POINTS TO BE BROUGHT
 TO CURRENT DESIGN STANDARD.



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KEY

- MARKINGS TO BE INSTALLED
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- PROPOSED TACTILE BUFF
- HAZARD PAVING
- GUARDRAIL

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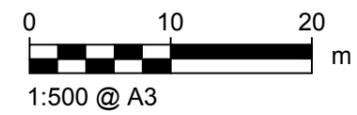
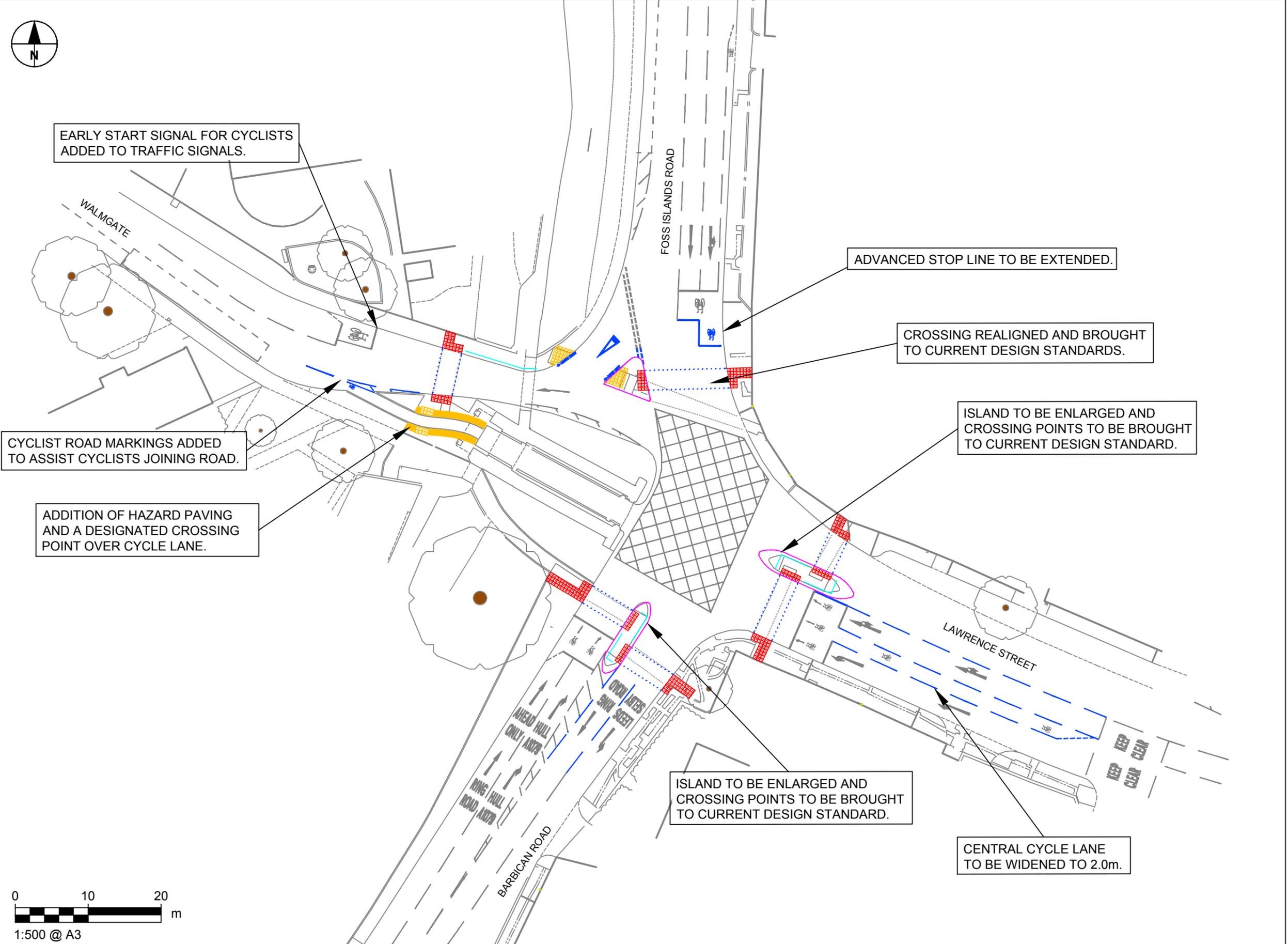
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YK2212
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 PROPOSAL LAYOUT SKETCH
 CONSULTATION

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Summary of External Consultation Replies

1) Cllr. A . D'Agorne

- Welcomed improved cycling facilities
- Proposed increasing the size of the feeder cycle lane from Foss Islands Rd and remove left turn lane.
- Proposed “Keep Clear” signs at the entrances to business premises – Tyre Place and Enterprise Car Hire.
- Proposed improved “No Exit” signs under the Bar to improve safety of pedestrians wandering out from under the Barbican.
- Proposed that the “No Left Turn” from Barbican Road Rd be changed to “No Left Turn Except for Cyclists”.
- Requested the carriageway outside the Chinese Restaurant be resurfaced, as it is in poor condition.

Design Team Consideration:

- Unable to remove lane on Foss Islands Road approach due to capacity impacts. Removal would see significant increase to delay, queuing and emissions on this link, for all users. Such significant alterations to the inner ring road are not seen to be within scope of this equipment refurbishment project.
- Keep Clear markings will be explored at the detailed design stage.
- Alterations to signage under the barbican will be explored at the detailed design stage, however it is unlikely conservation permission would be obtained for any signage more obtrusive than that which is currently present. There is not currently a record of incidents involving pedestrians walking out from the barbican.
- Allowing the left turn into Walmgate from Barbican Road for cyclists was reviewed during the design process but was rejected due to safety concerns related to intervisibility.
- Resurfacing of the carriageway beyond the immediate extents of the junction is deemed to be outside the scope of this project and funds are not available to add this work into the program at this stage.

2) Cllr. D. Craghill

- Welcomed improved cycling facilities.
- Highlighted a problem with cyclists using the pavement around the corner of Foss Islands Rd and Lawrence Street.

Design Team Response:

- The improved cycle facility on the Foss Islands Road approach to the junction may mitigate this issue. Introduction of additional facilities at this locations is limited by available space.

3) First Group

- Queried how the proposed works will affect traffic flow through the junction during the construction period.
- Queried long term benefits of the scheme to journey times.

Project Team Response:

The construction works will adversely affect bus journey times for the duration. This will be managed by the project team directly in co-operation with the bus operators through the Quality Bus Partnership. Specific measures will be put in place to keep disruption to the buses to a minimum, including giving priority to public transport under the traffic management arrangements.

There are no long term benefits of this scheme with respect to journey times.

4) First Group

- Queried whether the enlargement of the islands on Foss Islands Road will impact large vehicles turning right.
- Was concerned that the right turn is also hampered by vehicles parked outside fast food outlets on the corner of the junction. This could also make the turn difficult for large vehicles.

Design Team Response:

Vehicle tracking has been carried out for various vehicles, included articulated buses, and vehicle swept paths are seen to be adequate.

Parked vehicles not seen as an issue at present, but will be explored further at the detailed design stage.

5) York Civic Trust

- Welcomed the provision of upgraded cycling and pedestrian facilities.
- Recommended additional signalised crossing to the Walmgate / FIR island, or a ban on the left turn.
- Proposed a right turn ban from Walmgate Bar to protect pedestrians crossing Barbican Road.
- Additional measures at adjacent junctions proposed.

Design Team Response:

- An additional pedestrian crossing onto the island was considered but the benefits were seen to be minor so it was not pursued. However, the design team would be happy to discuss the matter further directly with the Civic Trust at the detailed design stage.

- A right turn ban from Walmgate Bar was considered as it would have various benefits. Ultimately it was determined that a restriction on this movement by means of a Traffic Regulation Order would not actually physically prevent motorists from making this movement and they would likely continue to make the movement anyway. Physical measures were explored to enforce this restriction, however no viable engineering solution was found and the option was therefore ruled out as unenforceable.

The Civic Trust shall be engaged to determine if they have a viable suggestion to implement the right turn ban.

- The adjacent junctions are on the TSAR list for future years schemes and the suggested alterations will be explored as part of those distinct projects.

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NOTES

KEY

-  MARKINGS TO BE INSTALLED
-  EXISTING ROAD MARKINGS
-  PROPOSED KERB
-  PROPOSED TACTILE
-  AREA OF NEW FOOTWAY

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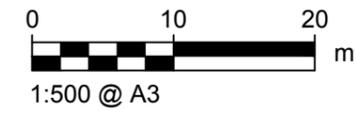
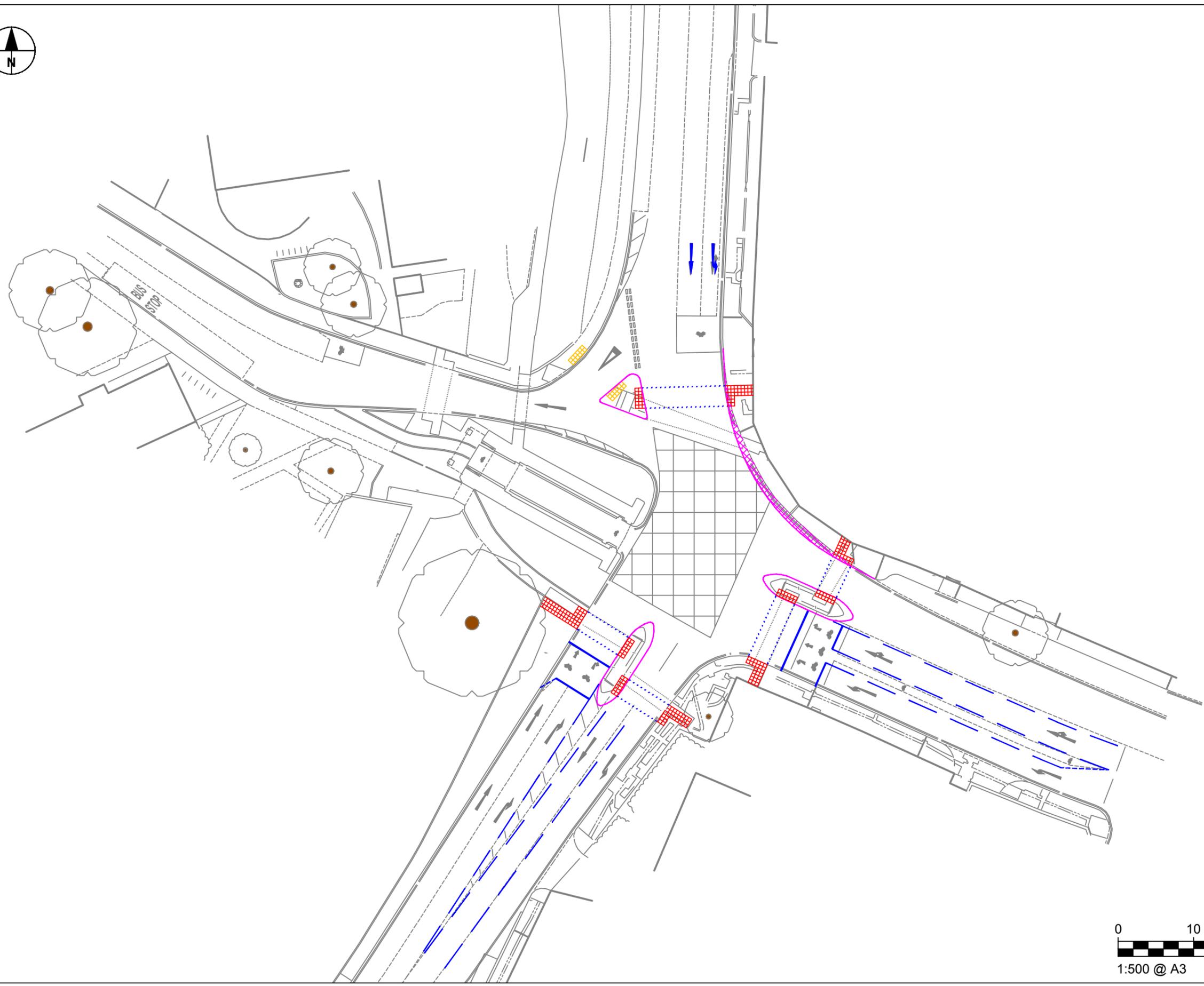
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TST-YK2212-P-02

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NOTES

KEY

	MARKINGS TO BE INSTALLED
	EXISTING ROAD MARKINGS
	PROPOSED KERB
	PROPOSED TACTILE
	AREA OF NEW FOOTWAY

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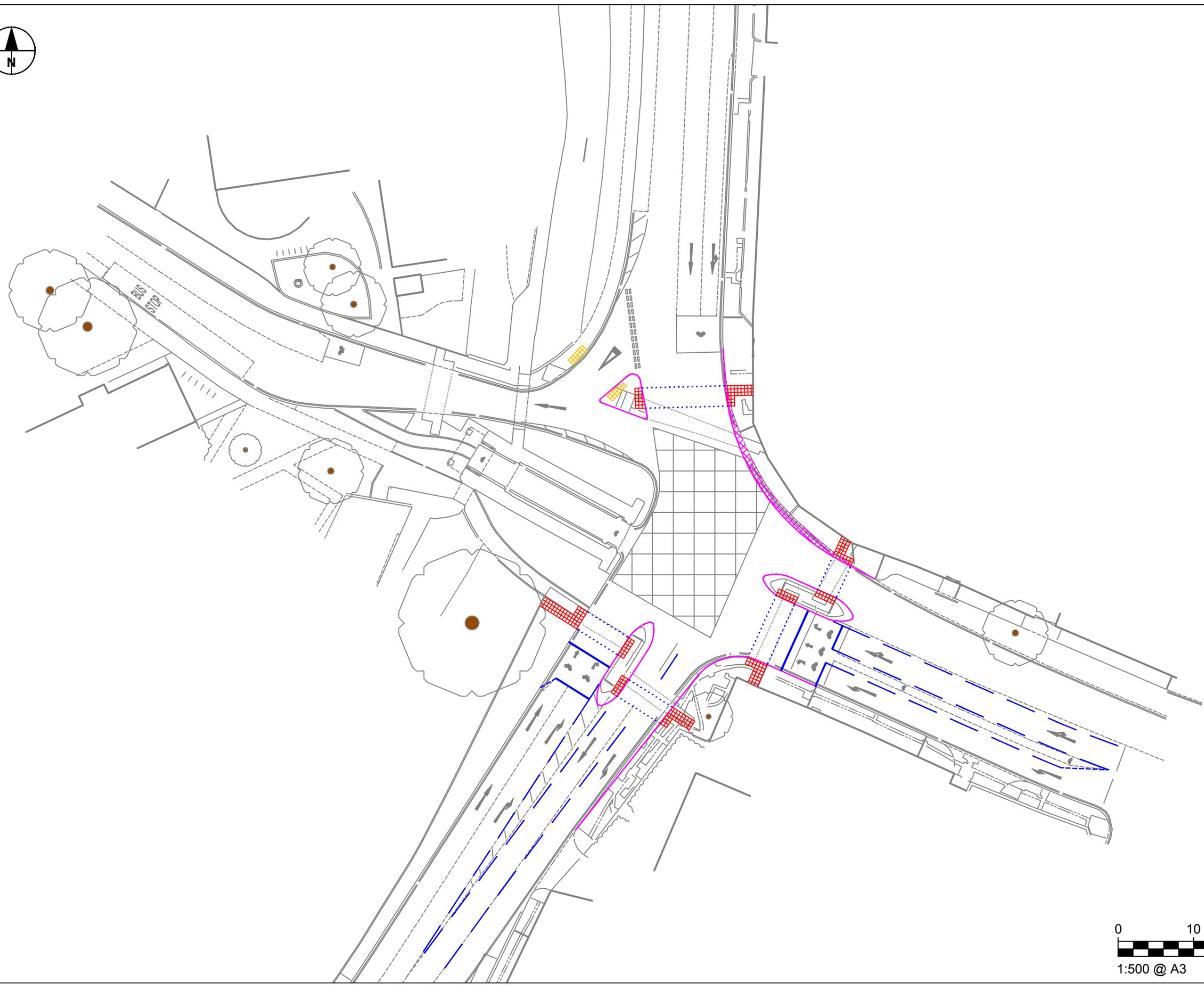
ISSUE/REVISION

IR	DATE	DESCRIPTION
P01	06/12/2017	FIRST ISSUE

SHEET TITLE
 YK2212
 WALMGATE BAR / FOSS ISLANDS RD
 PROPOSAL SKETCH
 OPTION C

DRAWING NUMBER
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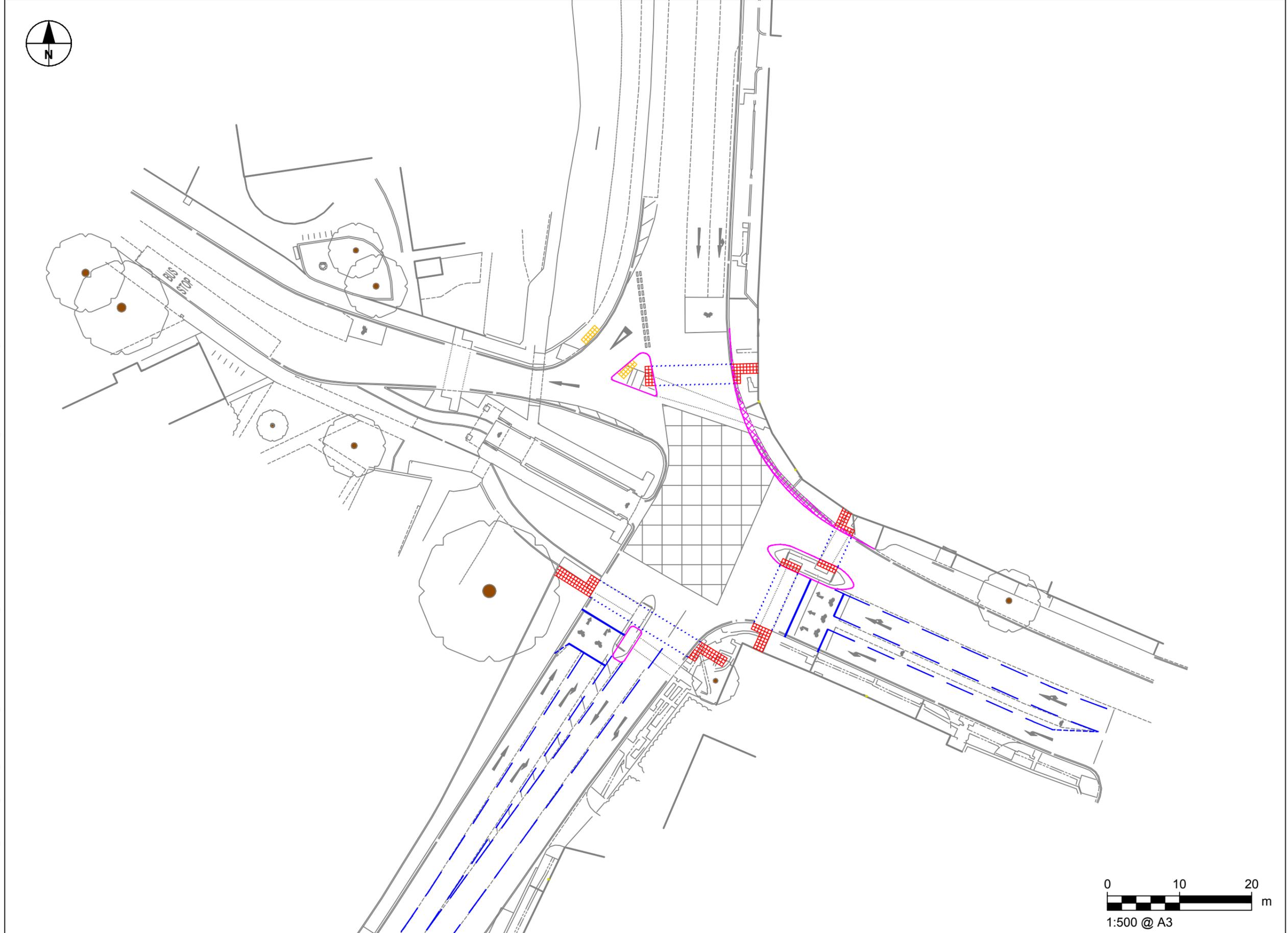
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 WALMGATE BAR / FOSS ISLANDS RD
 PROPOSAL SKETCH
 OPTION D

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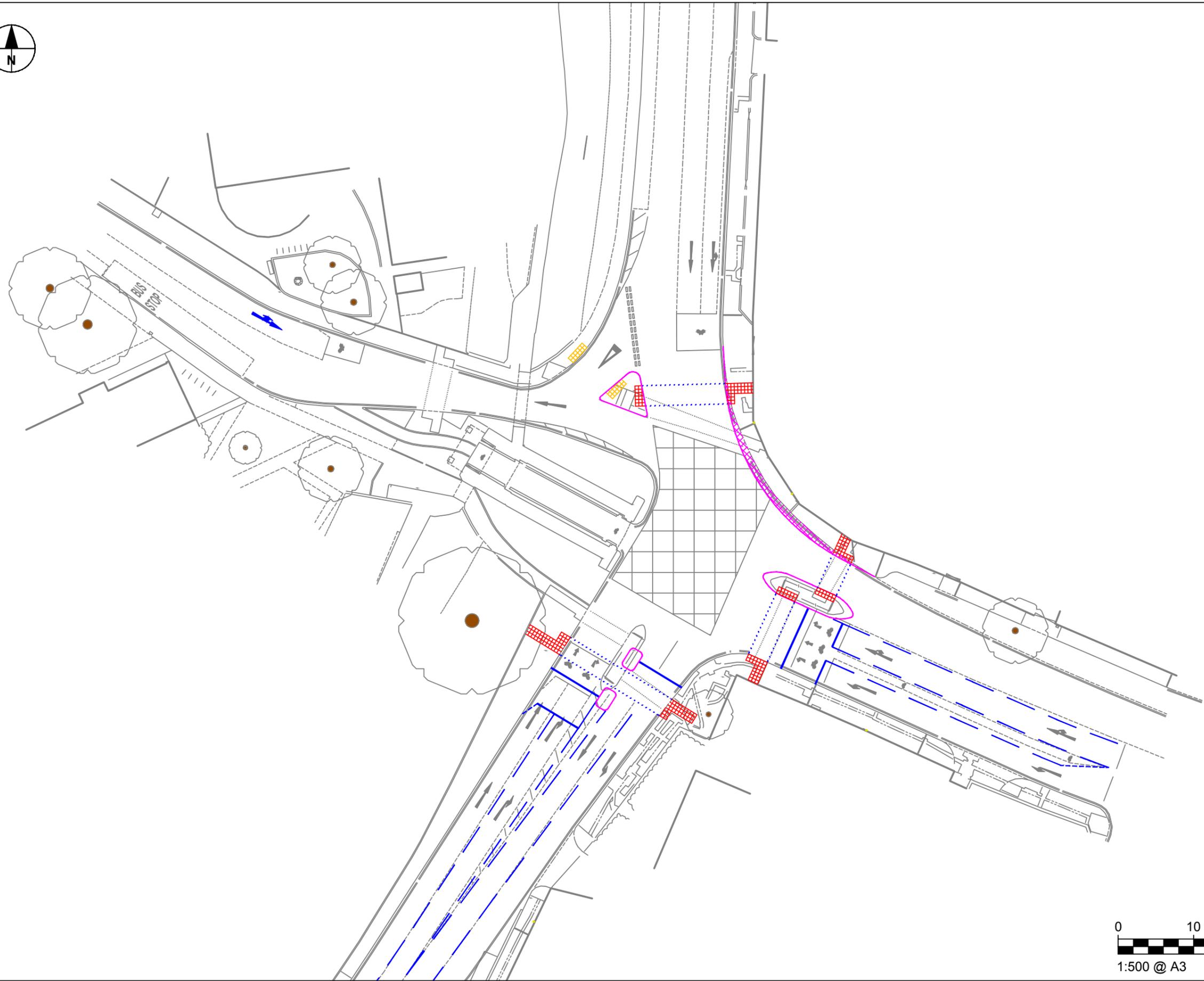
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 PROPOSAL SKETCH
 OPTION E

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