

**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.

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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&MIId=9855&Ver=4>
- Executive Member decision session report, 12th April 2018.
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=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&MIId=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