



## AGENDA SUPPLEMENT

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

**To:** Councillor Dew

**Date:** Thursday, 12 April 2018

**Time:** 2.00 pm

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

The Agenda for the above meeting was published on **Wednesday, 4 April 2018**. The attached additional document is now available for the following agenda item:

**4. Fossgate Experimental Traffic Regulation Order** (Pages 1 - 8)

This report sets out the representations made during the six month period of the Fossgate Experimental Traffic Regulation Order and asks the Executive Member to decide how this scheme should proceed.

This agenda supplement was published on **Monday, 9 April 2018**.

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### Fossgate Representations received after report 1<sup>st</sup> draft

<p>Thank you for the chance to comment on the Fossgate experiment. From a residents point of view I think the experiment has been a raging success. The late night taxis rumbling over the bridge till 4 and 5 in the morning have virtually stopped so that is a massive plus.</p> <p>In terms of the daytime “access only” there has been a reduction in traffic, but there are still vehicles, mainly taxis who are using the street as a short cut, though this is more down to lack of policing the restrictions than any fault in the plan !!</p> <p>From a business point of view (and I do not run a business on Fossgate but I do run a business that is heavy on logistics, delivery and collection) there seems to be very little change other than delivery vehicles now unload downhill not uphill, and deliveries are still taking place virtually all through the day.</p> <p>There are, of course, still people driving/cycling the wrong way down the street and there are some business owners who think they are residents and park their cars virtually all day outside their businesses, but all in all we have seen a massive improvement. In my opinion the next potential improvement would be a total access ban, from the north end of Foss bridge, from say 10.00 to 16.00 daily (if we can close the street totally for 6 or 7 full days through summer for people to get drunk in the street then surely 6 hours a day for shoppers benefit is not a massive ask) and perhaps some more policing of the actual restrictions, though we should take into account how stretched some departments are.</p> <p>All in all it has to be a 9 out of 10 for the City Council and planners. Thank you.</p>	Support noted.
<p>I am a resident of St Denys Court which fronts onto Fossgate. As a pedestrian I use the Fossgate/Walmsgate access into the city centre extensively. I submit the following comments in support of the experimental:-</p> <ul style="list-style-type: none"> <li>• The change has brought about a considerable and noticeable reduction in the volume of traffic using both Fossgate and Walmsgate. It suggests that through traffic is finding alternative routes. As a result I feel a lot safer as a pedestrian when using Fossgate (and Walmsgate).</li> <li>• There has been a considerable and noticeable reduction in the abuse of the previous one-way system along Fossgate by cyclists. Whereas cyclists proceeding along Walmsgate towards the city centre previously continued in the wrong one way direction along Fossgate this is now a permitted move. However, there has not been a corresponding increase in the number of cyclists abusing the now reversed Fossgate route into Walmsgate out of the city centre. This has increased my</li> </ul>	Support noted

<p>feeling of safety in Fossgate.</p> <ul style="list-style-type: none"> <li>• The additional benefits of timed restrictions to Fossgate reducing traffic have been achieved.</li> <li>• The additional benefits of increased pedestrianisation and on street seating etc. during the restricted hours have yet to be fully realised primarily I believe due to the time of year. I feel sure the summer will see greater use of the pedestrianisation opportunities.</li> <li>• On the occasions when I need to use taxis to/from my property (I do not keep a vehicle here myself) I have not in anyway been inconvenienced by the experiment.</li> <li>• The reduction in all traffic has achieved the main aim of the experiment by improving the local environment and making the street more enjoyable and safer to use as a pedestrian.</li> </ul> <p>Given this, I am of the view that the changes should become permanent.</p>	
<p>I find this generally a good move, one thing that does need to change is the exit onto stonebow, with traffic opposite only allowed to turn right from Colliergate and the junction slightly staggered it can cause confusion when pulling out as to who has right of way</p>	<p>Support noted</p>
<p>1. FLOW REVERSAL</p> <p><b>comments from *****</b></p> <p>The reversal of traffic flow has made an improvement to the street. Traffic quantities are significantly reduced while access has been maintained. We also feel traffic flow is slightly slower, it seemed faster when it was flowing downhill.</p> <p>Traffic maybe reduced because it is used for access rather than as a cut-through. We feel the street is a nicer place for foot visitors due to the reduced and slower traffic and probably a reduction in pollution to match.</p> <p>2. STREET CAFES</p> <p>The idea of putting street furniture on the road has not been successful. The issues are:</p> <p><b>comments from *****</b></p> <ul style="list-style-type: none"> <li>• sitting in the road feels very unsafe. Your hair literally blows in the wind of the vans passing!</li> <li>• vehicles approach at speed despite the chicane build out at merchants hall. Some sort of raised decking and/or significant barrier eg beer kegs, might</li> </ul>	<p>1. Noted</p> <p>2. further work is required for this element of Fossgate</p>

<p>help slow traffic and make people feel safe enough to dare to use the seating.</p> <ul style="list-style-type: none"> <li>• vehicles cannot get by because the layby opposite is in use, typically not for long periods of time but for many short visits/deliveries.</li> <li>• The only way street furniture could work on the road is if there were no bays opposite.</li> <li>• disabled parkers stay for up to 3 hours wherever they like (even on double yellow - is this allowed?) and they go into town rather than businesses on fossgate. Maybe a limited number, say 3no. of dedicated disability bays would be preferable. Sometimes they stop on the yellow lines at the marks and spencers end of fossgate, and vehicles have to mount the pavement to get by.</li> <li>• We would like to see a raised table from spring espresso to the merchants hall build out with no waiting bays. This would enable the street cafes to function properly and slow the traffic considerably. Disability bays could still be provided at the wider end of the street between the hairy fig and merchantgate. Short loading could be allowed on this raised area for deliveries, but in a way that blocked the road, which would make them hurry up instead of lingering! A bit like the bus build-out principle.</li> <li>• We sell coffee from 9am which is a morning thing. Not being able to put chairs and tables out till 11am is a bit of an issue.</li> </ul> <p><b>comments from *****</b></p> <ul style="list-style-type: none"> <li>• the bays opposite our shop are often used by deliveries and disability parking. Once they are used we are unable to put furniture out on the road.</li> <li>• the coffee day is half over by 11am</li> <li>• the vehicles are travelling too fast to feel safe</li> <li>• it might be more successful in the warmer months</li> </ul> <p><b>comments from *****</b></p> <ul style="list-style-type: none"> <li>• sitting on the road feels very unsafe due to the speed and size of the delivery vans</li> <li>• when they have put furniture out, van drivers have stopped and removed their furniture so they can pass, because the laybys opposite are typically in use</li> </ul> <p><b>comments from *****</b></p> <ul style="list-style-type: none"> <li>• it feels unsafe and doesn't work because all sorts of vehicles use the laybys</li> <li>• disability parking should be limited to dedicated bays at appropriate widths of the street</li> </ul>	
<p>I refer to your recent letter regarding the reversal of traffic. I agree it has reduced the traffic in Fossgate. However the allocated seating spaces on the roads do not work and would be very dangerous in parts. The reason for this is far too many disabled parking on the whole of the street means moving traffic has to go on the narrow road up to the kerb. Maybe there could be a limited amount of allocated disabled parking away from the café outside areas. My other concern is the top of the road leaving</p>	<p>Comments noted for future consideration.</p>

<p>Fossgate where most of the day some one parks there making it very difficult and dangerous to get out, therefore double red lines should be placed here.</p>	
<p>Please find below my comments on the Fossgate Experimental One Way order.</p> <p><b>Fossgate Experimental One Way – Comments as ward councillor</b></p> <p>I believe the one way order is a significant improvement on the previous situation and the ‘one way’ order and ‘no entry’ restriction from Pavement should certainly be continued. However, I’m not so sure that simply making it permanent now in exactly the same form as at present is the best available solution.</p> <p>Some aspects of the order are working well, whilst others are either not working well or are not sufficient alone to achieve the desired outcomes.</p> <ul style="list-style-type: none"> <li>• The reversed one way restriction seems to have effectively reduced the number of vehicles going down Fossgate from the city centre – although it will be interesting to see the figures.</li> <li>• The scheme also includes a continued restriction on traffic entering the street from the Walmgate end by creating a pedestrian zone between 8am and 6pm, 7 days a week, the exceptions to this being for access and cyclists. My impression is that compliance with this restriction hasn’t been quite so good – although again it will be interesting to see the figures. I have witnessed vehicles travelling the length of the street during the pedestrian zone hours.</li> <li>• Signage of the pedestrian zone limitations at the Walmgate end has been improved by the addition of ‘Restricted’ painted on the road but the road signs at either side are still at right angles to the road rather than facing drivers and could still be more prominent.</li> </ul>	<p>Noted</p> <p>Significant compliance with moving traffic restrictions are difficult to achieve without ongoing enforcement or physical measures.</p> <p>If made permanent further works will be carried out.</p>

<ul style="list-style-type: none"> <li>• Cyclists have fairly frequently been contravening the ‘no entry’ requirement from the Pavement end of the street. They also frequently contravene the one way restriction on Walmgate between St Denys Road and the top of Walmgate (quite a dangerous thing to do) and the number doing this may well have increased due to the legitimate right to carry on straight up Fossgate under the order.</li> <li>• The least successful part of the current arrangement has been the aspiration to encourage street cafes whilst the temporary order is in place. It is my understanding that the measures to enable cafes to locate seating in the street are separate measures to the Experimental TRO but nonetheless they are closely connected via a temporary license.</li> <li>• It seems to be generally agreed that placing tables in the street in the current situation isn’t an attractive option. It seems to me this is for a number of reasons:             <ul style="list-style-type: none"> <li>- No physical improvement works to the street have yet been done so in that respect it is an unattractive environment;</li> <li>- The pavements are narrow in places and break up the street environment, as well as causing difficulty for people with disabilities, pushchairs and others;</li> <li>- There is still too much traffic in the street both from people contravening the restrictions and from deliveries taking place throughout the day.</li> <li>- Parking is still allowed in the street during the day as it can still be argued it is for access.</li> <li>-</li> </ul> </li> </ul> <p><b>I would suggest that it might be best to extend the order as it is on a temporary basis for the moment to allow the maximum flexibility, whilst also getting on with other things that need to happen in parallel. Simply making the order</b></p>	<p>See comment above on enforcement</p> <p>Further work is required on this element of the scheme.</p> <p>See note above</p> <p>If made permanent additional works can be developed. Noted.</p> <p>Noted</p> <p>Correct.</p> <p>This experiment can be viewed as a first phase of</p>
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<p><b>permanent and leaving it there would not be a solution for Fossgate.</b></p> <ul style="list-style-type: none"> <li>• We need to implement the physical improvements to the street for which we currently have £500,000 allocated in the 2018/19 budget.</li> <li>• The design for this needs to take into account what is working well about the current experimental order and what isn't working well.</li> <li>• I would suggest that we should be looking at making a significant part of the street into a formal 'footstreet' (with level surfaces). This would limit hours of delivery, control parking (for example through some designated disabled parking bays) and enable a 'café culture' to flourish in the street during footstreets hours.</li> <li>• A design option which appears to have considerable support would see the footstreets treatment applied between the junction with Pavement and the current build out close to the Merchant Adventurers Hall entrance – an option that has been discussed over many years.</li> <li>• Obviously, this and other options would have to be subject to further consultation including with residents in the street as well as with traders and other users. Were it to go forward it would most likely need to involve making the part of the street between the Merchant Adventurers and Walmgate two way to allow for some daytime vehicle access to Merchant Adventurers (particularly if some provision for turning could be secured near Franklins Yard). This could also be advantageous for residents at that end of the street, who wouldn't need to drive the length of Fossgate to exit their premises.. It would of course involve revoking part of any permanent order.</li> <li>• The whole issue of access for cyclists could also be looked at in parallel and in the broader context of the</li> </ul>	<p>changes to the street. The current experiment was primarily aimed at reducing through traffic in the street. This has been achieved and further works can now be planned to build on that success.</p> <p>Future design options will be brought forward for consideration.</p> <p>See note above.</p> <p>See note above.</p>
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<p>debate about improving cross centre cycling facilities to encourage commuter cycling. Currently there is an anomaly that cyclists are allowed to mix with pedestrians in one direction but not the other. On the other hand in a standard ‘footstreet’ cyclists would be required to dismount anyway. Making only the top half or so (Pavement to Merchant Adventurers) into a footstreet with the remainder two way might help to resolve this.</p> <p>It is over 10 years ago now that The Press (17<sup>th</sup> Jan 2007) reported that Council officers were investigating turning Fossgate into a footstreet in response to an 800 signature petition. We now have funds allocated to improve the physical appearance of the street and we also have the city centre security measures which include proposals to extend the footstreets.</p> <p><b>We need to see a clear plan, with timescales, as to how all this is going to be taken forward aligning</b> whatever is recommended for the Experimental TRO (and the temporary café licensing agreement) with a ‘final’ consultation for spending the £500,000 and bringing Fossgate into the footstreets. The consultation should take account of everyone’s needs and concerns as far as possible, but in the end the Council will need to take a lead and get on with implementing a solution.</p> <p>Cllr Denise Craghill   Green Party councillor for Guildhall Ward</p>	<p>There was little consensus of views as to how to achieve this aim at that time</p> <p>This will be the next phase if the experimental TRO is made permanent.</p>
<p>You’ve asked for comments about the change of traffic direction in Fossgate, via the Press.</p> <p>I don’t use Fossgate much myself but on the few times I’ve been down recently there does seem to be a decline in traffic.</p> <p>My main comment about its effect, and probably accounts for the how I feel about Fossgate, is that this change has stopped a rat-run through York centre. There appears to be fewer cars going down Petergate and</p>	<p>Comments noted</p>

Colliergate now and of those that do a greater percentage have Disabled Badges displayed suggesting that the illegal users have found it is no longer a viable short cut and are either driving where they are legally allowed to or have found another detour.

The problem with the illegal users is that they tend to speed through these streets In the belief that the shorter time they are there the less chance they have of being caught by a Traffic Warden (don't know why they bother as there is little visable Warden activity anyway).

Crossing the road at the top of Fossgate (Stonebow) is much easier now as you only have to look the one way. Traffic crossing from Colliergate was always a danger because they were looking more for a gap in traffic running along Stonebow that they would set off quickly when they saw a gap, many having to brake hard as they hadn't thought about pedestrians crossing Fossgate.