

DIRECTOR DECISION

Decision: Fossgate, changes to pavement café licences and provision of additional crossing points

Type of Decision: Director	Key	N	Non-Key	Y
Portfolio Area that decision relates to:				
Leader (in Policy & S&P)	<input type="checkbox"/>		Finance & Performance	<input type="checkbox"/>
Deputy Leader & Transport	<input checked="" type="checkbox"/>		Culture, Leisure & Comm	<input type="checkbox"/>
Environment & Climate C	<input type="checkbox"/>		Children & Young P & Edui	<input type="checkbox"/>
Economy & Strategic Plan	<input type="checkbox"/>		Health Adult Social Care	<input type="checkbox"/>
Housing & Safety Neigh	<input type="checkbox"/>			

Background

Temporary restrictions in place on Fossgate (including Walmgate between Merchangate and Fossgate), implemented as a response to Covid 19, are as follows:

- No motorised vehicles, except for access between 10.30am and 8pm;
- Loading ban between 10.30am and 8pm, restricting deliveries/loading and Blue Badge parking;
- Two loading bays available between 10.30am and 8pm.

These temporary restrictions are due to be extended (see [City of York Council Recovery and Renewal Strategy - August Update](#), Executive decision session 26/08/2021). On Fossgate, they are currently supported by a staffed closure at the junction with Merchangate between 10.30am and 8pm. The decision was taken to fund staff at this closure point until the end of September 2021. There is no further budget identified to continue funding the staffed closure after the end of September 2021.

These temporary restrictions and the staffed closure have supported a positive approach to issuing pavement café licences for businesses on the street to use the footways to place tables and chairs, with pedestrians encouraged to share the carriageway with cyclists (one way only) and the limited traffic allowed through the staffed closure between 10.30am and 8pm.

This decision aims to continue to support businesses making use of their pavement café licences where possible, as the Government has extended the temporary licences issued under the Business and Planning Act until the end of September 2022.

As the restrictions will not be supported by a staffed barrier any longer, it is anticipated that motorised traffic will increase slightly from October 2021. The recommended approach therefore aims to retain footway availability throughout the street, with at least 1.5m width available for pedestrians. As the aim is also to retain pavement café areas where possible, pedestrians who need or prefer to remain on the footway will be required to change side as they progress along the street.

Implications: Crime & Disorder Human Resources Financial	<input type="checkbox"/>	Equalities	<input checked="" type="checkbox"/>	Other:	
	<input type="checkbox"/>	Legal	<input checked="" type="checkbox"/>	Highways	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>	ITT	<input type="checkbox"/>	Property	

Decision Date: 23 September 2021

Wards Affected:

All Wards	<input type="checkbox"/>	Fishergate	<input type="checkbox"/>	Holgate	<input type="checkbox"/>	Rural West York	<input type="checkbox"/>
Acomb	<input type="checkbox"/>	Fulford & Heslington	<input type="checkbox"/>	Hull Road	<input type="checkbox"/>	Strensall	<input type="checkbox"/>
Bishopthorpe	<input type="checkbox"/>	Guildhall	<input checked="" type="checkbox"/>	Huntington & New Earswick Micklegate	<input type="checkbox"/>	Westfield	<input type="checkbox"/>
Clifton	<input type="checkbox"/>	Haxby & Wigginton	<input type="checkbox"/>	Osbalwick & Derwent	<input type="checkbox"/>	Wheldrake	<input type="checkbox"/>
Copmanthorpe	<input type="checkbox"/>	Heworth	<input type="checkbox"/>	Rawcliffe & Clifton	<input type="checkbox"/>		<input type="checkbox"/>
Dringhouses & Woodthorpe	<input type="checkbox"/>	Heworth Without	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Comments/Observations:

Decision:

- Agreed the provision of dropped kerbs at several locations on the street to support pedestrians crossing the street to continue using the footway and to improve access to shops and venues on the street (as shown in Annex B);
- Noted that the creation of additional dropped kerbs will result in a small reduction of on street parking capacity for one to two vehicles, as vehicles will not be able to park where dropped kerbs are provided. The TRO will be amended through a separate process to enable a change to the lining on the street to ensure that this is clearly identifiable by road users;
- Agreed that the works will be funded from the LTP budget;
- Agreed to the reduction of pavement café areas for The Hairy Fig, Kiosk and Spring Espresso to retain sufficient footway width available for pedestrians (1.5m minimum required);
- Agreed that the option to remove existing cycle parking outside Up & Running to provide additional pavement café space for Spring Espresso will be considered if requested by Spring Espresso and agreed with Up & Running;
- Agreed to the reduction in the area licensed for The Hop to ensure that access to the new dropped crossing facility is retained at all times.

Decision Made by: James Gilchrist, Director of Environment, Transport and Planning in consultation with Executive Economic Recovery Group

Contact Details: Directorate of Place, West Offices

email: james.gilchrist@york.gov.uk

On behalf of: Neil Ferris, Corporate Director of Place

To be implemented by: Helene Vergereau

On Completion – Signed off by:

Date: 23 September 2021

A handwritten signature in black ink, appearing to read 'J Gilchrist', written in a cursive style.

James Gilchrist

**Director of Environment, Transport and
Planning**