

Part Four: Implementation Framework

Overview

We do not live in an ideal world where funding for highways improvement schemes is unlimited and easily available, especially these days when Europe is in the grip of long term economic recession. There will be limited resources available for investment beyond the current Reinvigorate York initiative for at least a decade. It is important that the council, in partnership with others seeks to ensure that all new highway improvements, maintenance programmes, streetworks and new development contribute to enhancing the city's streets and spaces. The following priorities set out an agreed way forward for investment in conjunction with a movement and place linked street and space hierarchy.

Priorities

1. General uplift of the city centre and secondary shopping streets - specifically to improve accessibility for communities of interest as defined by the 2010 Disability Act (Principles 2 & 5).

“The most significant source of problems for participants was the poor standard of paving found throughout the city centre and the steep and unpredictable cross-falls often found on the often narrow and overcrowded footways. Steps should be taken to identify and repair problematic areas of paving whilst ensuring that steep (and especially uneven) gradients are removed on any street receiving significant attention.”

York city centre access & mobility audit (2012), Centre for Accessible Environments

2. Ensure all maintenance programmes reflect the principles and guidance contained in this document and can at all times demonstrate how each scheme will add value by meeting the aims and aspirations of this strategy and guidance (Principles 1, 2, 3, 6 & 7)

3. Restore consistency to all gateway streets (Principles 2, 3, 6, 7).

4. Improve the setting of the city's historic bars through implementation of guidance contained in this document (Principles 1, 2, 3, 4).

5. Develop detailed high quality standard specifications for

repair, maintenance and renewal of footways and carriageways that will deliver high quality and sustainable outcomes (Principles 1, 2, 3, 4, 7).

6. Agree new protocols and Memoranda of Understanding for utility companies and their contractors that link with the council's detailed specifications and ensure that the council maintains a store of standard footway and carriageway materials for the use of contractors when undertaking maintenance and repair (Principles 2, 3, 4, 7).

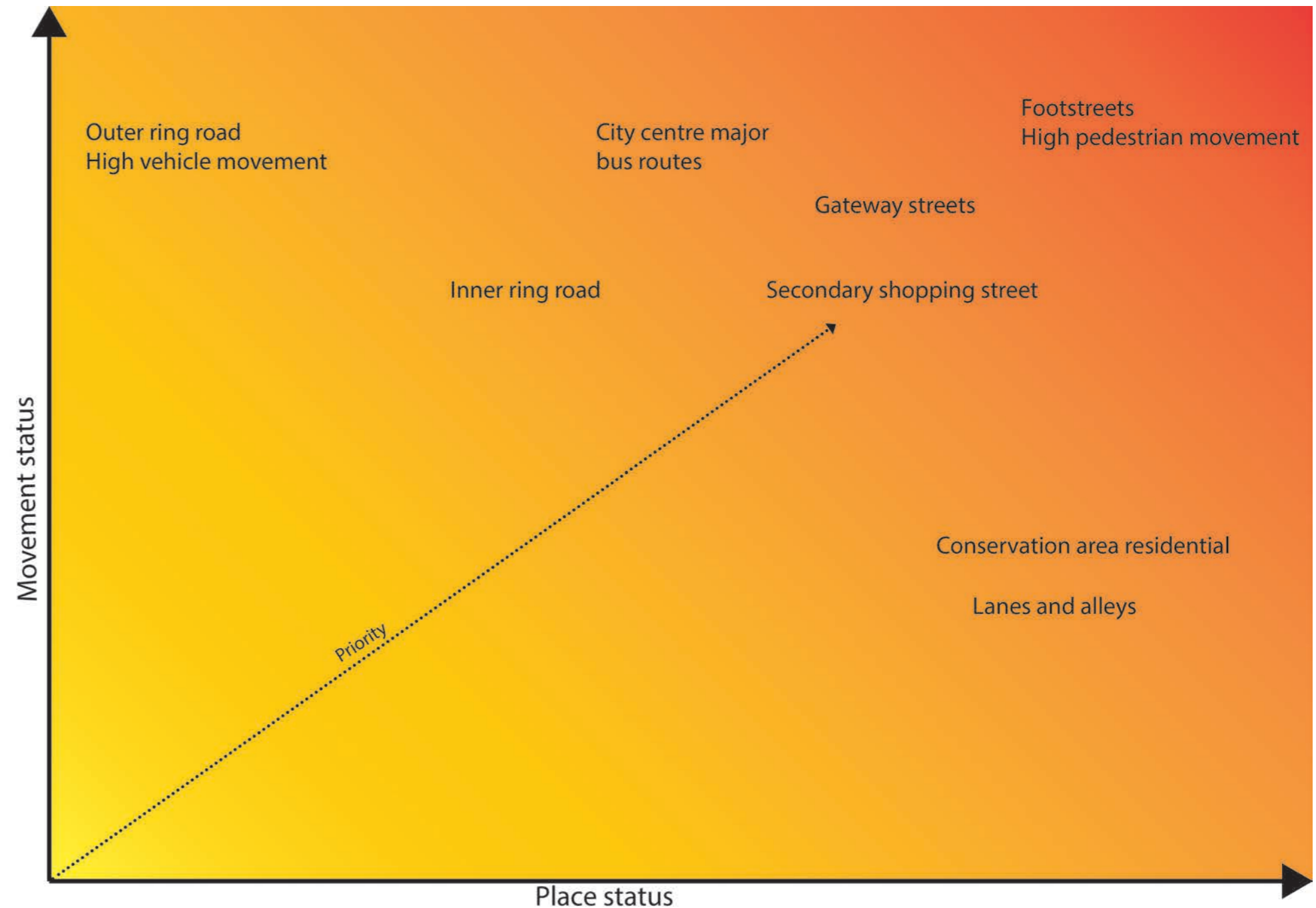
7. Agree new approaches for access, parking, loading & unloading in the footstreets areas and beyond to limit vehicle access & parking to the minimum necessary and in locations that are compatible with pedestrian movement & safety, surface design and strength. Also to impose a weight limit for loading & unloading in the city centre, especially in the footstreets (Principle 7).

8. Develop city centre policies and protocols for temporary and permanent commercial and leisure activity including festivals and fairs, busking, pavement cafés, mobile retail and other commercial operations to ensure: consistency; high quality design; respect for setting and ambiance and access & mobility (Principles 1, 2, 3, 4, 6, 7).

Street hierarchy

Many public realm strategies and manuals include a hierarchy of streets set against a pallet of materials designed to reinforce distinctive character, restore historical integrity and create harmonious and consistent street environments. York's city centre in particular presently fails to present a consistent street environment. Although some streets and spaces do have a distinctive character (King's Square for example), harmony and historic integrity are challenged in many places¹. Street hierarchies do already exist but they are based principally on traffic flows. Establishing a hierarchy of streets and spaces that reflects the principles and priorities set out in this document will help focus scarce resources for investment and will ensure that opportunities to add value through general maintenance are not lost.

The approach taken here is based on two themes: York as one of Europe's premier historic cities; and, Principle 1, A City for People. Taking these two themes together and expressing them as a matrix in terms of movement and place status, a street hierarchy can begin to be developed that can deliver opportunity for street and space enhancement over the short, medium and long term.



This movement & place matrix is based on an example in Manual for Streets 2. Essentially, funding priorities could be guided by this form of analysis of place and movement where places with high pedestrian activity (usually shopping streets) and high importance as places (city centres for example) would score higher than, for example the outer ring road (high vehicle movement but minimal pedestrian movement and therefore low place status).

¹ Micklegate for instance used to be the main gateway into the city, literally the Great Street but the junction with George Hudson Street cuts its former relationship with Ouse Bridge and Micklegate is a bit of a side show now. Goodramgate also presents a poorer environment to Petergate for example.

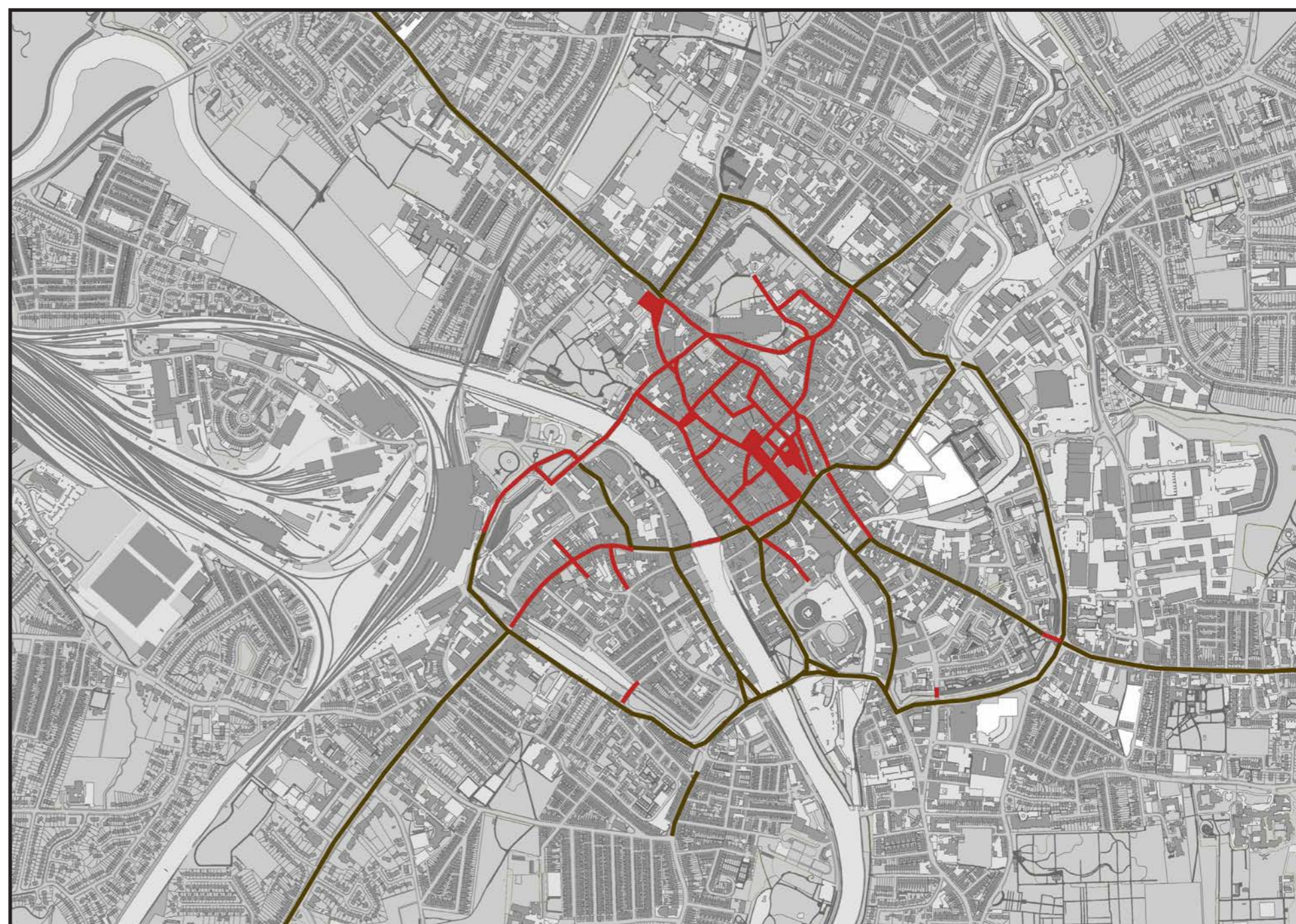
Using this matrix as a guide, a three level hierarchy has been developed based on the density of pedestrian movement and importance of place. Importance of place in York, as defined here, is closely linked to its Unique Selling Point (USP), the historic environment. The special qualities that help define ‘importance’, ‘significance’, and ‘sense of place’ – all ways in expressing similar things – are defined in many documents, studies and analysis including the draft Local; Plan, Heritage Topic Paper.

This hierarchy does not mean that available funding will necessarily be spent on, for instance delivering natural stone products to all streets in the city centre, or concentrating solely in city centre locations for capital funded projects. Annual maintenance programmes will continue to be demand led throughout the city and surrounding villages and delivered through a maintenance priority assessment that will continue to improve and enhance residential streets and spaces. What this hierarchy sets out to do is highlight areas of the city that could usefully benefit from extra funding to deliver small and large scale improvements to our most frequented streets and spaces as part of the city’s ongoing capital and revenue commitment for the foreseeable future.

This hierarchy of streets and spaces will also be valuable as a guide to inform future development proposals for the city. Developers and their agents will be expected to reference and use this document to guide public space enhancements as and when required through Section 106 agreements¹ and the Community Infrastructure Levy²

¹ Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a unilateral agreement or planning obligation, with a developer over a related issue. The obligation is sometimes termed as a ‘Section 106 Agreement’.

² The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area.



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	Primary zone, city centre		Secondary zone, city centre
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Primary zone locations

Main city centre retail areas; the Core Medieval Streets character area (York Central Historic Core Conservation Area Appraisal); The city bars; and, the route from the station to Exhibition Square and the city centre.

Footstreets	Character area 10: Medieval Streets	Station to Centre and Micklegate	City centre squares and junction improvements	City Bars
Blake Street,	Colliergate	Duncombe Place	Duncombe Place/Blake Street	Bootham Bar
Church Street,	Goodramgate	Lendal Bridge	Exhibition Square	Micklegate Bar
Coney Street,	Grape Lane	Museum Street	King's Square	Monk Bar
Jubbergate	Kings Square	Station Avenue	St Sampson's Square	Fishergate Bar
High Ousegate	Low Petergate & part High Petergate to Duncombe Place	Station Road	Piccadilly/Pavement/Coppergate Junction	Walmgate Bar
Lendal	Little Stonegate	St Leonard's Place	Newgate Market	Victoria Bar
Market Street	Swinegate	Micklegate (up to George Hudson Street)		
New Street	Stonegate	St Martin's Lane		
Parliament Street	The Shambles	Barker's lane		
Castlegate		Trinity Lane		
Spurriergate				
Ogleforth				
Chapter House Street				
Minster Yard				
College Street				
Castlegate				
Davygate				
Silver Street				
Coppergate Walk				
Feasegate				
Patrick Pool				
St Andrewgate				

General principles

The majority of these streets underpin the morphology of the historic core and are an integral part of York's historic character. Exceptions are Station Road to Museum Street (including Lendal Bridge) which form the major pedestrian route from the railway station and; Rougier Street/George Hudson Street, which forms one of the main bus routes south of the River.

All surfaces should be consistent and as funds are made available, footways should be repaired and enhanced according to the guidance in this manual. Man-made materials currently existing in some of the footstreets are particularly problematic as they are in a poor state of repair and in need of replacement. Street furniture, especially lighting, should be consistent and signage should be kept to the minimum necessary.

The setting of each of the five historic bars should be substantially improved. Junctions with the gateway streets (Secondary zone) should be improved in accordance with the findings and recommendations in the city centre access & mobility audit.



Micklegate - the main gateway into the city since at least the 9th century, has been in decline for decades but is now reinventing itself through local action as the Micklegate Quarter. Pavement quality is poor but it is a relatively uncluttered street and has huge potential for uplift.



Walmgate Bar benefited from a relatively recent attempt to reconcile a number of issues around traffic and movement that involved some repaving and repositioning of pedestrian access. The use of cobbles as a deterrent to pedestrian access for safety reasons may have been thought through differently and the pallet of materials is too varied. Natural materials should have been used throughout.



Colliergate with narrow footways badly surfaced in small square pre-cast Saxon flagstones and a poor quality carriageway surface

Specifics.

Footstreets (excluding the Core Medieval Streets)

Each street should have a consistent approach to furniture and surfacing. Natural materials occur in some locations but its use is inconsistent and the quality of the sub-base and some flags in particular (usually riven) is poor. Steps should be taken to ensure that existing natural stone flags are re-laid as the opportunity arises or conditions dictate and where necessary, replaced with new sawn material so that the footways are safer for pedestrians, especially those with mobility issues¹.

Paving

Footways: existing 450mm x 450mm pre-cast concrete flags to be replaced with 600mm x 450mm conservation grey pre-cast concrete flags.

Carriageways: existing blanc-de-bierge to be repaired and re-laid where possible using new material. Other pre-cast brick pavements to be repaired and replaced where possible with new material.

Kerbs: where kerbs exist they should be 310mm wide, mid-grey granite.

Lighting

Wherever possible and practical, street lighting should be wall mounted. Existing lanterns should be replaced with the globe heritage style lanterns fitted with LED bulbs.

Street furniture

Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design.

¹ See guidance section.

Top left: Conservation grey. Top right: Blanc-de-bierge.



Left: Globe lantern



Right: default bin: bottom left: default seating. Bottom right: default bollard.



Core Medieval Streets²

These streets contain the highest proportion of York's medieval properties and tenement boundaries and should be upgraded to reflect their significance.

Paving

Footways: English Pennine Sandstone flags, with course widths of 600-750mm and slab lengths of 750-1000mm. Tactile crossings in matching sandstone (uncontrolled crossings) and red granite (controlled crossings). Existing riven English Pennine Sandstone flags to be replaced where significantly uneven and re-laid where in reasonable condition. It would also be an advantage for disabled and older people to extend footways where practical to do so³.

Kerbs: 310mm wide mid grey granite

Carriageway: granite setts, 200mm long x 100mm wide x 100mm deep or 300mm long x 150mm wide x 150mm deep. Traditional brick sett drainage edging should in all cases be conserved in situ and repaired or replaced like for like.

Lighting

Wherever possible and practical, street lighting should be wall mounted. Existing lanterns should be replaced with the carriage lantern style with LED bulbs.

Street furniture

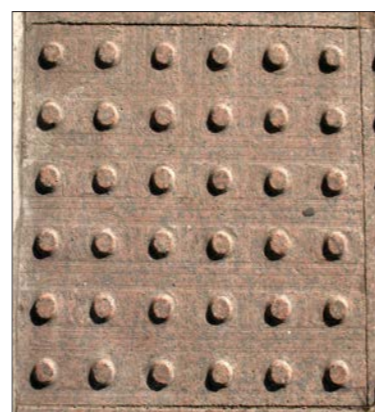
Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design.

² *Historic Core Conservation Area Appraisal*, character area 10 - discusses the quality of current surfaces and recommends improvements.

³ One of the key findings of the *Access & Mobility Audit* was the narrow width of pavements on some streets and the desirability of identifying widening opportunities.



Default carriage lantern



Default sandstone tactile for controlled crossing.



Top left: default sandstone flags. Top right: default sandstone tactile for uncontrolled crossing (red for controlled). Bottom left: default kerb. Bottom right: default granite setts.



Top left: brick drainage channels. Top right: default bin. Bottom left: default seating. Bottom right: default bollard.



Station to centre

This is the main pedestrian route into the city centre from the railway station and has a substantial footfall. For many people, this is their first glimpse of York and it is currently a confusing and design poor environment. It requires substantial uplift.

Paving

Footways: English Pennine Sandstone flags, with course widths of 600-750mm and slab lengths of 750-1000mm.

Tactile crossings in matching sandstone (uncontrolled crossings) and red granite (controlled crossings).

Kerbs: 310mm wide mid grey granite

Carriageways: asphalt surfacing with granite setts, 200mm long x 100mm wide x 100mm deep or 300mm long x 150mm wide x 150mm deep at pedestrian crossings.

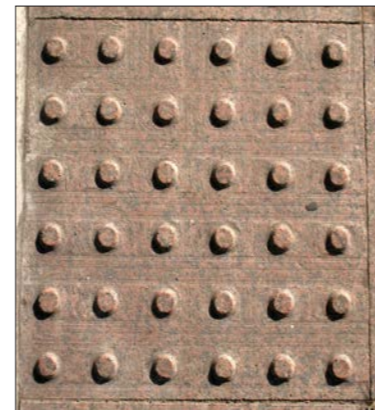
Traditional brick sett drainage edging should in all cases be conserved in situ and repaired or replaced like for like.

Lighting

Historic lighting on Lendal Bridge has been restored and retrofitted with LED technology. These must be regularly maintained. There are opportunities for careful use of contemporary architectural lighting at locations along the walls and at St Leonard's Hospital. Street lighting should be consistent throughout and be column mounted with arms. The exception are the teardrop lanterns along Duncombe Place which should be maintained. Other types of lantern in this location should be replaced with teardrops. There is an opportunity for contemporary lighting schemes at the Cholera Burial Ground⁴.

Street furniture

Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design.



Default sandstone tactile for controlled crossing.



Top left: default sandstone flags. Top right: default sandstone tactile for uncontrolled crossing (red for controlled). Bottom left: default kerb. Bottom right: default granite setts.



Top left: tear drop lantern. Top right: default bin. Bottom left: default seating. Bottom right: default bollard.



⁴ See further discussions in the York Light Plan 2006 and the York Delivery Plan Lighting Design 2013

City centre squares and junction improvements

Each of these areas are programmed in as part of the Reinvalidate York Project and will be developed as part of a detailed masterplan that will reference this, and other key strategies, regulations and guidance. King's Square public space improvement project¹ is timed to complete April 2014.

Materials the same as for city bars.

City bars

These are the main historic gateways into the city and their settings should be dramatically improved through enhancement of existing natural stone footways - replacing damaged flagstones and replacing pre-cast materials with natural for approximately 5m either side of each bar. Carriageways should be resurfaced using natural stone setts for the same distance each side of the bar, to enhance the special qualities of these remarkable structures.

Footways: English Pennine Sandstone flags, with course widths of 600-750mm and slab lengths of 750-1000mm. Tactile crossings in matching sandstone (uncontrolled crossings) and red granite (controlled crossings). Existing riven English Pennine Sandstone flags to be replaced where significantly uneven and re-laid where in reasonable condition.

Kerbs: 310mm wide mid grey granite

Carriageway: granite setts², 200mm long x 100mm wide x 100mm deep or 300mm long x 150mm wide x 150mm deep. Traditional brick sett drainage edging

¹ York City Council Cabinet Report 2 April 2013

² The exception has been the recently completed Fishergate Bar where sandstone setts have been used as it is a pedestrian and cycle route only.

should in all cases be conserved in situ and repaired or replaced like for like.

Lighting: Illumination of the bar and walls will require replacement of all High pressure Sodium floodlights with the design standard LED. Light source to be white/off white. Colour is not to be used except for special events.

Street furniture

Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design



Default sandstone tactile for controlled crossing.



Top left: default sandstone flags. Top right: default sandstone tactile for uncontrolled crossing (red for controlled). Bottom left: default kerb. Bottom right: default granite setts.



Top left: tear drop lantern. Top right: default bin. Bottom left: default seating. Bottom right: default bollard.





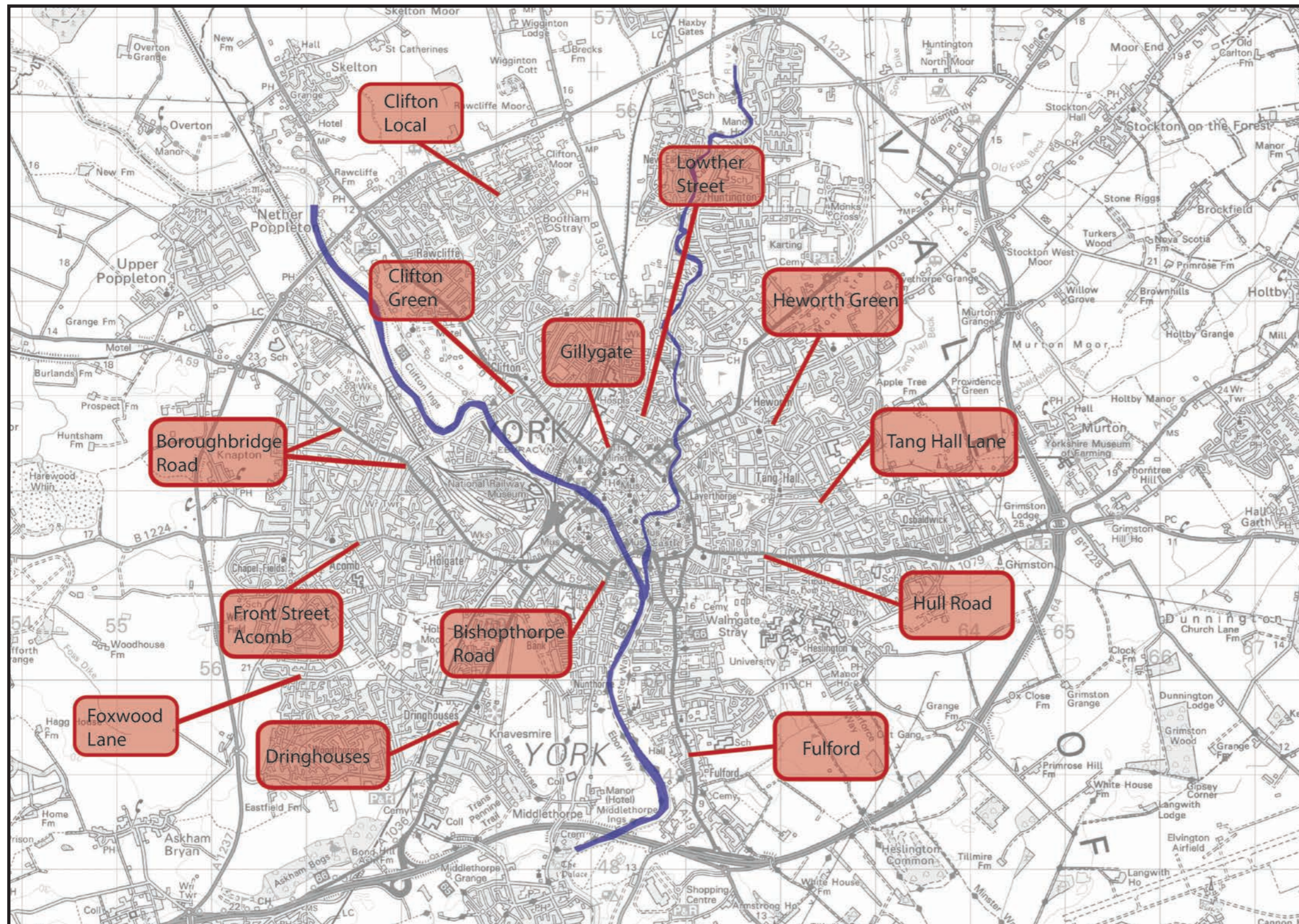
Top: 2014 works to King's Square using a combination of granite setts and kerbs and sandstone flags. Left: 2013 improvements to Fishergate Bar with LED replica 'heritage' lantern and sandstone flags and setts



Secondary zones: locations

Gateway streets; city centre bus routes; secondary shopping areas; the inner ring road. Secondary shopping streets are defined for the purposes of this manual as local centres with a variety of shops usually clustered within a small area.

Gateway streets	City Centre bus routes	Secondary Shopping Streets	Inner Ring Road
Clifton	Bridge Street	Bishopthorpe Road	Barbican
Bootham	Clifford Street	Boroughbridge Road	Bishopgate Street
Blossom Street	Coppergate	Clifton, local	Foss Islands Road
Hull Road	George Hudson Street	Clifton Green	Jewbury
Lawrence Street	Low Ousegate	Dringhouses	Lord Mayor's Walk
Monkgate	Rougier Street	Foxwood Lane	Nunnery Lane
Tadcaster Road	Tower Street	Fulford Road	Paragon Street
The Mount	Pavement	Front Street, Acomb	Price's Lane
Walmgate	St Leonard's Place	Gillygate	Queen Street
	Gillygate	Heworth Green	St Maurice's Road
		Hull Road	Tower Street
		Lowther Street	
		Tang Hall lane	



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Main secondary shopping streets, city wide

The treatment of secondary shopping streets varies considerably but on the whole the materials, design and street furniture are not of the highest quality and they tend to suffer from below average reinstatement following streetworks. These are important places for local communities both socially and economically and would benefit hugely from reinvigoration.

General principles

Consistency is again key, with use of high quality non-natural materials dominant. Natural materials where they exist should be conserved and managed and, where appropriate (such as the setting of significant heritage assets) extended to secure a consistent approach to street and footway surfacing. Non-natural materials should be consistent with the guidelines in this document. In the case of privately owned forecourts, the Council will work with owners to seek a consistent approach to paving.

The inner ring road is integral to the setting of the city walls and bars. Each of the bars is a main pedestrian access point and their junctions should be a priority for significant uplift (see also priority A) for access and for aesthetic reasons.

Street furniture, signage and especially lighting should be consistent and high quality - currently this is not the case. Replacement lighting columns for instance do not reflect what is there already.



Foss Islands Road - shared surfaces involving cyclist and pedestrians in a busy car dominated environment that is part of the inner ring road.



Blossom Street - recently improved through the re-modelling of several pedestrian crossings, improved cycle lanes and the removal of some signage. However, the gateway street contains several types of light column and street furniture is inconsistent. Repair and maintenance of surfaces is also inconsistent and sometimes poor quality.



4th Avenue, Tang Hall - a row of local shops set back from the carriageway allowing plenty of room for seating and cycle storage and generous buffer between shops and carriageway.

Specifics.

Gateway streets

So-called because they are the primary historic routes into the city and, up to the inner ring road, continue to function in that way. These approach roads have suffered degradation over many decades through the increasing demands of traffic¹. For example, the loss of trees and cobbled margins.

Paving

Cobbled margins: should be particularly conserved on these streets and, where absent, opportunities should be taken to restore lost sections where practical. Blossom Street would lend itself well to this as it has a particularly wide carriageway.

Footways: existing 450mm x 450mm pre-cast concrete flags to be replaced with 600mm x 450mm conservation grey pre-cast concrete flags. Existing riven English Pennine Sandstone flags to be replaced where significantly uneven and re-laid where in reasonable condition.

Kerbs: 310mm wide mid grey granite

Carriageways: asphalt surfacing with granite setts, 200mm long x 100mm wide x 100mm deep or 300mm long x 150mm wide x 150mm deep at pedestrian crossings. Traditional brick sett drainage edging should in all cases be conserved in situ and repaired or replaced like for like.

Street trees: These streets could also benefit from planting more trees to restore the original street environments. This has been successfully carried out in some locations on

Blossom Street and Bootham but underground services can be a significant constraint.

Lighting

Street lighting should continue to be columns with arms to suit the gateway nature of the street. All columns should be consistent along the whole length of each gateway².

Street furniture

Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design

² See guidance section



From the top. Left: conservation grey flags. Right: granite setts. Left: default sandstone tactile for uncontrolled crossing (red for controlled). Right: granite kerb. Left: cobbles with appropriate spacing and laying. Right: default bin. Left: default seating. Right: default bollard.

¹ Historic Core Conservation Area Appraisal management recommendations.

City centre bus routes

There are some sections of natural stone paving which should be conserved and repaired where necessary but the majority of footway surfacing is non-natural. When opportunities and funding becomes available the existing flags should be replaced with conservation grey flags.

Paving

Footways: existing 450mm x 450mm pre-cast concrete flags to be replaced with 600mm x 450mm conservation grey pre-cast concrete flags.

Kerbs: 310mm wide mid grey granite

Carriageways: asphalt surfacing with granite setts, 200mm long x 100mm wide x 100mm deep or 300mm long x 150mm wide x 150mm deep at pedestrian crossings. Traditional brick sett drainage edging should in all cases be conserved in situ and repaired or replaced like for like.

Lighting

Street lighting should be of a consistent design along each route¹

Street furniture

Seating, bollards and bins: the York design standard in all cases ensuring variety of arm configurations to suit all needs. More contemporary, 'public art' seating should in all cases conform to accessible design

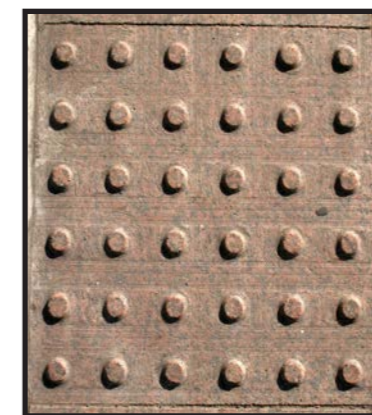
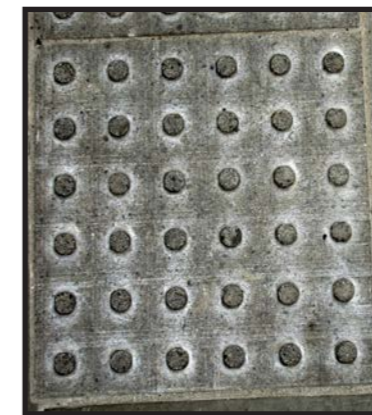
¹ See guidance section

Bus shelters

The standard JC Decaux "Foster" City of York Council passenger shelter design in accordance with the guidelines on page 45.



Top left: Conservation grey. Top right: default sandstone tactile for uncontrolled crossing. Bottom left: default kerb. Bottom right: default granite setts.



Top left: default sandstone tactile for controlled crossing. Top right: default bin. Bottom left: default seating. Bottom right: default bollard.



Secondary shopping streets

These are very important areas with a key economic function within the wider city. They provide opportunities for local businesses and can provide much needed access to food and other facilities. They sometimes struggle economically because of competition from supermarkets and out-of-town retailers. Some, like Micklegate and Bishopthorpe Road have very active local traders coordinating activity through websites and other forms of communication. The environments of these areas is critical to their present and future prosperity. Pedestrian areas, including all footways should be significantly enhanced. Where opportunities exist, pavements should be widened. All these areas should have sufficient and accessible cycle parking.



These two photographs demonstrate how a simple change can significantly lift an area. In this case, Front Street Acomb, poorly designed seating next to a rubbish bin (top) has been replaced in 2014 by the new default seating located away from the bin (bottom)



Inner ring road

In fact, this comprises distinct sections of road, Gillygate is both part of the inner ring road and a secondary shopping street. What they all have in common is their location adjacent the city walls. Guardrail assessment should be carried out on all stretches and railing should be removed where safe to do so to improve pedestrian experiences. A particularly important area is Skeldergate Bridge to Tower Street where guard-railing has been described as extensive¹. In other locations there are limited crossing points for pedestrians and side road junction splays are very wide. Lord Mayor's Walk is one particular area that could benefit from a reduction of junction splays (to reduce crossing time for pedestrians) and the addition of new crossings². Improvement to the inner ring road should, when resources permit, reflect the key findings and recommendations in the City of York Access & Mobility Audit

¹ City of York Access & Mobility Audit

² The City of York Access & Mobility Audit contains an excellent street by street assessment of the inner ring road



The recently (2013) re-designed crossing at the junction of Paragon Street and Fawset Street demonstrating significant improvement in cycle and pedestrian experience on the inner ring road.

Wider city zones: locations

Conservation areas; lanes and alleys with historic surfacing; residential streets

General principles

Often overlooked, back lanes and alleyways, especially outside the historic core make a significant contribution to local distinctiveness and character. Maintenance budgets have generally precluded like-for-like reinstatement and original materials are often difficult to source. However, it is essential that where practical, these local materials should be conserved and surfaces carefully reinstated following any streetworks. In particular, new working practices for refuse collection in areas like Southbank should be developed to avoid heavy vehicle access to back lanes.

The majority of lanes and alleyways in the historic centre are also medieval or earlier in origin. Some have been surfaced well as part of the footstreets but others, especially those in private ownership have not been regularly maintained. The city council could lead on taking a partnership approach to long term maintenance of these important features.

The city and its outlying villages contains a number of designated conservation areas, some of which benefit from detailed conservation area appraisals. Any proposed street works within these areas should always reference these documents and advice should always be sought from the council's conservation specialists.

The majority of priority C streets will be residential streets, subject in the main to periodic repair, resurfacing and replacement of street furniture. In all cases the general qualitative guidance contained in this manual should guide all this work.



Private access lane to the River Ouse, off Lendal, publicly visible, adding richness to the character of York. The historic cobbles are however, poorly maintained and at risk . The clutter, sometimes including waste bins is a detractor.



Street light from the 1950s with an attractive traditional swan neck fitting on Finsbury Avenue, off Bishopthorpe Road.



Heslington conservation area with grass verges, narrow pavements and parking outside shops. Note the concrete street light column

Specifics.

Conservation areas (excluding the historic core)

Historic features, fixtures, fittings and natural stone surfaces should, wherever possible be conserved and enhanced and only removed or replaced on safety grounds where they represent a hazard to pedestrians. In these cases a like for like replacement may be appropriate. The council is in the process of bringing forward a programme of conservation area appraisals and where they exist, detailed assessments of character will be included and should be taken into account¹

Lanes and alleyways

Reinstatement and repair work in lanes and alleys that retain historic surfaces such as stable paviments, natural stone setts and cobbles should ensure that historic material is carefully taken up, appropriately stored and relaid in position. Stable paviments are particularly vulnerable as they are a processed product. Great care needs to be exercised in lifting and storing these paviments during streetworks.

Grass verges

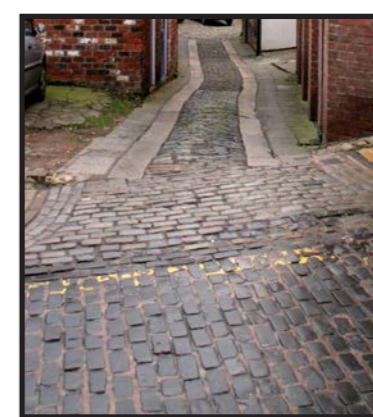
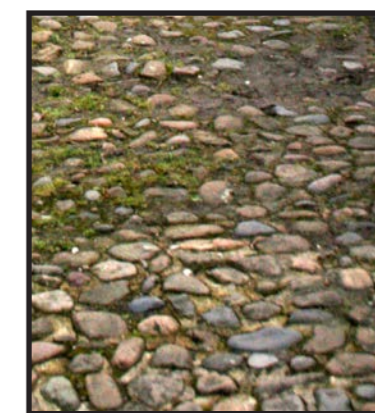
Grass verges should be protected. They are a significant contribution to the character of York's residential streets and the city's green infrastructure. Opportunities to extend tree planting on them should be taken. Great care should be exercised during reinstatement following streetworks and car overrun and parking should be controlled through the use of timber bollards.

De-cluttering

The successful de-clutter campaign in the city centre should be rolled out to all wider city locations.

Lighting

Historic columns should be retained wherever practical and possible and replacement columns should be human in scale except on major traffic routes. Columns should be no taller than historic columns. As and when resources permit, existing sodium luminaires should be retrofitted with LED units.



Top left: stable paviments in Southbank. Top right: cobbles on Hope Street. Middle left: traditional granite setts on Fossgate. Middle right: traditional human scale street light columns on Penyghent Avenue. Bottom left: timber bollards protecting grass verges on Gale Lane.

¹ There are ten adopted conservation area appraisals including the historic core: Towthorpe; Strensall village; Race Course and Terry's; Strensall Railway buildings; Heslington; Fulford village; Fulford Road; Castle Piccadilly. Others are planned for 2014 - 2015.