

ANNEX B(viii)

FOSSGATE DROP-IN SESSIONS

Red Lion:

- Keen on the closure events, sees this as an attractor.
- Keen to attract more people in to Walmgate/Merchantgate end.
- Pleased with concept of the proposals.
- Not wanting shared space treatment or pedestrianisation.
- Street cafes – build-outs will help keep footways free of obstruction.
- Buses on Merchantgate don't signal when pulling out and are noisy at night (keep engines running).
- Cyclists ignore the restrictions. No room for contra-flow.

Blue Bell:

- Main concern is quality of road.
- His business has a cafe licence
- Very pleased with the proposals, keen to see improvement.
- Generally supportive of the proposals and the effort CYC have gone to.
- Queried provision of loading bay outside PH – doesn't want this as he wants footway to be widened to allow use for chairs and tables. Recognises that his wish for seating area may conflict with his delivery provision.
- Wants footways widened so that they are not obstructed by tables/chairs and people are able to pass unhindered.

Franklin Yard Businesses (3No):

- Suggested raised table at Walmgate end.
- Queried provision of coloured crossing at Pavement. Has one been considered?
- Signs not enforced – review these.
- Requested 2-way cycling as Piccadilly and Stonebow are difficult for cyclists.
- Provide loading bays at top end.
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Alterations Express:

- Ok with proposals
- Ban cyclists.
- Remove footway bollards.
- Create footstreets restriction.

Everest Restaurant:

- Would like to see Whip ma whop ma gate junction included especially the loading bay area.
- Pleased with proposals.

Resident of Wigginton Road:

- Queried why it was costing £500k and where is the budget from?
- Doesn't want the work being carried out only for utility companies to then dig it up.
- Need to ensure longevity – make sure that the scheme has durability and doesn't need to be refreshed in a few years time.
- What additional flood protection is being provided, given its proximity to the Foss and the fact that Fossgate flooded recently?
- Are cafes to keep the pavements clean?
- Consultation publicity could have been better on CYC website.

Signatures:

- Are street cafes to be positioned on the road or on pavements? Ensure footways are not obstructed.
- What is meant by shared space?

Resident Fossgate:

- Pleased that it is not being pedestrianised.
- Has disabled relatives visiting on a regular basis so needs parking provision. Access is required at all times.
- Considers that cyclists are not using Fossgate properly and are dangerous.
- Not keen on having street cafes in road or blocking footways.
- Not keen on events due to noise and inconvenience. Aware of other residents not being keen on events.

- Considers trees will be impractical.
- Remove clutter off footways.
- Provide bins next to benches or at cafes.
- Queried if drinking is permitted on street.
- Existing signage is not clearly visible or understood.

Road user/cyclist (member of York Cycle campaign and York resident):

- Commented on quality of the signage and queried how easily understood the new signage would be.
- Confirmed she is a member of York Cycle campaign so is keen on improving the cycle network throughout York.
- She stated that cycles are used as mobility aids.
- Queried why Fossgate isn't being pedestrianised – she would prefer this.
- Why can't deliveries be fixed to out-of-hour times?
- Not keen on shared spaces – she's seen it implemented elsewhere with mixed success.
- CYC need to consider how people may use the route in future years. Consultations should serve to indicate how the space may be used in future.

The Healing Clinic & Mumbai Lounge:

- Why isn't shared space being considered?
- Why are CYC only widening in a few locations if aiming to make the street more pedestrian friendly?
- Need space to congregate outside cafes, restaurants and bars. Blocking the road is not an issue.
- Is street furniture to be multi-functional?
- Cyclist enforcement needs improving.
- What protection are CYC providing against further flooding?
- Is there evidence that the reversal of the traffic has been beneficial?

Cycle Couriers:

- Has observed movement on the street – traffic is improved but there is still a small degree of cutting through. Double parking often takes place t top end.
- Requested full pedestrianisation – the access-only restriction doesn't appear to work.