

ANNEX 1

Reinvigorate York: Public Consultation Responses Fossgate (Q15-19) Analysis of Comments & Feedback from Consultation

Consultation Responses:

Email	54
Letter	4
Questionnaires	136
Surveymonkey	457
TOTAL	651

NB. The 'total' figures for each question vary as not everyone answered every question (Q1-28) in the survey.

Question 15 – Do you agree with the proposal to convert Fossgate to a daytime footstreet?

Answer	Responses	%
Agree	303	56
Disagree	195	36
Don't Know	45	8
Partially agree	1	0
Total	544	100

Question 16 – Do you agree with the junction proposals at the northern and southern ends of Fossgate?

Answer	Responses	%
Agree	232	44
Disagree	206	39
Don't Know	90	17
Total	528	100

Question 17 – Which entry treatment do you prefer at the junction of Fossgate with Pavement?

Answer	Responses	%
Option A	97	20
Option B	134	27
Don't Know	230	47
Neither	13	3
Other*	14	3
Total	489	100

* Comments were general in nature and amalgamated with Q19 for analysis

Question 18 – Do you agree with the proposed type of paving for Fossgate?

Answer	Responses	%
Agree	268	52
Disagree	168	32
Don't Know	81	16
Other	2	0
Total	519	100

Question 19 – Please let us know if you have any other comments or alternative suggestions for the new Fossgate scheme:

The origin of responses is coded as follows:

SM - Surveymonkey (online response)

Q – Questionnaire (paper response)

E – Email

L – Letter

SE - Stakeholder Event

GRF - Guildhall Residents Forum

Q19 Comment	Notes
CONNECTIVITY WITH CITY CENTRE/ ENTRANCE	
<p>ARCHWAY</p> <ul style="list-style-type: none"> Q116 Fossgate is a little jewel of a shopping street, some scheme to encourage shoppers down there overhead signage or tasteful banner. A route from Fossgate over bridge and then Merchantgate to front of Merchant Adventurers Hall should be encouraged. I love Fossgate Q127 for maximum effect there needs to be a quality eye catcher at the city centre end. Perhaps cast iron arch over the road E32 High level banner could be replaced by a permanent ironwork structure incorporating something like – Merchant Quarter – as a branding for the location. Fossgate/ Walmgate are a food & drink destination - all local operators - & as such every effort must 	<p>Support for ironwork archway to promote the entrance to Fossgate.</p> <p>The need to enhance connectivity for pedestrian movement is recognized. This is currently impeded by traffic on The Pavement/ Stonebow.</p>

be made to maintain the individuality of the street by encouraging the public to visit.

- **SE** Attractive, inviting gateway at northern end. Better banner/ signage like Newgate Market.
- **SE** Entrance banner – would prefer something on the lines of Newgate Market to attract increased use of Fossgate.
- **SM** In addition, a wrought-iron archway at the Pavement end saying 'Fossgate' over the entrance of this street, strung between the 2 buildings (similar to the existing one at the entrance to Newgate Market) would be a particularly nice gate-way feature.
- **SM** The entrance to Fossgate at the Northern end should have a permanent archway - probably wrought iron- to give the street an identity.

GENERAL

- **E37 English Heritage** Maintain historic connection between Colliergate and Walmgate via Fossgate. Enhance connectivity for pedestrian movement
- **SE** The scheme is not ambitious enough. Listen to traders.
- **SE** Coverage of the proposals - don't go far enough! Fossgate is treated like a poor relative and the measures are a token gesture. Need to do more to improve the layout, function and appearance.
- **Q10** The scheme does not go far enough.
- **SM** I can't see the purpose of this development, it seems to add nothing. I don't see that it would 'link' Fossgate to the city centre area as this is prevented by a busy road with a lot of bus traffic. The businesses on Fossgate do not seem appropriate to or seem to warrant the proposed development.
- **SM** The issue with Fossgate is that it is not appealing to tourists from the Stonebow end, Stonebow is ugly and off-putting and one of the areas most in need of reinvigorating (together with the down-and-out Rougier Street bus area) and the current shops/pubs/club at the Stonebow end of Fossgate does not advertise a pleasant shopping experience further on, despite the excellent independent shops on that street.
- **SM** It is an important link to Walmgate.
- **SM** I can't see the purpose of this development, it seems to add nothing. I don't see that it would 'link' Fossgate to the city centre area as this is prevented by a busy road with a lot of bus traffic. The businesses on Fossgate do not seem appropriate to or seem to warrant the proposed development.

JUNCTIONS

COLLIERGATE/ WHIPMAWHOPMAGATE/ PAVEMENT

- **Q13** I think it is a shame that Fossgate is a bit out on a limb. Could this be incorporated with some clever flagwork in The Pavement & Colliergate area to help it link up?
- **Q14** Concentrate the new works at the northern end of Fossgate and to construct a speed table over Pavement to make crossing the carriageway into Fossgate safer/ better for pedestrians.
- **Q43** It is too long to wait for the green man at junction Piccadilly/Coppergate/Parliament \Street hardly anyone does there should be a pedestrian phase at each change of light as at Museum St/St Leonards Place
- **Q61** can you improve whip-ma-whop-ma-gate at the same time - remove parking spaces& making clearer open space
- **Q62** Please extend the pedestrian proposals for Fossgate to Whip-ma-whip-ma-gate and the bottom of the Shambles because this area heavily used pedestrian areas which are taken over by vehicle parking areas and as vehicle drop off points. Please also widen footpaths in Colliergate
- **Q90** would need pedestrian crossing over Stonebow if pedesatrianised to encourage footfall

Pedestrian difficulty to cross at the Pavement was highlighted.

Many people at the consultation events questioned the necessity for works to the Merchantgate end of Fossgate, and felt that it would be better to focus funding on the entrance scheme at the Pavement end in order to attract and draw people into the street.

- **Q108** use the money to clean up Whipmawhopmagate and making crossing the junction with Stonebow safer. Currently large vans seem to park in Whipmawhopmagate all day and block views
- **Q108** Use the money to clean up Whipmawhapmagate
- **GRF** Top end of Fossgate at Pavement, welcome concept of lessening the intrusion of vehicles - Amend to narrow the vehicle pathway in Pavement to improve pedestrian safety.
- **SE** Fossgate will always be unattractive unless there is proper pedestrian crossing of Pavement.
- **SE** Crossing points at the top of Fossgate should be further round the corner into Fossgate.
- **SM** Is there some way of linking the bottom of the Shambles to the top of Fossgate so visitors and shoppers using one can then wander along to the other?
- **SM** The design of the junction with Pavement at the top of Fossgate should be extended to address the whole area at the junction of Colliergate and Fossgate.
- **SM** Main issue with north end of Fossgate is crossing Road from Colliergate to Fossgate, every vehicle has priority over pedestrians and tourists and residents alike have to run across cross Road to get over in time, it needs some control, zebra crossing or pelican, if not the pedestrian measures in Fossgate will be wasted as most will just ignore in face of traffic hazard.
- **SM** Pedestrian flow between Whip-ma-Whop-ma-Gate and Fossgate needs to be encouraged. Pedestrian priority should be accorded crossing Pavement.
- **SM** Entry treatment at top of Fossgate could be on a speed table on the pedestrian desire line like on the other side of Pavement at the junction with Whip Ma Whop Ma gate this would signal to drivers that the street is a foot street and provide a crossing on the desire line. the whole of the junction with Fossgate/Pavement and whip ma whop ma gate could be raised - have a look at Grimsby Station access road Bethalem Street paving scheme which is vary bold.

FOSSGATE JUNCTION WITH PAVEMENT (NORTH)

- **E38** Agree that there needs to be a greater emphasis on the north end of the street at Whip-Gate to encourage footfall into the street. The river end of Fossgate is already quite attractive with the granite setts and is the exit out! If funds are "diverted" to the top end perhaps the "table top" could extend a little further into the street, extra seating, maybe renovate the lights on the bridge?
- **Q127** Move most of the investment to the top of Fossgate - very important to attract people form town into the street. This way further investment could carry on down the street.
- **SM** Raised tables are preferable because they create a level pedestrian crossing without any ramps, and effectively serve to identify the crossing and encourage drivers to proceed more slowly.
- **SM** I strongly support Option B to answer 17 because I consider that this option will retain the street-like appearance of Fossgate.
- **SM** I have chosen Option B but do not wish to see an outside seating area or widened footpath.
- **SM** Do not see the need for either a hump or a flat top at the Northern entrance to Fossgate. Both are totally unnecessary - traffic is already moving at a snail's pace when it leaves Stonebow. Keep the cost and ongoing maintenance down.
- **SM** Which entry treatment do you prefer at the junction of Fossgate with Pavement? I don't see why this needs changing.
- **SM** You haven't drawn on the parking arrangements around the changes which would be useful. In general I like option B as the pavements should be wider, but I much prefer table tops to humps (I cycle around using a trailer frequently and road humps can upset the contents and/or the trailer!) and I don't see the built-out pavement and the table top are mutually exclusive. The problem is that cars might park on the table tops whereas they won't on the pavement - it would be useful to know what the rules will be.

<ul style="list-style-type: none"> • SM Given the narrowness of the footways it would be preferable to have a section at the northern end where the road is at the same level as the footway as in Coney St. If at all possible it would be useful to be able to return the southern end to two way access to premises so that speeds are reduced and there is no need for vehicles to enter the pedestrianised top section (which might become an evening as well as daytime footstreet area) <p>FOSSGATE JUNCTION WITH MERCHANTGATE (SOUTH)</p> <ul style="list-style-type: none"> • GRF Are proposals necessary at all at the Southern end, problem as a pedestrian is getting to Fossgate from Pavement. • Q98 I am doubtful about the usefulness of a short widened pavement at south Fossgate A tabletop should be sufficient. • SE Don't do the southern entrance. Construct northern entrance and extend down Fossgate until the budget runs out, road at the same level as the footway. • SM Would leave southern end of Fossgate alone. • SM The treatment at the South east end needs to discourage vehicles emerging from Fossgate into Walmgate. Except at a very slow speed. Many drivers currently regard the exit as 'straight ahead' rather than 'give way' • SM Leave the bottom of Fossgate alone. Let Merchantgate remain a place for bus stops and as a route for buses down Walmgate. <p>GENERAL</p> <ul style="list-style-type: none"> • SM Do you agree with the junction proposals at the northern and southern ends of Fossgate? I don't see why this needs changing. • SM The alterations proposed need to be influenced in terms of option, by cost. The cheaper option should be adopted. 	
CYCLING	
<p>FOR CYCLE ACCESS</p> <ul style="list-style-type: none"> • E44 Make this an all-vehicle level passageway with motor vehicles only downhill, no parking, and a 5mph speed limit. Maybe experiment with making it pedestrians & cyclists only for some hours, but do not go down this line without careful trialling. Maybe have shuttle bus that goes from Helen's Square to Walmgate Bar and then up to Fishergate & The Eye. You say "new cycle parking at the south end of Fossgate". Am not sure which end is south, but the Walmgate end is the WRONG end! The current position by Whipmawhopmagate is good, but more stands are needed. • SE Cycling in footstreets, Paul Hepworth: experimental trial of cycling would be welcomed. • SE DfT Local Transport Note LTN2/08 4.3 Vehicle Restricted Areas experimental traffic order for all day cycling. Speak to Andy Vose. • SE Cycling - can access be retained for improved cycling along Fossgate (24 hr)? • Q33 Keep a 'lane' for cyclists if it becomes a footstreet! • Q50 Keep Fossgate access for co existence of pedestrian and cyclist as around Minster Piazza. • Q51 It would be good to allow cyclists as well as pedestrians in a system such as currently around the Minster • Q111 money not well spent if becomes footstreet cyclists will have to use Piccadilly which conflicts with buses and taxis currently Fossgate relatively safe for cyclists • SM Fossgate / Parliament Street / Davygate / Blake Street / Goodramgate should have a two-way cycle lane during footstreet hours; this would incentivise more people to access the City Centre on bikes. • SM Making the road a footstreet will also force cyclists onto the bus-heavy roads around which can't be good. • SM I disagree with it being a footstreet because it further limits the ability of cyclists to get across the city at a reasonable speed. Some cyclists have difficulty walking (I was like this after a foot op, and many people have painful feet) and the distance to walk 	<p>Officer Comment: Fossgate forms part of proposed North-South cycle route across the city centre as shown on the Proposed Strategic Cycle Route Network which was consulted on as part of the Local Plan. The assumption is that cycling would be permitted if Fossgate was 'Pedestrianised'.</p> <p>23 responses wished for cycle access to be retained.</p> <p>Some cyclists currently ignore the one way restriction. This needs enforcing.</p> <p>5 responses were in favour of cycle racks, whilst 7 were against.</p>

across the city is time consuming and uncomfortable with heavy shopping.

- **SM** Fossgate is part of the normal route for many cyclists: forcing these onto Piccadilly would be dangerous (it's bad enough that there is no safe route into the city, as Fossgate is one way). It is unclear how the council proposals would affect cycling routes.
- **SM** The cycle route through the city down Fossgate needs to be maintained and cyclists and pedestrians each need their own priority areas. Steep humps and bumps cause problems for cyclists.
- **SM** As a cyclist that lives off Fulford Road, going into the centre of York is not straightforward. I often want to go straight to Parliament Street or on to the Minster. At present I can only do this by joining the main traffic lanes on Piccadilly. Would it be possible to permit cycles to go in both directions on Fossgate? It would be good if cyclists be allowed both ways on Fossgate during the daytime.
- **SM** There should be a north-south cycle route through York- closing Fossgate to cycles further reduces this even more.
- **SM** Can a cycle lane (both ways) be included?
- **SM** How are cyclists to be accommodated i.e. when cycling, not parking cycles? Will this new paving and table top and humps let people bike along Fossgate, as at the moment it is a useful part of the direct route through the city eg from Stonebow and / or Colliergate to Walmgate and the W Bar.
- **SM** The Dept for Transport have issued guidance on cycle access through pedestrian priority areas. They suggest that where a road is closed to motor vehicles, whether full or part time, that there should be an experimental period of all day cycling. This should be trialled in Fossgate, to determine whether a permanent scheme might be successful. The rationale is to help outbound cyclists avoid the bus congested route via Piccadilly.
- **SM** I'd be hesitant to cull the cycling options... would cyclists still be able to go down Fossgate? It is a main cycling artery.
- **SM** It would be especially good if there could be a cycle path down Fossgate during the footstreet hours as this is currently a cycle friendly route to the hull road.
- **SM** I'd like to be able to take a bicycle through there during the day, and I think that's true of a lot of cyclists. So a marked cycle route would be a benefit.
- **SM** Currently it is a safe cycle route for those who don't want to dice with death on Piccadilly with its myriad of (necessary) buses.
- **SM** Clearer identity of Cycle lanes/areas would be helpful.

AGAINST CYCLE ACCESS

- **Q89** as a daytime footstreet this must exclude cycles - not cycles in with public as I think foot fall would increase in new environment

ENFORCEMENT OF ONE WAY

- **SE** Cycling the wrong way down a one way street – very dangerous.
- **SE** Some reported cyclists abusing the current restrictions.
- **SM** If you must do something in Fossgate please erect signs saying it one way for both cars AND cycles!!!!

FOR CYCLE RACKS

- **Q11** Car parking in Whipmawopmagate should be removed, paved and replaced with cycle racks. All cycle racks in York should be 'protected' with CCTV cameras.
- **Q29** Provide more cycle parking.
- **SM** There could also be more cycle parking at the north end of the street.

<ul style="list-style-type: none"> • SM There should be more cycle parking across the city which is close to all the shops and facilities - if you have a trip to town to shop, go to the optician and the library, you can get it done much quicker if you can cycle between your various destinations and you can spend more if you can carry it back to your bike easily. • SM The extra cycle parking will be greatly appreciated however thought should be given to creating separate cycle lanes keeping cars, pedestrians and cycles separate. <p>AGAINST CYCLE RACKS</p> <ul style="list-style-type: none"> • SE Cycle parking not needed. Merchantgate but short stay midway on street near cafes? • SE Cycle Racks at Southern End – currently underused so why provide more? • Q109 cycle racks unnecessary build out for • Q132 no more cycle parking wanted • SM If it is to be a foot street then why is more cycle parking required? Putting in cycle parking means that the street will become a problem for pedestrians who are liable to be knocked over by cycles travelling down Fossgate in both directions as they do now. • SM Why yet more cycle racks? You are obsessed with them. • SM Expenditure on cycle bays etc., would be very expensive & arguably a waste of money at this stage. 	
PARKING/ DISABLED ACCESS	
<p>FOR PROVISION</p> <ul style="list-style-type: none"> • L1 I am very much opposed to the pedestrianisation of York centre. Being almost housebound I need taxis everywhere. In Fossgate I use book shop, hairdresser, and furniture store. Its bad enough not being able to get to my bank in Coney Street except very early morning when I am unable to get about. I cannot be the only person who needs transport everywhere. Don't forget the people who live here and shop, not only visitors. • E5 How will proposals affect people who can only walk 50-100 yards & can't use wheelchair – at the moment able to park more or less outside bank, dentist, and coffee shop. Shop/socialize in York city centre • E7 Consider the needs of the elderly who need to use a car • E46 My husband is severely disabled and all these pedestrianised areas make it impossible for him to have access. We enjoy the restaurants/shops on Fossgate but need car/taxi access to the door. • Q129 Are green/blue badge holders going to be able to access the area at all times as these are critical parking spaces for us to use Fossgate and this part of the city • SE Merchant Adventurers has excellent disabled access facilities, it would be a shame therefore to lose adjacent disabled parking. • SM It would seem clear that plans to turn Fossgate into a foot street will limit the parking for disabled drivers- spaces for whom have been chipped away already in recent years .Fossgate has proved invaluable for disabled drivers like myself, and plans to remove the ability to park there will have a major impact on drivers such as myself being able to access the city at all. every disabled space that becomes no longer available in the whole of the city has a disproportionate effect on the ability of people like myself to lead a semblance of an 'ordinary ' life and to interact with the city • SM Look after the disabled drivers in York. More disabled driver parking places. We need to go to York for shopping and banking. Stop making disabled drivers problems: they have enough problems without the council making more. • SM My husband has considerable pain sitting in a car, and it now takes much longer for us to get from the north side of town to the station area, or the Scarcroft Road area, where he has to try and go for appointments. It simply doesn't seem fair that people 	<p>Responses flagged up the need for both taxi access and disabled parking in the city centre for less able bodied people.</p> <p>The necessity for any parking in Fossgate was questioned due to the width of the road. Road blockages occur frequently.</p>

with these kinds of problems have been lumped in with everyone else, who may be inconvenienced, but not penalised in more distressing ways.

- **SM** I'm very frightened by your proposals. As a disabled driver, I totally rely on the daytime street parking in Fossgate. I drive down Piccadilly to town and usually the disabled parking spots on the right, outside Argos, are full. At the end of Piccadilly I MUST turn right. I then turn right again into Fossgate and always find a parking space. Without this option I am a loss as where to park. What do you suggest I and all the other disabled drivers do? This is a very bad idea for disabled drivers.
- **SM** Are the present access arrangements for blue badge holders going to be retained?
- **SM** Businesses on Fossgate will be virtually inaccessible for the disabled who do not use mobility scooters.
- **SM** This is another street which currently provides disabled parking, which would potentially be limited by the new proposals. The Council seems determined to push disabled parking out of the city centre, thus meaning people like me may reach the point where they can no longer visit the city centre.

AGAINST PROVISION

- **Q50** Disabled parking created a real problem on Fossgate. Funnel pedestrians and cyclists into same restricted space.
- **SM** No parking by anybody during the day; tired of seeing the disabled badge abuse outside Browns at Finkle Street.
- **SM** No disabled parking, please, on the street. Make provision for that beyond the southern end if necessary.
- **SM** Disabled drivers should also be prohibited from this area, as they are one of the biggest problems at the moment.
- **SM** Blue badge parking also needs to be removed to accommodate pedestrianisation there are wider streets which would be more suitable for this.
- **SM** No parking of any kind should be allowed in Fossgate as the street is far too narrow.
- **SE** Remove the disabled parking.
- **SE** No parking at any time.
- **SE** Disabled parking a big issue to everyone – blocking/ restricting.
- **SE** Remove disabled parking facilities – road not wide enough to accommodate disabled parking.

GENERAL

- **SM** It takes no account of the fact that Fossgate is one of only 2 options for disabled people to get out of the centre when they have come down Colliergate from King's Square, the only other option being to turn left.
- **SM** is there any way that the restrictions (e.g. Lendal Bridge, Davygate, etc) could be lifted from cars which have no. plates known to be used by blue badge holders?
- **GRF** Accessibility - provision of disabled parking is a city wide issue to be looked at.
- **SE** Disabled Badge Parking – the bay at the southern end is closely located to the junction and sometimes blocks access for delivery vehicles, causing obstruction.
- **SE** Disabled parking on Piccadilly opposite multi storey car park.

DESIGN OF FOOTPATH & ROAD

- **E37 English Heritage**
 - Maintain clear visual distinction between the pavement and roadway
 - Define pavements with larger elements (i.e. paving slabs) with smaller elements for roadway & definite kerblines between

General support for widening of footpaths, narrowing of carriageway and leveling of the street, so long as the kerblines are defined/ visually distinct.

footpath and road

- Simplify kerblines and lines of the pavement
- The lines of the treatment of the Fossgate/Merchantgate junction also appear somewhat fussy and the kerblines would benefit from being simplified.

WIDTH

- **SE** Extend footway widening down to Merchant Adventurers Hall.
- **SE** From Pavement single lane.
- **SE** Make 1 lane wide with delivery parking bays only.
- **SE** Widen pavement all the way down, so there is a single carriageway all the way down.
- **SE** Footway - widths are too narrow overall and need widening where possible.
- **SE** Road narrowed to widen pavement on one side of street
- **GRF** Pavement proposed widened half way along, why can't we have bays all the way along, at least up to the bridge?
- **Q48** make Fossgate one vehicle wide its full length - sort out dreadful pavements
- **Q102** as Fossgate is narrow anyway I cant see how you can widen the footpaths
- **Q132** do not widen the entry cars have to get from A to B
- **SM** Would consider narrowing road further by Blue Bridge to give wider pavements along that area, plus reduce speed of cars as they naturally speed up as the road gets wider. Would also consider a further narrow section between Merchant Adventures entrance and north end, to give greater pedestrian space for crossing/waiting.
- **SM** Surely the widening of the footpaths will be on both sides of the street! Also I assume it will run the length of the street from Pavement to Merchantgate? To only widen the pavement in certain areas would not be fair on traders who would not benefit from widening.
- **SM** Fossgate is difficult to negotiate as a pedestrian, as the paths are so narrow; bollards force pedestrians into the road to pass because they block the paths.
- **SM** Am all in favour of widening pedestrians/seating area
- **SM** I approve of widening footpaths where ever is possible.
- **SM** Make sure pavements allow wheelchair access.
- **SM** I would agree it is a squeeze for pedestrians, though it isn't a main thoroughfare for people.
- **SM** Pavements are very difficult to navigate when crowded, with pushchair or wheelchair. This might still be a minor issue during footstreet times because the kerb is very deep there, would the proposal consider smoothing the transition into the road surface to make it easier for a party of people to walk abreast? Also people with buggies often continue to use pavement on the existing footstreets to avoid hassle of lifting out of road for passing vehicle, so it could still be important to widen area available.
- **SM** The footpath should be widened and the same level as the road as I have difficulty with my disability scooter and cannot pass others without them having to go onto the road, I have also seen the postmen struggling with the new post trolleys.

LEVELLING

- **SE** Remove kerbs and pave all the way down to merchants.
- **SE** Make Fossgate one level surface with bollards.
- **SE** I endorse levelling the whole street then do whatever re bollards/ seats etc etc
- **SE** Level paving across street as far as 27/39 with view to this section being mostly pedestrian area.

Incorporate bollards to protect pedestrians and buildings.

- **GRF** When looking at Fossgate pavement can you also look at height there is quite a drop off the pavement onto the road surface. Uncomfortable to walk along Fossgate.
- **Q98** Please lower the height of the footway and remove bollards
- **E32** widening the pavements is not the answer, the full width of the street should be re-surfaced to encourage outdoor seating during certain hours which by virtue of it's visual impact would attract people as exists in all similar European cities.
- **SM** Again, shared space rather than kerbs and pavements may be more appropriate for a predominantly pedestrian street with limited vehicular traffic at times.
- **SM** Could you get rid of the kerbs in this street - they are too small to do anything sensible when trying to get past someone going in the opposite direction
- **SM** Traffic/pedestrian segregation needs to be clearly defined by keeping raised surfaces for pavements. Safety should be a major consideration in the plans
- **SM** I am concerned however, that the levels of the footpath/road are not being levelled. Disabled access along the footpath is virtually impossible particularly for those in wheelchairs/motorised scooters as there is insufficient room to pass or turn into the properties without falling off the rather steep kerb, (this situation is worse at the top left hand side of Fossgate).
- **SM** The height of the step from the road to the pavement could be reduced, or even flattened all together to effectively widen the pedestrian route.
- **SM** I seem to remember it being suggested that the whole of Fossgate be paved, so there was no road marked out. This would be far more appealing to pedestrians, especially as during the day it would be pedestrianised anyway. I think you would get far more people wandering down there if that was done. It has proved successful in other towns, why not trial it here too.

BOLLARDS

- **GRF** Can we do something to protect pedestrians to stop lorries or vans driving onto the pavement.
- **SM** Removing the bollards along the pavement (since vehicle access will be restricted anyway) would increase the sense of space and pedestrianisation.
- **SE** Use bollards to protect overhanging buildings and signs.
- **SE** Need bollards to protect buildings.
- **SM** I would also appreciate reassurance that the existing bollards located outside properties are to remain as these are necessary to stop vehicles from mounting the kerb and crashing into the overhanging buildings.
- **SM** I would venture to say that the proposals don't go far enough. The bollards could be removed if the street becomes primarily pedestrian and the parking provision could be done more discretely so that it doesn't interfere with the flow of pedestrians during the day.

ROAD HUMPS

- **SM** Remove existing road pumps Nobody speeds in Fossgate anyhow
- **SM** I think all road humps should be removed and other traffic slowing measures introduced.
- **SE** Poor marking to road hump outside Merchant Adventurers Hall.

GENERAL

- **SE** Southern end – currently not very attractive/inviting and needs improvement.
- **Q99** brighten up and repair footpath and road but otherwise leave an old narrow street as it is

<ul style="list-style-type: none"> • Q124 Improve traffic flow - wider footpaths, seating, cycle parking and obstructions to entry cause clutter to obtain the opposite • SM This is never a busy street with pedestrians as closure of shops show so enhancing it will not make a great deal of difference • SM Consistency in tactile surfaces across areas where pedestrians are expected to walk. 	
SEATING	
<p>FOR PROVISION IN FOSSGATE</p> <ul style="list-style-type: none"> • SE Lack of seating is a concern. • Q14 More street cafes and activities could help underline the dominant pedestrian use in daytime. • Q116 seating would be good (Pavement) and cycle parking at the other end (Merchantgate) • SM More tables & seating from cafes/ restaurants to accommodate with reduced amount of traffic? • SM If Fossgate is pedestrianised, the restaurants should be allowed temporary al fresco ding tables <p>AGAINST PROVISION IN FOSSGATE</p> <ul style="list-style-type: none"> • SE Seating could encourage anti-social behaviour. Please reconsider. • SE No seating at top (south). • Q2 Who would want to sit in Fossgate? • Q8 It's not really a street suitable for the sitting-outside-drinking-coffee brigade. Leave it as it is. • Q26 I can't imagine who is going to sit there! There need to be more seats in Parliament Street like there used to be. • Q102 AS for seating it would be nice to see some in the big plain square outside M&S • Q108 retain the hump but please no seating the corner pub Terrace/ Stonebow is always having fights & people would be in danger or encouraged to drink on • Q109 seating between 4 pubs may not be a good idea. • Q122 visitors to York will not be thrilled with the idea of sitting on a seat in Fossgate street too narrow and not exciting to look at • Q131 terrible place for seating • SM The footpath in Fossgate is too narrow for seating, which would be inappropriate. • SM No idea why anyone would want to sit at the south end of Fossgate unless to get yet another bus. • SM It is also not somewhere I would consider sitting down and pausing either so I don't get the reasoning behind the proposed bench areas. • SM Why would people want to sit in Fossgate? • SM Why is seating required here? There are sufficient cafés and restaurants where people can sit and enjoy their wares, along with the Merchant Adventurers Hall which has beautiful gardens to sit in. • SM I wouldn't like seating at the Fossgate and Pavement end as it would be next to the two bars and that area can get very noisy and have drunks there and I have been intimidated at times. It would be good if the bicycle parking could move there and the seating was where the cycles are now. • SM Seating should not be allowed due to limited space and the amount of public houses and street drinkers already in the area. • SM I think the only people who would sit in Fossgate would be Blue Bell customers or smokers from cafes and restaurants. • SM I am not sure about the seating because how many people would use it as there is not a lot to see there. Perhaps improving the area and giving seating at the bus top at Merchantgate would be a better use of money. • SM I fail to see why people would want to sit in this area. Would not Merchantgate be better suited? This is where the bus stops 	<p>5 respondents were in favour of seating in Fossgate.</p> <p>21 respondents noted concern regarding seating in Fossgate as it may encourage anti social behavior. Some more appropriate locations were suggested.</p>

<p>are and is a larger open area.</p> <ul style="list-style-type: none"> • SM More seats, yes, but not there. Buy Stonebow House and demolish it- put a public garden in place with trees, so there is a view of the pretty buildings behind in St Saviourgate, and so the jobs that congregate in an intimidating manner on the steps of the Central Methodist Church will go elsewhere. 	
STREET CLUTTER	
<ul style="list-style-type: none"> • SE Reducing street clutter – please remove A boards and keep street cafes in check (on all options). • SE When reducing street clutter, remove all A boards. • SM There are too many tables, advertising boards etc in York. The city is being taken over by bars and restaurants. 	<p>A boards should be managed within the new scheme.</p>
GREEN INFRASTRUCTURE	
<ul style="list-style-type: none"> • E10/ E20 Opportunity to green up the area e.g. green walls, plant containers, planting islands. Provide more trees and green infrastructure in the city centre • SE Flower tubs on build outs. • Q18 Please include vegetation. Planters with 'edible York' food plants would be fun and attractive, Edible York would keep them looking nice if provided with a small budget. • Q69 Opportunity again to use Green Walls. Use tree and flowering palletised planters to control traffic and green up the area. Maybe introduce more half moon shaped islands down Fossgate and with planters on them. • SM Bit more greenery in general would transform the look of this area • SM Can we have some planters along here? • SM Again, the addition of greenery wherever possible I think will help define this as a pedestrian area rather than a thoroughfare for cars. 	<p>7 responses encouraged the addition of planting within the street.</p>
PAVING MATERIALS	
<p>GENERAL</p> <ul style="list-style-type: none"> • E37 English Heritage concerned that both proposals as shown appear to introduce a number of other materials and appear somewhat 'fussy', especially Option B • Q54 I am not an expert in types of paving but would like more research to be done to find suitable paving for all areas of York. There have been some disastrous choices on previous projects and the results of the choices are evident. The waste of money means many areas need redoing! For example area around West Offices and Cedar Court Hotel - poorly laid unsuitable product • Q114 Paved same as Piccadilly as that works well with everything clearly defined • SM also the re-surfacing should extend to the full width of the street initially down to the entrance to the Merchant Adventurers Hall to allow outdoor seating for the increasing number of eating houses during Footstreet hours. • SM If there is any money left once all the residential foot ways have been re-laid in fancy materials, the council can think about spending my council tax on providing it for tourists. Till then, tarmac is all there is outside my house, so tarmac is suitable here • SM I don't have any knowledge about the benefits of different types of stone/foot surfaces, but in general terms I think considerations need to be put on durability as much as appearance - surfaces which can withstand the effects of freezing in cold winters etc and good at staying flat and thus preventing trips and hazards. • SM I would like to see more permeable types of paving materials used, which could help with water run-off. 	<p>Material palette should be simple.</p> <p>Keep the setts on the bridge.</p> <p>Many people felt that old/ reclaimed materials added to the sense of charm and should be retained/ used wherever possible.</p> <p>A balance between safety and maintaining character of place is paramount – criticism of Phase 1 Kings Square was received.</p>

- **SM** Do you agree with the proposed type of paving for Fossgate? If you have to change things here this would be a suitable type of paving.
- **SM** I think the whole of Fossgate ought to be paved in the same manner as Stonegate.

YORKSTONE

- **Q11** Fossgate should be fully paved in York stone (as per Stonegate).
- **Q48** natural Yorkstone for the whole length of Fossgate
- **Q76** The new yorkstone paving is not nearly as beautiful as the reclaimed yorkstone. The latter should be used wherever possible and never sold off to other towns
- **Q106** New Yorkshire paving slabs are alien to York and will make the city centre look like a major urban centre such as Leeds
- **Q123** York stone paving flags expensive?
- **SE** DON'T rip up existing York Stone footway!
- **SM** The worn, old Yorkstone paving is part of the charm of Fossgate. Do not replace it.
- **SM** Are the original york stones been retained?
- **SM** Retain the existing worn York stone paving flags at each end of the street.

COBBLES/ SETTS

- **E37 English Heritage** the existing stone setts which currently carry Fossgate over Foss Bridge, along with the associated fairly large slabbed natural York Stone pavement, should remain in position
- **Q32** keep the existing granite sett paving as much as possible to ensure the historic context.
- **Q114** why not put the flat topped granite setts the full length of the road to define path from road
- **Q131** why spoil appearance with granite setts they always look awful why does carriageway need defining
- **SM** It is important to retain the grey granite setts across Foss Bridge
- **SM** Cobbles/setts make York a sense of place and history.
- **SM** Don't change cobbles on the bridge.
- **SM** you better not get rid of the cobbles.
- **SM** What about the cobbles near the river? I think they add to the sense of clutter along the street. I don't have a view about whether they should go or whether the entire street should be cobbled (although it's not a great section for bikes), but it would be nice if there was one surface for the entire street.
- **SM** Originally I believe Fossgate was surfaced with 'cobble-like' stone sets which were buried underneath a layer of tarmac a while back. If the tarmac was stripped back displaying the 'cobbles', I consider this would make the street significantly more attractive and reinstate the authenticity of this important street.
- **SM** Flat topped granite setts don't stain and show chewing gum. See the deterioration outside minster already.
- **SM** Small-scale setts would be better if vehicles are to go over them.
- **SM** As a cyclist I am against any scheme that employs cobbles, sets or other rumbling surface. I have started to get reynauds syndrome (white finger disease). My doctor thinks it is most probably from the vibration from the road surface. We should be removing these obstacles rather than increasing them. Merely because a few tourists, who come once in their lifetime, think them attractive shouldn't outweigh the impact on the residents.

CHARACTER/ QUALITY

- **SM** I don't know what the paving currently is in Fossgate and if it is not currently Yorkstone then I think the new paving should match the old.
- **SM** Again, please let the paving be of a high quality, in keeping with our beautiful city.
- **SM** The paving needs to reflect the ancient character of the street.
- **SM** Is the new proposed paving going to enhance or ruin the street's visual appearance?
- **SM** All this proposed modern paving will make York look like any other large city which has been 'tarted up'. Everywhere doesn't have to look the same.
- **SM** Part of the character of Fossgate is its narrow pavements. To widen these, presumably replacing the current hand-cut textured stone with dull machine-cut stone, would be a mistake. If they could be widened while maintaining the existing texture, the plan would be improved.
- **SM** Again, I personally prefer the rougher, reclaimed, slabs to those used in Kings Square, which seem slightly incongruous. However I love Fossgate and it does seem under-represented in York, it being a little out of the way (which perhaps is part of its appeal).

COST

- **SM** Use surfacing which minimises cost (both initial and maintenance)
- **SM** Again don't waste money on a particular stone. Use whatever is practical and cost effective.
- **SM** Paving seems a waste of money for the small area to be improved.
- **SM** We should be recycling old materials (the ones from Kings Square would be ideal) to blend in with the existing materials and thus keeping the cost down.

SAFETY

- **Q43** Fossgate slopes and so York stone is likely to be too slippery.
- **Q104** So long as paving is safe & sound
- **SM** Smooth surfaces for pedestrians, as the current Deangate and King's Square improvements.
- **SM** As per my suggestions regarding the paving proposals at Duncombe Place - the setts should be non-slippery when icy.
- **SM** Please don't use the slippery shiny stones that you used in Kings Square, they are so dangerous when it's wet.

KINGS SQUARE

- **Q33** possibly - but NOT the shiny, slippery stone used in Kings Square!
- **E10 E16 E26** Kings Square now lacks character and is 'bland'. Learn lessons from Kings Square.
- **SM** Don't use the soulless paving slabs used in Kings Square.
- **SM** ERR Kings Square comes to mind here! I'm sure money could be spent on housing people rather than spending it on paving slabs!
- **SM** Leave the paving as it is: this helps with Fossgate's current character. The proposals you suggest would make Fossgate like King's Square: bland and characterless.
- **SM** I don't like the paving used outside the council offices or in Kings Square it provides little grip in bad weather and discolours quickly
- **SM** With all the questions re paving I do hope you don't mean the same sort of paving you have in Kings Square which has entirely ruined the historic characteristics of the place!

<ul style="list-style-type: none"> • SM Also, see above comments on the soul-less use of new paving in King's Square. • SM Kings Square Is A Big Mistake • SM After the disaster that is now Kings Square, one dare not agree to any changes of paving that the council might use since the outcome is too horrible to contemplate. • SM Avoid using same paving as Kings Square - dull and depressing in appearance and very slippery when wet or icy • SM I loathe the type of paving used in King's Square and Deangate. King's Square is now like a thousand modernised squares all over Britain and Europe, sanitised, characterless and charmless. God preserve us from modern planners. 	
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ACCESS/ FOOTSTREETS	
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<p>FOR PRINCIPLE OF FOOTSTREETS</p> <ul style="list-style-type: none"> • E37 English Heritage Welcome principle daytime footstreet • E54 After many years of campaigning for closure to traffic on Fossgate I believe that 4pm is to be the time when traffic will pass down again, if this is the case then I can see no advantage to bars, restaurants and cafes also no incentive for shops to open later. It was always hoped an outside atmosphere during the evening would happen but can't if the road re-opens at 4.pm so I can see no advantage for Fossgate. I ask you consider not re-opening the road until later in the evening, so we can at least compete with city centre streets during the light evenings. • Q27 As a pedestrian, I welcome any improvements to help people walking round the city. • Q29 Please implement urgently, i.e. Before summer peak period. • Q56 No change just close Fossgate to traffic keep the existing narrow pavements and appearance • Q56 Make no changes just close Fossgate to traffic from 10am to 5pm • SM As the owner of 2 properties towards the top of Fossgate, I am very pleased that the street is finally going to be pedestrianised (this has been an ongoing issue prior to 1980 and is long overdue). • SM Fossgate is too narrow for traffic - pedestrians only very good and safer by far. • SM Prohibit cars altogether (except for access), as it is unsuitable for traffic • SM I would like to see Fossgate pedestrianised, including levelling the street with the pavement and providing some seats and planters. When cars and vans need access, their drivers should be in no doubt that it is not just another road and they may need to take care around street furnishing. This could be a public space as attractive as Stonegate. • SM Ideally I would like to see this area closed to traffic altogether which would allow for greater opportunities in outdoor seating in summer for many of the cafes which are often in very cramped premises. • SM Fossgate is too narrow to carry the traffic and parking that it currently does. I don't see how you can widen the footpaths and seating is a silly idea in this area. It would be better to close the street to traffic during the day altogether. • SM Very much support the idea of pedestrianising the street. Would be happy with the option suggested by some traders which would retain some access for deliveries from the south end up to a mid point near the Merchant Adventurers Hall. It would be good to create a truly pedestrian friendly atmosphere with build outs and trees in tubs at intervals down the street and encourage pavement cafes. • SM I agree with the foot street proposal but object to the unnecessary alterations planned to the roads and pavements as serving no useful purpose. Why do you need to reduce speeds through a street closed to traffic? There are no speed tables or humps in most other foot streets, why Fossgate? • SM Remove all vehicles except for early morning/late evening service access. 	<p>Further to Q15 (56% agree, 36% disagree with principle of daytime footstreet), 31 expanded responses in support of principle of footstreets, and 32 expanded responses against footstreets were received.</p> <p>Some responses explored the possibility of making a footstreets order stop at Merchant Adventurers Hall, whilst allowing two way access from Merchantgate for delivery. This is also supported by comments in the Merchant Adventurers Hall section.</p> <p>The practicalities of deliveries needs thought, in terms of preventing delivery vehicles mounting the pavement.</p> <p>Many respondents asked how deliveries footstreets might work in the longer term. This will be addressed in the coming months when the viability of Fossgate as a footstreet is further investigated.</p> <p>The responses to the previous July 2012 survey should be considered.</p>
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- **SM** There are numerous listed buildings on this street and full pedestrianisation can only benefit the look of this street, it has been neglected for many years and pedestrianisation was initially suggested back in the 1970's and should not be carried out in a half hearted measure, the funding for this in comparison to Duncombe Place and Exhibition Square seems to be extremely low.
- **SM** Again, this is a great idea. I really think that making this a foot street will make such a difference to the feel of the street.
- **SM** Fossgate has been difficult to drive down for some time, so I don't suppose this will make life any harder. I hope the businesses will get useful access hours.
- **SM** It should have been made a footstreet a long time ago.
- **SM** Why do vehicles need to use Fossgate at all - ban them completely during the day.
- **SM** Pedestrianise and outside seating for restaurants.
- **SM** Pedestrianising this road is long over-due!
- **SM** Perhaps this area could be totally traffic free. It could become more like Stonegate.
- **SM** I am very much in favour of reducing vehicular access here and making this a more pedestrian-friendly area - but, given the number of cafes and bistros choosing Fossgate and Walmgate as a suitable location, please consider extending this into the evening too - that whole area between the town centre and the walls needs to be made more 'welcoming', so that people actually want to stroll along there - as opposed to just passing through it, or bypassing it altogether
- **SM** Do you agree with the proposal to convert Fossgate to a daytime footstreet? Yes so long as cycle access is maintained.
- **SM** There is very little point in having any vehicular access to Fossgate full stop. During the day it isn't accessible due to pedestrianisation and no-one really needs to drive down it outside of these times. For me it should be fully pedestrianised and then outdoor cafes could be established.
- **SM** Make Fossgate a permanent pedestrian street with no car access as far as the River Foss. Deliveries could be made for a short period in the early morning or by other means eg bike delivery.
- **SM** Fully pedestrianise Fossgate and close it vehicles completely, with the exception of cycles. This will allow for street cafes and outdoor trading all the way along this beautiful street.
- **SM** Good idea to extend foot priority area to Fossgate
- **SM** I agree that making Fossgate into foot street during the day is an excellent idea and well overdue. However, it would be preferable to extend foot street (and prevent traffic) into the evenings which would allow for the many restaurants, pubs, bars, cafes on the street to have outside seating in the summer. Vehicular through traffic is not essential since through traffic can use Piccadilly. Access for local businesses would be the one aspect needing care. Most of the through traffic currently using Fossgate is not local and the street is used mainly as a rat run. The shopping and tourist experience would be significantly improved with the reduction of traffic to the absolutely essential.
- **SM** I do not understand why this should just a daytime ban and traffic, it should be a 24 hour ban. Fossgate/ Walmgate has become an area with many eating places where people go in the evening, they should have the same safety and comfort as people during the day, ban cars.

AGAINST PRINCIPLE OF FOOTSTREETS

- **E26** Where is there any benefit in making Fossgate a footstreet? You are again driving away trade and visitors – no one wants to just walk all that way out of the city
- **Q26** There are shops on this street that need car access to collect large items. Unnecessary to pedestrianise as it is not much used.
- **Q67** Too much change interfering with access, needs a rethink. Bet it was done by the 'artyfarty' folk with no thought of usage

- **Q94** Difficult to make full length of Fossgate a pedestrian only during the day due to delivery needs * taxi stop as maybe
- **Q101** see letter sent 25/7/12 Blue Bicycle
- **Q109** could only be satisfactory foot street if more money available
- **Q109** Piccadilly/Merchantgate not convenient alternative to Fossgate
- **Q113** Is this road to be closed during the day? Do you want to make another street of eating & drinking outside another obstruction to residents - another decision already made?
- **Q136** Needs more focus on pedestrians. It's another hindrance on the motorist and it will make more roads congested. The roads should stay as they are. There are too many roads that have been narrowed in the past few years. Such as opposite the police station because when a bus waits there it blocks the road.
- **SE** Blue Room Hotel – busy hotel on Fossgate with 24 hour access required each day.
- **SE** Car Parking / Access – some businesses have accesses off Fossgate only and need to retain vehicular access at all times. Also there are some residential properties off Fossgate which need the same degree of access.
- **SE** Vehicular access 24/7 to Franklins Yard – tenants and customers with parking in this area. Leases make provision for parking in this area.
- **SE** Vehicular access required in Fossgate for deliveries/ maintenance etc during daytime. Not possible outwith daytime hours.
- **SM** Retain access for vehicles as required for church services at city centre churches. Again this is being done for tourists and not residents requirements. The Council Tax payer loses out again, roll on next years elections.
- **SM** If you continue to close streets to traffic, where/ how is it going to go?
- **SM** By all means tidy Fossgate up and particularly the uneven pavements but please do not shut this down to traffic - again how are delivery drivers to gain access to shops who need supplies etc -
- **SM** If this street was closed in the same way as Coppergate i.e. 7 until 7, that would be detriment to the functioning of the city as deliveries/collections would hamper trade
- **SM** You will kill the businesses in York increasing pedestrian areas. It makes it ridiculous to gain access to amenities such as banks; in this day and age people want convenience. York is not convenient and these proposals make York less convenient. It will soon be easier and less hassle to drive to do banking in Selby, Malton and Easingwold, depending on which side of York you live, and what does that do to the environment?!!
- **SM** No real opinion on this one. Apart from if you want to pick up anything big from any of the stores, you're bugged.
- **SM** On street parking already means slow traffic speeds. It is outside the core pedestrian centre and split by Pavement, so will not feel like a natural extension.
- **SM** Fossgate is good as it is, what's the point of closing it? Hardly anyone drives there anyway.
- **SM** York really can't accommodate any further pedestrianisation of its streets.
- **SM** Do not make it a foot street
- **SM** I can't see the point of making Fossgate pedestrianised when it only links to streets which aren't.
- **SM** The council is intent on making York as anti car friendly as possible and pandering to pedestrians and cyclists and this from a person who isn't allowed to drive due to illness and could get a bus pass no problem if I was inclined to do so.
- **SM** As residents of the area (Mawson's Court, Walmgate) we would object to any alteration to vehicular access via Fossgate. We agree that anything that can be done to reduce speed should be. Currently, vehicles approaching Foss Bridge at increased speed regularly scrape the underside of their cars as the road rises which is an effective deterrent! The only ways we can approach our property are via Piccadilly/Merchantgate or Fossgate. Sometimes there are problems on Piccadilly such as the recent burst water

pipe which prevent us entering that way. We should still be able to use Fossgate for access. Other than that the changes would bring improvements to the area.

- **SM** Concerned about traffic flow being adversely affected, issues on lental bridge closure causing congestion at other points. Traffic not able to go down Lental Bridge is simply using other routes causing congestion on them, decreasing traffic flow, increasing pollution and impacting local businesses. Making bus services unable to use the square, which may impact on people being able to effectively use the park and ride would not appear to be the solution.
- **SM** Again totally unnecessary to make this a pedestrian street. It is not a busy street that warrants money wasted on it.
- **SM** I believe Fossgate is OK as it is traffic is restricted anyway during the day and I feel the CYC should concentrate on spending money on more important maintenance and repair in and around the city
- **SM** Foot street or not, it is not attractive enough for tourists to want to go down it, other than to get to the Merchant Adventurers Hall. There is not a lot down there for locals.
- **SM** It would be quite awkward to make it a foot street as there is quite a lot of traffic that use this a through road, By making this a footstreet you would have to divert traffic in other areas e.g. Foss Islands Road which may increase congestion in those areas, as well as this I believe that it is slightly too far out of the city centre for trade to be benefited from a foot street option, I think it would be better if instead of restricting vehicles you just restricted parking (not deliveries) on the pavements during the day.
- **SM** The foot-street scheme will remove access for delivery vehicles, the emergency services and disabled drivers/passengers. Vehicle speeds do not need to be reduced in Fossgate; no accidents have occurred to which this was a contributory factor.

PEDESTRIANISE TO HALF WAY

- **Q9** Make footstreets order stop at Merchant Adventurers Hall. Allow 2 way access from Merchantgate for delivery. SEE SKETCH DIAGRAM - wider pavement/ single lane down to Merchant Adventurers Hall then two way access further down.
- **SE** I don't see how 2 way traffic on the south east end of Fossgate would work? How can you turn around, and how would it work outside footstreet hours?
- **SE** Some pedestrian zone would be ok, but need to keep access to Merchant Adventurers Hall and also make sure access for disabled people.
- **SE** Can we instead access Fossgate via Merchantgate, up to the 'inlet' in the road outside Merchant Adventurers Hall?
- **SM** A one way system up to the Merchant Adventurers Hall Entrance would allow commercial organisations to continue to trade
- **SM** Perhaps Fossgate could be pedestrianised from Pavement to the Hall's entrance and access obtained for necessary vehicles from the south
- **SM** A proposal to allow vehicular access from the southern end, could well be worth exploring; Franklin's Yard would be the "dividing line".
- **SM** Having cars and lorries go down Piccadilly instead of Fossgate would be very sensible. This could be 24/7 except where access is needed for deliveries and residents of Fossgate which could be allowed outside of footstreet hours.
- **SM** Until or if ever Pavement can be pedestrianised, it is a complete waste of time and money to try to pedestrianise Fossgate. To pedestrianise the whole street would mean denying those businesses and residents who have off street parking with access to their vehicles during daytime hours which is not an equitable solution. Also, York's most iconic building, The Merchant Adventurers' Hall, would become an island which would be impossible to access for disabled people whose only current access is via Fossgate. The Hall has spent a considerable amount of money to ensure that the whole building is disabled friendly and is fully wheel chair accessible. In addition, the Hall is one of York's most popular wedding and meeting venues generating essential income in order to ensure that there are sufficient funds for the continued maintenance of the building. It is imperative that the

wedding cars and caterers have access at all times in order to carry out their respective functions effectively and efficiently. If access is prohibited during the day time then weddings and other meetings would cease to function and the Hall would fall into disrepair and disuse through lack of funds. That would be intolerable.

- **SM** Close the top of Fossgate to vehicles, permanently. Most use it as a rat-run and making it a cul-de-sac still allows legitimate access for loading or emergencies from the Walmgate end. I have seen streets as short as this abroad completely closed to access, except for emergency services. Deliveries would be by trolley from a couple of unloading spaces at the Walmgate end, where there is room to turn.

DELIVERIES

- **E39** Are there any changes to deliveries/ collections? We run retail and mail order – some items are heavy and bulky.
- **Q20** can the street be closed along the length but permit delivery vehicles?
- **Q75** It is very important that businesses on Fossgate can receive deliveries as easily as possible
- **Q93** what provision of servicing of business premises are proposed? And what will constitute delivery access in Fossgate
- **Q115** Apart from deliveries I don't see why anyone needs to drive along Fossgate. I would favour a system where deliveries go to hubs and then take goods by trolley to shops
- **SE** Deliveries - Need to maintain access for deliveries so can only the top half of Fossgate be treated as a Footstreets and have the bottom half as two-way with permanent access
- **SE** The Hop Public House – all deliveries are in Fossgate and bins are on footpath.
- **SM** How can this scheme be properly supported or opposed when there are no explanations as to how the shops and businesses in the road will receive supplies? The standard answer is to say: 'Oh, these worries are always expressed every time a foot street is proposed and places like Coney Street have managed'. There are two contrary points worth considering:
 - 1] The access arrangements for foot streets are extremely complex, so pedestrians are usually unsure about when to look out for traffic and when the area is officially traffic free.
 - 2] The more streets are restricted, the more complex the problems of supply become. How is Fossgate to be approached? Stonebow and Coppergate are limited access and none of the other nearby streets are completely open. If the shops and businesses cannot flourish the street will not thrive. At a time when so many shops in York are only just hanging on and streets like Micklegate and Walmgate are, commercially, as much dead and alive, it's dangerous to experiment

GENERAL

- **Q40** 20 mph outside of pedestrian hours
- **Q117** The overall impression is that you don't want anybody to go through York in a car. But having agreed Monks Cross it won't be long before there are no shops in York. Not everyone can get to out of town shopping centres Tourist like to shop as well I fear that you are removing character from my beloved city
- **Q133** Where are all these alleged pedestrians in Fossgate?
- **SE** It would be interesting to know what the responses to the July 2012 survey were? How much support from businesses and residents there was for footstreet Fossgate!
- **SE** What are the proposed footstreet hours of operation?
- **SM** Restricted vehicle use to taxis and cycles only with deliveries encouraged to deliver before a set time! This is always a mute issue in the city centre with uncollected rubbish and delivery vehicles encroaching on pedestrians! Unsightly and unpopular
- **SM** Fossgate is, for the York resident, possibly one of the most interesting streets in the city centre with an eclectic array of shops,

<p>restaurants and pubs. The balance of proposed access, pedestrian priority and design is just about right.</p> <ul style="list-style-type: none"> • SM If Fossgate is closed to traffic will Piccadilly be reopened to link Pavement with Merchantgate and thence Walmgate? • SM Fossgate would be a sensible street to pedestrianise but better maybe Goodramgate and make it delivery only (like Coney Street?) • SM Fossgate could be made into a footstreet by use of simple signs. All the other suggestions are a total waste of money and unnecessary • SM Just turn it into a footstreet. How is this done? Well to put a couple of signs at the top end - job done. 	
MERCHANT ADVENTURERS HALL ACCESS	
<ul style="list-style-type: none"> • GRF Will need to retain access to Merchant Adventurers. • SE Merchant Adventurers needs frequent vehicular access all day to conduct its business as we do today. • SE Merchant Adventurers – weddings are often held here so what impact would the proposals have on access for such functions? • E32 Fossgate to become a Footstreet between the hours of 10-30 & 18-00 & maybe later in the summer months. It is appreciated the extent of such a scheme needs to have regard to venues such as the Merchant Adventurers Hall in respect of vehicular access so until such a time that such issues can be resolved works should be confined to the stretch between the entrance to Fossgate from Pavement down to the entrance to the Merchant Adventurers Hall. • E49 Merchant Adventurers Hall Fossgate is the only vehicular access to the Merchant Adventurers’ Hall which hosts many events requiring vehicular access for wedding parties, guests, caterers and suppliers, day and evening, year round. <ul style="list-style-type: none"> ○ Merchant Adventurers’ Hall disabled access is predicated on Fossgate being the street access point. Disabled guests also visit the Hall by private car or taxi, or park adjacent to the Hall in Fossgate. Unless a pedestrianized Fossgate allowed access and disabled parking, this facility for this vulnerable group of visitors would be seriously degraded. ○ Whilst Pavement, Whip-ma-Whop-ma-Gate and St Saviourgate are open to traffic there is no apparent benefit in making Fossgate a footstreet. Fossgate is not contiguous with the city centre footstreets network and the junction at the top of Fossgate is busy with traffic from three directions. Merely adding a coloured table top to Pavement and Fossgate will not draw pedestrians across the road into Fossgate unless they were already bound in that direction for a particular reason, when they would come whether or not it was a footstreet. In fact as a footstreet it could look to the visitor like a closed road particularly with the unattractive buildings at the junction with Pavement. ○ The best arrangement from the point of view of the Merchant Adventurers’ Hall is the status quo with traffic allowed one way down Fossgate; with disabled parking permitted all day, unloading and loading permitted throughout the day and general parking in marked bays from 6pm until 8am. The only workable alternative, and very much the “least worst case” would be two-way traffic for access only from Merchantgate as far as the narrowing of the street outside the entrance to the Hall, using the entrance to Franklin’s Yard as a turning area. We believe that it would be very difficult to operate such a system only during footstreet hours and therefore it would have to operate 24/7. This would have an impact on the current overnight parking in the lower portion of the street with a potential effect on the night-time economy in Fossgate. • SM This proposal will seriously compromise the business of the Merchant Adventurers’ Hall and jeopardize the financial sustainability of one of York’s most important medieval buildings. <ul style="list-style-type: none"> • Fossgate is the only vehicular access to the Merchant Adventurers’ Hall which hosts weddings, dinners, conferences and lunches throughout the year at weekends and on weekdays. The income from these events (£120,000+ per annum) is vital to sustaining the charity that maintains this ancient building. All of these events require vehicular access for wedding parties, guests, caterers 	<p>The need to retain access to the Merchant Adventurers Hall must be recognised when considering footstreet proposals.</p>

and suppliers throughout the day and the evening.

- Wedding cars deliver bridal parties to the Hall virtually every weekend of the year and not infrequently on weekdays too. These cars typically access the Hall from Fossgate between noon and 5pm. If pedestrianisation were to make this impossible, the Hall is likely to lose all of its wedding business, worth £70,000 p.a. and growing; income that is vital to the charity. Losses on this scale will, of necessity, lead to staffing reviews and may result in at least one redundancy.
- The Hall is one of the most popular wedding venues in the City, and it should be remembered that it attracts wedding business not only from local people but also from other parts of the country because it is a unique venue. This brings business into the city outwith the Hall, for hotels, shops, restaurants and other visitor attractions.
- We currently have deliveries and collections by caterers from 7am through to 1am in the morning. We are open 7 days a week and host over 150 events a year. For example, a dinner at the Hall will have caterers delivering equipment and food from 2pm, and a wedding from noon. If caterers have to make all their deliveries before 10.30am, their costs will rise and erode the competitiveness of the Hall in attracting business. In addition early delivery of large amounts of equipment and food will inhibit our ability to open the museum during the day leading to further loss of income and regular removal of the Hall as an attraction from the tourist offer of the city.
- Our disabled access is another major selling point in attracting dinners and weddings. It represents a considerable investment, but is predicated on Fossgate being the street access point. Disabled guests are invariably delivered to the all by private car or taxi in the time frame noon to 8pm. If this were not possible, the business would be lost. Access via Piccadilly is impossible because of the bus stops, added to which most disabled persons would find the two flights of steps impossible to negotiate.
- The Hall has made great efforts to be fully accessible to our not inconsiderable number of disabled visitors to the museum, many of whom are able to park adjacent to the Hall in Fossgate. Unless a pedestrianized Fossgate allowed disabled parking, this facility for this vulnerable group of visitors would be seriously degraded.
- Whilst Pavement, Whip-ma-Whop-ma-Gate and St Saviourgate are open to traffic there is no apparent benefit in making Fossgate a footstreet. Fossgate is not contiguous with the city centre footstreets network and the junction at the top of Fossgate is busy with traffic from three directions. Merely adding a coloured table top to Pavement and Fossgate will not draw pedestrians across the road into Fossgate unless they were already bound in that direction for a particular reason, when they would come whether or not it was a footstreet. In fact as a footstreet it could look to the visitor like a closed road particularly with the unattractive buildings at the junction with Pavement.
- The best arrangement from the point of view of the Merchant Adventurers' Hall is the status quo with traffic allowed one way down Fossgate; with disabled parking permitted all day, unloading and loading permitted throughout the day and general parking in marked bays from 6pm until 8am. The only workable alternative, and very much the "least worst case" would be two-way traffic for access only from Merchantgate as far as the narrowing of the street outside the entrance to the Hall, using the entrance to Franklin's Yard as a turning area. We believe that it would be very difficult to operate such a system only during footstreet hours and therefore it would have to operate 24/7. This would have an impact on the current overnight parking in the lower portion of the street with a potential effect on the night-time economy in Fossgate.
- **SM** To preserve the viability of the Merchant Adventurers Hall for both weddings and similar functions and to make it accessible for those who are handicapped it is essential that access is obtainable throughout the day.
- **SM** I am commenting on this as a York citizen who is employed by a business on Fossgate. As such my views are my own and not necessarily that of my employer. I have a number of issues with Fossgate becoming a daytime foot street which I shall address below:
 - I have worked on Fossgate at the Merchant Adventurers' Hall for over five years and in that time it has never been

"dominated" by vehicular traffic. Traffic for the majority of the time is fairly light and as a pedestrian it has never affected my experience of the street! However if it was pedestrianized this will create congestion before 10.30am and after 5.00pm and will make my commute to and from work far worse than it is at the moment.

- Fossgate is not in the heart of the City Centre - that is surely St Helen's Square and the streets surrounding it. Fossgate has charm with unique shops, business and a nationally important visitor attraction but it is a thoroughfare and always has been. It will not be improved by making it a foot street, particularly when Pavement will continue to be a very busy street and there will be no pedestrian crossing from Colliergate to Fossgate.
- How will residents who live on Fossgate and have vehicles access their properties? They can not be expected to come and go between certain hours. How will businesses be able to function when accessibility is required? There is at least one hairdresser on the street who has a number of older immobile clients who are dropped off by taxi directly outside the premises - how will they be able to access his shop?
- I am the Hall Manager and Audience Development Officer at the Merchant Adventurers' Hall. The Hall is a 658 year old building and is open as a museum and venue for private hire. The Hall is a well known and popular wedding venue and has up to 60 weddings a year, many of the clients hiring the Hall come from outside of York and bring in revenue to the city. I don't want to explain to brides that they have to be dropped off on the very busy Pavement and walk down Fossgate or ask them to dodge buses on Piccadilly! This will deter people from booking the Hall. How will our outside caterers be able to service the Hall for weddings that start at 3.00pm if access to the Hall can only be gained either first thing in a morning or after 5.00pm? This will increase costs on the caterers by having to provide more staff earlier in the morning or later on an evening which in turn will be passed onto our clients. What will happen to the disabled parking? We are very proud that the Hall despite its years is fully accessible to wheelchair users, however if Fossgate became a foot street where would those visitors in wheelchairs park? I believe the business of the Hall will be severely affected by turning Fossgate into a foot street.
- I am very concerned about the cost, the feasibility and impact that this entire project would have and I hope views like mine will be taken into account before a decision is made and unlike the survey conducted in 2012 are not conveniently 'forgotten'.
- **SM** I have no objection to the suggested improvements from the Pavement junction to the entrance to the Merchant Adventurers' Hall. However it is essential that 24 hour vehicular access is available to the southern end of Fossgate as far as the Merchant Adventurers' Hall entrance. If this is denied there will be a real risk to the financial viability of one of York's oldest and most important heritage buildings. Disabled parking is required close to this entrance. The best solution is undoubtedly the status quo but there is an acceptable alternative. Under this alternative Fossgate would become a footstreet from the junction with Pavement to the entrance to the Merchant Adventurers' Hall and then a 2 way street, for access only to the junction with Merchantgate. Some disabled parking and parking for loading and unloading must be retained. However, as with the other two parts of this scheme costs must be kept to a practical minimum as now is not the time when we can afford to waste scarce funds.

FOOTSTREET ENFORCEMENT, CONTROLS & SIGNAGE

- **Q11** Traffic restrictions as per Stonegate should apply. Traffic restrictions (especially wayward cyclists) should be fully enforced.
- **Q15** Although St Saviourgate is supposed to be for access only, it is used by hundreds of vehicles every day with impunity. Fossgate is also supposed to be for access, I believe but it is not enforced. To make the city centre more pedestrian friendly you must discourage cars and enforce the current restrictions.
- **Q57** Why waste money on an improvement which won't have any impact on the street. You'll still have disabled cars parking. Access is already restricted to vehicles - why not do the same as in Spurriergate no access between 10 - 5pm
- **Q76** This must be policed or cars will just drive straight through

The need for clarity regarding restrictions and for adequate enforcement arose many times at the consultation events – taxis, cyclists, disabled parking, delivery vehicles and access restrictions.

The role of CYC and the Police is unclear.

<ul style="list-style-type: none"> • SM Fossgate is after all an 'Access' only road which is consistently abused. • SM You'll have to stop taxis and others using the street as a short cut, which they are currently doing. • SM Ban ALL parking along both sides between junction Pavement and entrance to Merchant Adventurers Hall. To ensure compliance with all vehicles particularly taxis place a physical barrier across. The existing traffic restrictions are completely ignored • SM Who will police / manage the pedestrian only streets? Every day I see cyclists speeding through the so-called pedestrian streets - no police of city of York officers patrolling or stopping cycling or cars. Very confusing for residents & tourists - who we need • SM As a pedestrian using other daytime footstreets regularly, my comment is that they just don't work. There are always vehicles of some description going along them and this seems to increase the dangers for pedestrians as they are not expecting vehicles to appear. Bicycles are a particular problem in these areas also. If there are to be pedestrian areas, they should be pedestrian areas and cycles should not be allowed. • SM The existing restrictions regarding vehicular. Entry is regularly flouted - as are those on Coppergate but nobody seems to bother about it. • SM Signage for where/when drivers can go needs to be very clear. (As an occasional visitor to a business near St Saviourgate, this isn't totally obvious, especially if new restrictions are implemented. • SM I am not clear from the leaflet I have received what these options are. However, the proposal to turn Fossgate into a pedestrian area will certainly fail unless it is physically enforced by bollards. Traffic is not supposed to use this for most of the time except for loading. This restriction is completely ignored by taxis and by vehicles which have illegally entered Saviourgate to circumvent the bollards on Pavement. I see this happening all the time. I travel around a fair amount and I have never seen any city where the traffic signs are flouted day in day out, year in year out on such a gigantic scale. York should be a most delightfully city--it will never become so unless it deals with motorists who treat the city with such contempt. • SM Cars are parked all along the street and the provision for longer term parking could probably be reduced as long as there was a reasonable provision for standing and waiting time for deliveries at the shops and the Merchants Adventurers Hall. (as an aside, I've never really understood the parking rules there anyway - the payment meter and signs are confusing). • GRF People unhappy about lack of enforcement re cycling and delivery/ motor vehicles/ parking. • GRF Like Fossgate proposals, yet if we had real pedestrianisation then whole city centre would make a huge difference to the quality of walking around York. • GRF Pedestrianisation in York is a joke, need some serious enforcement. 	
<p>BUSINESSES</p>	
<ul style="list-style-type: none"> • Q17 The traders need to be assured that this will improve their trading prospects. It also needs to feel like a continuation of Walmgate. At present they feel like two different streets. • Q63 Local traders may have their comments and preferences • Q100 only if Fossgate traders agree • SM Stop messing with the paving stones - to improve Fossgate, reduce the business rates so there are fewer empty shops. • SM Will removing traffic have implications for local businesses? • SM The traders know more than I do. • SM Please talk to business leaders as delivery to these areas will be compromised with your proposals 	<p>16 responses wanted local traders to be consulted and all aspects explored to ensure that businesses will not be harmed.</p> <p>We have endeavored to include all businesses by doing two letter drops to all businesses to invite them to the stakeholder event, and also to establish a</p>

<ul style="list-style-type: none"> • SM Vehicle access needed to undertake business • SM I believe we were told that work on Fossgate and its entry were to be rethought. Arrangements and proposals should be discussed and agreed with the Traders association before further consultation. • SM I think businesses should have a large say in this development. • SM What do existing businesses in Fossgate think? • SM Views of business located on Fossgate need to be taken into account as they will be most affected by any change. • SM While I think that Fossgate should be a pedestrian street in daytime, I believe that the Fossgate shop-owners and the residents should have the final say on daytime pedestrianisation. If the shop-owners are in favour then their opinion should count, similarly if they oppose making it a pedestrian street. • SM Anything that can be done to support the several new businesses and encourage footfall down Fossgate is to be welcomed. CoYC should encourage an appropriate business development in the former Army and Navy Stores on the corner of Fossgate and Pavement. • SM Fossgate is a busy commercial area of York. The shops don't want seating, they want people going up and down and using their businesses. How do shops get serviced if the street is so narrow and vans have to un-load? Just see how many empty shops you will get. Commercial life is hard enough in York with narrow streets and all the parking restrictions. We need suggestions for encouraging business which will help the residents and bring more people to live and work in the city. • SM My uncertainty about the Fossgate proposals relates to their likely impact on the viability of the various business units in the street. Clearly, with improved appearance and better pedestrian access, the changes might well improve the footfall. Over time the quality of the retail offering might also improve. But the key will be the impact on the day by day operations of the present, and future, businesses. Can they run their trades effectively, will new and more lively operations be attracted to Fossgate, will it liven up? I'm thinking of receipt of deliveries, disabled access, access by taxis and so on. If the consultation establishes that these issues are not going to be an obstacle for the existing business operators then this proposals look good and likely to achieve their purpose. If there are significant doubts, then I feel it would better not to proceed. 	<p>Fossgate User Group for ongoing dialogue as the project advances. Residents were also invited to join to Fossgate User Group.</p>
HISTORIC CONTEXT	
<ul style="list-style-type: none"> • SM I strongly support this scheme and feel it will greatly improve the setting of the historic buildings along Fossgate. • SM Keep in mind the use of Fossgate as a processional route in the Guild and Civic life of the city. • SM It is a historic street, the buildings are generally in keeping with a past period and there for an asset too the city . • SM Fossgate is a good example of historical York and contains an ancient entrance to the Merchant Adventurers Hall. Please do not desecrate our attractive City • SM I am very concerned at the way the Council have destroyed King's Square. I think the character of the area has now been totally lost and I would not want to see similar works carried out elsewhere. York is an historic city and it should remain so. • SM Fossgate is very run-down, but contains a lot of history of York. Therefore I believe that this area must be restored, not be flattening, but by refurbishing the existing buildings and perhaps create an area for 'Artisan Workshops', and small consumer based businesses. This would complement the pedestrianisation and provide great interest for both residents and tourists alike. 	<p>The special historic character of Fossgate was noted, including that it needs to remain as a processional route in the Guild and Civic life of the city.</p>
IDEAS	
FOSSGATE	
<ul style="list-style-type: none"> • SM It would be nice to make a feature of the Foss Bridge with somewhere pleasant to sit there. 	<p>Additional ideas to boost the attractiveness of Fossgate were received –</p>

<ul style="list-style-type: none"> • SM More of a feature of the river around here - we need a river side walk and picturesque planting - it needs to be kept clean • SM Whilst having this as a foot street may encourage pedestrians to visit the shops down Fossgate, it will still need events/activities to draw people in. • SM Street market, street cafes, make it continental • SM Close this street to have a street market at the weekend and have pop up trees going down the centre? • SM This scheme is pointless unless you also promote more retail activity on the street • SM Clean it. • SM What would be good is turning the whole length of the road into a covered arcade!! Would reinvigorate it and probably make it more attractive to shoppers!! • SM Fossgate is York's best-kept secret - it really needs to be invigorated if the excellent businesses (many of which are local) located there are to survive. There could even be a Fossgate street festival of sorts to celebrate what is there. <p>CITYWIDE</p> <ul style="list-style-type: none"> • Q46 an alternative suggestion would be to improve Parliament Street. Broken paving stones here are hazardous and unsightly • SM You should fix the other pavements in the streets in town they are disgusting. • SM At some future date please do something about the Piccadilly area which also joins with Fossgate. The current warehouses and old buildings which back onto the River Foss opposite Clifford's Tower are an eyesore. The area is crying out for riverside cafes, shops, hotel. There is already a huge courtyard area opposite the Foss from Fenwicks which would make a wonderful outdoor café area with small boutiques etc. I realise, of course, that all this depends upon land owners and planning. Perhaps a 'future' vision for York. • SM While Fossgate is not attractive to pedestrians partly because of the very narrow pavements until something is done to make the parallel road (south end of Piccadilly) more attractive it will always be a funny off shoot from the main shopping areas. 	<p>feature of Foss Bridge/ river, events, street market/ cafes, promotion, cleaning, covered arcade.</p> <p>Some suggestions for improvements in other parts of the city were received – Parliament Street, Piccadilly, general pavements.</p>
SUPPORT	
<ul style="list-style-type: none"> • L2 Now this is a good idea long overdue. • SM great idea • SM As the Chairman of the Directors of the owner of Number 7 Fossgate I welcome the proposed improvements to Fossgate and the plans have my wholehearted support. 	<p>Some specific notes of support were received.</p>
LEAVE IT ALONE	
<ul style="list-style-type: none"> • Q8 Both options are unnecessary. • Q31 Leave it as it is. I say this as a pedestrian and bus user who almost never drives into York. I enjoy 'street clutter' i.e. Signs and boards, I say this as a life member of English Heritage, don't sterilise our streets, keep them living. • Q41 Tourists enjoy York for its little streets. I cant see any point in changing it at all - spend the money on the potholes • Q57 leave as is - if necessary relay/level existing paving slabs • Q66 leave alone, clean chewing gum for paving, clean grates and gutters mend paving n from of M&S • Q67 Leave it as it is and save money • Q92 leave as now • Q105 Tourists want to see existing traditional buildings and footpaths as these exist and snickleways. Tidying up destroys the 	<p>33 responses would like to see Fossgate left as it is.</p>

historical ambiance of an ancient city - Look at Carlisle!!

- **Q122** delivery vans need access and already areas of stone have been damaged. Spend the money making the existing footpaths in the city level before 'dolling up 'new areas Are you really trying to make York into another cute Disneyworld
- **Q132** Don't know what is north or south Fossgate so cannot comment Leave it alone its typical old York
- **Q133** Just leave Fossgate alone
- **SM** Fossgate is excellent as it is.
- **SM** Pointless changes - leave it alone
- **SM** Leave well alone.
- **SM** Leave it alone
- **SM** Leave it as it is.
- **SM** Leave it alone.
- **SM** Leave it as it is.
- **SM** Stop please god stop. There is really no need.
- **SM** In all these proposals are going to cause a lot of disruption not only for residents but for visitors who just want to see York as it is.
- **SM** I am not sure what benefit this will bring to the city, this is not clear.
- **SM** Can't see the benefit - grotty little street - with grotty shops - never a need to go down there.
- **SM** Again, leave it alone - this is NOT Barcelona, it is York and we cannot hope to be like them.
- **SM** keep as is
- **SM** Another ridiculous idea that no doubt you will force through regardless of public opinion
- **SM** Don't spend the money. Leave it the way it is
- **SM** leave it as it is
- **SM** Leave it as it is and stop any Idea of borrowing millions of pounds
- **SM** I like Fossgate as it is, I use it quite a lot! stop ruining our city
- **SM** Leave it - you do not live in york!!! You do not understand this city and its needs!!! Money should be spent on infrastructure _ not damaging city layout and its functionality!!!!!!
- **SM** Yes, leave it as it is. Please see my previous comments on the proposals for Exhibition Square; also Duncombe Place/Blake Street Junction.
- **SM** Lets face it you've already made it so hard for local traffic to use Fossgate that these schemes are a joke. What you are doing is killing local businesses.
- **SM** I strongly disagree with this proposal as it does not benefit residents as all. Fossgate is a busy taxi through fayre and by closing it will increase fares. Also there are no cafes in the street. The buildings are too tall for any light to get though so it will be dark. Please do not go ahead with this.

LENDAL BRIDGE

- **SM** Lendal Bridge needs to be reopened to traffic.
- **SM** Reopen Lendal Bridge.

Comments regarding Bridge have been fed into the separate Lendal Bridge consultation.

FUNDING	
<ul style="list-style-type: none"> • E4 E6 E8 E13 E18 Projects are a waste of money and should not be carried out at a time when services/maintenance of roads & footpaths are being cut. • E44 Do not spend much on this development! It is the least important, and anyhow should be considered along with plans for Stonebow House and Saviourgate. • Q33 Not urgent – youth services are MUCH more important!! • Q46 whole scheme waste of money • Q85 Granite setts sound expensive and in the current climate of sever budget cuts not the best use of money it seems (tax payers money) • Q106 unsure how these works can cost 350k • Q107 seems expensive for work described tarmacng the street would tidy it up and cost much less • Q112 all sound too expensive when there are other pressing needs for road maintenance • SM Pedestrianise but do not waste millions on new materials as it will not bring business to the city. • SM Why? Not enough people go down there and hardly any cars stop wasting money. • SM How much is all this costing when the council is strapped for cash? Don't you think you should re-assess your financial priorities? • SM Once again, I do not believe such expense can be justified at this time; most of these proposals would be classed as "nice to have" rather than "must have". Whilst the concept may be attractive the council can ill afford such outgoings. I would doubt that many council tax payers would like their hard earned money to be spent on a scheme such as this when other, key services are threatened. • SM Repair the roads we have first before wasting money we do not have else where • SM all these proposed changes, where is the money coming from? you must be cutting other services or using the money you have made from closing Lendal Bridge during the daytime • SM Money would be much better spent improving the area around Monkbar that is already considered by the majority of visitors as a footstreet and even though a large number of shops have closed recently in the street, has the potential to be a bustling foot street as it has 2 main car parks nearby that visitors use. • SM Save the money instead of putting up council tax. • SM Not an essential project. A waste of scarce resources. • SM Save the money • SM The arrangements here may not be perfect but there are more urgent candidates for funding. Facilities for children, the elderly and the disabled should take priority. • SM An unnecessary waste of taxpayers money which would be better spent on frontline services and maintaining roads and footpaths • SM Leave it as it is a save Unnecessary Public Expense. • SM Stop wasting money with these vanity schemes. Fossgate is quirky and narrow, unless you plan to demolish all the nasty old buildings and make it a sweeping road (now there's a thought...) it is, what it is a medieval street full of character and as you point out, it was an access road from Roman times - leave it alone. There is nothing fundamentally wrong with it. It will never be another Shambles or Parliament street. • SM Another vanity project - waste of money. 	<p>52 comments related to these projects being a waste of money at this time of budget cuts.</p>

- **SM** You cannot afford it.
- **SM** Money would be better spent on saving services not cosmetic changes.
- **SM** Can we afford all this?
- **SM** Leave it alone until better times and monetary conditions. Stop wasting money on council vanity projects
- **SM** Waste of time and money, this street is not in the centre of York and does not need to be altered.
- **SM** The money could be better used elsewhere. If it ain't broke don't fix it.
- **SM** I consider this whole idea to be a complete waste of the City's finances which could be better utilised on other more worthy causes, if at all in these austere times.
- **SM** As previously intimated cost must be carefully studied, only necessary improvements should be carried out where absolutely necessary.
- **SM** Waste of resident's money.
- **SM** Costing?
- **SM** Don't do it we can't afford it.
- **SM** Please re-open recycling centres and stop the money being wasted on these projects.
- **SM** concentrate on Parliament Street which has totally lost its way. You talk as if you have money to burn. Merrett says borrowing is cheap! Rubbish=it still has to be paid for.
- **SM** No need to spend so much money here.
- **SM** The Council has no money to spend.
- **SM** Keep the cost down.
- **SM** Unnecessary scheme again. Waste of money we could spend on other things.
- **SM** Leave it as it is until whilst the council is making cost cuts.
- **SM** Save the money and leave it alone.
- **SM** This scheme is a complete waste of taxpayer's money. From my experience of other schemes, i.e. Kings Square and the Minster Plaza I don't feel that it has any benefit.
- **SM** Defer this project until the council has a budget surplus. Invest in frontline services instead.
- **SM** Where on earth is the money coming from for new paving??
- **SM** There is too much money wasted on tourists at the expense of residents - tourists come to see York as it has always been i.e. quaint! You have already ruined Kings Square. Stop wasting money on grandiose schemes and concentrate on the potholes. You have already wasted money on 20 mph signs which are unenforceable. The potholes damage cars and wear them out.
- **SM** Because York has so many extremely important historical tourist attraction that tourists will always come to the city whether it has new paving stones or not. It's beautiful city as it is and whilst I'm all for maintenance, cleanliness and essential improvements I feel that the £260,000 per year that it will cost from revenue budgets in loan interest could be spent far far better in other areas which maintain services for York residents. Services are being closed down, that £260,000 could pay for them to be kept open and for staff not to lose their jobs. More and more money has to be saved from non-statutory services over coming years and these £260,000 interest payments could ease the impact of this on front-line services that ultimately benefit residents who pay council tax. The city is fantastic for tourists as it is, cosmetically speaking. It's not the paving and benches that need changing that would improve it most for tourists, it's the nightlife (York after 5 kinds of things) that could be improved to make York more alive in evenings
- **SM** I think this is complete waste of money. Fossgate is not a major shopping area and not an area the visitors tend to venture

down. There is no car parking down Walmgate that would lead visitors to visit Fossgate area.

- **SM** It seems to me this scheme is entirely intended to benefit a few people who have businesses in the street. I don't think it will achieve anything for them nor do I think we taxpayers should be paying for it. Putting a slightly fancy paving at the entrance and widening the pavement isn't going to draw people into the street. There isn't a lot going for the street unless you want a certain type of eating place and then the road ends at a large bus stop!

CONSULTATION

- **Q43** don't know what a table top is
- **Q84** difficult to make a judgement on the information available
- **Q132** no idea what a raised table is.
- **SM** This section is poorly explained. The picture in the leaflet is not very helpful
- **SM** What is 'entry treatment'? Would be better to use plain English.
- **SM** It's not clear from the leaflet what option A and option B look like.
- **SM** This is all very unclear. It depends what is being done with Hungate; it depends what the plans are for the ghastly sixties bock that the council have just bought (knock it down and make a park. Open up the view to St Saviourgate. Don't build houses.) It depends on what the plans are for congestion charge or other traffic schemes.
- **SM** I don't understand the difference between the two junction proposals.
- **SM** why isn't there an option to select 'leave well alone'????? These 'consultations' are a farce... that we pay for....
- **SM** I don't understand the option a and b descriptions. A diagram might have been helpful.
- **SM** cannot answer q17 as no option to say retain entry. Unfair question
- **SM** It would help if it was explained what a 'footstreet' was. Is this a pedestrianised street? The leaflet you sent has no option a or option b so it's hard to have an opinion on this, never mind what colour the paving is?!
- **SM** Would have liked question 17 to have said neither.
- **SM** The aerial perspectives are spectacularly unrevealing hence I'm unable to make much comment. Is it really just the additional of a few crossing points? How desperately unimaginative for this lovely little street.
- **SM** Better explanation of what junction treatment it might help the lay person.
- **SM** there is not enough detail to consult. What do you mean by "daytime foot street"? Is this all traffic or just cars with taxis still allowed in?
- **SM** It's a shame this survey wasn't split into separate ones for the different schemes. Have no opinions on Fossgate.
- **SM** Don't try to get the public on your side, by using the term speeding. If any of you cyclists, ever use a car, or van, and try to drive down Fossgate, you will find it virtually impossible to obtain a speed of 15 mph. The street is so short, you will be lucky to get out of 2nd gear.
- **SM** Where reference to Bruges and Barcelona is used, I can only say that my knowledge of them has no resemblance to the 'new' Kings Square nor the hopeless mess of Lendal (which leaves the city of York just two bridges to cross the Ouse). I therefore suspect that someone in the council has a vivid imagination which has no basis in fact.
- **SM** Fossgate has always been a problem to resolve; and it is not a surprise it has been under discussion for years, when one becomes aware of the detailed implications.
- **SM** You don't provide an appropriate option for neither!

The language used in the consultation was not understood by some, and options for 'neither' should be added in future consultations.

It appears that some people may have tried to fill in the questionnaire without cross reference to the detailed exhibition boards/ website and so have not had all of the information to hand.