

ANNEX B(ix)

RESULTS OF WEST OFFICES DISPLAY “POST-IT” COMMENTS.

1. How does a disabled /pensioner requiring transport access to the hairdressers “Mamselle” (with an elderly clientele) in working times? You do not make this clear.
2. Get rid of kerbs and other trip hazards.
3. Integrate fully with foot streets scheme, fully pedestrianise, no half measures.
4. Can the one way go downhill. Much better for cyclists!
5. How many more roads are you going to close? As a taxpayer surely we should be able to drive any where in the city as buses don't run on time.
6. Buses don't run on time because cars block up the roads – congestion and pollution. Keep cars out of the city centre.
7. Any chance of a 2-way cycle lane – or this is not possible? It's not clear in the info.
8. Buses are held up for far too long meaning passengers are late for work and drivers late for legally required breaks. Whatever happens in the city needs to happen with no disruption to buses. Not minimal disruption! No disruption!
9. Why not make another café?
10. The plans show double yellow lines everywhere – how are trade deliveries to all the shops and businesses to be managed? Everyone out by 08:30?
11. More cycle parking and under cover cycle parking.
12. Good start for York. Needed in more streets in York. Gillygate? Micklegate? Etc.
13. Definitely more trees / shrubs.
14. Can we have some trees in well designed containers in the build out areas – the traders can look after them.
15. If this section was two way (up to Franklins Yard) would be better for car owners in the flats next to Foss Bridge as they could leave without driving through the top end past all of the cafes, etc.
16. Vegetable planters.
17. More trees and less noisy.
18. To this comment how can you put more trees down Fossgate. Just look at Parliament Street what they have done using trees.
19. Car parking bay will encourage traffic. Why not make this disabled parking and more cycle parking?

20. Close the road during the day and add it to the foot streets.
21. I'm disappointed with the council.
22. Lights across the streets all year round, not just Christmas.
23. This is good [raised section at top end] – why not extend it in front of Blue Bell to cater for smokers currently blocking footway. "Speed table" could be longer section of paved area up to the Blue Bell.
24. Have cycles down hill, not up hill.
25. Why does a separate carriageway need to be retained? Why not pave as per continental streets with planters, seats and trees to deter vehicular use?
26. Please extend highway/footway improvement up to Colliergate to avoid the loading area being constantly parked up by vehicles as at present. Please include Whip Ma Whop Ma Gate in the proposals – this is potentially a lovely open space and it is a well used by pedestrians – more seats please.
27. Stop cyclists in foot streets / Fossgate. Make them dismount.
28. Gillygate next please.
29. Big improvement – shame that a shared space is not allowed as so successful across Europe in creating welcoming, safe living spaces.
30. Why not take the level of the road up to same level as the pavements? Much easier than now for wheelchairs, pushchairs, walkers.
31. Why are the lamps above and attached to various buildings never illuminated and why has the old gas lamp above the Hop bar been taken down?
32. No kerbs please. All one level with different paving is all we need. "Shared space" – what is your/govt definition?
33. Can the proposals be policed better so that folks don't park on the double yellows?
34. Why a raised table here [top of Fossgate] and not one on the main road used by all buses and taxis?
35. Why 60mm kerb upstand?
36. This is such a narrow street with small shops, it really cries out to be car free at least during shop hours.
37. Good improvements but would like to see pedestrianisation in the future.
38. Don't allow any more pubs, restaurants or bars!
39. Generally support, but could go further.

40. The proposals are car/lorry dominant. Pedestrians are secondary. It should be the other way round.
41. How do the proposals stop through traffic and / or parking for shops not on Fossgate?
42. I would like to see a late night bookshop/coffee shop culture, that is a chance to go out late without drinking alcohol.
43. Good idea to widen footpath and reduce road width.
44. Seems to be removing "street" by useless build-outs etc. Waste of money. Should be no car parking on Foss Bridge.
45. It would be better to have raised tables with a nice stone sett, to slow speeds and discourage parking.
46. Encourage cafes etc by allowing a width of pavement that can have a few chairs and tables.
47. Why all this parking [lower end] provided and only option on laving is then to drive through the rest of the street? Two-way traffic would allow residents to leave by south end of street.
48. We don't want/need crossing points, we want to encourage people to cross and walk wherever they want in safety. Level across street with relevant tactiles if needed.

KEY HEADLINE TOPICS:

Treatment/Layout:

- a) Foot-streets/pedestrianisation.
- b) Level / shared surface
- c) Extend raised sections
- d) Extend improvements into Whip ma whop ma gate/Colliergate.
- e) Retain raised tables/ramps on Pavement.

Access:

- f) Access for disabled/elderly, deliveries.
- g) Reverse traffic flow.
- h) Vehicular access to be maintained.
- i) 2-way cycle access.
- j) Two-way traffic up to Franklin's Yard.
- k) Reverse cycle flow.
- l) Stop cyclists using Fossgate
- m) Convert parking bays to disabled.
- n) Better policing/enforcement, control of through traffic.

Other:

- o) Improved cycle facilities.
- p) More trees/shrubs.
- q) Improved lighting.
- r) Change of culture/reinforce existing.