

<b>Meeting:</b>	Executive
<b>Meeting date:</b>	3 March 2026
<b>Report of:</b>	Garry Taylor, Director of City Development
<b>Portfolio of:</b>	Councillor Claire Douglas, Leader of the Council

## **Decision Report: City Centre Events and Permanent Anti-Terrorism Traffic Regulation Order**

### **Subject of Report**

1. York city centre is the beating heart of the city and region – a key hub for people to meet and come together, for cultural and knowledge exchange, social activity, commerce, and much more. This is a crucial function for our residents and communities, those in the wider region and those who visit the city. In an increasingly polarised and divided society, there is a need for the city centre to do all it can to draw people together. In this context, it is vital that the centre is accessible for all, both in terms of how it is configured and served by key infrastructure, and in terms of how key activity including city events is managed, to provide access for all. It is the ambition of the Council to provide full independent access for all to the city centre at all times, to live out our status as a Human Rights City.
2. There is a broad national direction of travel from police and security advisors toward greater security and control of vehicular movement within high footfall areas. The historic core of York is both incredibly popular, and physically constrained, concentrating pedestrian movement in the foot streets area. With the implementation of a temporary Anti-terrorism Traffic Regulation Order (ATTRO) in late 2025, a permanent ATTRO has also been recommended by North Yorkshire Police (NYP). This would operate year-round as an underlying regulatory framework for the City Centre, but would be substantively ‘dormant’, with its additional controls and measures capable of being ‘activated’ in response to specific planned or unplanned City Centre events.

Formal consultation on the ATTRO is required, and is planned to commence in February (having not been possible prior to this due to interaction with the temporary ATTRO, and pre-election period). Outcomes of this consultation will be reported to Executive in early summer.

3. With the potential for impacts and challenges of restricting vehicular access to be felt across a broader spectrum of events and period of time that previously was the case, and without predetermining the outcomes of the ATTRO consultation, there is a need to consider whether the city centre's current events functions represent the right strategic approach to best meeting our community's needs, and how their impacts can be better managed.
4. An overriding need, in line with key corporate policies, is for the city centre and its essential services (as well as events themselves) to be as accessible as possible for all - this should include improvement from current arrangements, where the wide extent of the protected area (the area within the Hostile Vehicle Measures, or HVM) excludes many, including cyclists (and those using cycles as mobility aids), and Blue Badge holders. There is a need as well, in the context of increasing societal division and polarisation, for more community building and resident focussed events and activities to be facilitated in the city centre. There is also an acknowledgement and understanding of the significant underpinning of the city centre economy which events drive.
5. Interim accessibility improvement measures and approaches will be required in the shorter term, as part of a well communicated, co-designed and deliverable roadmap to long term solutions. Significant improvements to current levels of accessibility in the City Centre will rely on delivery of new infrastructure, for which there will be a significant period for implementation (with feasibility, consultation, funding, procurement and delivery giving a minimum 3-5 year horizon in reality).
6. Given the long lead times for the commercial and operational planning of events, and a live calendar underway throughout the year, there is a need to define direction of travel and the feasible parameters of change in this report, in advance of the ATTRO consultation report.

## Benefits and Challenges

7. City Centre events drive significant footfall and activity in York, sustaining and underpinning its retail, food & beverage and social offer, bringing people together and driving vibrancy and attractiveness. The Christmas Market event in particular is enormously successful, and generates significant direct income, sustaining the market operator Make it York's (MiY) broader operations throughout the year and city. There is an opportunity, with significant national scrutiny on York, for us to become an exemplar city in terms of how events are managed to optimise benefits for all.
8. With a very broad protected area covering much of the city centre, and the statutory need to consider and protect events from terrorist attack including Vehicle as Weapon (VAW) attack, many city centre users are unable to access essential services and activities in the centre when events are operating, and even during standard operating mode of the city centre, many are marginalised. Previous reports have principally considered the needs around mobility access such as Blue Badge holders, but a broader spectrum of our communities is impacted, with the events having the potential to marginalise those with a wide range of physical and non-physical conditions.
9. Structural and movement related change to the constrained and historic City Centre is challenging and takes significant time. Given the interdependency of movement across alternative modes and spaces, there is a need for clear policy driven strategy to making change – the 'Movement and Place Plan' will define this approach, and is currently in initial procurement stages with outputs anticipated later this year. The Council and partners are also constrained financially, with significant resource pressures, and both short term mitigation measures and longer-term change present resource pressures. Smaller scale and community events do not have the financial margins to support the costs of significant additional reactive measures as were put in place for the Christmas market 2025, and a proportionate approach to risk management will also be required.

## Policy Basis for Decision

10. The 10-year plan sets a vision that everyone can benefit from and take pride in the city with the Council Plan setting a priority that the Council will set the conditions for a healthier, fairer, more affordable, more sustainable, and more accessible place where everyone can feel valued.
11. This vision sets a clear policy that an accessible place is a priority for the Executive. The Executive has set out Four Core objectives in the Council Plan which are those outcomes they believe will most support the delivery of their vision. One of which is: “Equalities and Human Rights - Equality of Opportunity - We will create opportunities for all, providing equal opportunity and balancing the human rights of everyone to ensure residents and visitors alike can benefit from the city and its strengths. We will stand up to hate and work hard to champion our communities.”.
12. The Council’s Local Transport Strategy establishes a vision by 2030 of an ‘accessible, affordable and resilient transport network’, and a city that is accessible to everyone. The Council’s 10-year Economic Vision seeks to promote a vibrant and resilient city centre economy, supporting the city’s strong independent businesses, and promoting inclusive growth. The My City Centre 10-year vision defines objectives including creating a welcoming and accessible city centre for all, ensuring the city centre meets the needs of residents and supporting economic vibrancy. These strategies recognise the importance of events within the city centre economy, and their role in supporting businesses and the visitor economy

## Financial Strategy Implications

13. There are no Council budgets currently available for additional infrastructure, operational or staffing costs associated with improving city centre accessibility. The costs of additional risk and impact mitigation and operating protocols identified as part of the 2025 Christmas Market as a result of the ATTRO were met by CYC and MIY, with final costs in the order of £90k. A more planned and permanent approach to managing these activities gives scope to secure efficiencies (and longer-term change to how

the protected area is managed may result in some cost savings – the current costs of staffing barriers to enable Blue Badge access throughout the year are significant). However, the general movement toward additional control and tightened security in city centre areas will mean that increased operating costs may be felt over longer periods of the year.

14. The principle of cost sharing of the direct operational impacts of event management between the Council and event operators would again be followed, with a baseline assumption that additional costs (such as security or waste management arrangements) should be met by event operators (though acceptance of limited financial capacity to support this in smaller scale and community events, and need for a proportionate approach). Longer term strategic capital infrastructure works would require a budget to be established, likely from within Transport Capital Programme and Mayoral investment, though visitor levy, Community Infrastructure Levy and broader funding streams may also play a role. The initial measures set out in this report at paragraph 26 form part of an allocation that is proposed under the York and North Yorkshire Combined Authority Transport Capital programme 2026-2030.
15. Events drive significant footfall and spend in the City Centre, underpinning economic performance and indirectly, Council income through Business Rates, Parking income and other streams.
16. A vehicular attack in the city would have very severe impacts, with an extreme human cost to such an event, as well as financial and economic implications given the composition and nature of the city economy.

## **Recommendation and Reasons**

17. Executive are recommended to note the work to date, strategic direction, and emerging approach to strategic city centre access and associated measures, and;
  - i. Agree the recommended option of maintaining a wide range of City Centre events, and managing their impacts over the short medium and long term through co-designed

improvements to how events are accessed, managed and operated, and how city centre infrastructure operates.

- ii. Approve the emerging package of short term measures as set out at Paragraph 26, the further work to refine and develop these through ongoing co-design, and the initial budget allocation of up to £70k to implement identified measures, and to be funded through existing integrated transport block budgets, but with a proposal also being submitted to the York & North Yorkshire Combined Authority Transport Capital Programme 2026-2030 to establish a new dedicated allowance for this work package.
- iii. Receive a subsequent paper setting out the outcomes of formal ATTRO consultation and associated actions.

**Reason:** To support the long term economic and social vibrancy of the City Centre, manage the impacts of events over the short, long and medium terms, and anticipate future decisions around the implementation of permanent ATTRO.

## Background

18. City centre events, and the Christmas Market in particular make a significant contribution to York's economic performance, helping to contribute to the city's £2bn tourism and visitor economy, through driving footfall, overnight stays and high street spend. Make it York report a positive impact on the city economy in the region of £80-£100m directly flowing from the Christmas Market alone. The most recent retail spend data from Beauclair shows slight pressure year on year in terms of consumer numbers and overall spend in the City Centre, and customer segment analysis reveals that as a proportion of total spend within the City Centre, there is a slight reduction in the percentage from within the urban area itself. Retail vacancy rates in York are significantly below regional and national comparators though, typically at around 6% over recent months, against 13 and 15% in the country and region respectively. Nationally, the retail outlook is cautious, with an ongoing trend toward consolidation of outlets amongst national multiples in the context of operating cost challenges and changed consumer habits, and a shift toward experiential offers weakening conventional demand in larger centres. Events also have an important role in the cultural identity and national brand presence of the city, and community and cultural events play an essential

role in bringing people together and supporting social cohesion and wellbeing.

19. Inevitably though as well, city centre events (and the types of additional access restrictions associated with them) have a disruptive impact on businesses operating within the city centre, and residents and visitors using it. Members of our local community as well as visitors are prevented and put off from fully accessing the city centre including shops and services. The Christmas Market in particular has a major impact on the flow and pedestrian experience of the city centre at an important and busy time of year, and whilst improvements to the configuration and management of the event have been made year on year, and customer feedback is improving, such a popular event will always have a level of impact.
20. As part of the 2025 Christmas Market, and informed by detailed officer risk assessment, a range of operational protocols were established to maintain security, enable controlled vehicular access for essential services, and mitigate impacts for those parties for whom access was not deemed possible. These measures in summary included:
  - Enhanced staffing and security for waste operations.
  - Protocols around controlled access and security for emergency utilities and highways works, and limited numbers of authorised business vehicles.
  - Suspension of waiting and loading during foot street hours and removal of illegally parked vehicles on the adopted highway within the controlled area.
  - Mitigation works for Blue Badge holders including Shopmobility grant to support free service for users, creation of additional temporary Blue Badge parking on Duncombe Place, and advanced communication and signposting of online resources and assistance.
21. A direction of travel nationally to greater control of access to areas and events of significant footfall clearly has scope to be felt across a broader spectrum of events and period of time. It also offers opportunities if implemented in the right way to allow a more planned, co-designed, strategically coordinated and efficient

approach to operation, with more permanent and well understood and embedded processes, and a jointly owned road-map to making short, medium and long term change.

22. The Council is the party legally responsible for implementing and managing an ATTRO (in close consultation with partners), and clearly best placed to act as lead and ultimately responsible and liable for its operation. Where permanent ATTROs have been implemented elsewhere in the country, an operational model has been adopted of the Safety Advisory Group (SAG – a group bringing together council officers and representatives from emergency services) undertaking risk assessment of specific events and situations, and recommending to the Police and the Highway Authority the ‘activation’ of the restrictions and protocols on a case-by-case basis. This is an established and pragmatic approach to operating the complex processes in a collegiate way, and is proposed be adopted in York should the permanent ATTRO be agreed. A review of the terms of reference and operating procedures for SAG would be undertaken to enable this. It is agreed with partners including NYP that a proportionate approach needs to be taken in terms of the type of restriction and procedures needed across the wide range of events in the city, to provide the necessary protections without creating unduly onerous or inoperable approaches in practice.
23. Various strategic options have been considered and discounted for the operation of events in the protected area as summarised below:
  - Hosting major public events such as the Christmas Market outside of the protected area: This approach would result in a less secure operating environment for events, and for the very large events, confer unacceptable risks on our communities and Executive. It would also incur additional cost in securing temporary access restriction and protection measures in the short to medium term, but could be explored as part of a long-term ‘infrastructure/ structural’ change should suitable funding be identified.
  - Moving or spreading larger events such as Christmas Market to broader locations within the protected area: This has been reviewed, and there are no locations which would both have the footfall to sustain events commercially, and safely allow for emergency access.

- Working with service providers to enable access to services from the edge of or outside the protected area: There are operational and security barriers to providing this on a temporary basis or in the short term, and it would in any case still potentially exclude users from the broader city centre area and services. This could be explored in partnership with service providers as part of a long-term 'infrastructure/ structural' change.
24. As previously set out, long term structural and infrastructure-based change needs to be made to the City Centre to ensure that it is fundamentally more accessible for all throughout the year and including during events. This approach is supported within corporate policy, but unfortunately in practical terms would need to be delivered over a significant time horizon with feasibility work, funding confirmation, procurement and delivery taking significant time. The specific types of change that can be made have been looked at previously through City Centre Access Review, Martin Higgitt report, MIMA Report and others. This work will be brought together and refreshed through the Movement and Place Plan over 2026 to allow a planned approach, and a phased delivery plan aligned to funding route through the Mayoral Authority and other partners. This work will be undertaken in close consultation and co-design with communities and stakeholder groups.
25. In order to co-develop shorter-term measures with affected communities and stakeholders, whilst working together to realise these longer-term plans, a partnership working group has been established involving Council officers, NYP, MiY, York BID and the Council's access officer representing the Access Forum and disability rights groups. This group has been established and meeting for some time now, and is envisaged will continue to operate on an ongoing basis to ensure that lived experience is represented in planning and managing events and that the short, medium and long term interventions are kept under review and delivered as part of a live management plan, responding also to broader change and external factors. The overriding objective of ensuring the city centre and events are accessible for all underpins the work of this group. Ensuring that all access needs can be met is an ongoing mission, and will change and likely expand over time as lived experience is better mapped, and societal understanding of complex needs advances.

26. Several short-term areas for improvement are currently being explored in more detail with this group. These are aligned with the objectives of ensuring access for all, and are a 'live' working list which will be iterated and co-designed over time. A further update will be provided to Members as part of the reporting of the ATTRO consultation and agreeing of next steps. These measures and their status currently include:

- The Christmas Market event is the most significant in terms of impact, and during 2025, commencement of the market was delayed to 10.30 to facilitate broader city centre activity and minimise impacts. Further changes to operating hours and days could deliver improved accessibility to the city centre and key services for residents and communities of interest. Options being explored further include changes to operating hours, and/ or potentially a reduced number of operating days. Dependent on their nature and extent, changes could also have a series of potential impacts. We will continue to explore the potential impacts of changes to operating hours with disabled groups. Economic impacts could be felt by hospitality and retail businesses in the centre through affecting footfall and overnight stays. Changes could also impact city centre servicing and business deliveries if earlier starts on some days were proposed as part. Changes may also impact event income to Make it York and dependent on their extent, could affect event viability and wider activity and services delivered by Make it York (particularly in the context of increased event operating costs associated with additional security), and also potentially impact on the quality of operators attracted. Dialogue with key stakeholders on the potential options will continue, to fully understand impacts and refine and establish the preferred approach. Changes would also need to be clearly communicated to the public, to avoid disruption and undermining customer satisfaction.
- Providing additional Blue Badge parking on the edge of the City Centre in existing highways envelopes – locations on Duncombe Place, Deangate, Picadilly and St Andrewgate area are being explored, and additional conversations with city partners are also underway. Provision will need to be balanced against impacts on cycle parking and taxi services (both of which support disabled access to the centre) and loading. Costs associated with the provision would relate to

the traffic regulation orders, signing, lining and potential need for physical measures such as dropped kerbs in some locations.

- Exploring improving access as close as possible to the protected area by public transport and provision of additional inclusive cycle parking. Reviewing the current foot street access restrictions, particularly around non-motorised mobility aids will also be undertaken.
- Making dedicated quiet and rest spaces available as part of busy city centre events (with an associated training support offer where appropriate)– currently locations being explored further include the St Sampson’s Centre in the heart of the city centre (building on the facilities already in place here, and supported by Make it York and the Council), SPARK York ) to the South of the City, and York Explore to the north of the City. These measures would have minimal cost implications. Opportunities to align with and amplify the ‘for your convenience’ initiative are also being explored, and city centre toilet provision will be reviewed as part of the works.
- There is potential to support Shopmobility in their aspirations for a broader city presence and smarter ways of users being able to access mobility aids. A bid for MCA funding has been made around a serviced locker approach, with a funding decision due from April. A match funding contribution to support this bid (subject to it being successful) would facilitate operational effectiveness and broaden its city impact.
- Provision of additional accessible benches and resting places on key arterial access routes – mapping work has been undertaken previously through engagement on the local transport policies to identify key locations, this is being reviewed by Highway Officers to identify preferred locations, and a provisional allowance of to implement, working in partnership with MiY and the BID is proposed.
- A user service, to provide accessibility information and help manage any arrangements around availability of the additional services implemented as part of this package is also proposed. This would be provided through the existing Visit York Information Centre. This would not incur additional

cost. An initial allocation of £70k across this package of works is recommended, funded through existing integrated transport block budgets in the first instance, with a funding package also being proposed as part of the York & North Yorkshire Combined Authority Transport Capital Programme 2026-2030, to establish a new dedicated allowance for this ongoing work package.

27. Waste management was a significant operational pressure during the 2025 Christmas Market, and introduced additional cost. Ways of securely facilitating additional waste vehicle access will be required under more year round restrictions under any ATTRO, and will be considered as part of the associated decision making.

## Consultation Analysis

28. Previous public consultation on Blue Badge access to the city centre received over 3,000 responses. The findings of this consultation were re-presented at Annex C of the October 2025 Executive report on Christmas Market. Further engagement has been undertaken since this time, with two specific engagement meetings over January 2026 (involving both the Disability Rights Forum and York Access Forum), and additional dialogue and conversations with key stakeholders, organisations and individuals, including the Working Group as described in the report.
29. Formal and statutory consultation on the permanent ATTRO is also being undertaken and will be reported to Executive in due course.

## Options Analysis and Evidential Basis

30. **Option 1 – Further develop the short, medium and long-term measures in partnership with key stakeholders, and agree delivery of the initial package of short-term interventions as outlined in the report, with progress on this to be reported to Executive alongside the ATTRO consultation paper.**

This will broaden access to city centre services and events themselves, whilst enabling the continued economic and social benefits flowing from city centre events,

31. **Option 2 – Consider an alternative short-term approach and package of measures across market operating hours, accessibility improvements and vehicular management approach.**

The impacts of this option would depend heavily on the approach taken, and could have positive and/ or negative impacts in terms of city accessibility, event security, event viability and city economy.

32. **Option 3 – Reduce or cancel key city centre events to allow better accessibility to the city centre.**

This would significantly impact the ability to hold large scale events in the city centre that bring people together, including opportunities for festivals and gatherings that provide for community cohesion and celebration. It would also have an economic impact on the city centre vibrancy and buoyancy of the city centre. This has a potential to lead to a reduction in retail leisure and service provision, and pose a threat to the ability of Make it York to deliver wider programme of city centre management, events and activity

## **Organisational Impact and Implications**

33. These are set out below.

- ***Financial***

*The report identifies a commitment of capital spend up to £70k. This will need to be contained within the council Integrated Transport Budget. It may be possible to incorporate into funding streams that are provided from NYCA. There are no unallocated revenue budgets within departments to undertake further operational activity within the city centre and therefore it is necessary to ensure event operators fund any additional costs.*

- ***Human Resources (HR)***

There are no HR implications contained within this report other than a potential requirement for additional resource. Depending upon the approach taken any additional resource required by CYC would be established and resourced in accordance with Council policy.

- ***Legal***

Traffic Regulation Orders – The Council, as Highway Authority and Local Traffic Authority is responsible for making Traffic Regulation Orders (TRO). The Council has a statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (having regard to the effect on amenities). Any amendment to an existing Traffic Regulation Order will need to be effected in accordance with the relevant statutory procedures including the requirement for formal consultation and advertisement in the local press. Where objections are received, there is a duty on the Council to ensure that these objections are duly considered.

Public Sector Equality Duty – The Council must comply with the Public Sector Equality Duty as set out in Section 149 of the Equality Act 2010. This means in relation to making a decision, the decision-maker must firstly understand its obligations under the PSED. This is a duty to have due regard to the need to: 1. eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Equalities Act 2010. 2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and 3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Technical guidance provided by the Equality and Human Rights Commission assists public bodies in discharging the duty in practice and this is expressly brought to Members' attention.

<https://www.equalityhumanrights.com/en/publicationdownload/technical-guidance-public-sector-equality-duty-england>)

Secondly the decision maker must have sufficient relevant information and demonstrably take this information fully into account throughout the decision-making process. The concept of due regard requires that there has been proper and conscientious focus on what the duty requires at 1-3 above. If that is done, a court cannot interfere with the decision simply because it would have given greater weight to the equality implications of than the decision maker did. However, the decision maker must be clear precisely what the equality implications are when they put them in the balance. A public body can lawfully conclude that other considerations outweigh the equality ones. This could include security concerns or available resources provided

that the weight given to those countervailing factors is not irrational. Thirdly, the courts have established that the potential impact of a decision on people with different protected characteristics is a mandatory relevant consideration. The manner of assessing that impact is discretionary. Often an Equality Impact Assessment is an appropriate tool but is not the only available tool. It is the quality of the assessment whether that is presented in an EIA or some other evaluative report which is important.

Contract with Make it York – The Council has a contract with Make it York to provide market and events services. Members will need to be mindful of implications in relation to that contract when considering their preferred approach.

- ***Procurement***

Whilst there are no direct procurement implications relating to the report itself, procurement will be a main tool used to deliver any priorities that arise. All works and/or services must be procured via a compliant, open, transparent, and fair process in accordance with the council's Contract Procedure Rules and where applicable, the Procurement Act 2023. Further advice regarding the procurement process and development of procurement strategies must be sought from the Commercial Procurement team. For any modifications to existing contracts, both Commercial Procurement and Legal Services must be consulted to follow the formal variation process set out within the contracts held.

- ***Health and Wellbeing***

No additional comments.

- ***Environment and Climate action***

The proposed measures for consideration are likely to have a non-significant impact on carbon emissions. Longer-term impacts should be considered as part of the Movement and Place plan. Climate adaptation measures should be considered as part of the proposed changes, for example shelter and shade should be incorporated into resting places to account for increased extreme weather and heating events.

- ***Affordability***  
For those disabled residents who need to access banking and/or of financial advice and support in the city centre – the implications for disabled residents are covered in the Equalities and Human Rights Implications below.
- ***Equalities and Human Rights***  
The proposed improvements have been co-designed with representatives of impacted communities including members of the York Access Forum and the York Disability Rights Forum, as part of an intended ongoing process of making to change to the city centre and how events are managed. There is a clear commitment to extensively review the city and identify any mitigations to the impacts on disabled people, older and younger persons etc when an ATTRO is in place. We know from the previous restrictions the impacts that this has had on people due to the additional consultations leading up to the reintroduction of Blue Badge users to the city centre.

There has already been considerable work done on city centre access as noted in the Exec Paper and the HREA around the previous Martin Higgitt and MIMA consultations and it is positive to see both forming part of any short-, medium- and long-term recommendations going forward.

The proposals are generally supported by the members of the YAF and YDRF who attended the workshops in January 2026 and the commitment made to them that they would be included in the actions going forward in a co-produced way.

- ***Data Protection and Privacy***  
The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.
- ***Communications***  
A supporting campaign is recommended, that clearly sets out the Council's key messaging generally and shares it with

affected groups. We will also be prepared to respond to any enquiries with reactive communications.

- ***Economy***

With one in five of all households including people with disabilities, the Purple Pound – that is to say, the money that those households spend – represents a significant proportion of the UK economy and spend in York city centre. York’s events are an important component of the city’s vibrant offer, supporting the city economy by driving footfall and spend, and contributing more broadly in a positive way to the public perception of the city. Cancelling events would have a negative impact on the city economy and should a vehicle attack occur in the city the reputational and economic damage to York would be very significant.

## **Risks and Mitigations**

34. With the formal decision making around proposed permanent ATTRO to be considered in a future executive report, risks associated with the approach to managing vehicular access will be considered in detail as part of that report. Risks associated with the decisions within this report relate principally to the deliverability and usability of the measures proposed, and impacts on the viability and operability of city centre events.

## **Wards Impacted**

35. Whilst city centre events and the protected area are hosted within specific wards, they are used by residents of all wards.

## **Contact details**

For further information please contact the authors of this Decision Report.

### **Author**

<b>Name:</b>	Garry Taylor
<b>Job Title:</b>	Director of City Development
<b>Service Area:</b>	City Development
<b>E-mail:</b>	<a href="mailto:garry.taylor@york.gov.uk">garry.taylor@york.gov.uk</a>
<b>Report approved:</b>	Yes

<b>Date:</b>	23 February 2026
--------------	------------------

## Co-author

<b>Name:</b>	Ben Murphy
<b>Job Title:</b>	Head of City Development
<b>Service Area:</b>	City Development
<b>E-mail:</b>	<a href="mailto:ben.murphy@york.gov.uk">ben.murphy@york.gov.uk</a>
<b>Report approved:</b>	Yes
<b>Date:</b>	23 February 2026

## Background papers

- Executive meeting November 2025, 'York Christmas Market 2025: Operation of Temporary Anti-Terrorism Traffic Regulation Order' ([item 161](#))

## Annexes

- Annex 1: Human Rights and Equity Analysis Tool