

# City Centre Access Proposal



## Courier Pedal Cycle Permit

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## Executive Summary

Couriers are classed as key workers, these precarious individuals have consistently provided essential services to the vulnerable and shielding throughout the pandemic, whilst acting a “*backbone in keeping companies alive and allowing extra trade in trying times*”. Yet, those we clapped are being fined hundreds of pounds a year to provide their essential service. The [York IWGB](#) couriers group proposes a pedal cycle courier permit founded upon existing access exemptions. This permit’s improving courier access to York City Centre could save couriers up to £9’744.00 of wasted earning opportunity per standard working year and multitudes of needless traffic violations, enabling better provision of services to both local business and residents, alleviating the pedestrianised zones severe impact on couriers hourly earnings in already worsening economic conditions in gig economy precarity.

## Context

This proposal is intendant upon gaining loading and unloading access for pedal cycle couriers within the city center. We’ve formulated a formidable case for such access and are happy and willing to negotiate the terms and grounds set out in this proposal. Please contact us at [clbyork@iwgb.co.uk](mailto:clbyork@iwgb.co.uk), this is our branch domain address and we eagerly await your response. For context, the body that addresses you is the [IWGB](#). We are a grassroots democratic unionized community, addressing problems we collectively face. We aim for stability at work and having collective power in a community, fighting for improvements for everybody. [IWGB York](#) is a group of couriers in York providing services for Deliveroo, Just Eat, Uber Eats, Beelivery and Delivery Panda. This work is the primary concern of this proposal. The couriers of York have endured the imposition of the pedestrianised zone restrictions for multiples of years, whilst comparative couriers alike the DPD, UPS and Royal Mail, are able to negotiate and be granted tailored access for loading and unloading. As previously articulated, we intend this proposal to secure reflective access for our couriers. Firstly, context for this proposal is outlined, encompassing the need for access with indication of the pedestrian zone’s time and financial imposition on couriers; Further highlighting our integral role as [Key Workers](#), providing a supportive lifeline for local residents; Whilst acting an integral key element to local business’; Providing a final testimony from couriers as to the need for this access. Thereafter, existing structure for city center access is critically acknowledge providing foundation for proposal of **Courier Pedal Cycle Permit**. Penultimately, our proposal for a licensed, City of York Council regulated, **Courier Pedal Cycle Permit** will be articulated, with outline of licensed cycle courier access to [Share with Care](#) cycle lanes on specified roads within the city center, with anticipated safety contentions addressed. Finally, a conclusive statement is articulated. Further context for this proposal is now presented.

## The Need

The couriers of York are classified as self-employed, operating our own micro businesses, we have no rights, we experience none of the benefits that workers or employees enjoy. Our clients? apps we cannot negotiate with, that care not for courier's wellbeing, security or safety. We are disposable assets. The law continually fails to protect us, often ruling in favor of our exploiters. We rarely earn the minimum wage per hour worked, when Self-Employment NI and tax is deducted, and the costs of doing business are accounted. To exacerbate these structural impositions, a needless barrier to work is further imposed. The pedestrianised zone. The restrictions currently imposed are of significant detriment to couriers, on average when combined with exploitive working conditions, the reality time cost for couriers is as follows<sup>1</sup> :

Hours walking per average working year: 304.6

Restaurant waiting time per year in hours: 571

Total time cost of the pedestrianised zone to pedal cycle couriers in hours: **304 hours and 36 minutes.**

Cost to walk per year: £9'744.00

Cost to wait per year: £34'256,25

Total cost of the pedestrianised zone to pedal cycle couriers in lost earning opportunity: **£9'744.00**

This time and earnings loss does not need to be so substantial; we have deduced a means to mitigate the time loss that benefits not only the couriers, but the people and businesses of York.

## The People of York

Safety & Security is of paramount concern in these challenging times, our role has been escalated in importance by the COVID-19 pandemic, we are, and have always been [Key Workers](#). Despite our precarity and worsening economic conditions, we braved the streets of York during the nationwide lockdowns. The platforms we operate on, now include major supermarket chains alike [Morison's](#), [Co-op](#), [Asda](#), [BP](#), [M&S](#) and [Mccolls](#), as well as [pharmaceutical deliveries](#), these have, do and will act as essential life lines for residents of York.

## Business' of York

The same is true for local businesses, as Deliveroo superficially [claims](#), "*our riders are at the heart of all that we do. Their hard work powers our growth, and without them we would be unable to bring our customers the best food on demand while helping great local restaurants to grow.*". Superficial but true, we are an integral part of the takeaway industry in York, without us, the entirety of the [gig economy](#) in York would cease to function, this can be up to a 3<sup>rd</sup> of a restaurants total revenue. These restaurants support IWGB as their couriers representative:

*"I support IWGB and the couriers need access!"* – Ramesh, Taas

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<sup>1</sup> [Appendix 1](#)

And they are compassionately articulate about our impact on their livelihoods:

*“During the difficult circumstances we need Deliveroo, Just Eat and Uber eat mostly business coming from delivery order. I hope stay will on the business. Thanks” – Ayata, Jorvik Donner House*

*“Couriers are a backbone in keeping companies alive and allowing extra trade in trying times. Help us to deliver the food while people stay safe at home.” - Alan, Turtle Bay*

*“We have been open since the start of lockdown and the delivery crew (especially the riders) have seamlessly delivered a key worker service to York centre and outlying suburbs. Without this and the continuation of their service, businesses, the livelihoods of the drivers and the ability for customers who cannot leave home etc will all be put at risk. They must be allowed a status that lets them work freely on bicycles with the city centre.” – Max, Mr. Chippy*

## The Couriers

As self-employed, we pay our taxes, we give our contributions, as local couriers we pay our council tax just like everyone else. We spend money locally whilst working, we support local business' that contribute to the council, and other local residents. We are just doing our jobs. Yet we are continually fined, mistreated and disregarded. Even when in lockdown we were [structurally imposed upon falsely](#). The following are testimonials from York's couriers, they deserve to be heard:

*Most restaurants are in town centre so I can't drive to them and I can't even park close to them because I get 30 pounds fine and I earn 50 all night. Its ridiculous cause people even don't try to keep distance so this it's waste of money and making our life harder. - Gheorghita*

*“I need to park sometimes 3-4 minutes to the most centrally located restaurants and that can impact my delivery rating and effectiveness” - Adan*

*“It dictates what time I can go out and start work as the busiest restaurants are in the city centre where all restrictions are based.” - Adam*

*“Little efficiency in moving around the city centre due to having to walk and also due to one-way street system which shouldn't apply to bicycle, especially if cars were banned.” - Malcolm*

*“They impact earnings by making access to restaurants slow.” - Helen*

*“Reduces wage due to having to divert around pedestrian streets. Means deliveries during the busiest times are slower.” – Matt*

*“Unable to cycle through town. Often doubling delivery times.” - Cesar*

The remainder of this proposal is set to secure courier access, we are not being unreasonable, we are simply trying to do our already precarious and exploitative jobs. Our understanding of current access measures is now expressed, setting foundation for the proposal of a **Courier Pedal Cycle Permit**.

## Existing Access Provisions

In this section we acknowledge the existing structure for access to the city center, articulating our contentions and priming later articulated intended amendments. Firstly, to our understanding, Royal Mail is permitted to access the pedestrianised zone during the **Pedestrian Period** due to being Royal Messengers of the Queen, this is despite the fact they are no longer a public company or service and are in fact a private organization as are the rest of the couriers in York. Further to our understanding, access can be gained to particular roads within the pedestrianised zone for unloading and loading during the **Pedestrian Period** by universal postal couriers (as below). We are further aware that the Market Vendors have been granted **Authority to Contravene a Moving Traffic Order** (ACMTO). We intend to draw on these elements as foundation for our courier access or **Courier Pedal Cycle Permit**.

### The York Traffic Management Order

The below are excerpts from **The York Traffic Management Order**, specifically these are existing exemptions that can be applied to particular pedestrianised foot streets during the **Pedestrian Period**. Notably, self-employed, gig economy couriers have not heretofore been written into the order, yet similar access is granted to *“universal service provider for the collection of postal packets”* and *“A Vehicle being used other than during the Pedestrian Period in connection with the delivery or collection of goods”*, we would contend that our access needs reflect these exemptions with commendable exactitude. As part of our proposal, we shall later articulate exemption specificities for York’s pedal cycle couriers.

**Table 1 - York Traffic Management Order Excerpt**

Column 1 – (Designation)	Column 2 – (Exemption)
C or 7	A Vehicle being used: (a) In connection with the delivery or collection of goods to or from premises; Or (b) Where necessary, for the purposes of horticulture or silviculture on or adjacent to that road provided that such Vehicle is not constructed or adapted to carry more than 16 seated passengers excluding the driver and, notwithstanding its seating capacity, it is not a Local Bus.
C or D or 8	A marked Vehicle being used by a universal service provider for the collection of postal packets in the course of the provision of a universal postal service.
20	A marked Vehicle being used by a universal service provider for the collection of postal packets in the course of the provision of a universal postal service along routes through: a) Blake Street, St Helen’s Square and Lendal; b) Goodramgate, King’s Square and Colliergate.
26.	A Vehicle being used other than during the Pedestrian Period in connection with the delivery or collection of goods to or from premises on or adjacent to that road but excluding Shamble Market providing such Vehicle is not constructed or adapted to carry more than 16 seated passengers excluding the driver.

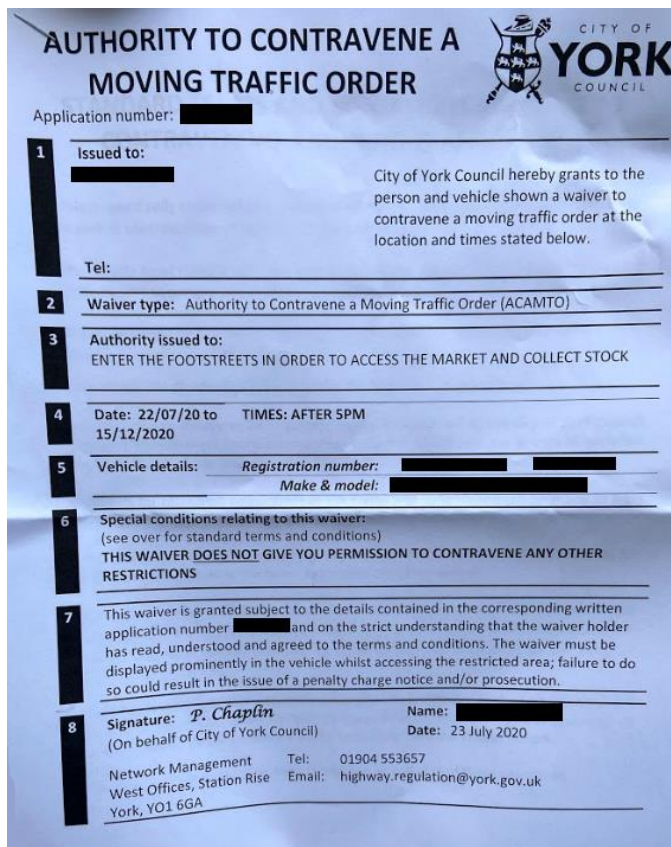
## ACAMTO

The Market Vendors negotiated and were granted specific access, this access sets the precedent. Couriers are comparatively similar to Market Vendors legally, we are all registered, independent, self-employed, small businesses, and we at the IWGB are confident something similar for couriers would work in the best interest for all of York.

**Table 2 - York Traffic Management Order: Article 10**

<p><b>SHAMBLE MARKET AREA PERMIT (M)</b></p>	<p>a) A property owner or tenant having a pedestrian or vehicle access to that owner or tenants premises the said premises being adjacent to a road within the Shamble Market Area and accessible therefrom.</p> <p>b) A market trader being a person occupying a market stall in the Shamble Market Area on the day the said market trader uses that Permit.</p> <p>c) A motor vehicle user for the purposes of loading/unloading.</p>	<p>The vehicle in respect of which the Permit has been granted and on which the said Permit is displayed is proceeding along a road within the Shamble Market Area on a route and at a time and for a purpose permitted by the Permit Holder or a person authorised by the Permit Holder.</p>
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**Figure 1 - Market Stall ACAMTO**



**AUTHORITY TO CONTRAVENE A MOVING TRAFFIC ORDER**

CITY OF YORK COUNCIL

Application number: [REDACTED]

**1** Issued to: [REDACTED]

City of York Council hereby grants to the person and vehicle shown a waiver to contravene a moving traffic order at the location and times stated below.

Tel: \_\_\_\_\_

**2** Waiver type: Authority to Contravene a Moving Traffic Order (ACAMTO)

**3** Authority issued to: ENTER THE FOOTSTREETS IN ORDER TO ACCESS THE MARKET AND COLLECT STOCK

**4** Date: 22/07/20 to 15/12/2020 TIMES: AFTER 5PM

**5** Vehicle details: Registration number: [REDACTED] Make & model: [REDACTED]

**6** Special conditions relating to this waiver: (see over for standard terms and conditions) **THIS WAIVER DOES NOT GIVE YOU PERMISSION TO CONTRAVENE ANY OTHER RESTRICTIONS**

**7** This waiver is granted subject to the details contained in the corresponding written application number [REDACTED] and on the strict understanding that the waiver holder has read, understood and agreed to the terms and conditions. The waiver must be displayed prominently in the vehicle whilst accessing the restricted area; failure to do so could result in the issue of a penalty charge notice and/or prosecution.

**8** Signature: *P. Chaplin* Name: [REDACTED]  
(On behalf of City of York Council) Date: 23 July 2020

Network Management Tel: 01904 553657  
West Offices, Station Rise Email: highway.regulation@york.gov.uk  
York, YO1 6GA

# Courier Pedal Cycle Permit Proposal

Given the previous acknowledged access provisions, we now propose the following conditions for pedal cycle courier access, thus constituting a **Pedal Cycle Courier Permit**, which should be accompanied by a CYC internal Index, granting a tailored **ACAMTO**. First the pass itself is depicted in a manner reflective of **The York Traffic Management Order**. Thereafter, articulation of pedal cycle courier amendment details. Thereupon recommendations for stages of implementation are depicted. Finally, a note on anticipated safety contentions are contended.

## Courier Pedal Cycle Permit

The permit conceptualized will be distributed and managed by CYC for **free** to all entitled pedal cycle couriers, alongside internal CYC database such that all holders are held accountable with a **Specific Application Number (SAN)**. The permits are intended to adhere to clauses **10(2), 10(3)** of **Part III** of **The York Traffic Management Order**. This permit should be written into **Article (10)** of **The York Traffic Management Order** as follows:

**Table 3 - Courier Parking Permit: Article 10 Amendment**

Column 1 – (Type)	Column 2 – (Persons Entitled)	Column 3 – (Circumstances where Permit Valid)
<b>Courier Permit – Pedal Cycle</b>	Couriers requiring access to the city centre for loading and unloading: <ul style="list-style-type: none"> <li>A. Can provide documentation adhering to <b>Part III, 10(2)</b> of ‘<b>The York Traffic Management Order</b>’</li> <li>B. Can provide evidence of               <ul style="list-style-type: none"> <li>a. Council tax payment or student exemption</li> <li>b. Evidencable Supplier Agreement or Employment Contract by name with any varied delivery company to provide courier services</li> </ul> </li> </ul>	The Permit must be kept in the courier’s possession and presented upon request by local traffic authority or police constable: <ul style="list-style-type: none"> <li>A. During the <b>Pedestrian Period</b> proceeding along roads within the Foot street Areas on a route permitted by the Permit, for unloading and loading and is presentable upon request of local traffic authority or police constable by the named Permit Holder.</li> </ul>

We propose amendment to articles **3, 5, 6 and 7 of Part I** of the **First Schedule** within **The York Traffic Management Order**, the first being the addition of courier pedal cycle as exemption to driving restrictions as below:

**Table 4 - York Traffic Management Order: Articles 3,5,6 and 7 Amendment**

Column 1 – (Designation)	Column 2 – (Exemption)
<b>6a</b>	A pedal cycle validated for the loading and unloading of goods

Such exemption should be added to **Article 3** specifically in the following manners:



**Table 5 - York Traffic Management Order: Article 3 Amendment**

Column 1- (City, Town or Parish and Roads)	Column 2 – (Days Applicable inclusive of days named)	Column 3 – (Time Periods Applicable)	Column 4 – (Exemptions Applicable)
<b>BLAKE STREET</b> Extending through Lendal		Pedestrian Period	B, F, 1, 20, 22, 31, 48, 49, 6a
		Servicing Period	C, 39
		Remaining Period	51
<b>CONEY STREET</b> Extending through Suppiergate		Pedestrian Period	B, F, I, 122, 6a
		Servicing Period	C, H
		Remaining Period	14, 36
<b>SPURRIERGATE</b>		Pedestrian Period	B, F, I, 49, 6a
		Servicing Period	C, H
		Remaining Period	14, 36
<b>GOODRAMGATE</b> between its junctions with Deangate and King's Square/Low Petergate		Pedestrian Period	B, F, I, 20, 30, 32, 48, 49, 121, 122, 6a
		Servicing Period	3, 39
		Remaining Period	51
<b>LOW PETERGATE</b> Extending through Colliergate		Pedestrian Period	B, F, I, 32, 49, 6a
		Servicing Period	C, H
		Remaining Period	51
<b>STONEGATE</b>	Every Day	Mn- 5am and 10:30am – Mn	B, G, 27, 42
		Pedestrian Period	6a
	Every Day	5am – 10:30am	B, G, 14, 27, 42

### Implementation

To improve courier cyclist access to the city center, we propose three stages of changes, these will be implemented through trial periods, and monitored thoroughly by local authorities throughout.

#### Stage 1

To trial the access, the IWGB proposes implementing a [Share with Care](#) Pedal Cycle Courier pathway for licensed pedal cycle couriers on Blake Street and Lendal, these pathways will follow the one way system already in place. We believe such reasonable, yet key area, will be sufficient enough to gauge the feasibility of long-term access for accountable pedal cycle couriers. Should all go well, stage 2 commences.



### Stage 2

Following success of [Stage 1](#), a similar [Share with Care](#) Pedal Cycle Courier pathway is proposed along Coney Street and through Spurriergate. Moreover, accommodations through Goodramgate and Low Petergate through Colliergate will be implemented.



### Stage 3

Following success of [Stage 2](#), the final accommodation of stone gate will be substantiated.



We believe these critical pathways will be sufficient enough access to improve courier's livelihood, whilst solidifying the feasibility of long-term access for accountable pedal cycle couriers.

### Safety Contentions

IWGB York anticipates the safety concerns of York council and key stakeholders, these have been considered throughout this proposal and are of paramount concern to key working Courier Pedal Cyclists. Upon cursory reading and searching, multitudes of academic research have been done of shared pedal cycle pedestrianised zones in Oxford, Peterborough and Chichester. To summarise the outcomes of such accommodations a statement from the [DfT](#) itself is appropriate:

*“Observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians.”*

Source: <https://aseasyasridingabike.wordpress.com/2014/03/03/cycling-in-pedestrianised-areas/>

Moreover, should the above statement from governmental body and plentiful research not be sufficiently substantial to ameliorate any CYC or stakeholder concerns. Then at minimum, decision making body is urged to consider that gig economy platforms and resultant precarious conditions effectively penalise couriers for slow delivery time. Local restrictions are not considered by any platform algorithms, including York's pedestrian zone. Therefore, couriers face the choice of account termination and access to work removed, or the risks of traffic violations. The choice between destitution and FPN are ones commonly made. Hereupon the current state of affairs is realised. Generally, pedal cycle couriers are, and have been disobeying **The York Traffic Management Order**, despite this, no fatal or serious injury has come to the people of York, in fact we have made substantive case for our benefit to them. If the council persists without progressive intervention, it would only continue. On these grounds, it is reasonable to interpret this proposal as an opportunity for CYC to mitigate the situation and regain order. If the accommodations proposed heretofore are implemented, licensed pedal cycle couriers would concede and adhere to them, the loss of permit and reasonably incurred FPN for traffic violations intensifies the repercussions of acting outside these proposed domains. We deem this compromise an effective way forward. Conclusion is now presented.

## Conclusion

This document serves as the first iteration of the IWGB's proposal for pedal cycle courier access to York's City Centre. This proposal throughout and in conceptualisation has been reasonable, open to negotiation and well considered. We urge the City of York Council to engage with the [IWGB York](#) on this matter to formulate a further informed, mutually beneficial solution, that enables York's key working pedal cycle couriers to continue serving its restaurants partners and local residents in a more efficient, fair and effective manner for the benefit of everyone involved.

# Appendices

## Appendix 1

Cllr Andy D'Agorne in a [Minster FM interview](#) claimed "you can walk from one end to the other pushing a bicycle in about 2 minutes", our collective courier experience contests this estimation, but our subjective anecdotal experience is insufficient grounds for factual argument. Nonetheless, to say it costs our pedal cycle couriers 2 minutes of our precarious time to walk to any single restaurant to load a delivery from any non- pedestrianised road, disregards the following: [It's a google maps 5 minute walk from](#) one end of the pedestrianised zone to the other, on the shortest span of road; pedal cycle couriers are pushing additional bicycle and equipment weight; Outside of the pandemic pedestrian footfall is dense, crowded and significantly hard to navigate with any haste during these hours, now further exacerbated by adhering to social distancing measures.

Nevertheless, this average is our only viable City of York Council validated statistic and it will be used arithmetically to depict our desperate situation. Thus, for our pedal cycle couriers to complete 2.5 deliveries an hour, earning roughly £8 (before expenses, NI and tax deductions) they lose 2.5 x (2 minutes, x 2(walks back and forth)), equating to 10 minutes per hour. The pedestrianised zone now operates between 10 am and 8pm, 10 hours. This does not factor in restaurant waiting times varying from 5-15 minutes. Let's take 7.5 minutes as the average restaurant waiting time:

Orders P/H	2.5
Average Earnings P/H:	£ 8.00

<b>Cllr Andy D'Agorne Average.</b>		
	Unit	Cost per Unit
Time to Walk (Minutes)	2	£ 0.53
Restaurant Wating Time (Minutes)	7.5	£ 1.00
Pedestrian Zone (Operating Hours)	7	
Working Days per year	261	

Time to <b>Walk</b> per year (hours)	304.5
Restaurant <b>Wating Time</b> per year (hours)	570.9375
Total Time Cost to Courier	875.4375
Cost to <b>Walk</b> per year	£ 9,744.00
Cost to <b>Wait</b> per year	£ 34,256.25
Total Cost to Courier	£ 44,000.25

<b>Cllr Andy D'Agorne Average (Extended hours)</b>		
	Unit	Cost per Unit
Time to Walk (Minutes)	2	£ 0.53
Restaurant Wating Time (Minutes)	7.5	£ 1.00
Pedestrian Zone (Operating Hours)	10	
Working Days per year	261	

Time to <b>Walk</b> per year (hours)	435
Restaurant <b>Wating Time</b> per year (hours)	815.625
Total Time Cost to Courier	1250.625
Cost to <b>Walk</b> per year	£ 13,920.00
Cost to <b>Wait</b> per year	£ 48,937.50
Total Cost to Courier	£ 62,857.50

This time adds up. Significantly so. We are paid by the drop, and only for the drop. Our wait time is not reimbursed and unpaid. The pedestrianised zone restrictions prove grave impediment on our time, the above mathematics inevitably vary contextually but is sufficient in demonstrating the severe impact of the restrictions on our already precarious ability to generate income and feed our families.

### Appendix 1a

It takes 5 minutes to walk down the shortest road from one end to the other. When factoring in a push bike, and socially distancing within the average footfall of York. It takes a great deal longer.

