

Annex C

Objections / Comments Relating Loading

Ref	Comments	Officers response	No.
24	Some delivery vehicles spend several hours within the city walls making multiple drop offs to a wide variety of premises. The reduced hours available in the footstreets area may make it necessary to increase the number of vehicles to achieve all the deliveries before 10.30am. Vehicles making one or two deliveries are unlikely to be affected.	These comments (ref 24) were received at the very start of the experimental period. It is acknowledged that there is scope for this to occur, however it is hoped that the increased vehicle free period in the city centre will encourage increased trade in the city centre.	1
24	Questions the ability of the post office and security vans ability to access the area.	The post office and security vehicles have a long standing special exemption in the traffic order and there are no plans at present to amend this.	1
24	Drivers have to spend a considerable amount of time parked up and barrowing goods about due to there being no loading bays other than the one in Whip ma whop ma gate which is always full of cars	Since this was raised the loading bay in Whip ma whop ma gate has been formalised to allow enforcement if it is being used for parking.	1
24	Incidents on the highway network can lead to drivers arriving late into the city and having to park up in places like Duncombe Place (where there is no dedicated loading facility), then barrow goods into the city centre.	Un-planned highway incidents can lead to severe difficulties to achieving multiple scheduled deliveries. The scope for providing more dedicated loading facilities is limited, but there may be locations where this could be re-considered.	1
25	The extension to the	This is correct and the aim is	1

	<p>footstreet hours has reduced the time deliveries and collections can be made from 4 hours to 2.5 hours.</p>	<p>to try to encourage a better visitor / shopper experience in the city centre to encourage economic growth.</p>	
25	<p>The new hours of operation have resulted in a much more congested period in the morning in Lendal due to the shorter delivery period and the introduction of cycle racks. This makes it even more difficult for customers to collect their goods. This has affected the ability to maintain and attract new business to the shop.</p>	<p>It is acknowledged that there is scope for this to occur, however it is hoped that the increased vehicle free period in the city centre will encourage increased trade in the city centre. Whilst the introduction of cycle racks is not part of the footstreets experiment it is important to bear in mind that a significant number of people do cycle into the city to carry out their daily business. The council is also investigating a freight consolidation scheme in the longer term.</p>	1
25	<p>The experimental restrictions on Lendal Bridge have also contributed to these problems.</p>	<p>The Lendal Bridge experiment is outside the scope of the Footstreets review. However the time of restriction has been linked to the pedestrian hours, which allows delivery vehicles to the city centre to use the bridge as previously.</p>	1