



**Notice of a public  
Decision Session - Executive Member for Transport**

**To:** Councillor D'Agorne (Executive Member)

**Date:** Tuesday, 22 June 2021

**Time:** 10.00 am

**Venue:** Hudson Room, West Offices

**AGENDA**

**Notice to Members – Post Decision Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Services by **5:00 pm** on Thursday 24 June 2021.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 18 June 2021.**

**1. Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 10)  
To approve and sign the minutes of the meeting held on 11 May 2021.

**3. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation the meeting. The deadline for registering at this meeting is at 5.00pm on Friday 18 June 2021.

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://www.york.gov.uk/AttendCouncilMeetings) to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

**Webcasting of Public Meetings**

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

- 4. Review e-scooter and e-bike trial to date and consider options for extension of the trial** (Pages 11 - 38)

This paper provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.

- 5. Footstreets Traffic Regulation Order Proposals** (Pages 39 - 374)

This report presents the proposal for the advertisement of the statutory consultation for amending the Traffic Regulation Order (TRO) with the effect of removal of certain vehicle exemptions during the pedestrian hours and to propose potential mitigation measures.

**6. Residents' Parking in South Bank Response to Draft Order** (Pages 375 - 422)

This report provides an update on progress advertising the draft Order and on the responses/objections received.

**7. Residents' Parking around University Response to Draft Order** (Pages 423 - 438)

This report provides an update on progress advertising the draft Traffic Regulation Order (TRO) and report on the responses/objections received.

**8. St Mary's Traffic Regulation Order Amendment** (Pages 439 - 462)

This report seeks approval to change the Traffic Regulation Order to reduce parking on St Mary's in order to facilitate the introduction of traffic signals at the junction of Bootham and St Mary's.

**9. Vehicle Crossings Policy** (Pages 463 - 494)

This report presents a vehicle crossing policy which is proposed to be adopted by City of York Council to support the vehicle crossing application process under Section 184 of the Highways Act 1980 and through the planning process.

**10. Directorate of Place 2021/22 Transport Capital Programme – Consolidated Report** (Pages 495 - 514)

This report identifies the proposed changes to the 2021/22 Directorate of Place Transport Capital Programme to take account of carryover funding and schemes from 2020/21, and new funding available for transport schemes. The report also provides details of the 2020/21 Directorate of Place Transport Capital Programme outturn, including details of schemes delivered in 2020/21.

**11. STEP – Transport Data Platform** (Pages 515 - 528)

This report updates the Member for Transport on the work done with the grant so far and requests approval to commission the STEP Transport Data Platform.

**12. Urgent Business**

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Robert Flintoft

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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)  
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	11 May 2021
Present	Councillors D'Agorne
Apologies	

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## 78. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

Cllr D'Agorne did note that he had held discussions with concerned parties in relation to the TSAR Traffic Signal Refurbishment – Bootham/Gillygate/St Leonards Place. He also had held conversations with the Ward Councillors and Cycle Campaign in relation to Cycle Route Improvements (Nunnery Lane-Nunthorpe Grove). He also noted that the Petition for a Zebra Crossing at the Kent Street / Fawcett Street Junction was inside his ward. Finally he also confirmed that he was no longer a paid member of the York Cycle Campaign and had never held a position within the organisation.

## 79. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 13 April 2021 be approved and signed by the Executive Member as a correct record; subject to a spelling correction and resolution iii of minute 76. to now read:

‘Noted that the review is to be completed prior to the implementation of the permanent footstreet extension in September 2021, as is set out in the programme.

Reason: To continue to improve the existing mitigations for those affected by the proposed permanent changes to the footstreets be made implemented in September 2021.'

## **80. Public Participation**

It was reported that there had been ten registrations to speak at the meeting under the Council's Public Participation Scheme.

Tom Franklin welcomed the public consultation but requested that a decision on TSAR traffic signal refurbishment be postponed until after the new Local Transport Plan as they considered neither option in the report acceptable.

Lee Spracklen noted the improved air quality at the Bootham junction due to the reduced number of cars in the first lockdown. He noted that he did not support either option in the report and that more needed to be done to reduce traffic and improve air quality.

Roger Pierce noted that option B was preferable regarding the TSAR traffic signal refurbishment, but requested a decision be deferred until a review of post Covid traffic levels could be undertaken. He also requested that the Council review the use of near side traffic indicators as visually impaired users found these difficult to use.

Robert Gordon also found option B preferable for the TSAR traffic signal refurbishment, but noted that it was unclear how this would affect traffic queues at the junction potentially creating further air quality issues and slowing down bus routes. He noted the potential benefits to residents and business of reduced traffic in the area, the need for cleaner forms of transportation, and therefore requested the item be postponed.

Anthony May raised concerns that neither option in the TSAR traffic signal refurbishment consultation was preferable for residents. He noted that while 55% of people wanted more space for pedestrians and cyclists, 59% also preferred option A which would not deliver this. He asked that a decision be postponed until after consultation had taken place on the outer ring road.

Niall McFerran also requested a postponement of a decision in relation to the TSAR traffic signal refurbishment. He noted that the junction currently favours cars over pedestrians and cyclists and confusion in lanes lead to traffic problems.

Martin Farrington raised concerns that the cycle route improvement item would increase traffic near homes on Scarcroft Road and the loss of parking would lower safety for residents. He raised a number of questions in relation to the diversion route and planning decisions in relation to the Environment Agency work.

John Singleton noted that the loss of parking on Scarcroft road which already had parking issues would create problems on nearby streets. He also noted that the increased speed of cars from a more open road would create a less safe street for residents.

Jo Skinner also raised safety concerns on Scarcroft road and noted concerns that communication and consultation on the changes had been insufficient. He noted that bringing cars closer to houses on the street would increase the danger to school children travelling to schools nearby.

Tim Pheby noted that the Terry Avenue cycle route was one of the best cycle routes in the city. He noted that the route proposed in the cycle route improvement item for while Terry Avenue would be closed did not meet the criteria to replace it, especially the crossing at Scarcroft Road. He proposed that the Council consider either temporary traffic lights at the junction or a protected two way cycle path to protect cyclists.

## **81. STEP – Transport Data Platform**

Resolved

- i. That the item be deferred.

Reason: To allow for further work to be undertaken on the STEP – Transport Data Platform.

## **82. York's response to the National Bus Strategy**

The Executive Member considered the two options within the Government Strategy to either rebrand or enter an enhanced partnership with private bus service providers. It was noted that following discussions with nearby authorities the officers recommended negotiating an enhanced partnership. The work of the Quality Bus Partnership was noted including the electrification of some of York's current buses. The Executive Member noted the Council should not rule out opting to rebrand but agreed to endorse and refer the item to the Executive.

Resolved

- i. The Executive Member endorsed the approach set out in the report and agreed to refer the item to the Executive meeting on 20th May 2021 as a decision of key importance.

Reason: To allow timely development of a Bus Service Improvement Plan for York and mitigate against potential loss of Covid bus service support grant from July 2021. It will then allow a Bus Service Improvement Plan to be delivered in time for a decision on its adoption to be made at an Executive meeting in September 2021 – prior to the DfT's deadline of October 2021.

## **83. York's Local Transport Plan**

York's Local Transport Plan it was noted had another 10 years remaining, however, the implementation phase of the current Local Transport Plan had concluded. Therefore there was an opportunity to renew the plan and set new targets to be delivered.

Resolved

- i. The Executive Member endorsed the approach set out in the paper and pass this report to Executive for consideration as a decision of key importance.

Reason: This will allow timely delivery of York's fourth Local Transport Plan.



#### **84. Engagement Strategy – Local Transport Plan**

The Executive Member noted the extensive engagement that was undertaken for the Local Transport Plan three which reached 14% of households, following on from this he approved the holistic strategy proposed in the report. He noted that behavioural change could be a cost effective way to promote greener forms of transportation and therefore the strategy should identify barriers to change and assist in finding ways to remove those barriers.

Resolved

- i. Approved the engagement plan set out in annex A, which secures involvement and influence of residents through the stages required to develop LTP 4.

Reason: To ensure effective and inclusive engagement with residents, businesses, key stakeholders and other groups who travel into and through York.

#### **85. Update on E-Scooter Trials**

An update was provided on the Department for Transport E-scooter trial. Throughout the trial it was noted that the range of E-scooters and E-bikes had been gradually expanded. 78,000km had been travelled by using these vehicles with no road incidents reported and issues raised about parking bays and anti-social behaviour were raised with and address in collaboration with Tier the private provider for the scheme. It was noted that the trial was drawing to a close but the DfT were likely to extend.

Resolved

- i. To expand the service area that e-scooters and e-bikes can be hired and used to include areas outside the Outer Ring Road.

Reason: To expand the trial to residents in areas outside the Outer Ring Road.

**86. TSAR Junction Alterations – Gillygate/Bootham/St Leonards Place**

It was confirmed that the TSAR programs primarily focused on the replacement of expired assets. This current scheme is sixth on the list of junctions needing replacement. Officers noted that a project in the Local Transport Plan would be unlikely this year and therefore recommended the replacement with ducts to allow for the potential of a larger junction change at a future date. The Executive Member noted his concerns that option A did not improve use of the junction for pedestrians or cyclists. With the results from the online survey both suggesting respondents wished for more space for pedestrians and cyclists but did not support option B. Therefore it was requested that further modelling of post Covid travel be undertaken before a decision and further consideration meet air quality targets.

Resolved

- i. To defer a decision to allow for further modelling of post Covid traffic levels and how traffic could be diverted from the area. To also consider the prioritisation of public transport and the Local Transport Plan.

Reason: To allow for further modelling before a decision is made.

**87. Cycle Route Improvements (Nunnery Lane-Nunthorpe Grove)**

Officers introduced the report noting the proposed improvements and the impact of the closing of Terry Avenue. Following concerns from local residents it was recommended that subject to the successful outcome of a Safety Audit the Council progress towards the delivery of route alignment changes and implement signage improvements, but exclude amendments to parking and the improvement to the crossing on Scarcroft Road.

Resolved

- i. Approved further investigation of improvements to the existing advisory Cycle Route between Nunnery Lane and Nunthorpe Grove.

- ii. Subject to the successful outcome of a Safety Audit to progress towards the delivery of route alignment changes which are indicatively shown on the drawing in Annex B. But to exclude amendments to parking and the improvement to the crossing on Scarcroft Road.
- iii. Amendments to parking and the improvements to the crossing on Scarcroft Road to be considered as a future item to the Executive Member for Transport Decision Session.

Reason: In order to adequately understand the impacts of the scheme and mitigate concerns raised by the residents impacted by the proposals.

**88. Receipt of a Petition for a Zebra Crossing at the Kent Street / Fawcett Street Junction**

The petition was acknowledged and the Executive Member noted his support that officers to put the site through the assessment process when traffic conditions return to some form of normality.

Resolved

- i. Acknowledged receipt of the petition and instruct officers to put the site through the assessment process when traffic conditions return to some form of normality.

Reason: To determine whether improved pedestrian crossing facilities are justifiable and the type of facility which would be the most appropriate.

**89. Consideration of consultation results from Slingsby Grove, Royal Chase, Kensington Court, Regency Mews, 64-90A Tadcaster Road and St. Edwards Close following petitions being received requesting Residents' Priority Parking**

Officers noted all those that were consulted regarding a residents priority parking schemes. The Executive Member noted the high number responses and the concerns from business about parking and proposed that cycle parking could potentially support a reduce in parking.

Resolved

- i. Approval was given to be given to take no further action towards the implementation of Residents Priority parking on Slingsby Grove, Royal Chase, Regency Mews, Kensington Court and 64-90A Tadcaster Road, and remove the consulted area from the Residents Parking waiting list.

Reason: 66% of the respondents from the above properties were against the proposed scheme.

- ii. Approval was given to implement Residents Priority parking on St. Edwards Close with times of operation being 24 hours a day and 7 days a week.

Reason: 89% of respondents from St. Edwards Close were in favour of the proposed scheme and the preferred times of operation were 24/7.

**90. Consultation results regarding Resident Priority Parking for 5 to 11 Main Street, Fulford**

Officers and the Executive Member thanked the report author Sue Gill Traffic Project Officer as this was her last report for the Council. It was noted that due to the small number of properties a residents priority parking scheme would not usually be implemented. The concerns of the church were noted and it was requested that bollards be considered to protect the grass verge with the Ward Councillor as a potential ward scheme.

Resolved

- i. Take forward a proposal for resident priority parking on the length of carriageway adjacent to 5-11 Main Street for the use of these properties only. 7 day a week, 24 hour restriction with 60 minutes for non-permit holders.
- ii. Additional lengths of no waiting at any time (double yellow lines) to be implemented to protect entrances to properties and improve sight lines. (plan included as Annex E(2)).

- iii. The Ward Member to be consulted by officers about the possibility to introduce bollards with Ward funding to prevent parking on the grass verge.

Reason: To provide residents priority for the limited carriageway space whilst trying to mitigate some of the concerns raised by St Oswald's Church.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 10.01 am and finished at 11.45 am].

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**Decision Session – Exec Member for  
Transport****22 June 2021**

Report of the Assistant Director, Transport, Highways and Environment

**Review of e-scooter and e-bike trial to date and options for extension of the trial****Summary**

1. This paper provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.
2. The Department for Transport (DfT) have approved an extension of the current e-scooter trials until the 31<sup>st</sup> March 2022. The extension of the trial by the DfT allows extra time for all trial areas to reach expected capacity of e-scooters and for the department to gather additional data to inform future legislation.
3. The recommendations in this report relate to the City of York council's participation in the Department for Transport's micro-mobility trial. The decision relates to continuing with the trial past the existing contract end date;

**Option 1:** To continue with the e-scooter and e-bike trial in line with the DfT guidance; to agree that the current operator will remain the sole provider in York (in line with the DfT guidance) and continue contribution of officer time in kind. To also increase the *maximum* number of e-scooters permitted in York from 700 to 1000 [Option recommended by Officers]

*Reason: To enable continuation of the trial in York until the 31<sup>st</sup> March 2022, in line with the DfT's requirements. Continued contribution of officer time to ensure safe continuation of the trial. An increase in the maximum number of e-scooters permitted will ensure demand is met.*

**Option 2:** To continue with the e-scooter and e-bike trial in line with the DfT guidance; to agree that the current operator will remain the sole provider in York (in line with the DfT guidance) and continue contribution of

officer time in kind. To keep the *maximum* number of e-scooters permitted in York to 700.

*Reason: To enable continuation of the trial in York until the 31<sup>st</sup> March 2022, in line with the DfT's requirements. Continued contribution of officer time to ensure safe continuation of the trial. Keep maximum number of e-scooters to 700, though this may limit availability of e-scooters in the city.*

**Option 3:** To end the e-scooter and e-bike trial at the end of the current contract (12<sup>th</sup> October 2021).

## **Background**

4. The decision for York to participate in the Department for Transport's (DfT) e-scooter trials was made on the 8th September 2020. The trials support a 'green' restart of local travel and help mitigate the impact of reduced public transport capacity, providing a sustainable mode of transport around the city.
5. The decision to extend the trial to include e-bikes was made on the 18<sup>th</sup> January 2021, and to trial the service area beyond the outer ring road, on 11<sup>th</sup> May 2021.
6. The DfT have approved an extension of the current e-scooter trials until the 31<sup>st</sup> March 2022. The national lockdowns over the winter of 2020/2021 have meant that the trials have grown at a slower rate than initially intended. Therefore the extension of the trial by the DfT allows extra time for all trial areas to reach expected capacity of e-scooters and for the department to gather additional data to inform future legislation.

## **Update on the trials (usage)**

7. The trial of e-scooters in York has been operating since the 12<sup>th</sup> October 2020 and is run by the operator TIER. The e-scooters have been introduced in a phased approach, gradually increasing the service area and number of e-scooters available. The service area includes provision at the University of York, York Hospital, York St John's University, and city centre locations. This has also expanded into other areas of the city including Clifton, South Bank and Hull Road, with plans to continue expansion past the outer ring road, starting initially in Poppleton, Haxby and Wigginton.



8. This expansion has focused on supporting local travel for residents, in line with the national lockdowns.
9. E-bikes were added to the service in April 2021, along with a new fleet of upgraded e-scooters. The new e-scooter model included indicators and a smaller footplate to reduce the ability for tandem riding.
10. In the first six months of the trial, there were 39 parking locations available for e-scooters and e-bikes, with 270 e-scooters and 50 e-bikes available for hire.
11. The approach taken to provide and only allow e-scooters to be parked in dedicated bays has mitigated incidence of e-scooters being seen as street clutter and improved safety for non-users. The approach taken has also led to high parking compliance. In 2021, 0.3% of trips ended in a vehicle needing to be returned to the parking bay by TIER due to being misparked.
12. In the first six months of the trial, 21,136 trips were taken, with a total of 144,443km travelled on e-scooters. The service has over 6,000 riders.
13. The e-bikes were introduced in April 2021, providing an active travel option for riders. The pedal-assist can help aid faster or longer-distance travel, with reduced physical stress to power the bike compared with a traditional pedal cycle. The pedal-assist can also be beneficial to those with joint problems, as e-bikes are seen as exerting less stress on the body than a standard bicycle. In the first three weeks of the e-bikes being available, 893 trips were taken, with a total of 3,500 km travelled on e-bikes. The average trip length was 3.9km.
14. During the first six months of the trial, one incident was reported, with minor injuries sustained. An incident is defined as that which involves personal injury occurring on the public highway (including footways) in which at least one road vehicle (including bikes and e-scooters), or a vehicle in collision with a pedestrian, is involved.
15. There have been a number of reports of anti-social behaviour at specific e-scooter parking bays. TIER have addressed these by implementing slow speed zones, and increasing patrols by TIER and working with North Yorkshire Police (NYP).

16. TIER implement a three-strike system for irresponsible use. Each time, the rider is signposted to TIER's AA Ride Safe School. A number of riders have been banned due to irresponsible riding of TIER e-scooters in York.

### **TIER measures**

17. TIER have undertaken a number of measures to ensure a COVID-safe service. TIER have increased their cleaning regime, with scooters cleaned daily, averaging a clean every 5 rides or less. Hair nets and sanitiser sachets are also available in the helmet box provided with every scooter. Further information on TIER's COVID measures can be found at the following webpage - <https://www.tier.app/covid19/>.
18. TIER have supported key workers during COVID. TIER scooters are available at York Hospital and TIER have supported key workers in York through their TIER Heroes programme. This programme offered key frontline workers, including those in the NHS, free unlocks and minutes for the e-scooters to assist their daily commutes.
19. Ongoing engagement with the key City partners including the Universities, North Yorkshire Police, the Hospital, and the visually impaired community has ensured effective communication of progress of the scheme and resolving any issues quickly. The council are also in regular contact with the Department for Transport and other participating local authorities to share updates on the trial and address any issues.
20. TIER have engaged with residents in the city. They have held a virtual community event for York, as well as in-person events to inform residents on TIER and the e-scooter trials, and kept residents updated via a blog to provide regular updates on the service area and parking locations. Links to TIER's blog and how to report any issues are available on iTravel - <https://www.itravelyork.info/e-scooter-trial>.
21. TIER have also implemented a new fleet of e-scooters in York. These have a number of safety features including indicators and a smaller footplate to reduce incidence of tandem riding.
22. TIER have also supported York's COVID recovery. The new e-scooter model has a battery that can be swapped by riders. TIER have partnered with businesses across York to provide Powerboxes that hold and charge the e-scooters spare batteries. This benefits riders, with those swapping batteries offered discounted minutes, and supports local businesses by encouraging footfall.

## Lessons learned

23. The council have worked positively with TIER and other key city stakeholders, including North Yorkshire Police, to respond to issues in a timely manner.
24. As with other trial areas, York have seen an increase in the use of private e-scooters which are only permitted on private land with the permission of the land owner. TIER and North Yorkshire Police have and continue to take proactive measures, engaging and learning from other local police in participating trial areas, to address this issue.
25. Table 1 outlines the key lessons learned from the e-scooter and e-bike trial in York.

Table 1. Key lessons learned from the e-scooter and e-bike trial

<b>Issue</b>	<b>Explanation</b>	<b>Action taken</b>
<b>Private e-scooter use</b>	Use of private e-scooters in York. These are currently only legal to ride on private land.	TIER working closely with NYP. NYP have liaised with police forces in other trial areas to share appropriate actions to address.
<b>Anti-social behaviour</b>	Anti-social behaviour reported around some e-scooter parking bays.	TIER have implemented slow speed zones and increased patrols with both TIER Rangers and the NYP.
<b>Irresponsible riding</b>	Reports of irresponsible riding of TIER e-scooters.	TIER worked with CYC, the NYP and other city stakeholders to address. TIER have a three strike system for banning riders, and provide training for riders through their online AA ride school.
<b>E-scooter in the river</b>	One TIER e-scooter taken from parking bay and	TIER increased patrols in the area and parking bays moved further from the river.

	thrown into the river.	
<b>E-scooters not permitted on Sustrans cycle path</b>	Sustrans unable to permit e-scooters on the Foss Islands path.	Discussions with TIER and Sustrans are ongoing to seek a resolution.
<b>Low helmet usage</b>	Use of TIER helmets below 10%.	TIER pop up in app to show how to open the helmet box and the foldable helmet. Stickers added to the helmet box to highlight there's a helmet inside to improve usage.
<b>Visibility of e-scooters when parked is low for visually impaired community</b>	The colours of the TIER scooter can make them difficult to see for the visually impaired community when the e-scooters are parked.	Reflective stickers and ID plates added to the scooters to increase visibility and helmet box lights turned on constantly.
<b>Unable to read licence plates</b>	Licence numbers too small to read.	TIER increased the size of ID plates on all current and future scooters.
<b>Angle of front light causing glare</b>	The angle of the front light of the e-scooter causing issues for oncoming pedestrians and cyclists.	TIER changed the angle of the e-scooter front light to reduce glare for oncoming pedestrians and cyclists.
<b>Identifying suitable locations for e-scooter parking bays</b>	Parking bays for e-scooters and e-bikes required greater local context.	Ward Cllrs formally involved in the e-scooter parking bay approvals process, with opportunity to comment and identify any potential issues including anti-social behaviour.

26. To date, TIER have been responsible for funding and managing all operational aspects of the trial in conjunction with local partners. If it is decided to extend the trial in line with the DfT's date of the 31st March 2022, then the trial in York would be extended by a further 6 months. To date, TIER have financed the scheme, with the Council providing existing

officer time to assist TIER in delivering the trial. The extension of the trial for a further six months requires continued officer time in kind to support safe continuation of the trial.

## **Discussion**

27. As part of participating in and evaluating the trials in York, the City of York council prioritised safety and impact on the transport system, as well as usage of the service. The approach taken on providing and only allowing for parking in dedicated bays has mitigated incidence of e-scooters and e-bikes being seen as street clutter and improved safety for non-users of the service.
28. The council have worked with TIER in phasing the introduction of parking bays and service area of the e-scooters and e-bikes. This phased introduction has enabled any issues to be resolved quickly, and informed the future approach of expanding the service area and adding parking bays.
29. The slow and phased roll-out has had some impact on usage. However since expanding the service area and increasing connectivity of the city, usage has improved, and is in line with other cities of a comparable size in Europe, where e-scooters are legal to use.
30. The addition of e-bikes has offered further benefits for the City and its residents. The e-bikes complement the e-scooters, offering choice for individuals in terms of transport mode. Their availability across the city has enabled residents and visitors to trial e-bikes.
31. Case studies from TIER have found that the e-scooters and e-bikes have been used for a number of reasons; supporting leisure and commuter trips locally. The shared service has also supported travel for key workers and students.
32. As the trial service area expands, TIER and the council will look at how the e-scooters and e-bikes can integrate with other transport modes, for example through provision at the train station.

## **Council Plan**

33. Contributes to key council priorities including; a greener and cleaner city and getting around sustainably.

## **Implications**

### **Financial**

34. The council has supported the introduction of the e-scooter trial without any direct financial contributions. The council has utilised existing staff resource to deal with issues that have arisen within the trial. This report recommends that support continues but no additional budgets are required.

### **Human Resources (HR)**

35. The project will continue to be managed and delivered within existing staff resource.

### **Equalities**

36. The Equalities Impact Assessment (EIA) is attached in Annex 1. This has identified mixed impacts on those with disabilities, with negative impacts for the visually impaired community, and potential positive impacts for those unable to walk long distances but who are still able to ride a bike, or stand on an e-scooter. Impacts on low income groups are also mixed, with potential benefits to those unable to access a private car, though cost of e-scooters and e-bikes may still be prohibitive. Due to age restrictions for the service, only those over 16 are able to rent e-bikes, and those over 18 who hold a driving licence are able to use an e-scooter (in line with Government regulations).

Sufficient mitigation measures have been outlined in response to advice from organisations representing the visually impaired community. These will continue to be monitored through the trial.

### **Legal**

37. TIER entered into a concessionary arrangement with the Council to deliver the trial. To clarify, the operation was classified as a concession as it meets the basic legal requirements of such an arrangement:

I.e.

- a. it is contract for pecuniary interest concluded in writing under which the Council entrusted the delivery of the e-scooter and e-bike hire service to TIER;

- b. the consideration of which consisted entirely of TIER's right to exploit the service for commercial gain;
  - c. all operating risk in exploiting the service, encompassing demand or supply risk or both, was transferred wholly to TIER; and
  - d. the risk transferred to TIER involves real exposure to the vagaries of the market, in that TIER has assumed all responsibility for financing the service and it is not guaranteed to recoup the investments made or the costs incurred in operating the works or the services
38. The concession contract commenced on 12<sup>th</sup> October 2020, and is scheduled to expire on 11<sup>th</sup> October 2021. There are no available extension clauses under the contract, therefore the contract will need to be modified by way of a formal variation drafted in accordance with its terms and conditions by Legal Services in order to extend the current Contract Period from 11<sup>th</sup> October 2021 to 31<sup>st</sup> March 2022. Further, the variation must be agreed and signed before the contract expires on 11<sup>th</sup> October 2021.
39. The Concession Contract Regulations 2016 (the "**CCRs**") normally apply to procurement of concession contracts by local authorities; however, Regulation 9 of the CCRs only apply to concession contracts with a value equal to or greater than £4,733,252. The concession contract was therefore below threshold and not subject to the strict procurement requirements of the CCRs. Further, because the proposed variation to the Contract Period is unlikely to cause the total estimated value of the concession to exceed the threshold in Regulation 9 referred to above, the strict requirements on contract variation under Regulation 43 of the Regulations will not apply in this instance.

As such, there is no risk of the variation being challenged under procurement law.

40. In addition, as the contract was commissioned on an open and transparent basis subject to a competitive procedure, and will be varied subject the terms and conditions of the contract, then there are also no implications with the proposed variation under the current UK Subsidy Control Regime (formerly EU State Aid Law).
41. Finally, for all of the reasons outlined above, there are no implications to consider under the Council's Contract Procedure Rules ("**CPRs**") provided that the variation is entered into before the expiry date of the contract;

otherwise an appropriate waiver of the CPRs will need to be sought in order to directly award a new contract to TIER in those circumstances.

**Crime and Disorder**

- 42. There have been some incidents of anti-social behaviour at specific e-scooter parking bays which TIER have addressed. These will continue to be monitored as part of the trial. North Yorkshire Police, the Community Safety and Transport Team within City of York Council are working collaboratively to ensure that any issues are identified early, mitigated and that reassurance feedback on action taken is provided to any residents or local businesses concerned.

**Information Technology (IT)**

- 43. There are no IT implications.

**Property**

- 44. There are no property implications.

**Risk Management**

- 45. The risks related to the trial are outlined in the body of the report.

**Contact Details**

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**Chief Officer Responsible for the report:**

**James Gilchrist**  
Assistant Director Transport Highways and  
Environment

**Report**  **Date** 14/06/2021  
**Approved**

**Wards Affected:** All wards.



**For further information please contact the author of the report**

**Background Papers:**

None

**Annexes**

**Annex 1: Equalities Impact Assessment**

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Economy and Place		
<b>Service Area:</b>	Smart Transport		
<b>Name of the proposal :</b>	E-scooter and E-bike trial		
<b>Lead officer:</b>	Dave Atkinson		
<b>Date assessment completed:</b>	22.03.2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Lucy Atkinson	Sustainability Project Manager	City of York Council	E-scooter and E-bike trial Project Manager
Jessica Hall	York City Manager	TIER	E-scooter and E-bike City Manager

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	The e-scooter and e-bike (micro-mobility) trial provides e-scooters and e-bikes for short-term hire in York.  The main objectives are to: <ul style="list-style-type: none"><li>- Deliver a sustainable travel alternative to residents and visitors to York by providing access to shared e-scooters and e-bikes;</li><li>- Support reopening of the city centre and reduce the need for car travel;</li><li>- Support reduced capacity of buses due to COVID-19 measures;</li><li>- Support reopening of York’s universities and colleges.</li></ul>
<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	The York trial of e-scooters and e-bikes is part of a national trial led by the Department for Transport (DfT). The trials are initially for a 12 month period, with the DfT proposing an extension until the 31 <sup>st</sup> March 2022.

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p>The City of York Council have partnered with the University of York and York Hospital as part of the trial.</p> <p>University of York and York St John’s University – interest in supporting student and staff travel  York’s colleges (as trial expands to these areas)  York Hospital – supporting staff and patient travel  City of York Council – supporting sustainable travel options around the city  Thomas Pocklington Trust, My Sight York, Wilberforce Trust – ensuring safety for the visually impaired community  York Disability Rights Forum – ensuring equal access and safety for those with disabilities who live or work in York.  North Yorkshire Police – ensuring safety for users and non-users of the e-scooter service</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>The e-scooter and e-bike trial aims to support a ‘green’ restart of local travel and to help mitigate the impact of reduced public transport capacity from COVID, as outlined by the Department for Transport. The multi-mobility proposal for e-scooters and e-bikes contribute to support COVID response and contribute to the City of York’s local objectives, including;</p> <ul style="list-style-type: none"> <li>• the council’s ambition to create a people-focused city centre;</li> </ul>

- the council's commitment to be carbon neutral by 2030;
- the council's history of delivery and ambition for sustainable travel, including provision of on-demand and shared transport;
- the council's plans for addressing air quality, including through modal shift;
- the introduction of the UK's first voluntary clean air zone in January 2020, initially targeting buses that frequently pass through the city;
- the adoption of the council's Public EV Charging Strategy in March 2020 to expand EV charging infrastructure;
- the council's ambition to be a leader in intelligent transport systems (STEP), connected and autonomous mobility and future mobility;
- COVID-19 response and providing safe sustainable alternatives to support public transport.

For York in the short-term, e-scooters and e-bikes support sustainable transport measures as the city centre, businesses and the universities re-open following COVID restrictions. Adherence to social distancing has led to reduced bus capacity, with usage also low. Car use is being promoted as a safe form of travel, alongside active travel (walking and cycling). Shared e-scooters and e-bikes provide an alternative option to car use into and around the city centre, supporting commuter travel.

The e-scooter and e-bike contributes to the Council Plan objectives of 'getting around sustainably' and 'a greener and cleaner city' through provision of a sustainable, shared transport option for visitors and residents. TIER who are providing the service in York are also a climate-neutral e-scooter operator.

## Step 2 – Gathering the information and feedback

2.1	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>	
TIER	TIER have engaged at a local and national level with organisations representing the visually impaired, and share discussion outputs with CYC where relevant. TIER will be undertaking a survey of their users about the service in York.	
<b>National organisations for the visually impaired community</b>	Report and recommendations from the RNIB on mitigations for design of e-scooter trials. Continued engagement between TIER and local organisations for the visually impaired community through the trial.	
<b>Department for Transport survey (future)</b>	The Department for Transport have commissioned their own research to evaluate the impact of the trials on a national scale. This includes feedback from both users and non-users.	

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>		
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>	
Understanding how e-scooters and e-bikes will be used in York and areas of high/low demand.		TIER are tracking usage as part of the trial and have identified areas of high demand within the current trial area. TIER will continue to track this data to identify patterns of usage. This will also aid understanding of how people move around the city and help to support areas underserved by existing public transport.	
Impact of trial on wider disability groups (both positive and negative).		Continued engagement is required by TIER and CYC and local and national organisations that represent wider disability groups (not just the visually impaired community).	

### Step 4 – Analysing the impacts or effects.

4.1	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</b>		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>



<b>Age</b>	<p>E-scooters are only be able to be ridden by those who hold a valid provisional driving licence, in line with government regulation. TIER who are running the scheme in York, also require all users to be over the age of 18, therefore only those over this age would be able to ride an e-scooter. This is in line with other shared schemes such as the London cycle hire scheme.</p> <p>E-bikes are able to be ridden by those aged 16 and over and do not require a driving licence to ride.</p> <p>Setting an age limit for e-scooter and e-bike use ensures the government regulation is adhered to and maintains the safety of users and non-users.</p>	<b>Negative</b>	<b>Medium</b>
<b>Disability</b>	<p>E-scooters may have mixed impacts for those with disabilities. The e-scooter and e-bike shared service may have negative impacts, especially for the visually impaired community.</p> <p>There may be positive impacts for those unable to walk long distances but who are still able to ride a bike, or stand on an e-scooter.</p> <p>Further evidence of impacts and mitigation of these is outlined in 5.1.</p>	<b>Negative and Positive</b>	<b>High</b>
<b>Gender</b>	No impacts identified		
<b>Gender Reassignment</b>	No impacts identified		
<b>Marriage and civil partnership</b>	No impacts identified		

<b>Pregnancy and maternity</b>	No impacts identified		
<b>Race</b>	No impacts identified		
<b>Religion and belief</b>	No impacts identified		
<b>Sexual orientation</b>	No impacts identified		
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	No impacts identified		
<b>Low income groups</b>	<p>The shared e-scooter and e-bike scheme may provide greater access to on-demand transport across the city for those without access to a car or where are poorly served by bus routes.</p> <p>The pay-as-you-go use of the e-scooters and e-bikes may enable low-income groups to use, though the cost may also be prohibitive. TIER offer daily, weekly and monthly packages to reduce costs to regular users and are looking to partner with local job centres.</p> <p>A full or provisional driving licence is required to hire an e-scooter which is an additional cost to be able to access the service. This is in line with government regulations. An e-bike can still be hired without a provisional or full driving licence.</p>	<b>Positive and Negative</b>	<b>Medium</b>
<b>Veterans, Armed Forces Community</b>	No impacts identified		

<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	No impacts identified.		

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a **POSITIVE** impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a **NEGATIVE** impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a **NEUTRAL** effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

**5.1** Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?

Mitigation for adverse impacts for the disabled are outlined below. Additionally TIER will implement slow speed zones where appropriate (e.g. in high footfall areas) to improve safety for all. The footstreets will also be a 'no go zone' with e-scooters slowing to 3mph (walking speed) if a rider does enter this area. Similarly, the pedal assist on e-bikes would also switch off if this area is entered.

TIER will work with CYC and the visually impaired community to respond to any continuing concerns and to address these appropriately.

Evidence collated by the [RNIB](#) have identified concerns that e-scooters could have on the safety, confidence and independence of blind and partially sighted people. They have set out a number of additional local rules to make e-scooters safer, some of which are outlined below (full list available [here](#)).

Discussions have been held with local organisations representing the visually impaired. Representatives from some of these groups undertook a walk around the city centre with colleagues from CYC and TIER in August 2020 to understand their concerns, and how the impact on the visually impaired may be mitigated. This included discussion on sharing street space, features of e-scooters (current and future models), and ways of working together (with CYC and TIER) going forward.

These local organisations have also been involved through the implementation of the trial, including in feeding back on parking racks designed by TIER.

Provision of e-scooters and e-bikes may negatively impact on non-users of the service who are disabled, including the visually impaired. E-scooters and e-bikes may impact on their safety, confidence and independence, both through use of e-scooters and parking locations (e.g. if not parked properly or contribute to street clutter).

Provision of e-scooters may positively impact those who are unable to ride a bicycle due to mobility issues, but are able to stand for extended periods. Provision of e-bikes may positively impact those who are unable to ride a traditional bicycle due to the reduced physical exertion required to power the bicycle.

E-scooters and e-bikes are only allowed where cycles are allowed (i.e. roads and cycle paths). User training and in-app prompts help to promote awareness and safe riding.

Recommendations from the RNIB to make e-scooters safer have, and will continue to be taken into account, including:

**Parking locations for the e-scooters and e-bikes** will be discussed in collaboration with local organisations representing the visually impaired. The system is a 'docked' system, meaning that e-scooters and e-bikes can only be left in designated parking locations (seen in-app with physical markings). This reduces the chance of them causing street clutter and obstructing footways. E-scooters and e-bikes will use the same parking bays.

The helmet box light on the stem of the e-scooters is also permanently on even when parked, helping to improve visibility for the visually impaired. TIER have also improved the visibility of the ID plates, making these reflective, and providing reflective stickers with the ID on the sides of the scooter. This also aids with visibility of e-scooters when parked.

**Accessible infrastructure.** TIER are able to use geo-fencing to prevent riding in certain locations, and to slow the speed of e-scooters in certain areas; e.g. shared spaces.

**Robust enforcement of rules.** TIER have various methods of enforcement and reporting improper use. TIER also provide 24-hour support via phone and email, with a direct line for the local police. TIER have implemented a three strike process, banning users who continually break the rules.

Public awareness on driving e-scooters safely will be provided by TIER. This includes training through live safety demonstrations (where COVID safe), online video training and in-app messaging, as well as in-person training events. TIER is also working with third parties including The AA to educate riders about the safe and responsible use of e-scooters, through their online Road Safe School.

**E-scooter design** considers points outlined by the RNIB. The e-scooter and the e-bike have an integrated bell so users can alert those nearby of their presence. Local groups highlighted concerns around the quietness of e-

scooters. In response, TIER are investigating use of an Audible Vehicle Alert (AVA) system on the e-scooters, so the noise makes their presence more known.

TIER e-scooters and e-bikes also have a double kickstand to improve the stability when parked.

TIER are also improving the visibility of the ID plates, making these reflective, and providing reflective stickers with the ID on the sides of the scooter. This will also aid with visibility of e-scooters when parked.

The new model of TIER e-scooters in York also have indicators. This improves ease of use and stability for riders, being able to indicate their direction of travel without having to take their hands off the handlebars. The use of indicators also improves ability of non-riders to be made aware of the direction of e-scooter travel.

**E-bike design** – similarly to e-scooters, the e-bikes have a double kickstand to improve stability when parked. The e-bikes also have an integrated bell so users can alert those nearby of their presence.

**An accessible complaints process.** TIER operate an accessible complaints process and provide 24 hour support via phone and email.

CYC have engaged, and will continue to work with, local organisations throughout the trial.

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p>
<p>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

<b>Option selected</b>	<b>Conclusions/justification</b>
<p>No major change to the proposal</p>	<p>The e-scooter and e-bike scheme has potential negative impacts on those with disabilities, especially for the visually impaired community, although there may be positive impacts for those unable to walk long distances but are still able to ride a bike, or stand on an e-scooter. Impacts on low income groups are also mixed, with potential benefits to those unable to access a private car, though cost of e-scooters and e-bikes may still be prohibitive.</p> <p>Sufficient mitigation measures have been outlined in response to advice from organisations representing the visually impaired community. These will continue to be monitored through the trial.</p> <p>Data collected through the trial’s evaluation (e.g. from TIER and the DfT) may provide further information on impacts to equality groups that have not been identified as part of this EIA. These will be reviewed as outlined in 8.1.</p>



## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Negative impact of e-scooters on the visually impaired community.	To track any feedback and ongoing concerns on the trial in York. To engage with organisations representing the visually impaired community at a national level.	TIER City Manager	Through trial period (until October 2021 presently)
Negative impact on low income groups	TIER to work with local job centres on how to support travel for job seekers	TIER City Manager	Through trial period (until October 2021 presently)
To review insights from the DfT (who are undertaking evaluation of the scheme) and TIER	Further information from the DfT and TIER will be reviewed and feed into the trial in York.	TIER City Manager and CYC Project Manager	Through trial period (until October 2021 presently)
Any ongoing issues that haven't been identified	TIER and CYC to regularly review the EIA (at least monthly), and review any feedback / issues raised and implement mitigating actions.	TIER City Manager and CYC Project Manager	Through trial period (until October 2021 presently)

## Step 8 - Monitor, review and improve

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	<p>As highlighted in 7.1, further insights are expected from the DfT and TIER which will feed into the trial in York. Any updated information on impacts will be reviewed by CYC on a monthly basis.</p> <p>Any ongoing concerns not identified in this EIA that are raised to TIER or CYC through the trial, will be addressed appropriately when these issues are raised, and at least on a monthly basis through meetings with TIER and CYC. Depending on the issue or concern raised, these will also be shared with the Department for Transport and other participating local authorities to aid trials in other areas. Equally lessons from other participating local authorities will also be shared.</p>



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**Decision Session –**

**22 June 2021**

**Executive Member for Transport**

Report of the Corporate Director of Economy and Place Directorate

**Removal of specified exemptions for city centre access during the Pedestrian Hours – request to undertake Statutory Consultation**

**Summary**

1. To report on the proposal for the advertisement of the statutory consultation for amending the Traffic Regulation Order (TRO) with the effect of removal of certain vehicle exemptions during the pedestrian hours and to propose potential mitigation measures.

**Recommendation**

2. The Executive Member is asked to approve the request to advertise the proposal to amend the Traffic Regulation Order, to remove the exemptions on vehicles with a Blue Disabled User Badge from permitted access to the footstreets during the pedestrian hours, as set out in the report.

Removal of this exemption would apply to the streets and lengths of streets listed below. These are discussed in more detail in the report.

Blue Badge Access

Blake Street

Castlegate

Church Street

Colliergate

Goodramgate (between Deangate and King's Square)

King's Square

St Helen's Square

Lendal

**Reason:** To increase public safety in areas of high footfall and reduce the level of conflict between vehicles and pedestrians, particularly in busy periods.

3. Additionally, The Executive Member is recommended to approve the advertisement of new Blue Badge parking areas on the outskirts of the pedestrian area and approve further investigation into some additional areas.

**Reason:** To provide an improved level of Blue Badge parking and increase the availability of Blue Badge parking amenity.

## **Background**

4. There are several issues that have over a period of time shaped the nature of York's pedestrianised area and discussions on their future. York's current permanent footstreet areas were introduced in the 1980s. Traditionally the footstreet hours have run from 10.30am to 5pm, although in recent years the hours have been extended on a temporary basis until 6pm Sunday – Wednesday and 8:00pm Thursday – Saturday during the festive period to accommodate the large numbers of people visiting the city at that time. The Council response to the Covid-19 restrictions and social distancing requirements to help aid the Economic recovery of the city extended the footstreets till 8pm Monday to Sunday on a temporary basis.

5. The conflict between pedestrians and vehicle movement on some of the footstreets has been an ongoing concern for a number of years. Although, access to the streets listed above is restricted to Blue Badge holders only during the footstreet hours under the current permanent TRO, this has been difficult to enforce in practice. Without physical barriers, the access restriction can only be enforced by the Police. This has led to numerous vehicles ignoring the restrictions over the years, including for access and delivery to businesses on those streets and in the wider pedestrianised area. The temporary removal of Blue Badge access exemptions has enabled the use of bollards and barriers at the closure points. Although there are still some vehicles entering the area

without authorisation, this has reduced dramatically in the past months, under the temporary arrangements.

6. The extent of the footstreet areas has been subject to ongoing discussions for a number of years as part of the City Centre Access project in response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This had led to the approval of a first phase of anti-hostile vehicle measures within some of the higher footfall areas, within the footstreet area (which was only partly implemented prior to interruption by Covid 19), but with potential future phases to expand the area of protection (which would align more closely with the area now covered by the temporary removal of the Blue Badge exemption on vehicles travelling along the streets covered within this report.

## **Proposals, Responses and Analysis**

### **Introduction**

7. Since the emergency temporary removal of the exemption on Blue Disabled User Badge access to the streets covered within this report in June 2020 wide ranging engagement has been undertaken with a range of individuals and organisations affected by the changes to help understand the impact and potential for suitable mitigation measures.

### **Proposed Removal of Exemption for Blue Badge Holders**

8. The removal of the exemption to allow vehicles with a blue badge to access Blake Street, St Helen's Square, Lendal, Goodramgate (between Deangate and King's Square), Church Street, Kings Square, Colliergate and Castlegate. This would help to reduce the number of vehicle movements and potential conflict of movements between vehicles and pedestrians in the said streets. For blue badge holders who regularly access the city centre by vehicle, the measures in effect will remove the ability to drive in the footstreet area and park on double yellow lines in the streets mentioned above between the hours of 10:30 and 5pm each day.

9. The temporary restrictions currently in place helped to initiate an engagement with those affected by the proposed changes. The purpose of the engagement was to understand the impact on those affected as individuals and to try improve the mitigations to meet people's needs; understand what further mitigations should be included should any of the temporary measures become permanent; and understand how York can continue to improve its overall disabled

access offer whilst also improving safety and security within the central core area of the city centre.

10. The engagement followed an open conversation approach, both online and offline, including direct conversations with individuals and advocacy groups and an open invite zoom workshop which was jointly facilitated by the York Disability Rights Forum. This allowed detailed discussions to take place with those who wished to engage in depth, and captured general views through Our Big Conversation with online surveys, targeted emails to city centre businesses, and paper based questionnaires distributed across the city as part of Our City. In addition, Disabled Motoring UK, a charity and advocacy group for disabled people, were commissioned to produce an independent review of York's disabled access offer (**Annex A**).

11. In total there were 1,900 responses, whilst detailed work with Blue Badge Holders and disabled groups engaged with 421 people, including the advocacy groups that represent thousands of members. Overall there was broad support for the removal of exemptions on vehicles in the footstreets, with 67% overall in favour and 61% of respondents who identified as having a disability also in favour. The issues that sit behind these figures were drawn out in detail in an open brief that set out all the in depth discussions that have taken place and was published online and refined based on public feedback.

12. The principles of the footstreets extension are broadly supported by a majority of respondents to the citywide survey, which is also reflected in the support from residents identifying as disabled.

13. In the follow-up survey targeting disabled residents, twice as many respondents (168) agreed rather than disagreed (81) that extra room increased their safety, while more (151) agreed that fewer vehicles increases their safety than disagreed (115).

14. There are tangible benefits for many, in particular blind and partially sighted and older people. However, the desire from many for footstreets and spaces to be vehicle free, while some Blue Badge holders request access to the otherwise pedestrianised roads, appear incompatible.

15. The streets listed above are all high footfall areas with narrow pavements that lead to significant conflict between vehicles and pedestrians, particularly in busy periods. The large volumes of people who use these streets and narrow pavements often result in people using the full width of the carriageway to walk, and any vehicle that

enters the area has to navigate through the crowds, with a risk of accidents occurring. The proposed change also removes parked vehicles from the historically important St Helen's Square and King's Square which often attract crowds eating/drinking in pavement cafes and watching buskers perform.

16. It was also the high volumes of people in these areas that resulted in their identification by the Police and Counter Terrorism Unit as requiring protection from a hostile vehicle attack. These areas are currently identified as a future phase of the project, requiring a future extension of the hostile vehicle measures. If the current temporary arrangements were made permanent, there would be an opportunity to review the Hostile Vehicle Mitigation measures. This would potentially allow for the wider area protective measures to be put in place as a single project, with the potential for associated overall budget savings and earlier protection from shortening the overall programme.

17. It is recommended that the Executive Member for Transport approves the formal progression of the statutory consultation process for the proposed amendment to the Traffic Regulation Order. To increase public safety in areas of high footfall and reduce the level of conflict between vehicles and pedestrians, particularly in busy periods.

### **Blue Badge Parking Mitigation Measures**

18. The removal of the exemption for Blue Badge Holders to access certain roads within the pedestrian zone has an effect on access to the city centre during the pedestrian hours. This has led to a review of available Blue Badge Parking on the outskirts of the city centre, some of the locations considered are already available to park for Blue Badge holders and the Council was keen to understand if these locations would be better suited to designated Blue Badge parking bays. This would give the potential to provide longer stay bays, which may be beneficial and cause less of a rush, if wanting to visit cinema, theatre or local restaurants.

19. The engagement followed an open conversation approach, both online and offline, including direct conversations with individuals and advocacy groups and an open invite zoom workshop. This allowed detailed discussions to take place with those who wished to engage in depth, and captured general views through an online survey, which was distributed to nearby residents, city center businesses, and paper based questionnaires distributed across the city as requested.

20. In total there were 540 survey responses completed, of the completed surveys 270 were completed by Residents who are Blue Badge holders, 65 by residents who are not Blue Badge Holders, 69 by a carer of a Blue Badge Holder, 7 from businesses (including taxi drivers) and 129 skipped the question. We have also received 12 emails in response to the consultation.

21. There was also two open invite zoom meetings which were attended by 20 people.

22. The proposed locations for Blue Badge parking to help provide mitigation measure are to be considered at the following locations:

- Junction of Blake Street/Duncombe Place
- Duncombe Place Horse Drawn Carriage Bay
- St Andrewgate
- St Andrew Place
- Deangate
- Stonebow, outside Calvert's Carpets
- St Deny's Road
- Cumberland Street, Adjacent to the Theatre Royal
- Lord Mayor's Walk
- St Leonard's Place, outside De Grey Rooms

23. All of the above locations were included within the survey and discussed in detail at the workshops, to help provide an understanding of the suitability of each location. The findings and recommendations for each location are below.

24. Overall, the consultation revealed that many of the changes would be welcomed and would be useful to some people in some situations, including access to services, shops and cultural activities close to proposed new bays. However, workshop participants and many survey respondents repeated the desire for a return to previous access arrangements.



### **Junction of Blake Street/Duncombe Place (Annex B)**

25. The location is not currently available to Blue Badge holders as it is within the pedestrian area and also has a number of cycle racks within the area that would need to be repositioned.

26. The progression of this proposal would require an amendment to the TRO to amend the entry point to the pedestrian area and the removal of a vehicle access restriction between Duncombe Place and Blake Street. There is also a requirement for some highway infrastructure changes, such as the removal of bollards, cycle racks and changes to kerb alignments, to ensure that there is sufficient space for vehicles to turn and access the proposed bays.

27. The route between Duncombe Place and Blake Street is used by parades (Military and York Pride) and sporting events (Yorkshire Marathon and York 10k run), which removes the requirement for the parades/events to close the inner ring road, whilst they progress through the area. This would mean that the bays would need to be suspended on the days of the parades/events.

28. This proposes the creation of 4 dedicated Blue Badge Parking bays, right on the edge of the footstreets. The bays would give access to relatively wide and good quality footpaths. This proposal would require the relocation of the cycle parking and some changes to the road layout to make room for the bays and sufficient area to manoeuvre.

29. Vehicles would continue to enter Blake Street as they currently do but they would need to exit the parking bays by turning right onto Duncombe Place.

#### Workshop comments

30. This location received positive feedback from the blue badge parking workshop groups and was referred to as a 'perfect location' and great for those who have previously parked on Blake Street. The location also received positive feedback due to its close proximity to nearby amenities (Theatre, Art Gallery, Library, Minster and shops on Petergate).

31. There was some concerns about how the bays would be accessed and how to exit the area with the current restrictions in place, this was explained in detail to provide the required clarity. A concern was raised about potential conflict with pedestrians in the area whilst try to manoeuvre in and out of the area.

### Consultation Response

32. This location was considered very useful with over 50% of the respondents replying that the location was either extremely useful or very useful for city centre shops and services (65.34% - 198 responses), cultural activities (58.49% - 155 responses) and any other locations you need to access (51.66% - 140 responses).

33. Taking just Blue Badge holders and carers, again over 50% find the location either extremely useful or very useful for city centre shops and services (66.10% - 193 responses), cultural activities (58.20% - 149 responses) and any other locations they needed to access (52.87% - 138 responses).

34. The preference was for individually marked dedicated Blue Badge bays (75.65% - 233 responses), which are available for a maximum of 3 hours (76.45% - 237 responses) and at all times (86.77% - 269 responses). When asked if the bays could be shared with vehicles loading for local businesses all day the respondents strongly disagreed (54.49% - 164 responses) with the statement.

35. The comments were generally in favour of this location, although there were concerns about how vehicles would exit the area without having to access the pedestrian area. There were also some respondents who raised concerns about the enforcement of the bays due to difficulty with accessing the shared Blue Badge/loading bays on Duncombe Place.

36. The main comments against the location were in relation to the relocation of the cycle parking and these respondent were keen that any relocation of cycle parking did not lead to the removal of cycle parking.

37. Some residents raised concerns that 3 hours parking is not long enough to be able to enjoy evening entertainment, such as Cinema, theatre and restaurants.

38. It is recommended that approval is given for further investigation work to be undertaken on the feasibility of providing the bays with the required redesign work to ensure that vehicles can enter and exit the area safely. It is also proposed to undertake further investigation work into the relocation of the cycle parking to ensure that the cycle parking amenity is not reduced. This will help to identify the likely cost for providing the bays with the required changes to the highway infrastructure while not reducing the city centre cycle parking.

### **Duncombe Place Horse Drawn Carriage Bay (Annex C)**

39. It is proposed to move the horse drawn carriage bay (if continued use is required), the area is currently covered by a temporary restriction and has been converted for use as a Loading Bay during the pedestrian hours.

40. The use of this area as a Blue Badge parking bay will provide Blue Badge parking for 3 vehicles, opposite the shared blue badge parking and loading bay outside the Dean Court Hotel. These bays give access to relatively wide and good quality footpaths, on the edge of the footstreets.

41. The street is currently receiving heavy use by food delivery drivers and an option was proposed to make the bay shared use with a 30 minute loading activity available.

#### Workshop Comments

42. This location was considered to be very useful due to the close proximity to the footstreets and local amenities, it was considered that the proposal should be taken forward. It was stated that this area was a good evening location and a request was made to consider the use of Petergate.

43. A concern was raised about how this would fit in with the Minsters plan for Queen Elizabeth Square, but the area is public highway and therefore the highway authority would decide on the use of the area. Another concern was raised about the height of the kerbs and request to drop the kerbs was made.

44. The proposal to have the bay shared with loading was not supported and the current level of parking in the area by delivery vehicles was raised as a concern

#### Consultation

45. This location was considered very useful with over 50% of the respondents replying that the location was either extremely useful or very useful for city centre shops and services (65.87% - 189 responses), cultural activities (61.05% - 163 responses) and any other locations you need to access (54.58% - 149 responses).

46. The majority of Blue Badge holders and carers replied that the location was either extremely useful or very useful for city centre shops and services (66.67% - 184 responses), cultural activities (61.72% -

158 responses) and any other locations they needed to access (56.11% - 147 responses).

47. The preference was for individually marked dedicated Blue Badge bays (78.35% - 228 responses), which are available for a maximum of 3 hours (75.09% - 214 responses) and at all times (82.76% - 240 responses). When asked if the bays could be shared with vehicles loading for local businesses all day the respondents strongly disagreed (47.67% - 133 responses) with the statement.

48. The comments raised concerns about the misuse of the bays making them unaccusable due to delivery vehicles parking in the bays, the enforcement of the restrictions would be undertaken by the Council Civil Enforcement officers.

49. Some residents requested the removal of the of the taxi bays on Duncombe Place to help provide additional space for blue badge parking but this would remove one of the main taxi ranks in the city and reduce the availability in the city.

50. It is proposed to take this option forward as dedicated Blue Badge Parking with a 3 hour limit at all times but to make no provision for loading in this location.

### **St Andrewgate (Annex D)**

51. St Andrewgate currently has 'No Waiting at any time' Restriction and does see a level of Blue Badge parking on the double yellow lines. There is limited availability on the street for suitable locations for dedicated blue badge parking bays but there is potential to provide 3 or 4 individually marked bays.

### Workshop Comments

52. It was generally not considered a good location for marked bays as the double yellow lines would also still be available and may lead to some obstructive parking, near residents' vehicles accesses, which would lead to difficult vehicle manoeuvres. The road is narrow and is subject to some large vehicle access which is required to Bartle Garth.

53. A concern was raised about the quality of the paving on the footpaths and it was not considered good for certain adapted vehicles. There was some confusion about how to access the area but once confirmation was provided it was considered a good location due to the close proximity to the footstreets.

54. The road is used by delivery cyclists. The workshop attendees perceived that some delivery cyclists travel at speed and there was concern about the potential danger that may cause.

### Consultation

55. The majority of the respondents considered this location was either extremely useful or very useful for city centre shops and services (59.09% - 169 responses) and any other locations you need to access (50.19% - 132 responses), whilst only 43.74% (112 responses) considered it as an extremely useful or very useful location for cultural activities, although 27.10% (71 responses) did respond as it being a somewhat useful location for cultural activities.

56. Amongst Blue Badge holders and carers, the majority considered this location was either extremely useful or very useful for city centre shops and services (60.00% - 165 responses). Around half felt it was extremely or very useful for any other locations they needed to access (50.79% - 128 responses), whilst only 42.63% (107 responses) considered it as an extremely useful or very useful location for cultural activities. Just over one quarter (26.69% - 67 responses) felt it was a somewhat useful location for cultural activities.

57. Almost two in three people that answered this question (65.11% - 181 responses) would prefer blue badge parking in dedicated Blue Badge Bays, rather than on double yellow lines (34.89% - 97 responses) as it currently operates. Although, it should be noted that out of 540 people surveyed 262 people (48.52%) skipped this question.

58. The preference for the dedicated bays was that they are available at all times (76.36% - 210 responses) with a maximum stay of a 3 hour stay (75.18% - 209 responses).

59. The comments on this location were generally favourable, although there were some concerns from Blue Badge holders about the distance to the city centre and some respondents raised concerns about the quality/width of the footpaths along this route.

60. We did also receive some concerns from residents of the area about the locations of the proposed bays and effects on access at junctions and to/from garages along the route. We did also receive some comments that these issues already exist so the introduction of designated bays will hopefully reduce the amount of obstructive parking in the area. One resident did raise a concern about access to

the area due to delivery vehicles parked on Aldwark too close to its junction with Goodramgate.

61. The area is also heavily used by cyclists and there were concerns that marked bays may restrict cycle access along the road and through the bollards, due to the available width between the parked cars and the bollards.

62. It is proposed to take this option forward as dedicated Blue Badge Parking with a 3 hour limit at all times. To help alleviate some of the concerns raised above it is also proposed to introduce a loading ban on Aldwark from its junction with Goodramgate for 30 metres and undertake further investigation work into repositioning the bollards to provide a safer cycle access through the area when the bay is in use. The proposal will help provide clear on street parking for blue badge holders, whilst also increasing the safety of vehicle movements through the area.

### **St Andrew Place (Annex E)**

63. St Andrew Place is a small residential courtyard around 80 metres from King's Square. There is no footway, as it was designed as a shared space, with very low levels of traffic.

64. The street currently has 'No Waiting at any time' Restriction and does see a low level of Blue Badge parking on the double yellow lines. There is room to provide 2 individually marked Blue Badge bays.

### Workshop Comments

65. The street was not known by a lot of participants, so they did not know how they would access the area and they did feel that it looked like a private street so would not currently use the area. There was also concerns about using this area, due to the impact on the residents and it didn't appear to them that there would be sufficient space for turning, although a turning area is available at the end of the courtyard.

66. It was viewed as a very convenient location due to its proximity to the footstreets, although there were some concerns over the shared space and width of the road, it may not be suitable for certain adapted vehicles.

### Consultation

67. There was no clear preference for how useful the location is, with 26.52% (74 responses) thinking it was extremely useful for city centre shops and services but 20.79% (58 responses) thought that it was not

at all useful. 25.78% (66 responses) considered not at all useful for cultural activities, although 23.05% (59 responses) thought that may be somewhat useful.

68. Less than half of Blue Badge holders and carers felt this was an extremely or very useful location for city centre shops and services (43.87% - 118 responses), while one fifth (20.45% - 55 responses) thought that it was not at all useful. Only around a third (34.55% - 85 responses) considered it an extremely or very useful location for cultural activities, while 25.61% (63 responses) considered it not at all useful, though 22.76% (56 responses) thought it may be somewhat useful. In terms of any other locations they needed to access, just over a third (34.84% - 85 responses) felt it was extremely or very useful.

69. If the proposal was to be progressed the majority would prefer dedicated marked Blue Badge bays (62.36% - 169 responses) at all times (67.42% - 180 responses) and to be available for a maximum of 3 hours (79.01% - 207 responses).

70. A lot of the comments raised concerns about the lack of footpath on the street and the introduction of parking on to the shared space creating reduced width for residential vehicles and movements from/to the parked vehicles/residential properties and the city centre.

71. This proposal did create a lot of responses from residents of the street who raised concerns about how the street is currently used with obstructive parking close to the junction and in front of private accesses and garages. The street is currently used by a number of delivery vehicles for fast food delivery and servicing for some shops. The use of the street for this type of activity is a concern for the residents due to the increased level of vehicle movements at the junction and the reduced visibility from vehicles parking near the junction. The residents are concerned that the introduction of additional marked bays will only increase the obstructive parking instead of discouraging this type of activity on the street.

72. We did also receive some comments from blue badge holders who were unsure on the location of the street and how they would access the location. Two respondents also stated that 80 metres from the city centre would be too far for to walk to the shops and cafes.

73. It is proposed to take this option forward and introduce two dedicated Blue Badge Parking bays with a 3 hour limit at all times.

## **Deangate (Annex F)**

74. Deangate has 'No Waiting at any time' restrictions is already regularly used for parking by Blue Badge Holders on the double yellow lines. The street is located on the edge of footstreets close to the shops and businesses on Goodramgate and York Minster.

### Workshop Comments

75. The general consensus was that this is a good location and is already well used by Blue Badge Holders. The street is quieter now the Minster School has closed, which makes it a more attractive location to park. It may be a good location for some longer timed bays to make the better use of the nearby restaurants.

76. There were concerns about the location due to the Minsters plans for the area but it is public highway and therefore the responsibility of the highway authority. The space does not currently account for people who need more space and access to their boots, so longer marked bays may rectify that issue.

### Consultation

77. This location was considered very useful with over 50% of the respondents replying that the location was either extremely useful or very useful for city centre shops and services (65.2% - 180 responses), cultural activities (63.32% - 164 responses) and any other locations you need to access (57.65% - 147 responses).

78. The majority of Blue Badge holders and carers replied that the location was either extremely useful or very useful for city centre shops and services (66.92% - 178 responses), cultural activities (64.26% - 160 responses) and any other locations they needed to access (58.78% - 144 responses).

79. The majority of the respondents would like to see individually marked Blue Badge bays (64% - 176 responses) at this location, that are available at all times (76.36% - 210 responses) for a maximum period of 3 hours (74.34% - 197 responses).

80. The respondents strongly disagreed that the bays should be shared with loading activities for local shops and business at all times (43.17% - 117 responses) and at certain times of the day (30.22% - 81 responses).

81. The main concerns in the comments for this section related to access to the Stone Yard and how the bays would affect cycle access



along the route. There was also some concerns about the bays receiving some misuse from delivery vehicles and taxis.

82. It is recommended that dedicated 3 hour Blue Badge parking bays are provided at this location. This would help to segregate the bays away from the cycle route and help ensure that access to the stone yard is maintained whilst improving the Council Civil Enforcement Officers ability to enforce the restrictions.

### **Stonebow, outside Calvert's Carpets (Annex G)**

83. The location currently has a 'No Waiting' 8am till 6pm except Sunday restriction and is a pay and display bay outside of those times. The area is therefore already available to Blue Badge parking but unsure if the location is desirable or if a requirement for dedicated Blue Badge parking bays would be utilised within this area.

#### Workshop comments

84. It was generally considered that the location was not suitable for dedicated Blue Badge Parking as it is too far from the city centre and to access the centre you would need to go past the several bus stops with people waiting which could be busy and inconvenient.

85. The location is also at the bottom of a hill which makes it even less attractive.

#### Consultation

86. There was no clear preference for how useful the location is, with 24.91% (69 responses) thinking it was extremely useful for city centre shops and services but 23.47% (65 responses) thought that it was not at all useful. 29.73% (77 responses) considered not at all useful for cultural activities, although 27.03% (70 responses) thought that may be somewhat useful. With regards any other locations the respondents may need to access 22.31% (58 responses) thought it was extremely useful, 25.38% (66 responses) somewhat useful and 28.46% (74 responses) not at all useful.

87. Blue Badge holders and carers felt this was a less useful location. Less than half thought it was extremely or very useful for city centre shops and services (41.57% - 111 responses), but almost one quarter (23.22% - 62 responses) felt it was not at all useful. Only 27.42% (68 responses) considered it very or extremely useful for cultural activities, while 3 in 10 (30.24% - 75 responses) stated it was not at all useful. For any other locations Blue Badge holders and carers may

need to access, only a third (33.60% - 84 responses) thought it was extremely or very useful, 25.20% (63 responses) somewhat useful and 28.40% (71 responses) not at all useful.

88. The majority of the comments stated that this location was not suitable due to the distance to town and the steepness of the hill along the route. Although 3 respondents did comment that this location would provide an additional parking facility in the area for local amenities (churches, Doctors Office).

89. It is recommended to not take any further action, as the area is already available for Blue Badge holders to use if required but the introduction of Blue Badge bays are unlikely to be well utilised in this location.

### **St Deny's Road (Annex H)**

90. The road is currently available for Blue Badge Holders to park as the on street restrictions are a mix of 'No Waiting at any time' and 'No Waiting' 8am to 6pm except Sunday with a marked Pay & Display bay outside of those times. As the area is available for Blue Badge parking it was more about if this location is desirable for a requirement for dedicated Blue Badge parking bays and would they be utilised.

### Workshop Comments

91. The participants were of the opinion that the location was too far out from the city centre and would only be useful for access to the church. There was also a concern about safety getting in and out of vehicles as the street is a one way street on the bus route, so passengers are likely to have to get into the vehicle from the carriageway.

### Consultation

92. There was no clear preference for how useful the location is, with 25.09% (67 responses) thinking it was somewhat useful for city centre shops and services but 22.10% (59 responses) thought that it was not at all useful. 23.92% (61 responses) considered not at all useful for cultural activities, although 24.71% (63 responses) thought that may be somewhat useful. With regards any other locations the respondents may need to access 24.60% (62 responses) thought it was somewhat and 24.60% (62 responses) not at all useful.

93. Only just over a third of Blue Badge holders and carers felt this location was extremely or very useful for city centre shops and services

(34.50% - 89 responses). A quarter (25.19% - 65 responses) thought it was somewhat useful, but 22.09% (57 responses) thought it was not at all useful. For cultural activities, only around 3 in 10 (31.84% - 78 responses) felt it was extremely or very useful, while almost a quarter (24.08% - 59 responses) considered it not at all useful. For any other locations Blue Badge holders and carers needed to access, almost a third (32.10% - 78 responses) thought it was extremely or very useful, but a quarter (24.69% - 60 responses) felt it was not at all useful.

94. The majority of the respondents would like to see individually marked Blue Badge bays (65.65% - 172 responses) at this location, that are available at all times (74.05% - 194 responses) for a maximum period of 3 hours (71.76% - 183 responses).

95. The respondents strongly disagreed that the bays should be shared with loading activities for local shops and business at all times (37.74% - 97 responses) but 33.73% (84 responses) did agree that they should be shared at certain times of the day, although there are already loading bays on Walmgate and Fossgate to assist with loading in the nearby area, so it is not considered that this would be required.

96. The comments show that Blue Badge parking is already in use in this location for access to the nearby shops and businesses. Although a lot of comments indicated that the location was too far away from pedestrian area to be a useful mitigation for the removal of the exemption for Blue Badge holder access.

97. The recommendation would be to take no further action at this location, as the area is already used by Blue Badge holder for access to the local area, whilst not removing the evening Pay and Display amenity for access to the local area.

### **Cumberland Street, Adjacent to the Grand Opera House (Annex I)**

98. The proposed bay would be adjacent to the Grand Opera House and would provide access to the Theatre and also provide availability of additional designated Blue Badge parking bays on the south side of the city. The area currently has 'No Waiting at any time' restrictions and is used by the theatre as a loading area for their productions.

99. The location would be very useful for access to the theatre as it would be near the step free access to the theatre. The location was not considered as convenient for access to the city centre due to the gradient of Cumberland Street, which would not be friendly for a wheelchair user, the parking bays would need to be as near to the top of the street as possible.

100. It was mentioned that some theatres do provide a facility for Blue Badge Holders to book parking adjacent to the theatre to make the Theatre more accessible and it was questioned if this would be something that could be achievable at this location. This would require the highway authority giving permission to a private company to be able to book parking on the public highway.

### Consultation

101. This location was considered very useful with over 50% of the respondents replying that the location was either extremely useful or very useful for city centre shops and services (59.24% - 157 responses), cultural activities (62.74% - 160 responses) and any other locations you need to access (52.82% - 140 responses).

102. The majority of Blue Badge holders and carers considered this location to be useful, stating that the location was either extremely or very useful for city centre shops and services (60.39% - 154 responses), cultural activities (64.08% - 157 responses) and any other locations they needed to access (53.56% - 128 responses).

103. The majority of the respondents would like to see individually marked Blue Badge bays (70.52% - 189 responses) at this location, that are available at all times (84.96% - 226 responses) for a maximum period of 3 hours (65.23% - 167 responses).

104. The respondents strongly disagreed that the bays should be shared with loading activities for local shops and business at all times (42.91% - 112 responses) and at certain times of the day (31.30% - 82 responses).

105. The main concern of the respondents was the steepness of the hill in the location, with some residents stating that the bays nearest Clifford Street would be the only usable bays. Some of the comments also raised concerns about how busy the streets (Clifford Street & Nessgate) are with pedestrians and vehicles on the access to the city centre.

106. The location was seen as a benefit for access to the Grand Opera House. Although, it was pointed out from some respondents that the step free access to the theatre is via King Street and a request was made for bays on King Street, but the carriageway width on King Street would not provide enough space. A number of comments mentioned that they did not feel that a 3 hour bay in this location would be sufficient, as it would not allow enough time to enjoy many shows and drink/food prior to the performance.

107. It is recommended that approval is given for further investigation and consultation work with the Grand Opera House to be undertaken on the feasibility of providing the bays. The responses were in favour of the location for the cultural activities that it provided but there are concerns about the lack of step free access and gradient of the road on this elevation of the Grand Opera House. This will help to identify the feasibility of the use of the bays in line with the operations of the Grand Opera House.

### **Lord Mayor's Walk (Annex J)**

108. The area is currently a Residents Parking bay which would be available for Blue Badge holders if space is available, the proposal is mark 2/3 designated Blue Badge parking bays just after the bus stop as close as possible to Monk Bar.

109. The foot streets through Monk Bar maybe a concern as they are narrow and in some locations uneven.

### Workshop Comments

110. The participants were not in favour of this location as it was too far from the city centre and it would not open up any part of the city centre to be more accessible. Lord Mayor's Walk is also a very busy road and there were concerns about having to access and egress the vehicles from the carriageway and some participant would even prefer to use the nearby car parks compared to this location.

### Consultation

111. The highest percentage of respondents for all three options was not at all useful; city centre shops and services 29.63% (80 responses), cultural activities 33.46% (85 responses), locations you may need to access 32.80% (82 responses). The next highest response rate for all three options was somewhat useful, with city centre shops and services 22.59% (61 responses), cultural activities 22.05% (56 responses), locations you may need to access 24.00% (60 responses), which gives an indication that the area may well not be utilised if the proposal was taken forward.

112. Less than a third of Blue Badge holders and carers considered this location to be extremely or very useful for city centre shops and services (32.95% - 86 responses), cultural activities (30.33% - 74 responses) or any other locations they needed to access (28.22% - 68 responses). Similar proportions felt this location was not at all useful for city centre shops and services (29.89% - 78 responses), cultural

activities (34.02% - 83 responses) and any other locations they needed to access (33.20% - 80 responses).

113. The majority of the respondents would like to see individually marked Blue Badge bays (74.24% - 196 responses) at this location, that are available at all times (73.21% - 194 responses) for a maximum period of 3 hours (71.48% - 183 responses).

114. The respondents strongly disagreed that the bays should be shared with loading activities for local shops and business at all times (38.67% - 99 responses) but 34.52% (87 responses) did agree that they should be shared at certain times of the day.

115. The majority of the comments on this location related to its distance from the city centre, with many feeling it was too far to be a viable option. There were some comments that mentioned it would be a good location for access to the university or the café and shops on Gillygate. We did receive a comment stating that there is not much point in this location due to the bays recently installed at Monk Bar Car Park.

116. It is recommended to not take any further action at this location as it does not appear to be a useful location. The area is already available for the users that may find the bay of use and there is also a Pay & Display bay adjacent and marked bays in Monk Bar carpark, if required for access to the University and the businesses on Gillygate.

### **St Leonard's Place, outside De Grey Rooms (Annex K)**

117. There is a taxi rank marked at this location and the proposal would be to mark the bay as a dedicated daytime Blue Badge parking bay and retain the taxi bay overnight. The area is close to the Art Gallery and may have some appeal Blue Badge holders who are keen to access the Gallery.

### Workshop Comments

118. The participants did feel that the area was a convenient location for accessing the Art Gallery, cafes and Theatre. Although, there was a concern about how busy the road is and the potential requirement for people to need to exit the vehicles on to the carriageway.

119. It was suggested that some alternative locations nearby may be worth exploring, one of which was an area behind the Yorkshire Museum but this area is owned by York University and outside of the control by City of York Council. Another location was Exhibition

Square but this area would need much further investigation due to the current usage of the square.

### Consultation

120. This location was considered very useful with over 50% of the respondents replying that the location was either extremely useful or very useful for city centre shops and services (60.99% - 161 responses), cultural activities (69.26% - 178 responses) and any other locations you need to access (56.45% - 140 responses).

121. The majority of Blue Badge holders and carers considered this location to be either extremely or very useful for city centre shops and services (61.18% - 156 responses), cultural activities (69.51% - 171 responses) and any other locations they needed to access (56.90% - 136 responses).

122. The majority of the respondents would prefer that these bays are available and for Blue Badge holder at all times (63.22% - 165 responses) and would not like to share the space with Taxis operating in the evening. The preference was also for the bays to have a maximum time period of 3 hours (73.64% - 190 responses).

123. The respondents strongly disagreed that the bays should be shared with loading activities for local shops and business at all times (42.35% - 108 responses) and at certain times of the day 31.62% (80 responses) strongly disagreed but 30.83% (78 responses) agreed that the bays should be available for loading at certain times.

124. The main comments were that they did not consider the location to be safe as anyone getting in/out of their vehicles from the driver side, would be doing so adjacent to traffic travelling on the inner ring road. The location did also receive comments of concern about shared space and the confusion that shared spaces can cause.

125. The positive about this location was its proximity to the Art Gallery and Theatre, although we did also receive some comments that the location would not be suitable if the bays are not available during the evening for access to the Theatre.

126. It is recommended to not take any further action at this location due to safety concerns from drivers having to get in and out of the vehicles on the inner ring road.

## **Mitigation Measure in the Pedestrian Area**

127. The changes to the processing of Pavement Café Licences have seen an increase in pavement cafes and this has created additional issues for access around the licensed areas. A lot of the pavements in the pedestrian area have full height kerbs which restrict access to some residents with mobility issues and they cannot then access some shops and businesses. Due to a combination of these factors consideration has been given to installation of either dropped kerbs with tactile paving or a raised carriageway height to make more of these locations accessible for all residents.

128. It is recommended that additional investigation work is committed too, so suitable locations can be found for either dropped kerbs with tactile paving or a raised carriageway height. This will help to provide the required information to be able to obtain a cost for the works and progress the matter.

### **Further responses:**

129. The proposals to extend the footstreets should be seen in the context of a wider Strategic Review of City Centre Access and Parking which was commissioned by the Executive in November 2020 and will complete in September. The purpose of this review is to look beyond the access mitigations that are set out in this report to accompany the new footstreets, and explore how access for all to and through the city centre can be improved. Ongoing public and stakeholder engagement is under way to:

- a. Improve disabled access
- b. Ensure sustainable delivery solutions for city centre businesses
- c. Review the operation of taxis
- d. Explore how all cycling groups access and cross the city centre
- e. Understand and respond to access needs of city centre residents
- f. Finding the best solution to mediate between the competition for city centre space

130. This strategic review will consider the feasibility and viability of a whole raft of measures that could contribute to improving access for these groups, including exploring options for a shuttle service for those with limited mobility, delivery hub models, the operation of shopmobility, identifying priority car parks for disabled parking



improvements, and improving access routes from those car parks. This proposals will be shaped by the ongoing public engagement workshops, surveys and social media interaction, and the draft strategic review will be tested and refined with the public before being brought back to Executive in September 2021.

## **Council Plan 2019 -2023**

This report is supportive of the following priorities in the Council Plan:

**Local economy:** Greater recognition of the unique strength of York's independent retail sector and the specific challenges it faces

**Greener and cleaner city:** options for sustainable transport are improved to reduce the need for car travel in the city

**Getting around sustainably:** More people will travel by sustainable means such as walking cycling and clean public transport throughout the year.

**Good health and well-being:** Increasing emphasis on wider determinants of health, understanding how people live their lives and the way the council enhances the environment with positive impacts on health and wellbeing of York's Population. Ensuring that transport options meet the needs of the most vulnerable

**Open and effective council:** Maintain our commitment to our public sector equalities duties

**Working with partners:** We will continue being a listening council, involving residents and communities in everything we do.

## **Implications**

The following are the identified implications.

- **Financial** – The funding for the proposals will come from existing budgets.
- **Equalities** – see Annex L – Equalities Impact Assessment for the recommendations set out in the report
- **Legal** – The decisions will require changes in the York Traffic Management Order and the York Parking, Stopping and Waiting Order.
- **Crime and Disorder** - Reduce the risk of dangerous driving /abuse of the footstreet regulations. Reduce the risk of injuries from moving vehicles in high footfall areas of the city centre
- **Information Technology (IT)** – None.
- **Property** - None
- **Risk Management** –.Risk of failure to adequately assess and mitigate impacts on groups with protected characteristics

Risk of damage to city centre economy

Risk of Hostile Vehicle Incident leading to injury or loss of life

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**Report  
Approved**



**Date**

14/06/2021

**Wards Affected:** Guildhall

**All**

**For further information please contact the author of the report**

**Annexes**

Annex A – Independent Review of York City Centre Disabled Access Offer

Annex B – Junction of Blake Street & Duncombe Place

Annex C – Duncombe Place Horse Drawn Carriage

Annex D – St Andrewgate

Annex E – St Andrew Place

Annex F – Deangate

Annex G – Stonebow outside Calvert Carpets

Annex H – St Deny's Road

Annex I – Cumberland Street

Annex J – Lord Mayor’s Walk

Annex K – St Leonard’s Place

Annex L – Equalities Impact Assessment

Annex M – City Centre Blue Badge Parking Survey Results

Annex N – City Centre Blue Badge Parking Survey Results Blue Badge Holder Responses Only

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## **Independent Review of York City Centre Disabled Access Offer**

### **Introduction**

Disabled Motoring UK (DMUK) was invited to carry out a desk based independent review of York City centre disabled access offer. The City of York Council (CYC) has an ambition to make the city carbon neutral by 2030 and removing vehicular access (or significantly reducing it) will undoubtedly help towards achieving this ambition. CYC has also taken seriously its responsibility to keep its citizens safe by implementing government guidance on Safer Public Places regarding city centre access.

In response to the Coronavirus pandemic the CYC Executive have adopted a one-year Covid-19 Economic Recovery strategy which includes an extension to the city footstreets and extended the hours they are in force. This enables the council to protect its citizens by creating extra space for social distancing, allow businesses to continue to operate safely using the extra space and fits with the council's carbon neutral ambition as well protecting citizens from security risks.

The CYC has undertaken significant engagement with the local community including citizens with restricted mobility pre-covid-19, and since the outbreak urgent changes were implemented to protect the health and safety of the public in general.

### **Access**

York is a beautiful historic walled city which attracts many thousands of visitors each year. One in five of those visitors will have some form of disability. In the UK, approximately seven million people of working age have a disability, which all adds up to an awful lot of spending power. This is known as the "purple pound" and is reckoned to be worth around £249bn to the UK economy. Whatever landscape CYC wants in the future for its city centre, it must be open and welcoming to people with disabilities. Not only must it do this from a legal perspective, but it is vital from an economic perspective as well. As part of its ambitious plans for the future of the city centre CYC should include ambitious aspirations for accessibility and inclusivity. There is no reason why York cannot create a model of accessibility that others can use as a blueprint to follow.

There will need to be investment to make that happen, but the long-term benefits will more than justify the initial investment.

Engagement with the local community has already taken place and is ongoing. This must continue. It is vital that issues and concerns are discussed and addressed where possible. Openness and transparency with all stakeholders, including those with restricted mobility is key to fostering trust and understanding between all parties affected by the changes. An Equalities Impact Assessment was carried out as part of the temporary footstreet extension scheme and as a result 56 new Blue Badge disabled parking spaces have been put in place at different locations, 40 of which are at Monk Bar Car park. There is considerable support in favour of the footstreet extension scheme but there are also concerns from disabled groups and individuals that need to be addressed. People with disabilities are often thought of as one homogenous group but this is a fundamental error. Unfortunately it is also a common error. Disability is a word which covers a multitude of different conditions both mental as well as physical and within any one of those conditions there will be varying degrees of severity of the condition. It therefore stands to reason that there is no one solution that will suit all disabilities. There is no point wasting time and effort trying to find a single solution (many have tried and failed) but rather the strategy should be to adopt a flexible approach and find multiple solutions that benefit a much wider proportion of the disabled community. When vehicular access to streets is taken away, disabled citizens quite understandably feel shut out and discriminated against. Often the reason is that they park their vehicle in the street to carry out a particular action, for example to visit the bank or post office or a particular retailer. Therefore it is logical to make sure that measures are put in place to allow that action to continue for that person. In the vast majority of cases an alternative solution can be found and suggested, often with help and co-operation from the individual or group concerned.

Every city is unique and will have its own challenges and York is no different. In places the street architecture does not help those with restricted mobility and this has to be taken into consideration. Cobbled streets and uneven or slippery surfaces are not helpful to wheelchair and powerchair users and no more so for ambulant disabled people. However the extra space that footstreets provide will be welcome for most disabled citizens provided the surfaces are in good condition. Navigating the city landscape from parking areas to the footstreets and city centre is a big concern and accessible routes need to be signposted. All accessible routes must first and foremost be safe for people with disabilities to use. They should have rest areas (a place to sit so the person can rest) at regular distances, dropped kerbs at appropriate points and hand/guard rails fitted where necessary. All routes must be tactile to assist those with visual impairments. For those not able to make the distance from the parking area to the centre, a low speed (20mph max), green (EV), free, accessible shuttle vehicle should be provided to transfer disabled people from the parking hubs to the centre and footstreets. This service might be provided with the help and co-operation of access providers like Shopmobility and other community transport providers. It is commendable that CYC has provided a free taxi shuttle service from Monk Bar car park where 40 new disabled bays have been provided to the centre, but this should be seen as a temporary



measure not a long-term solution. The service is being used and appreciated, which can be evidenced by the complimentary comments made by those who use it. However it has to be acknowledged that the taxi shuttle service will not help everyone. Many of will not even know of its existence unless there is significant publicity of it.

## **Public Transport**

Using public transport as an alternative means of gaining access to the city centre is an option that may be realistic for some disabled citizens, however for many it will not be an option at all. An audit of accessible transport provision must be undertaken as part of the planning for future city access. Not only should buses, taxi's and trains be accessible and offer a good service, the routes to and from their terminus and drop off points must be accessible. Often disabled citizens are put off from using these methods of transport as they have to book in advance to get assistance or when attempting to use the transport find there is no space available for them to use. A large amount of disabled people have reported having a bad experience (very often multiple poor experiences) when trying to use public transport and many do not trust it as a safe means of transportation. There is a substantial amount of work to do to gain trust in public transport and assurances will need to be made that journeys will be safe, regular and reliable. Many disabled citizens will plan their journeys in advance for a variety of reasons and having the confidence of knowing that their journey to and from their desired destination will happen is incredibly important to them.

## **Parking**

York has approximately 7,500 Blue badge holders and there will be considerably more Blue Badge holders visiting the city throughout the year. Nationally it is estimated for every disabled bay there are 38 Blue Badge holders. The Blue Badge eligibility criteria changed in August 2019 to include people with hidden (unseen) disabilities and as a result Blue Badge applications are expected to rise. This will put increasing pressure on existing disabled bays. It is therefore paramount that disabled bays are kept available for genuine Blue Badge holders and not abused. It is commendable that the CYC has a policy of enforcement and that it prosecutes Blue Badge abuse and misuse. This is definitely an excellent deterrent that works and must continue. It also sends a very clear and strong message to the local community that Blue Badge abuse in York will not be tolerated. Currently parking for Blue Badge holders in council controlled car parks is free of charge, again this is highly commendable, but taking this approach does tempt other motorists to try to "get away with it" by parking in the bays which denies genuine Blue Badge holders the bay and increases levels of abuse and misuse. A future policy of charging a concessionary rate for parking should be considered. This would help reduce the temptation to abuse the bays and protect more bays for genuine users. An example of a concession which makes a reasonable adjustment would be "The first hour is free for Blue Badge holders". This would allow for the extra time needed for disabled citizens to gain step free access to goods and services without being penalized due to their disability (a reasonable adjustment).

If the temporary footstreets are to remain in place post pandemic, consideration should be given to creating “parking hubs” for Blue Badge holders as close to the limits of the closed off areas as possible. Accessible routes and assistance providers can then be provided to assist disabled citizens complete their journey into the closed off footstreets and city centre from the parking hubs. The ratio between off street council owned car parks and privately owned car parks in the city is approximately 50/50. Unfortunately, due to time constraints it has not been possible to ascertain the number of accessible bays and what charging mechanisms are in use in the privately owned car parks. An audit of private owned car parks is required so a true picture of the accessible parking offer in the city can be established.

### **Summary and recommendations**

The extension of the footstreets will be a genuine concern for some disabled citizens who would normally park their vehicles in those streets on a regular basis to carry out a particular action/task. CYC has taken steps to provide extra alternative parking spaces elsewhere and provided a shuttle service at no cost to the user. It is vitally important that communication remains open and ongoing to try to overcome any difficulties posed by the footstreet extension until a full physical access audit can be carried out. This is the only way CYC can truly understand the impact of the measures and find solutions to mitigate those impacts which will inform future decision making on the future of the footstreets and the Local Transport Plan.

The future access of York city centre and footstreets needs to be given equal gravity when considered alongside the security and carbon neutral plans and all three streams should be considered together as part of the master plan, ensuring that York remains an open, inclusive, economically vibrant and safe place for citizens to enjoy.

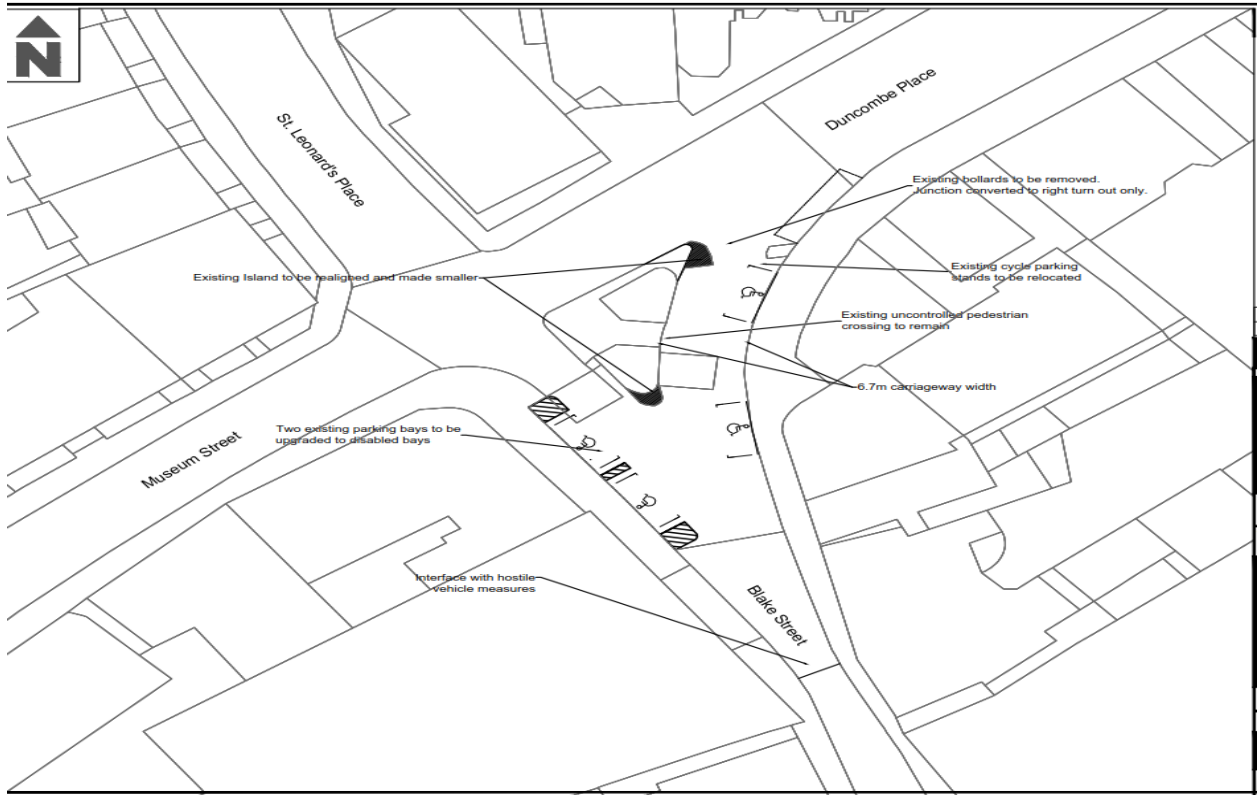
### **Recommendations**

1. It is recommended that as soon as it is safe to do so, a detailed on-site audit of accessibility is carried out by a qualified access auditor. This must be a comprehensive audit of the area (not just the footstreets) including access routes from the station, bus stops and car parks.
2. CYC should consider appointing an Access Officer to work with the council on access issues and ensure inclusivity in decision making. The Access Officer should also be a liaison for local disabled citizens and groups. This position would be ideally suited to a qualified Access Auditor with lived experience of disability.
3. An audit of accessible local public transport should take place to establish what the access offer is and how it can be improved for the future. Again this piece of work should be carried out by a qualified Access Auditor with lived experience of disability.

4. It is recommended that CYC develops a close working relationship with access providers like Shopmobility, dial-and-ride and other community transport providers. Although it is understood that CYC does provide some funding to Shopmobility, the links need to be strengthened and developed to ensure an excellent service can be provided to customers.
5. An audit of privately owned car parks in York should be carried out to establish the true number and availability of disabled parking spaces in the area and what (if any) concessionary charges are made to Blue Badge holders.
6. In CYC car parks consideration should be given to introducing a concessionary charge for Blue Badge holders. This can only be justified if the car park manages the disabled parking provision and protects it for genuine Blue Badge holders. All CYC car parks should be safe places for citizens to park and leave their vehicles and therefore it is recommended that CYC invests in a safer parking scheme owned by the British Parking Association.
7. If footstreets are to remain post Covid-19 and CYC are continuing to focus on carbon reduction initiatives and security protocols, it is recommended that as part of the master plan CYC should consider identifying "Parking Hubs" to welcome visitors to the city before continuing their journey into the centre via other transport methods e.g. walking, cycling, assisted travel from the hubs using low speed EV shuttle service.
8. It is recommended that CYC invests in accessible routes from parking and other transport hubs into the center and footstreets. These routes should be signposted and meet all the criteria required to ensure a safe transition from the transport hubs to the centre for citizens with restricted mobility. An access audit of these routes should be carried out and recommendations made.

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**Annex B - Junction of Blake Street/Duncombe Place**



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>I am concerned that some of the suggested sites for Blue Badge parking will be of serious detriment to other users. in particular: Top of Blake Street is a very well used bike park that would have to be displaced with the loss of standing for around 20 bikes. I would suggest instead making one or two of the bike parking spaces for disabled cyclists.</p>	<p>The proposal would involve finding alternative cycle parking which could incorporate cycle parking for disabled cyclists</p>
<p>It gets so busy here with all the taxis. With only 4 spaces available, they'd usually be taken and then you'd have a lot of cars trying to park and turning around.</p>	<p>the bays would be on Blake Street away from the taxi parking, there is potential for vehicles to enter the and immediately exit due to no spaces but this could happen anywhere and sufficient reason to not progress</p>
<p>The existing spaces on Duncombe Place are always full of people loading or just waiting. It is almost impossible to park there with a blue badge.</p>	<p>the area on Duncombe Place has a shared loading bay which is not been considered at this location</p>
<p>Additional parking is necessary due to the uber taxis sitting in this area waiting for business.</p>	<p>the loading bay in the area only has a 30 minute wait period</p>

<p>Decision makers should be aware of problems that people with disabilities encounter to access facilities in the city. Current arrangements prevent many disabled people from coming into the city.</p>	<p>The engagement process was put in place to help understand these access problems and offer more suitable mitigation measures</p>
<p>These new parking spaces would make accessing the west end of the city much easier for those with limited mobility</p>	<p>thanks comment noted</p>
<p>I walk in the city centre a lot and find it can be dangerous when it is really crowded with 1000's of people to have cars still driving in the pedestrianised areas so I fully support more disabled parking as long as it does not take spaces from residents as we struggle to get spaces to park near our home. There do seem to be some places where it must be possible to carve out new spaces for disabled drivers. It would also help if there was photo ID on the displayed disabled badge as I have heard people boasting about how they can park anywhere with their granny's badge! It is unfair on disabled people if the permits get misused.</p>	<p>Misuse of the permit is illegal and should be reported to the appropriate authority. The removal of the blue badge access was to reduce the potential risk mentioned</p>
<p>That they are actually policed to only be used by blue badge holders</p>	<p>Civil Enforcement officer would inspect the bays to help ensure compliance</p>
<p>Where, exactly are you proposing to move the cycle parking to? Will these be as accessible and numerous as now (or more so)? Does the addition of vehicles turning at this points make the street less safe for pedestrians in the vicinity of Visit York and the junction with St Leonards/Duncombe Place? How much more street furniture (clutter) will this change involve?</p>	<p>The relocation of the cycle parking would need more detailed decision making, the location would be outside the pedestrian area. The amended signage would require additional investigation</p>
<p>Disability and business are two separate things and dedicated bays should be available for badge holders. Businesses will soon dominate the bays if they are allowed to use them. I need to support the person I do, by being able to make unplanned visits into York like any citizen. So we need protected bays. We also need wardens and police even more willing to move people on, or issue parking tickets, for incorrect usage of bays.</p>	<p>Thank you, it is proposed to make these bay Blue Badge bays only and the enforcement would be by Council Civil enforcement officers</p>
<p>POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.</p>	<p>the mitigation measures are there to assist we cannot guarantee parking</p>
<p>I am a cyclist and all the new locations appear to be on cycle routes. This will inevitably mean more traffic and the likelihood of accidents. I will also reduce the number of cycle parking spaces in favour of more car parking, which hardly seems to fit with the idea of reducing pollution and encouraging more active travel.</p>	<p>Cycling parking at this location will be moved to an alternative location and comments about additional parking in other locations noted</p>
<p>We need parking all day on Blake st like it was</p>	<p>the restrictions have been changed to increase safety in the area</p>
<p>The removal of cycle parking - already extremely limited in York - is a major concern. Any loss of cycle parking needs to be remedied in the immediate area with cycle parking of a proper quality (not the poor quality stands recently installed</p>	<p>The proposal would involve finding alternative cycle parking which could incorporate cycle parking for disabled cyclists</p>

by CYC). Also need blue badge cycle access to the city centre.	
St. Andrewgate is a residential street with mostly senior residents and a number of garages and parking spaces accessed with difficulty from the narrow street without the additional hazard of cars parked either side of the street. Recently St.Andrewgate has been used by large numbers of cyclists and delivery vehicles. many times i have not been able to get my car out of the garage due to parking opposite. The area being considered in this street is accessed via Spen Lane which is wide enough in places for just one vehicle. the growth of traffic is already risking a major accident and further growth will ensure it. Finally, the main access to the street is via Goodramgate and Aldwark. Daytime now is regularly blocked in Aldwark at the junction with Goodramgate by vehicles left parking as occupants visit shops in Goodramgate.	if vehicles are struggling with access due to vehicles parked opposite this would constitute an highway obstruction and a police matter, marked bays may reduce this as it would give a dedicated location
Long walk to parts of town with limited mobility	comments noted thanks
The surface of Blake Street is awful - the blocks badly subsided. Really off-putting for wheelchair users.	thank you for your comments on the surface
It still does not redress the amount of lost parking further into Blake Street and Duncombe Place	additional BB bays have been added to Duncombe Place and these bays are offered as a package of mitigation measures
Why not also consider additional blue badge parking opposite outside the assembly rooms entrance, again this would be extremely valuable for accessing town shops.	insufficient space to turn vehicles around to exit the area
Not happy about 'relocating' cycle parking spaces. What does that actually mean? Sounds suspiciously like 'losing' to me. There must be the same number of cycle parking spaces afterwards AT THIS LOCATION, not fudged by moving them somewhere useless.	an alternative location has not been dedicated at this time but it is not proposed to lose any cycle parking provision
I am concerned about the potential loss of cycle parking. This is a very accessible and useful location for cycle parking and particularly useful for disabled cyclists! If this cycle parking was to be moved I would want to see it positioned in a nearby location with equivalent access to the city centre and accessibility for disabled cyclists.	thank you for your comments, an alternative location has not been dedicated at this time but it is not proposed to lose any cycle parking provision
no	
for myself it gives only limited access to the city centre due to distance. Positive for Minster and some restaurants	thank you for your comments

<p>Very supportive of this proposal. We need to end inconsiderate and unsafe BB parking on road junctions. For example, trying to navigate the Aldwark/Goodramgate junction with current blue badge parking at the top end of Aldwark risks injury to cyclists, pedestrians and other road users; also same issue at St Andrewgate/Bartle Garth corner when cyclists and pedestrians are at risk when having to weave round blue badge parked cars. Large lorries (serving Boyes etc) often have to shuffle round inconsiderate BB drivers who can leave cars partially blocking the junction. Emergency services may also face access issues at both these junctions. BB drivers deserve good access to the city. This must not be at the expense of safety of other legitimate road users. Please also make parking on pavements an offence. I saw a woman with a buggy forced into the road due to inconsiderate parking. Thank you for looking at these safety issues, much appreciated.</p>	<p>thank you for your positive comments</p>
<p>There should be strict policing of the use of a Blue Badge and fines issued to anyone found misusing their or someone else's Blue Badge.</p>	<p>the bays will be enforced by council civil enforcement officer</p>
<p>Blue Badge holders are workers too who need full workday hours access to parking.</p>	<p>the proposal does not remove any all day parking</p>
<p>Makes sense for blue badge holders arriving in central York from the North up Gillygate or the West along Bootham.</p>	<p>thank you for your comments</p>
<p>Bays to allow vehicle ramps to be deployed</p>	<p>why individual bays are proposed</p>
<p>4 parking bays, theirs lots of disabled in York, 4 bays isn't enough parking for people, you be lucky to get parked there</p>	<p>this location is one location from the package of mitigation measures</p>
<p>You are suggesting the instatement of 4 bays, which you believe will be adequate for the some 20-30 disabled badge holders which park here concurrently on a weekend. The clamber for these spaces will be ridiculous - and the idea that changing the traffic bollard is a suitable solution is crazy - cyclists/walkers/taxis use this area frequently, so it isn't suitable for those needing the space to load a wheelchair in and out, or particularly secure from a perspective of both a vulnerable adult loading into a vehicle OR the prospect of car damage in this area.</p>	<p>This location is one location from the package of mitigation measures. The area would not be in the pedestrian are and taxi would not be able to access anywhere so there would be limited benefit from using the route</p>
<p>I would struggle to access my bank without being able to park near coney street</p>	<p>access to Coney Street during the current pedestrian hours is not permitted, this proposal will not change that</p>
<p>No effect</p>	
<p>The reason for the "At All Times" requirement is for evening theater visits.</p>	<p>Additional evening duration bays could be considered</p>
<p>The Driver has to drive in to find if space is available. If full the driver has to drive the circuit of the streets to get out. Thereby putting traffic in pedestrian streets.</p>	<p>exit would be by the link road between Blake Street and Duncombe Place not round the current loop</p>
<p>If I want to park down Blake street early in the day before 10.30 it's impossible with lorries, food couriers outside</p>	<p>those times are outside of the pedestrian hours and available for</p>



McDonald's and anyone else that thinks it's ok to park there. If the bays were marked as disabled this could help	vehicle loading/Unloading to be undertaken
Suggest 06.00pm to 11.30pm longer than 3 hours to enable parking for cultural activities ie Theatre Royal	thank you for your suggestion
I live in R11 parking zone which is often under extreme pressure for spaces. I am concerned that the proposal for Cumberland st will remove spaces from residents parking. Please can you clarify exactly what the proposal is and what impact it will have on residents parking.	the Cumberland Street proposal will not remove resident parking
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	thank you for your comments
The pedestrianisation of the city centre excludes disabled persons from using it. As most of the area is too far to walk	thank you for your comments
I simply wouldn't be able to go to town York with out disabled parking for lots of reasons heath physical and severe anxiety difficulties when going out	the mitigation measures are to offer BB parking
Have always parked in Blake St to access Brown's after the spaces were taken away outside Brown's. Tried to use Dincombe Place new spaces but it has been fill of uber Eats delivery drivers therefore think the bays should just be used for blue badge holders.and properly patrolled by traffic wardens. Also have mobility scooters to hire	the area is patrolled and enforced by civil enforcement officers but the bays are shared bays with 30 minute loading
None	
If perking in these bays, how does one get back on to road, without doing three point turn? Driving down Blake Stand up Lendal was never difficult.	exit would be by the link road between Blake Street and Duncombe Place not round the current loop
Handy for museum gardens where he likes to walk. I notice that lots of blue badge holders don't understand the rules very well - those bays opposite Primark don't start until 11am but they don't read the signs and the no parking by the Minster was very confusing	thank you for the comments the bays by the minster are shared bays with Loading
Loading vehicles should be kept to early mornings only. Blue Badge parking should be just that for most of the day and evening.	there is some requirement for loading during the pedestrian hours due to changing consumer behaviour
Need to ensure there is plenty of access to get wheelchairs out and on to pedestrian curbs	why individual bays are proposed to facilitate the use of ramps
This is an improvement but I still think there is plenty of potential to allow more disabled parking down Blake Street. It didn't cause problems before covid and wouldn't now.	additional parking at this location would not be possible with the change in restrictions but this location is one proposal in a package of mitigations
The bays would need to be positioned for an easy exit as no longer able to drive forward	thank you for your comments
Please consider dimensions in planning. With tailgate up my van is 21 feet long, and if I have to get children out of the car and the pavement is narrow (see Goodramgate) this can be very hard.	thank you for your comments
None	

The disable parking you have provided is no any use to me or any other people as I have a struggle walking these distances, Browns of York and Goodramgate was perfect, in fact Goodramgate was a little to far on a bad day, the changes really have NOT helped as disabled will not shop in the city centre. The city is already in a bad state. please consider York City Centre	access to Browns during the current pedestrian hour restrictions is not permitted, this proposal will not change that
I cannot walk very far with my breathing and lower back	thank you for your comments
The problem with this area, especially Duncombe Place, is that it is used by cars parked at the hotel, and other service vehicles for long periods of time preventing disabled drivers from parking there	this location is not near the hotel that is a different location which has a shared loading bay
The present restriction which been brought in have a major impact on myself and other blue badge holders.	thank you for your comments
The removal of other bays should not take place.	there is no proposal to remove bays
Very rarely do I park at this side of the city	thank you for your comments
In this area of York we would prefer to keep the area as it is.	thank you for your comments
The parking outside the hotel is shared and you can never get in this is why I feel this should be just for disabled. I am very disabled physically Meaning I can only walk very short distances this is useful for the theatre and library and museum gardens at a push but I would advocate for all locations as you have taken away all my access	thank you for your comments the shared bay does have a 30 minute limit on loading
I would challenge the statement that these bays give good access to "good quality" footpaths/streets. They have never been in such poor repair and are a real challenge to navigate by self propelled wheelchair, far far poorer than most other "historical " European cities.	thank you for your comments on the surface
can the loading be allowed as before 10am	pedestrian hour will not start till 10.30am so access for loading will be available and these bays would not need to be shared use
More spaces made available would be great	thank you for your comment
There would be less impact on Blue Badga holders if there was a restricted core time of between 10:00am to 16:00 when delivery vehicles could not use the Blue Badge bays	thank you for you additional comment, these bays are proposed as dedicated bays
I cannot walk more than 200 yards, so Parliament St.almost impossible as would most of rest of the foot streets	thank you for your comments on the proposal
Without detail in the relocated cycle parking removing it from Blake Street seems very odd. Cycling is banned from footstreets and then someone thinks its a good idea to get rid of the cycle parking right in the boundary of the footstreets?! Makes no sense for a city that claims to be promoting active transport.	the relocation of the cycle parking has not been decided on yet and additional investigation works are needed but it is not proposed to lose any bays
I would only be able to walk to St Helens sq and the top of stone gate, anywhere further is too much for me	thank you for your comments
Evening parking also important as many Blue Badge holders would like to access Restaurants and Entertainments in the City Centre.	extended hours for blue badge parking could be considered in the evening

<p>Everytime I want to go into town to park I can't get parked in a blue badge zone so I have to go home can't walk far I use an electric scooter no good in town car parks</p>	<p>we do not have a blue badge zone but hopefully the increase in blue badge parking as proposed by these mitigation measures will help</p>
<p>How would you leave from the bays (especially outside Visit York) without going down Blake Street/St Helen's Square/Lendal?</p>	<p>vehicle exit would be by the link road that connects Blake street and Duncombe Place, vehicles would have to turn right on to Duncombe Place and turn round outside the minster like the road train and taxis</p>
<p>No point in me shopping in York if I don't have access to the shops can't walk far would be exhausted by the time I get there</p>	<p>thank you for your comment</p>
<p>How do vehicles exit these spaces as the street is one way?</p>	<p>vehicle exit would be by the link road that connects Blake street and Duncombe Place, vehicles would have to turn right on to Duncombe Place and turn round outside the minster like the road train and taxis</p>
<p>Shops need to be loaded by lorries so that customers can buy goods that the shop has</p>	<p>these proposals do not affecting the loading operations that currently happen within the city centre</p>
<p>None</p>	
<p>I would be worried that these parking places would be abused because of their location. My immediate worry is being challenged for using them as I am comparatively young and do not have a physical disability - but this is a wider issue.</p>	<p>the enforcement of the bays would be undertaken by Council CEO's to help avoid abuse of the parking bays</p>
<p>I have reported to the council the excess of Deliveroo etc drivers waiting in these bays (7) so disabled drivers cannot get a space.</p>	<p>these bays are not currently operational but the current bays on Duncombe Place are shared loading bays (30 minutes) which is enforced by Council CEO's</p>
<p>The removal of the cycle parking is unacceptable. I am also a disabled cyclist</p>	<p>the cycle parking will be relocated, it is not proposed to remove cycle parking</p>
<p>None</p>	
<p>I would be strongly concerned as to where the cycle parking would be relocated. Every time I go into town the cycle parking is full, and in areas like Piccadilly it has often been removed at short or no notice due to events. Cycle parking needs to be reliable - and not hidden away round a corner somewhere as cycle theft is a major concern currently. I do think blue bay parking needs to be closer to town, but the cycle parking should not be discarded as a result. In fact, we need some much more secure cycle parking - perhaps using an empty shop? You need only to look at the the map to see that blue bay parking, designed to service the needs of people with mobility problems, is currently sited too far away from the town centre.</p>	<p>thank you for your comments, the relocation of cycle parking has not been confirmed and would need additional investigation</p>

Walking along Andrewgate is very difficult on some days as the number of cars parked using blue badges is extreme, causing bottlenecks and excessive traffic in an area that should be quiet and residential	thank you for your comments
I am a wheelchair user and can only walk about 50 yards with a stick. Whereas although I don't go into town very often, even with the new Blue Badge Bays, I will have to have someone with me to help with the pushing. A closer place to park would mean I could go by myself.	thank you for your comments
As I don't live on that side of town, couldn't really say. It's Kings Square proposal that I'm extremely concerned about.	thank you for your comments
What about use of Granary Court?	thank you for your suggestion
Additional encouragement of additional parking in St Andrew Place is unacceptable. This is a quiet residential area and there is already too much parking at the entrance to the estate in St Andrewgate. This often seriously restricts safe access into St Andrew Place. Parking within the estate would cause further hindrance to safe access for residents and service vehicles. It would also spoil the visual environment and cause additional pollution by vehicle exhaust. Is there any need for additional disabled parking in the city? Some blue badge holders have a genuine requirement for parking concessions but there are others who mis-use the facility.	thank you for your comments
Would any of the proposed traffic changes impact on the access to these bays for residents coming from the West of the river.	no proposed changes to access restrictions outside of the pedestrian area
Blue Badge space is being used every day from around 4pm till 8pm by taxis and members of the public collecting takeaway food. They cause noise and disturbance to residents in this once quiet street, sometimes with engines still running, loud music and idiotic parking, sometimes blocking the entrance to St Andrew Place. This street is access only. What a sick joke. St. Andrewgate should only be of access to residents, Blue Badge holders and emergency services. Can the signs be modified to deter illegal parking? For the record, this is a highly rated residential area.	The access restriction can only be enforced by the Police as it is a moving traffic offence
When visiting the cinema or Theatre, a longer time than 3 hours would be needed it could be a mximum of 3 hours during the day, but longer in the evening.	extended hours for blue badge parking could be considered in the evening
No more impact than previously. What is, and still will be, a problem is blue badge holders parking on St Andrewgate opposite the junction with Bartle Garth as this restricts vehicle access to Bartle Garth, especially for large commercial vehicles delivering to the rear of businesses on Goodramgate.	highway obstruction by vehicles can only be enforced by North Yorkshire Police and these matter should be reported to them

<p>I live with my wife at St Andrews Place which is a private development with a roadway which leads nowhere and is currently only use by householders to access carports and garages. If adopted, the proposals to include the roadway on our estate would result in a serious loss of amenity for residents and would in my view be potentially unlawful as constituting a decision no reasonable authority would make. I will write shortly to the local authority setting out reasons why the proposal to extend Blue Badge parking to our estate must not be adopted..</p>	<p>St Andrew Place is a publicly maintainable highway and the management of the road network falls within the responsibility of the local highway authority</p>
<p>It doesn't help access for those unable to walk with a wheeled walker, it's still too far from Coney St. Parking in Kings Square, Goodramgate and St. Sampson's Sq. was more convenient.</p>	<p>thank you for your comments</p>
<p>These bays don't get me close enough to Coney Street and nearby shops and to City Screen where I am a member. If Coney Street is open before 8pm to traffic then I can park there early evening when I like to go to cinema</p>	<p>the removal of the exemption is for the permanent restriction and the footstreet are proposed to return to 5</p>
<p>If possible, remove/reduce kerb so that wheelchair users can get out of both sides of the car.</p>	<p>thank you for your comment</p>
<p>Make separate spaces for blue badge and businesses loading ect. This is very much on the edge of the city centre so not very close to a lot of what the city centre has to offer. I think it's great to have these spaces but you need more and other more central spaces</p>	<p>the removal of the exemption is to increase pedestrian safety we cannot therefore offer mitigation measure within the pedestrian area</p>
<p>I strongly believe that blue badge holders must not be made feel second class residents whose independence and access to town is an afterthought. Sharing the spaces with deliveries and local businesses totally defeats the point of access. Blue badge holders should NOT be at the mercy of commercial parking or deliveries. It's outrageous!</p>	<p>thank you for your comments it is not proposed to share these bays with deliveries</p>
<p>These are the spaces that I personally would use most often.</p>	<p>thank you for your comment</p>
<p>If they would be controlled thus eliminating all other unauthorised parking they would be a good idea</p>	<p>they would be enforced by civil enforcement officer</p>
<p>At present I've found it very hard to find a parking space in this area as the uber/food delivery men are constantly pulling in there while they pick up food deliveries.</p>	<p>the bays on Duncombe place close by are shared with loading these bays would not be</p>
<p>I'm afraid this location isn't close enough for me to walk/wheel to any of the places I used to go. It would still force me to rely upon buying a manual wheelchair and needing someone to push it. Then that requires the business/restaurant etc. to have wheelchair access or space inside. The difficulties are endless so I'm unlikely to visit the city centre any more with friends or family. We'll go and spend our money elsewhere or I'll stay at home.</p>	<p>I am sorry to read this comment</p>
<p>I use bike as disability aid so please do not take bike parking away!</p>	<p>the bike parking would be relocated</p>
<p>to be able to go down GOODRAMGATE</p>	<p>not relevant to this location</p>

<p>If parking outside the Assembly Rooms, how do you drive out without doing a 360 degree turn? Or are you carrying on down Blake Street, into St. Helens Square and out through Lendal. If so, why are these not being kept open, which means far more access.</p>	<p>vehicles would exit via the link road onto Duncombe Place and turn round near the minster the same as road train and taxis currently</p>
<p>There would be problems turning vehicles round and the spaces would be used by MacDonalds customers inappropriately. The current Footstreets barriers are in exactly the right place, discouraging traffic from entering Blake Street.</p>	<p>thank you for your comments the bays would be enforced by Civil Enforcement Officers for any illegal usage</p>
<p>If parking is limited to 3 hours I would change my responses as this does not support my use of city centre shops and services and leisure. 3 hours is enough time for lunch out only but not for an evening meal, a shopping trip, theatre or cinema trip.</p>	<p>thank you for your comments, extended hours of limited parking could be considered</p>
<p>It is extremely important and vital for our use of this area due to walking and mental health issues</p>	<p>thank you for your comments</p>
<p>Bays are better than parking on double yellow lines on foot streets making safer for everyone</p>	<p>thank you for your comments</p>
<p>I still cannot reach the city centre and as each step I take results in severe pain these changes will not change this and I will still be in pain whenever I go into the city centre</p>	
<p>Double yellow lines get used a lot for people dropping off which is fine if the person being dropped off needs closer access but frequently it isn't. Also, could there be a blue badge designated large bay without individual bays within it?</p>	<p>Vehicles can stop to load and unload on yellow lines. A large designated bay may lead to vehicles parking too close and remove access to the rear for ramps/lifts</p>
<p>Could we have extra bays as I find this location one of the most convenient.</p>	<p>limited space available to provide the required turning area</p>
<p>I think that the distance of bays outside of the pedestrian area is critical to individuals who, by definition, have very limited ability to walk any distance. I would have to park outside of any premises I wanted to access on foot. The restrictions on the pedestrian area would be a serious restriction on many people who have a very restricted ability to walk short distances. I.e. I use Vision Express opticians and in the past had to park outside of the store in order to be able to walk in. The reason why I don't think business vehicles should be allowed to use disabled bays is that once one individual does this other non Badge holders feel free to do the same. And time limitations on their use are irrelevant. If a Badge holder needs a bay and a business user is on site then there would be no option but to leave. Three hours is, in my experience, usually long enough for a badge holder however the fact that someone is a slow Walker and requires frequent rests or are attending an event might mean that 3 hours is too short a time. However, I do think that some Badge holders make mistakes and do not use their privileges correctly and others do not use them</p>	<p>the vision express in York is on Parliament Street, which does not currently have an exemption on blue badge access during the pedestrian hours, so the proposal will not change that. Thank you for your comments on shared bays.</p>

<p>honestly or fairly in the spirit of the issue of the badge. I am sorry that this happens.</p>	
<p>By definition, Blue Badge holders have limited mobility and need to be as near as possible to the places that they want to visit, the present and proposed arrangements make this unhelpful.</p>	<p>Objections noted</p>
<p>Why don't you remove the taxi bays on the long stretch between the York Minster and the traffic light junction near the tourist information centre to allow for additional blue badge parking. These taxi bays rarely pick any one up from this location.</p>	<p>The taxi bay are very well used throughout the day and there is currently limited taxi ranks that serve the city centre</p>
<p>Although I don't currently hold a blue badge I do have mobility issues. These proposals will mean that I don't use York for shopping at all (as I haven't for over a year).</p>	<p>I am sorry that this situation would lead to that matter</p>
<p>Many drivers feel they can park in Blue Badge spaces for a short time "I am only going to be a minute" they say - hence my preference for yellow lines parking with a BB because you cannot sufficiently supervise parking to ensure the "just a minute" people stop doing it.</p>	<p>more opportunity to enforce short term parking in BB bays, as opposed to yellow lines which could be considered loading</p>
<p>No Thank You</p>	
<p>This is a very well used cycle parking area, moving the cycle parking further away will increase abuse of the footstreets area. The two bays outside Visit York are already designated as blue badge parking for the library.</p>	<p>there are no designated bays outside visit York but there are 2 bays outside the Library</p>
<p>Since the start of the Footstreets I have not been able to park in York. My familiar routes are closed to me and it is very difficult.</p>	<p>the exemption for vehicles accessing the footstreets were amended to help increase pedestrian safety</p>
<p>Not great place for disabled parking as Blake Street road and footpaths treatorous. The bays are directly where the foot streets begin so how will parked cars turn around .</p>	<p>the area would not be in the pedestrian area, comments on surface quality noted</p>

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### Annex C - Duncombe Place Horse Drawn Carriage Bay



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>This is too close to the corner with Low Petergate, and should be moved further along Duncombe Place so as not to cause problems for cyclists emerging from Minster Yard</p>	<p>the area is already a designated bay away from the cycle lane, due to the required space for the blue badge bays it may reduce the length of the current bay</p>
<p>Lots of pedestrians, could be difficult for cars to turn around when the spaces are inevitably taken.</p>	<p>the area is already a designated bay away from the cycle lane, due to the required space for the blue badge bays it may reduce the length of the current bay</p>
<p>Some space should be left for horsedrawn carriages, this area could also be used by local business for deliveries</p>	<p>the horse drawn carriage would be relocated although it is currently unclear if the horse drawn carriage will be returning</p>
<p>Again, close access to the wet end of the city would make a big difference to those with mobility problems.</p>	<p>thank you for your comments</p>
<p>Good access into town</p>	<p>thank you for your comments</p>

SHARING PARKING WITH HORSES AND CARRIAGES WOULD BE A RECIPE FOR DISASTER!	the horse drawn carriage would be relocated although it is currently unclear if the horse drawn carriage will be returning
Long walk to town but useful for minster	thank you for your comments
Still does not redress loss of parking in this area	there has not been any loss of parking on Duncombe Place, we would actually be reallocating a hackney carriage bay for the use of horse drawn carriage for blue badge parking
Very good location for blue badge parking	thank you for your comments
I think this is a dangerous location to be encouraging additional vehicle traffic. It is already hazardous for pedestrians and cyclists, who frequently encounter delivery vehicles, taxis and local residents driving through or turning around without due care. I don't think this is a suitable location for Blue Badge parking.	thank you for your comments
more limited as only give access to the Minster and a few small shops	thank you for your comments
Sharing bays with service vehicles would eventually cause issues to arise from bays being used by non Blue badge holders and there is lots of this happening already.	these bays could be blue badge parking only to remove the concerns
Some Blue Badge holders such as my mother have limited mobility and do frequent availability of parking opportunities around the city and close to shops, venues, important services are needed	thank you for your comments
there is not enough parking for blue badge people	thank you for your comments
If the bays can have a 3 hour limit it would give the blue badge holder the option to visit the shops and not park up and occupy the space all day. Long term parking is available off Gillygate / Clarence Street, Botham, Marygate and Lords Mayor Walk.	thank you for your comments
This is a better solution for disabled badge holders, but four spaces still isn't enough. I'm really not a fan of ideas which involve sharing it as loading space for businesses - it is always abused and poorly policed. Whether it be a taxi, a DPD van on his lunch, someone stopping to use their mobile, or dropping/collecting people and being sat in the car for an hour waiting for them, it means the access for disabled people is severely hampered. However, the idea to put disabled bays here is a great one, and one that should've been done some time ago. I am surprised about the persistence of the council in retaining the enormous, hardly ever used, taxi rank on the opposite side of the street. It is 3x too big, could handle 6-8 more disabled spaces (in addition to ones suggested here) and would also be ideal for disabled people. It is a quiet street, safe for loading, well lit, with a low kerb and very central to the city.	thank you for your comments

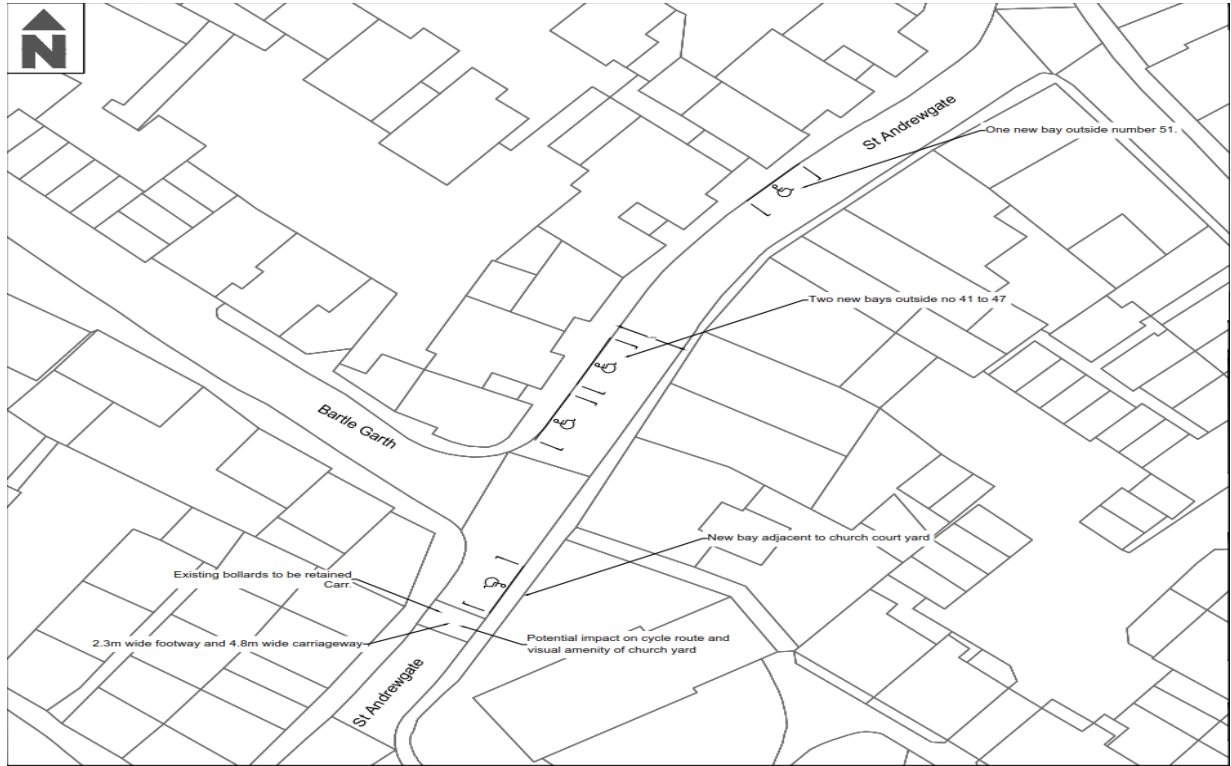
No effect	
There is other space for loading in the vicinity	thank you for your comments
my husband is wheelchair user and I walk with 2 sticks, due to these situations we don't visit the town centre anymore, previously we could park close to where we needed to visit but since the restrictions have come in I'm too worried to park anywhere in case I've parked in the wrong place and I get a fine. I also suffer with anxiety	I am sorry to hear this information, hopefully clearly marked bays may encourage more use of the city centre
If the spaces were made so cars parked at an angle to the kerbs more spaces would be available.	thank you for your comments
Easy to drive in and out when you find the spaces full. Good visibility.	thank you for your comments
If the bays were marked as disabled hopefully it would deter other vehicles using them especially if the traffic wardens were able to patrol them regularly	the bays would be enforced by council Civil enforcement officers
I would use this space for services in the Minster.	thank you for your comments
Suggest longer than 3 hours between 06.00pm & 11.30pm to enable access to cultural activities	extended hours of blue badge bay could be considered
Please remember that we move slowly....these bays are some distance from the facilities in town. 3 hours can be hard to meet!	thank you for your comments
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	thank you for your comments
When lorries are going to the town centre they should be going doing the delivery is really early in the morning me and my daughter several times with nearly been knocked down by vehicles going into the town centre I'm going up on the pavement nearly going into my wheelchair	deliveries are restricted to outside of the pedestrian hours
None	
A long way from Coney Street, City Screen etc	thank you for your comments
Far Better, both me & my Husband have a Blue Badge. We needed to be in the centre of York last Thursday, we had to park in Piccadilly. We had to ask if we could use chair from outside street Cafe as we couldn't walk another step, on the way back to the car. Can't go back in to Town until Blake St etc. Is open again for us. We were worried we couldn't manage to get back to the car. We were so shattered & worried how we would manage.	I am sorry to hear about your recent experience but thank you for your comments
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.	thank you for your comments
Useful here for going to the theatre and art gallery.Would a theatre visit need more than 3 hrs?	thank you for your comments, some extended hour bays could be considered
Very useful for disabled people attending church services at either the minster or st Michael the belfry	thank you for your comments
I Use for minster and theatre royal	thank you for your comments

None	
prefer to have safe parking - so all can use rather than open land, pavements, flower pots, as we have more than enough in city already	thank you for your comment
It is very rare that I would use parking at this side of the city	thank you for your comments
Double yellow lines on their own would be sufficient	thank you for your comments
See previous comments	
it is only a small area for all who are disabled to use the timing for loading needs to be early morning as before	it is proposed to make the area dedicated marked bays
too close to cobbled streets, i think!	thank you for your comments
Works for theatre royal	thank you for your comments
Good for restaurants in Petergate, but not much else in my case	thank you for your comments
These spaces would be particularly useful for theatre-going.	thank you for your comments
I could walk to the top of Stonegate and the Minster but not much further	thank you for your comments
Spacings to allow for wide vehicle door openings.	thank you for your comments
None	
Local business does not use any space here at the moment and I can't see a need for that to change unless other roads are going to be restricted.	no other restrictions are proposed
None	
Use of this area is very sensible as this is currently very often unused space. I would be concerned that speed should be severely limited in the area, though and drivers directed to take extreme care when turning as pedestrians, not to mention cycles may be in the vicinity. Introducing such measures could in fact improve safety, as currently cars do whizz in and turn too fast and wide for the number of more vulnerable road users in the area.	thank you for your comments and suggestion
Sharing parking bays with trucks loading and unloading would not be ideal, but if it's a choice between having the spaces, or not, then sharing would be better than nothing.	thank you for your comments
This is opposite, I believe, the taxi rank? Thus taxis would be the one to complain? For elderly, not an issue?	the bays would be where the horse drawn carriage is currently is on the same side as the taxi rank
These changes would not have an impact on me.	thank you for your comment
Blue Badge parking spaces are being used every day from around 4pm till 8pm by taxis and members of the public collecting takeaway food, causing noise, general disturbance to residents in this once quiet street.. Some drivers leave their engines running and often with loud music blaring out and often park badly, blocking the entrance and exit to St. Andrew Place. This street is supposed to be access only. What a joke! Can the signs at the entrance to Spen Lane be modified to state that only	The access restriction can only be enforced by the Police as it is a moving traffic offence

residents, Blue Badge holders and emergency vehicles have access? It would greatly improve matters.	
Again this is very much on the edge of the city centre and not very close to anything. Yes have these spaces but you also need more central ones for residents and you need other spaces for businesses	thank you for your comments
Stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!	the removal of blue badge access is proposed due to concerns over pedestrian safety
As I've explained above the uber eats cars are constantly pulling in there.	the bay on Duncombe Place is currently shared use
Again, this doesn't help me access what I need. Installing more designated. Blue Badge spaces would nevertheless be welcomed by those for whom it does improve access. Blue Badge spaces are misused regularly enough by taxis and delivery drivers so it isn't appropriate to encourage this by muddying the waters and having spaces as 'shared usage'.	enforcement would be by Council Civil enforcement officers
There are often motorcycles taking up this area	thank you for your comments civil enforcement officers would enforce the restrictions
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	this location would not remove any cycle parking
Duncombe Place should be used only for delivering and Blue Badge users and should be properly signposted as such. It is currently being used as an unofficial short stay car park.	thank you for your comments and suggestion
As per last section. If parking is time limited I would change my responses as these bays would be useless.	thank you for your comments
Ideal location for us due to walking, sensory and mental health issues	thank you for your comments
Could there be an awareness raising campaign even amongst blue badge holders so that people who can park further away are encouraged to do so? Or are aware of the pressure on the spaces that close to the footstreets?	thank you for your comments and suggestion
It is extremely limited in the number of bays. It might be more useful to make the whole of Duncombe Place for Blue Badge holders	thank you for your comment but that would reduce the already limited number of taxi bays and availability of taxis

At the current time many fast food delivery drivers park here waiting for an order (I guess from McDonalds in Blake Street). On 2 occasions I have struggled to find a parking spot because there have been so many delivery drivers there.	the area on the opposite side of the road is a shared bay with loading, this is proposed as independently marked blue badge parking bays
Blue Badge holders need to be able to access the City centre from much nearer that the present and proposed arrangements.	thank you for your comments
If any disabled bays a shared with any other persons for loading or business use then their is no point of having a disabled badge scheme anywhere as none disabled people will abuse the system.	thank you for your comments the enforcement of the bays would be undertaken by Council Civil Enforcement officer
Best reserved for early morning loading/unloading	thank you for your comments
No	
No comments	
What measures would be put in place to monitor blue badge holders using bays. What deterrent will be used to stop those not authorised to park in blue bays	the bays would be enforced by council Civil enforcement officers
Good safe place for disabled parking with good pavement and good city access.	thank you for your comments

**Annex D - St Andrewgate**



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>There is a distinct lack of access for disabled parking since bollards went up on goodram gate. not all disabled badge holders have good mobility to walk long distances.</p>	<p>thank you for your comments, we are looking at mitigation measure around the pedestrian area</p>
<p>These spaces would significantly improve access to the north part of the city</p>	<p>thank you for your comments</p>
<p>I think that marked bays would be preferable to just parking on the double yellow lines at this location. Currently, Blue Badge holders park on the double yellow lines on both sides of the road. Increasingly often (as Covid restrictions lift) the cars are parked too close to each other. The first car to park (closest to the bollards) has been "boxed in" by the cars that have arrived later. Last month, there were four in a row which prevented the large Boyes delivery lorry from making the turn into Bartle Garth, forcing the driver to reverse back down St. Andrewgate into the path of cyclists. Of course, the larger congestion issue at this location is *still* the number of taxi and take away drivers who regularly park on the double yellows for "just five minutes" but then prevent access for residents.</p>	<p>thank you for your comments and information on issues with parking at this location</p>
<p>Brilliant</p>	

<p>THIS WOULD INVOLVE TRAFFIC GOING UP AND DOWN ALDWARDK LOOKING FOR THE PARKING BAYS. ALDWARDK IS ALREADY PILED UP WITH ILLEGALLY PARKED CARS VISITING MONKGATE PHARMACY. ADDITIONALLY, LEAVING ALDWARDK VIA MONK BAR IS ALREADY A NIGHTMARE AS ONLY 2 VEHICLES AT A TIME CAN EXIT ONTO GOODRAMGATE TO GET THROUGH THE TRAFFIC LIGHTS UNDER MONKGATE BAR. INEVITABLY THIS WOULD LEAD TO FRUSTRATION AND DANGER TO FOOT STREET USERS WHO CONGREGATE AROUND THE BAR AND THE WALLS. THE SPACES CREATED ARE TOTALLY INSUFFICIENT ANYWAY.</p>	<p>thank you for your comments and information on issues with parking at this location</p>
<p>Nothing</p>	
<p>I am concerned about the impact on cyclists and pedestrians accessing the area - this needs to be carefully thought through.</p>	<p>thank you for your comments</p>
<p>This would open up my ability and that of any Blue Badge Holder to access the centre of town much more easily and a wide variety of shops.</p>	<p>thank you for your comments</p>
<p>Handy for market but may cause traffic problems when full and other people waiting to park as this is best place for market and other shops</p>	<p>thank you for your comments</p>
<p>There must be NO impact on the cycle route. The parking space must be distant from the bollards, or else people will block the through-access for bikes.</p>	<p>the parking is proposed to leave sufficient width for cyclists through the bollard</p>
<p>Again I think this is a dangerous location to be encouraging extra vehicle traffic. It is currently well used by pedestrians and cyclists. The access road leading to this area is a key north/south cycle route. In addition at busy times there is a high probability of Blue Badge holders arriving only to find all spaces are full and having to turn around and go out again - all of which further increases risk to pedestrians and cyclists and detracts from this area providing a quiet accessible walk/cycle route. Currently the route is enjoyed by disabled cyclists and the cycle parking near Barnitts is one of the few convenient city centre locations that are close enough to the shops to be useful for disabled cyclists. By making this route more dangerous for pedestrians and cyclists it will limit access for disabled people who use a cycle as a mobility aid.</p>	<p>it is a location already used by Blue Badge holders and we are only looking at formalising the parking situation with marked bays</p>
<p>Would mean more visits to town.</p>	<p>thank you for your comment</p>
<p>not really useful but possible access to Goodramgate</p>	<p>thank you for your comments</p>



<p>Very supportive of this proposal. We need to end inconsiderate and unsafe BB parking on road junctions. For example, trying to navigate the Aldwark/Goodramgate junction with current blue badge parking at the top end of Aldwark risks injury to cyclists, pedestrians and other road users; also same issue at St Andrewgate/Bartle Garth corner when cyclists and pedestrians are at risk when having to weave round blue badge parked cars. Large lorries (serving Boyes etc) often have to shuffle round inconsiderate BB drivers who can leave cars partially blocking the junction. Emergency services may also face access issues at both these junctions. BB drivers deserve good access to the city. This must not be at the expense of safety of other legitimate road users. Please also make parking on pavements an offence. I saw a woman with a buggy forced into the road due to inconsiderate parking. Thank you for looking at these safety issues, much appreciated.</p>	<p>thank you for your comments and information on issues with parking at this location</p>
<p>This is a very useful central location to retain</p>	<p>thank you for your comment</p>
<p>This area can already get parked up and don't agree with increasing parking. It is already difficult to access after coming through Monk Bar and turning sharp left onto St Andrewgate. There can often be a bottleneck getting off Goodramgate and then when no parking is available turnong round and getting back to Monk Bar.</p>	<p>the proposal would formalise parking bays in this location with the intention of reducing inconsiderate parking</p>
<p>Allow room for wheelchair vehicle ramps to be deployed</p>	<p>if individual marked bays are used this would be possible</p>
<p>Would not like to encourage too much additional parking in these areas</p>	<p>thank you for your comments</p>
<p>This is a good idea. It isn't mega central though - and access is difficult. Provided the council are going to use their parking attendants to police it, then I don't have an issue with this and think this is a good way forward.</p>	<p>thank you for your comments, the area would be enforced by the Council Civil Enforcement officers</p>
<p>These spaces are a relatively long way from anywhere significant for us, using a wheelchair.</p>	<p>thank you for your comments</p>
<p>THIS AREA HAS HOUSES, TO BE HONEST IF I LIVED THERE I WOULD NOT WANT PEOPLE PARKING THERE UNLESS IT WAS A REAL EMERGENCY</p>	<p>thank you for your comments</p>
<p>Snickleway access impeded by parked vehicles.Driver's ignore and block entrance/exit.</p>	<p>thank you for your comment and information on the current parking situation in the area</p>
<p>Personally, I don't need any longer than 3 hours as I struggle standing and walking</p>	<p>thank you for your comments</p>
<p>Good access to shopping. Good entry and exit.</p>	<p>thank you for your comments</p>
<p>If they are marked as disabled hopefully it would stop other vehicles using them</p>	<p>thank you for your comments</p>
<p>Have seen parking here on double yellow lines that sometimes causes comments from pedestrians so a designated bay would be better.</p>	<p>thank you for your comment and information on the current parking situation in the area</p>
<p>The 3 hour limit becomes irrelevant when looking to park. If you drive to town for an appointment or a specific period, you can't keep driving around waiting for someone to move.</p>	<p>thank you for your comment, we are unable to guarantee parking even prior to the Temporary restrictions</p>

This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	thank you for your comment
None	
Open up Goodramgate again.	thank you for your comment
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.	thank you for your comments
goodram gate to kings square and collier gate would be a much better place for disabled persons parking as it always has been	The proposal has been made to try and increase pedestrian safety within the pedestrian area
It is still too far for me to walk into town.	thank you for your comment
I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect	thank you for your comment
I don't tend to use that side of town so unsure of how it impacts other disabled people	thank you for your comment
Slightly more useful for disabled drivers access to shopping	thank you for your comment
Some of the pavements round there are cobbled/flagged. This can be difficult.	thank you for the information on the current state of the footpath
None	
This street is too narrow for the parking of many vehicles and still to allow other larger eg delivery vehicles to pass without mounting the kerb and risking damage to kerbstones etc. Therefore unable to see why anyone is thinking of making the situation even worse.	the proposal would formalise parking bays in this location with the intention of reducing inconsiderate parking and increasing access to properties and businesses
There is a need for some spaces to be for longer for hair appointments etc	thank you for your comments
See previous comments	
my carers need to park near the shops with me especially in bad weather	thank you for your comments
Take into consideration street scene at all times re signage etc fir all locations	consideration will be given to required signage
Useless!	
Too far away from shops	thank you for your comments
As previous comments.	
Seems a long way from city centre.	thank you for your comment
It takes me a long time to get from a to b I am physically disabled it often takes more than 3 hours to complete my shopping	thank you for your comments
None	

<p>This street can become very congested meaning that access to homes is sometimes restricted. Limiting parking here is a good idea.</p>	<p>the proposal would formalise parking bays in this location with the intention of reducing inconsiderate parking and increasing access to properties and businesses</p>
<p>Pointless. Already available as double yellow lines and may interfere with pedestrian traffic</p>	<p>the proposal would formalise parking bays in this location with the intention of reducing inconsiderate parking and increasing access to properties and businesses</p>
<p>Designated bays would improve traffic safety in this area</p>	<p>thank you for your comments</p>
<p>It would be helpful to all road users and to residents if blue badge parking was in specified bays here, and on one side of the road, rather than blue badge holders parking wherever on the double yellows and creating a chicane. Bartle Garth has a very wide corner, and one or two bays could be created there as well, to be approached from Stonebow.</p>	<p>thank you for your comments</p>
<p>For me, parking in St.Andrewgate would be a non starter. It's too far away from shops that I would use. However, this might be an option that other Blue Badge users who have different disabilities to me.</p>	<p>thank you for your comments</p>
<p>Parking in this area is already a huge risk, as the double yellow lines are often ignored, leading to having to walk in the road - and you can see prams, zimmer frames and those with walking issues, most particularly since we try to address social distancing too. The sharp bends mean that when you're driving in and out of the Shepherds Estaes, where I live, you have to drive virtually on your brakes to ensure you're not hit by a car as they are blind corners, and cyclists come around there at speed. The potential for accidents and deaths - in the midst of this primarily retired residency, is exceptionally high. I hope someone is doing a detailed risk assessment. I for one would be happy to contribute as it's already a massive risk. And it's totally unfair for those who have relatives and friends visiting, who need to walk aided by wheelie or sticks, or younger relatives with buggies. With a Cycle rack just off Kings Square, many cyclists both enter and leave through Spen Lane at speed, to include families with small children on bikes. The proposals would result in some dreadful accident. A series of car crashes waiting to happen ....</p>	<p>thank you for your comments and information on issues with parking and traffic at this location</p>
<p>Is this instead of using the other section of St Andrewgate as at present, or as well? Lots of cars wait for long periods on the Barnitts section of the street, to collect passengers or takeaway deliveries, often with engines running. Blue badge bays would be preferable to the current situation.</p>	<p>thank you for your comment and information on the current parking situation in the area</p>
<p>not familiar with the street, looks tricky to turn vehicle in</p>	<p>thank you for your comments</p>

<p>With Spen Lane being so narrow, I was concerned about the potential increase in traffic. However the small number of proposed spaces should not inconvenience residents unduly, and if designated might dissuade illegal parking along St Andrewgate</p>	<p>these bays would not be accessed via Spen Lane but Goodramgate and the Aldwark</p>
<p>No more than at present. What is a problem is parking on St Andrewgate opposite the junction with Bartle Garth as this restricts access into Bartle Garth for larger vehicles in particular.</p>	<p>thank you for your comment and information on the current parking situation in the area</p>
<p>I live with my wife at St Andrew Place which is a private development with a roadway which leads nowhere other than to afford householders access to garages and carports. The proposal to extend Blue Badge parking to this quiet privately-owned estate is in my view unlawful. I will write to the local authority shortly setting out in detail why this proposal if adopted would be irrational and not one any reasonable authority would make.</p>	<p>St Andrew Place is a publicly maintainable highway and the management of the road network falls within the responsibility of the local highway authority</p>
<p>This is better for access for me, I would be able to get as far as Kings Square</p>	<p>thank you for your comments</p>
<p>Not fair to park in residential streets that are narrow.</p>	<p>thank you for your comments, vehicle tracking has been done to ensure the location is wide enough</p>
<p>Useful for access to Kings Square and Colliergate</p>	<p>thank you for your comments</p>
<p>I live in St. Andrewgate, in the section of the street between Aldwark and Bartle Garth. Some questions and observations. 1. Parking cars either on double yellows or bays outside or opposite garages can make it very difficult for residents to get in and out of their garages. 2. If blue box parking bays are introduced will the double yellow lines remain and if so what rights will blue badge holders have in the two different designated parts of the street. 3. Currently residents in this part of the city have no parking rights, has any thought been given to creating some residents parking areas? 4. The junction of St. Andrewgate/Bartle Garth can (currently with the yellow line markings) become very crowded with blue badge holders which can make turning in and out of Bartle Garth challenging and potentially unsafe as sight lines are obstructed. 5. Has any thought been given to including Aldwark in these proposals? For those wanting to get into Goodramgate parking on Aldwark would be an option. 6. Several folk in this area also have NHS carers calling who also need ease of access. 7. The rights and needs of blue badge holders is important but it is in no one's interests if these streets become dominated by blue badge parking. Finding a balance between differing needs will be essential.</p>	<p>1. The parking bays will be in designated areas, which do not obstruct junctions or garage access. 2. If Blue badge parking bays are introduced the remainder of the area would stay as double yellow lines and would be available for BB parking to occur. 3. no. 4. Thank you for information on the current parking situation on the street. 5. Not at this time. 6. Thank you for this information. 7. the proposal has been made to try and find a balance</p>
<p>It is hazardous getting out of the car and into a wheelchair when there is passing traffic on that side of the car.</p>	<p>thank you for your comments</p>
<p>Long way to go to get to the centre, bit of a mess about to get to and tucked out of the way. People need the spaces more centrally</p>	<p>thank you for your comments</p>

<p>This is an area often blocked to bikes at the bollards by blue badge parking. This is a bad area for parking on double-yellows and this area needs dedicated blue badge bays. At the same time, stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!</p>	<p>thank you for your comments, the proposal could look at amending the layout of the bollards to create more space for cyclists</p>
<p>This would mean I could go to Barnitts again - a shop I love but currently cant access</p>	<p>thank you for your comments</p>
<p>If the parking is controlled so that unauthorised parking in Aldwark and St Andrewgate stops, they will be invaluable</p>	<p>thank you for your comment</p>
<p>A very useful area to have dedicated bays however 3 isn't many .</p>	<p>thank you for your comments</p>
<p>Again, this would not be within accessible distance to anything of use. I also would feel uncomfortable restricting access to people's residence. Additionally the pavements are not good quality or wide enough for wheeling/walking on. I used to avoid this road for those reasons.</p>	<p>thank you for your comments and information on footpaths in the area</p>
<p>I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!</p>	<p>it is not proposed to remove any cycle parking at this location</p>
<p>For someone with walking difficulties, but not needing a wheelchair, the bays are too far away from the shops/market</p>	<p>thank you for your comments and information on difficulties with these bays</p>
<p>Access is too difficult and manoeuvres will be challenging. If all bays are used it will create complaints.</p>	<p>vehicle tracking has been done to ensure that vehicle manoeuvres are achievable</p>
<p>As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.</p>	<p>thank you for your comments</p>
<p>Extremely useful area flat and ideal for mental sensory disorders as we use</p>	<p>thank you for your comments</p>
<p>These changes will not help me access the city centre. As it is very painful for me to walk and each step is painful so I cannot reach the city centre without pain</p>	<p>thank you for your comments and information on difficulties with these bays</p>
<p>The idea is great although cycles should be banned as they are totally unaware of people with mobility issues and do not even move aside when you are trying to get into a wheelchair!</p>	<p>thank you for your comments and information on access issues in this area</p>
<p>Too few disabled spaces are being considered overall. Disabled people could end up driving around for a considerable amount of time with no guarantee of getting parked anywhere accessible. Implementing these few new spaces with a view to closing the city centre to disabled vehicular access is appalling and discriminatory. The changes since June 2020 have been terrible for me and I am dismayed to see that this policy may continue.</p>	<p>the proposed amendment is to help provide a more pedestrian safe city centre by reducing the number of vehicle movements</p>

<p>I refer you to my previous remarks with the addition that the City Centre would become disability unfriendly.</p>	<p>the proposals are been made to try and make the city centre safer by reducing vehicle movements and the mitigations are proposed to assist with access to the city centre</p>
<p>I am unhappy to have two new parking bays right under my bedroom windows at No 45. A neighbour across the road needs to back out into the road from his garage. This is a narrow road that is used by delivery vans for Boyes and very frequently for the large refuse trucks that turn from St Andrewgate into Bartle Garth. I would certainly like the area in front of my apartment to be kept free so that any disabled relatives that visit can continue to park with their blue badges on the double yellow lines. We already have blue badge holders using the length of St Andrewgate and this could continue , but I am strongly against permanent designated parking spots being set up right outside my windows. Whereas other people in the road have occasional blue badge holders parking outside their homes, it seems that it is proposed for the future to only have them outside MY home. Two parking spaces in fact. Please re-consider</p>	<p>thank you for your comments and information on the current parking and traffic in the area</p>
<p>It is good to have specific bays on St Andrewgate but not next to the bollards as this prevents emergency access for ambulances. Bays should not be opposite private garages nor should there be a bay at the end of Bedern. I live in Aldwark and blue badge parking is a huge problem for residents with garages and anyone needing access to Bollans Court and Margaret Philipson's Court. The garages are narrow and cars need the full road width to reverse out. Many of the garage owners also have blue badges.</p>	<p>the proposed bays will not obstruct junctions or private garages and vehicle tracking has been undertaken</p>
<p>Could be more here</p>	<p>thank you for your comments</p>
<p>The location map above and the proposed locations on your ArcGIS Blue Badge Parking Bay Survey don't agree with each other!! Parking Bays nearer to Kings Square are better for BB holders who can't walk very far.</p>	<p>thank you for your comment and suggestion</p>
<p>No</p>	
<p>Need to ensure the parking doesn't make the cycle route through this area more dangerous due to sightlines being poorer or disabled drivers opening car doors into the path of cyclists.</p>	<p>thank you for your comments and information on potential traffic issues in the area</p>
<p>Good place for city access and good pavements but are plans going through for Barnitts to be turned into housing on that road ?</p>	<p>thank you for your comments, there is a planning application for Barnitts but it will not affect the highway layout</p>

### Annex E - St Andrew Place



Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

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St Andrew Place (SAP) has been identified to have up to 5 bays. SAP (off st Andrew Gate) is a shared surface road. There are no pavements and residents obtain access to garages, from and back doors and private gardens from this shared surface as well as using it to walk to town etc, children play on it and some residents on the estate themselves have mobility issues. SAP is in effect a Homezone. Para 9.2 of YCC's Highway Design Guide provides that a homezone is one in which the living environment predominates over the provision of traffic. The shared surface road at SAP needs to remain sufficiently wide for residents to turn their cars into their garages, access their properties and gardens and walk safely along it. Since access to SAP is from St Andrew Gate, itself a Residential Access Road with limited turning space, many cars travelling or parking on St Andrew Gate use SAP to turn around so that they can access the distributor road network. SAP is already used occasionally by blue badge holders, delivery drivers and as a drop off and collection point by many. This has led to access to homes, garages and gardens being blocked and on several occasions near misses for residents walking (or in the case of children, playing) on the shared access road. If dedicated blue badge spaces were added to SAP not only would this increase traffic on the shared access road from blue badge holders seeking empty bays, it would also lead to those unsuccessful merely parking on the double yellow lines not designated as bays, further impeding access and threatening the safety of residents who have no pavement to escape to. Together with the traffic turning around at SAP to exit st Andrew gate, those who use it as drop off and pick up point and residents own cars, delivery drivers, bin men and any other vehicles with reason to enter the estate, this would seriously inconvenience pedestrian movement contrary to the Highway Design Guide but also risk the safety of residents, visitors to the estate and indeed those using any blue badge bays. The provision of blue badge bays at SAP is unreasonable on such a shared surface access and poses a safety risk

As stated by the resident the road is already used by a number of different vehicles for different reasons, the introduction of designated bays is proposed to remove the obstructive parking in front of garages but we do acknowledge the safety concerns from the lack of footpath.



I read with dismay that you think there is a low level of traffic in this area. We are inundated with Deliveroo style parking while they collect food orders all the way through the day. Any parking on the sites mentioned (the 2 indicated, where you would put 5 is not indicated) also involves a turning circle at the end of the estate road for the cars to exit the bays. Any placement of the bays encourages further illegal parking (which is not currently monitored sufficiently ) and results in not getting access to our garages in which we have to park as a term of our lease and because of the double yellow lines. You glossed over the lack of footpaths. It is already dangerous walking onto or out of the estate with delivery vans and illegal parkers hurtling in without due regard for pedestrians.. A Blue Badge holder would be at serious risk with no footpath to get out of their car onto. We have serious problems with people parking at the entrance of the road causing cars going out of the estate to have to exit on the wrong side of the road into oncoming inward traffic. Access to garages where the first bay is indicated will be compromised and the turning in circle into the garages reduced. There are children and people with limited mobility resident on the estate and an increase of traffic without designated pavements will make it very dangerous for them. There are ample spaces on St Andrewgate, including in front of Number 1 if they are designated bays and are closely monitored for there not to be any in St Andrew Place. Key to a lot of the obstructions is the illegal parking, perhaps the signage on Spen Lane should be changed to Residents and Blue Badge Access Only and a traffic camera put in place to deter illegal parkers.

As stated by the resident the road is already used by a number of different vehicles for different reasons, the introduction of designated bays is proposed to remove the obstructive parking in front of garages but we do acknowledge the safety concerns from the lack of footpath.

<p>As a resident of St Andrew Place my wife and I would have concerns for our safety when walking out of the Estate. The road leading to St Andrewgate has no pavement and we walk on the road surface. The amount of traffic will increase using our estate road. The road is barely wide enough to allow parking on one (or both?) side of the road and vehicles to pass without pedestrians using this road as well. Not just Blue Badge users would drive into St Andrew Place looking for a parking space. The road entrance is already dangerous due to illegal parking on the double yellows. Blue Badge parking in the area would restrict access to residents garages (and thus reduce their value). Blue Badge holders would still have a substantial walk (for them) from St Andrew Place to the main shopping area (as they usually have severe mobility issues). Overall I do not think this suggestion has been given careful consideration before the proposal was issued. The fact that it already has been suggested will already lead to Blue Badge holders seeking to park NOW on St Andrew Place.</p>	<p>The introduction of designated bays is proposed to remove the obstructive parking in front of garages but we do acknowledge the safety concerns from the lack of footpath.</p>
<p>While a useful position the access issue may make this a less suitable parking space</p>	<p>comments noted</p>
<p>I wish to object to the proposal to provide Blue Badge parking bays in St Andrew Place. The St Andrew Place residential area was designed to be a traffic free, landscaped area NOT A CAR PARK, with residents vehicles parked in their own personal off street parking space or garage. Overtime Spen Lane and St Andrewgate have become an increasingly heavily used “rat-run”, used by private motorists picking up and dropping off passengers, ever increasing numbers of delivery vans, Deliveroo drivers picking up take-aways and heavy delivery lorries using it for deliveries outside permitted delivery access times on Goodramgate, Kings Square and Colliergate, destroying the sense of being a traffic free area. The “No Vehicles Prohibition “ sign at the start of Spen Lane is totally ineffective at deterring any vehicle wishing to reach Barnitts bollards resulting in congestion around the entrance to St Andrew Place by vehicles reversing to turn round. St Andrew Place is quite unsuitable for parking bays as it has no footpaths and nearly all of the perimeter of the road is required for access to people’s houses and garages and most of the remainder is attractively landscaped. Any parking bays will give the perception that St Andrew Place is not a residential area, but a car park attracting even more illegally parked vehicles which the Parking Restrictions</p>	<p>thank you for the comments, the proposal is made to try and reduce the obstructive parking that is currently happening in front of garages and private access</p>

<p>Enforcement Officers are very obviously unable to prevent. GW Fitches 17 St Andrew Place</p>	
<p>A bit further out but still better than the present situation.</p>	<p>comments noted</p>
<p>IF DISABLED DRIVERS DO NOT KNOW THEY CAN PARK ON DOUBLE YELLOW LINES THEY SHOULD NOT BE ON THE ROAD! PUTTING PARKING BAYS AND APPROPRIATE SIGNAGE IN THIS AREA WOULD DESTROY THE AMBIENCE OF THE AREA.</p>	<p>thank you for your comments</p>
<p>This is a cycle track I use frequently and new parking here will inevitably mean more cars going along roads like Aldwark (which are already narrow and often partially blocked by illegally parked cars).</p>	<p>thank you for your comments on the parking in the area</p>

We live at 1 St Andrew Place. We are keen to support improved disabled parking opportunities in York. We would also like to see a reduction in illegal and anti-social access and parking in our area. The Council's review must address both issues. Current issues: We enjoy living in the city centre and we acknowledge that some disruption is unavoidable. We strongly disagree with your statement that St Andrew Place is little known or used and has low levels of traffic. At the moment, most blue badge holders park directly outside of our property on the double yellow lines, which cause no issues for us. In recent years we have seen a dramatic increase in illegal and anti-social parking, access and waiting in both St Andrewgate and St Andrew Place, particularly since the Covid lockdowns. This includes the public, taxis/Uber drivers and take-away delivery drivers, who often congregate in large and sometimes noisy groups. Illegal parking encourages more people to park illegally. People regularly park in the space outside our gates. On several occasions this has prevented my husband, an NHS Community Physio, being able to get the car out to go to work. People regularly park opposite our gates, which makes it difficult and sometimes impossible to get into our drive safely. Many people leave their engines running whilst parked/waiting. We have experienced verbal abuse from people when we have asked them to move. The access only signs on Spen Lane are ignored. Proposed disabled parking spaces: The proposed spaces in St Andrew Place are unworkable and would exacerbate the problems described above. We would be unable to access our drive without going to the end of the street and turning round. There is a risk of collision for anyone turning left into St Andrew Place from St Andrewgate. There would be reduced access for emergency vehicles, and delivery vehicles, tradesmen's vans attending properties in St Andrew Place. We are concerned that due regard has not been taken for the safety of residents, in that we have no pavements leading into the estate and so residents (and indeed the Blue Badge holders) would have to walk in the middle of the road to get around parked cars. Access to residents' garages may be restricted. We also have children and residents with restricted mobility who will be at risk from cars coming into the estate at speed. We have had several near misses at the entrance to the estate where people have parked illegally, and residents cannot see them as they enter or must go onto the middle of the road to exit. The Blue Badge parking would not improve this situation. We already have concerns about the increase in

Thank you for your comments on the current situation and the suggested proposals. The proposal will hopefully reduce the obstructive parking on the street but we do acknowledge the safety concerns from the lack of footpath

<p>traffic visiting the Barnitts development site, should it receive planning permission. Even if the developers commit to access to the site being via Colliergate only, unless this is properly controlled it is inevitable that contractors will try to access the site from St Andrewgate. Potential solutions: We believe that there is an opportunity to improve parking for blue badge holders whilst at the same time reducing illegal access and parking to St Andrew Place. We suggest:</p> <ul style="list-style-type: none"> <li>• No disabled spaces in St Andrew Place but additional, formal disabled spaces on St Andrewgate (including outside our house).</li> <li>• Double red lines, or equivalent, everywhere else.</li> <li>• Increased signage and monitoring e.g., cctv and/or number plate recognition cameras.</li> <li>• Increased parking attendant monitoring.</li> </ul>	
<p>I am concerned about the possible impact on cyclists and pedestrians - this needs to be given proper consideration.</p>	<p>thank you for your comments and concerns about the potential impact</p>
<p>Traffic due to only one space and narrow roads for turning if space is full</p>	<p>thank you for your comment</p>
<p>Think local residents who cannot park outside their own homes will be very annoyed, but, this is best place for me</p>	<p>The area is already covered by 'No Waiting at any time' restrictions, so unavailable to resident but has a three hour allowance for Blue Badge Holders</p>
<p>For the same reasons as the proposed spaces on St Andrewgate I think this is a poor location for Blue Badge car parking.</p>	<p>thank you for your comment</p>
<p>not really useful but like all the bays identified only limited access to the city centre. not good</p>	<p>thank you for your comments</p>

<p>Very supportive of this proposal. We need to end inconsiderate and unsafe BB parking on road junctions. For example, trying to navigate the Aldwark/Goodramgate junction with current blue badge parking at the top end of Aldwark risks injury to cyclists, pedestrians and other road users; also same issue at St Andrewgate/Bartle Garth corner when cyclists and pedestrians are at risk when having to weave round blue badge parked cars. Large lorries (serving Boyes etc) often have to shuffle round inconsiderate BB drivers who can leave cars partially blocking the junction. Emergency services may also face access issues at both these junctions. BB drivers deserve good access to the city. This must not be at the expense of safety of other legitimate road users. Please also make parking on pavements an offence. I saw a woman with a buggy forced into the road due to inconsiderate parking. Thank you for looking at these safety issues, much appreciated.</p>	<p>Thank you for your comments and concerns about the current parking situation in the area.</p>
<p>80m can be too far for many to walk</p>	<p>thank you for your comment</p>
<p>Don't agree with introducing more blue badge parking in this area. St Andrewgate can already be parked up making it very difficult for residents to access their properties and this would exacerbate the problem. Spen Lane is single traffic for a lot of its length and increasing the amount of vehicles looking for places will only make the situation worse.</p>	<p>thank you for your comments on the current parking situation in the area</p>
<p>Allow room for wheelchair vehicle ramps to be deployed</p>	<p>the introduction of designated bays would allow for sufficient space for wheel chair ramps</p>
<p>Guys, you really couldn't park down here with the residents needing access. Especially not in a vehicle long or wide enough to fit a wheelchair, or even a standard vehicle really. I encourage you to go and measure a standard, 4 door car width a take a tape measure down here. Then ask any parking attendant if they'd give you a ticket for obstruction. Which they would. Because this is useless. Because you couldn't get a car past a parked one here unless it was so tight to the kerb, you ironically couldn't get out of the car if you were disabled easily. Would a delivery van for the residents fit down here with a car parked too? Tesco? DPD? UPS? There isn't anywhere to load or unload either.</p>	<p>We have already received reports that this area is already used by blue badge holders and the only reports of highway obstruction that we have received is in front of garages/private accesses</p>
<p>Looks to be a bit narrow for disabled parking and for dustbin lorries etc to pass</p>	<p>We have already received reports that this area is already used by blue badge holders and the only reports of highway obstruction that we have received is in front of garages/private accesses</p>

Would impact local residents so not an ideal location	The area is already covered by 'No Waiting at any time' restrictions, so unavailable to resident but has a three hour allowance for Blue Badge Holders
Andrewgate/Spen Lane now experiencing much increased traffic use/abuse of regulations etc.by badge users and others.Speeds increased/area waiting for accidents to happen.	Thank you for your comments on the current traffic situation in the area.
Great place for shopping access. But definitely would think twice before I became a resident.	The area is already covered by 'No Waiting at any time' restrictions, so unavailable to resident but has a three hour allowance for Blue Badge Holders
I do not think this is an appropriate parking area because of the impact on residents and free flow of residents cars to enter/egress their residences.	the area is already used by Blue Badge holders and the designated bays should reduce the obstructive parking
With no pavements in St Andrew Place there is not the ability for disabled passengers to alight carefully. Similarly parked cars will be a hazard to residents who will have to walk in the middle of the road to pass parked vehicles. There is frequent resident vehicle movement in this area	the area is already used by Blue Badge holders but the comment on the lack of footpath and pedestrian movements is noted
Same comments as before	
Tight road, fear of car being hit by other drivers passing, or going into their houses.	the area is already used by Blue Badge holders and the only reports of obstructive parking that we have received is in front of garages/private access
None	
Not sure where this is	
Parking could be shared with residents overnight and early morning. Blue Badge Parking should be just that, giving access to our city for those of us with disabilities.	Thank you for your comments and suggestion
Goodramgate and King's Square would be better given my walking difficulties.	thank you for your comments

<p>A lot of traffic comes up Spen Lane, residents, people thinking they can park near the city centre, workpeople and disabled badge holders. Spen Lane is a single street so you have to wait for traffic to pass before you can proceed. Lot's of blue badge holders are coming up into the area, they park on double yellow lines opposite Granary Court entrance, they are too close to the junction and it is very hard to get in or out. Commercial vans are all over the place on double yellow lines. A few more additional spaces will not alleviate the problem in this area. As cars keep going up and turning back around again.</p>	<p>thank you for your comments on the current parking situation and struggles accessing Granary Court</p>
<p>I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect</p>	
<p>I don't generally access this part of York</p>	
<p>None</p>	
<p>The spaces planned for the entrance are already regularly taken up illegally by cars and vans as a waiting area. The current double yellow lines are totally ignored. The spaces would have to be CLEARLY endorsed DISABLED PARKING ONLY to be of any use. The whole courtyard space is also dangerously used as a reversing area. I was also under assumption that St.Andrew Place was a private estate! This proposition will hinder access for residents wishing to use their own garages as well as potentially cause a safety issue for residents on foot accessing their homes, myself being one. My major fear is that the planned spaces will just be seen as a green light for anyone wanting to park up for free nearby and will only further encourage others to ignore the double yellow lines as is currently the case. If it's to happen restrictions must be enforced. Can the council guarantee that, I think not.</p>	<p>St Andrew Place is a publicly maintainable highway and any additional restrictions in the area would be enforced by the Councils Civil enforcement team</p>
<p>For myself, not a useful place to park. There's would be too much impact on the parking for the residents. I think to include Disabled parking would be unfair on those who live there</p>	<p>The area is already used by Blue Badge holders.</p>
<p>This street is too narrow for the parking of many vehicles and still to allow other larger eg delivery vehicles to pass without mounting the kerb and risking damage to kerbstones etc. Therefore unable to see why anyone is thinking of making the situation even worse.</p>	<p>the area is already used by blue badge holders and prior to the installation of any bays the location would be subject to vehicle tracking</p>
<p>See previous comments</p>	
<p>it is a private housing area parking on goodramgate in front of shops is far better for us so our client is not affected too much by weather</p>	<p>the carriageway is a publicly maintainable highway</p>



potential problems with residents and public with the entrance and exit.	if the location is taken forward vehicle tracking would be undertaken to ensure that vehicle movements can continue safely
Would always prefer to be in dedicated bay than on a double yellow. Inclined to use inlyvascemergenvy . Most trips have to be planned in advance with option A and option b.	thank you for your comments on your preference for parking
Useful for Barnitts	thank you for your comment
Too far away to walk to shops and back	Thank you for your comment
As previous comments.	
None	
Difficult pavements to access this location.	thank you for your comments on the access to the location
As landlord & managing agent of the properties in St Andrew Place, there are concerns with this area being proposed for blue badge holders. There are no pavements along this road and therefore residents (and Blue Badge holders) would have to walk in the middle of the road to get around parked cars. Access to residents garages may be also be restricted. There are children and residents with restricted mobility who may be at risk from more cars coming onto and parking / turning within the estate . This proposal will also hinder emergency services vehicles if they need to enter the estate. There have been several near misses at the entrance to St Andrew Place where people have parked illegally and residents cannot see them as they enter or have to go into the middle of the road to exit. The Blue Badge parking would not improve this situation.	Vehicle tracking will be undertaken to ensure vehicle movement can continue to be maintained safely. Dedicated blue badge bays will hopefully reduce the reports of obstructive parking in front of garages/private accesses
If the blue badge bay marked at the entrance to the estate is put in place I will not be able to access my back gate (#42) which I use for access to my home as this is a flat surface. St Andrew Place has shared-surface roads - there are no footpaths. Our community has residents with mobility problems and families with young children. Both blue badge holders and residents have to walk in the middle of the road if cars are parked. We have already had near misses at the entrance to the estate due to illegal parking. I fear blue badge parking will not improve this situation. I am concerned that access to garages and properties could be restricted and I feel due regard has not been given to the safety of residents or blue badge holders in this instance. The impact of the proposals on me personally would be huge and I'm extremely concerned.	The introduction of designated bays is proposed to remove the obstructive parking in front of garages but we do acknowledge the safety concerns from the lack of footpath.

<p>I agree that traffic levels in that area are most often very low. This is a good location from my view, which places blue badge holders much closer to town than many current spaces and will be a godsend for people with serious mobility problems who are currently unable or only with great difficulty, stress and exhaustion able to get into the town centre.</p>	<p>thank you for your comments on the suitability of the location</p>
<p>The illegal parking that already happens in st Andrew place is a problem. Fast food pick ups, people shopping, deliveries to/from shops often block the entrance to st Andrew place. Putting permanent parking bays would have a huge impact on me and other residents' welfare and well-being. It is dangerous as there are no footpaths on the development- cars and pedestrians share the road. Visibility is severely restricted when cars are parked on the double yellow line where the proposed bays are. It is therefore completely unacceptable to consider putting permanent parking bays in such a development , increasing traffic and manoeuvring of vehicles on a shared pedestrian route is asking for trouble. Visibility is already a problem and this would increase the likelihood of accident occurring.</p>	<p>Thank you for your comments on the current parking situation, the proposed designated bays will hopefully reduce the obstructive parking in the area but the concerns about the lack of footpaths in the area are noted.</p>
<p>As before, St.Andrew Place is too far from Coney Street and other roads around there. If I were to go on my own, having set my wheelchair up, I couldn't self propel to the foot streets.</p>	<p>thank you for your comments on the proposal and information on accessibility for you personally</p>
<p>As a resident of St Andrew Place, I have concerns regarding the proposals, which will increase the number of cars parking on the estate, in addition to the illegal parking that currently takes place. My safety concerns include the fact that there are no dedicated footpaths for pedestrians to use, access to residents garages may be restricted and the width of the entrance onto the site would be reduced leading to issues for both vehicles and pedestrians when entering/exiting the estate. I trust that these concerns will be taken into account</p>	<p>Thank you for your comments on the current parking situation, the proposed designated bays will hopefully reduce the obstructive parking in the area but the concerns about the lack of footpaths in the area are noted.</p>

<p>This is a continuation of the 'car crash/ knocking down/ death' waiting to happen. At present, far too many cars come down this way to drop people off for town, and then come into the above area as indicated above to do their U turn - often at great speed. All this within a tight, close set of houses, with some walking with sticks, some with wheelies, a few with small children who play out on their bikes. At present, far too many cars come into this area to pick up their take-away food, or whatever. It's often difficult to see around some of the blind bends as cars are already parked on the corners. Finally, the overflow of cars parking down here has meant on many an occasion, it's been impossible to park my own car as my allocated parking space has been taken.</p>	<p>Thank you for your comments and information on the obstructive parking that occurs</p>
<p>This street is used as a turning place for the many vehicles which use St Andrewgate as a waiting place, and as a waiting place. This situation (noise and exhaust fumes) has a significant impact on residents.</p>	<p>Thank you for your comments on the current situation on the street.</p>
<p>As a disabled flat owner in St. Andrew place, I find it difficult enough to manoeuvre into my allotted space. Adding more disabled parking would restrict manoeuvrability and space.</p>	<p>Prior to the implementation of any bays vehicle tracking would be undertaken to ensure that vehicle movements can continue safely.</p>

This response is identical to that of my husband who submitted his comments yesterday. In 1969, Lord Esher was concerned about the centre of York being congested and traffic ridden. St Andrew Place was one of the last developments completed according to his principle that any development in York should be of the highest architectural standard and worthy of becoming the heritage of tomorrow. St. Andrew Place is now a residential area, accessed by a brick paved road, with gardens that are maintained at the residents' expense. Any parking, as proposed, would destroy the essence of the place. Residents already have to contend with drivers parking here illegally and using the road space to turn around in. This is particularly annoying outside numbers 18 and 19 where it is impossible to access garage entrances if cars are parked in the space opposite them. These issues are compounded for the residents of Numbers 17 - 19 who have a private car park behind their houses and who may also be kept awake at night by the taxis in St. Saviourgate. It may be that the centre of York is in danger of becoming the congested and traffic-ridden city it was in 1969. Aside from aesthetic issues, we have no pavements to access our houses and any parking would increase the danger of walking in the road. This would be particularly problematic for the children of residents and for those with restricted mobility. Permissible parking would clearly be limited but it would encourage people to search for one of the spots and for far more vehicles to enter and turn around. Worse still, it would give the green light to those wishing to take a chance by parking illegally and to those who sit in stationary vehicles, with running engines, hoping for a space to open up.

Thank you for your comments on the proposal and information on the obstructive parking currently been undertaken. Prior to the implementation of any parking bays vehicle tracking would be undertaken to ensure that vehicle movement can continue safely

Good morning. St Andrew Place would be totally inappropriate for potential parking spaces. Cars are parked illegally on double yellow lines daily at present, causing obstructions to residents gates at times, and no doubt there are concerns this would be further abused. There are no pavements into the estate making it dangerous for residents with restricted mobility and children having to walk in the middle of the road to avoid parked cars, and also unsafe for the Blue Badge holders. There have been near misses at the entrance to the estate where people have parked illegally. Access to residents garages may also be restricted too. Blue Badge parking would not improve this situation. Thank you, Kind regards.

Designated bays may help with the current obstructive/legal parking that is currently been undertaken on the street but it is noted about the safety concerns from the lack of footpath.

<p>In 1969, Lord Esher was concerned about the centre of York being congested and traffic ridden. St Andrew Place was one of the last developments completed according to his principle that any development in York should be of the highest architectural standard and worthy of becoming the heritage of tomorrow. St. Andrew Place is now a residential area, accessed by a brick paved road, with gardens that are maintained at the residents' expense. Any parking, as proposed, would destroy the essence of the place. Residents already have to contend with drivers parking here illegally and using the road space to turn around in. This is particularly annoying outside numbers 18 and 19 where it is impossible to access garage entrances if cars are parked in the space opposite them. These issues are compounded for the residents of Numbers 17 - 19 who have a private car park behind their houses and who may also be kept awake at night by the taxis in St. Saviourgate. It may be that the centre of York is in danger of becoming the congested and traffic-ridden city it was in 1969. Aside from aesthetic issues, we have no pavements to access our houses and any parking would increase the danger of walking in the road. This would be particularly problematic for the children of residents and for those with restricted mobility. Permissible parking would clearly be limited but it would encourage people to search for one of the spots and for far more vehicles to enter and turn around. Worse still, it would give the green light to those wishing to take a chance by parking illegally and to those who sit in stationary vehicles, with running engines, hoping for a space to open up.</p>	<p>Thank you for your comments on the proposal and information on the obstructive parking currently been undertaken. Prior to the implementation of any parking bays vehicle tracking would be undertaken to ensure that vehicle movement can continue safely</p>
<p>No.</p>	
<p>Can cause obstruction to residents traffic flow.</p>	<p>Designated bays may help with the current obstructive/legal parking that is currently been undertaken on the street, prior to the implementation vehicle tracking would be undertaken to ensure vehicle movements can continue safely.</p>
<p>Putting Blue badge bays in St Andrew Place will affect the access to residents accessing their garages. Not recommended</p>	<p>Designated bays may help with the current obstructive/legal parking that is currently been undertaken on the street, prior to the implementation vehicle tracking would be undertaken to ensure vehicle movements can continue safely.</p>

This location looks too far away from shops etc for me	thank you for your comments on the suitability of the location
Lived in York since 1988 and I don't even know where this is, not close enough to be useful, yeah put spaces there but you need spaces near shops etc	thank you for your comments on the location
This is another area often blocked to residents and bikes (especially bikes with child trailers) by deliveries and blue badge parking. Designated bays are needed here urgently to control access for everyone. At the same time, stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!	Thank you for your comments and information on the current situation.
A bit too far away for it to be useful - and looks like wheelchair access would potentially be tricky if you added parked cars into the mix without pavements - remember visibility from a wheelchair is very limited by parked cars	thank you for your comments and information about wheelchair access to/from the location
These would be of no use as again, they are not within my walking distance or the distance required to get a Blue Badge to any shops etc. This is most likely the reason that they're not currently used by Blue Badge holders.	We have already received reports that this area is already used by blue badge holders.
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	This proposal will not remove any cycle parking
Same as previous question	
It is inaccessible and will create problems with residential access and frustration for those who navigate to this point only to find spaces occupied.	if the proposal is taken forward vehicle tracking will be undertaken to ensure that safe vehicle movements can be maintained and do not obstruct residential access
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	thank you for your comments and information on how it would affect your use of the area
Good idea	
80m is a long way from the shops and cafes. The council really is trying to make the city centre inaccessible to disabled people.	the proposals are been made to try and make the city centre safer by reducing vehicle movements and the mitigations are proposed to assist with access to the city centre
I refer you to my previous remarks. Is York Council wanting to deter disable people from visiting the City centre?	the proposals are been made to try and make the city centre safer by reducing vehicle movements and the mitigations are proposed to assist with access to the city centre

This area would cause problems for local residents accessing their property.	if the proposal is taken forward vehicle tracking will be undertaken to ensure that safe vehicle movements can be maintained and do not obstruct residential access
OK	
No	
No comments	
Why change what is already available ?	

### **Blue Badge Consultation Letter received**

#### **Blue Badge Consultation St Andrew Place, York, YO1**

I've tried several times without success to complete the online consultation regarding City of York Council's proposed extension of Blue Badge parking to various locations within the city centre. Set out below are my objections to the proposal as it affects St Andrew Place where I live with my wife. I'd be grateful if my submission could be taken into account when the options are reviewed.

I'm a life-long non-driver and have no personal 'axe to grind'. Having previously been employed as Parliamentary and Campaigns Officer with a national disability charity, I very much support sensible parking provision for disabled drivers and passengers but I cannot agree that this particular proposal has been properly thought through.

#### **St Andrew Place**

Our 3 bedroom house is situated on a private estate constructed in the late 1990s on the former site of a builders yard and Territorial Army premises. My wife was an original purchaser of the newly-built property in 1998. The development comprises houses and flats owned on long (999 year) leases. The freeholder is Anchor Hanover Group to whom we pay a substantial service charge for maintenance of common parts, caretaking/cleaning services and upkeep of communal gardens to a high standard. The roadway on our part of the development - which is entered from the public highway on St Andrewgate, YO1 - is used solely to facilitate access to residents' garages and carports as well as to a small visitors' carpark to the rear of the development. It has no wider use. The roadway does not lead anywhere else and members of the public have no right of way anywhere on the estate.

#### **Adopted Road**

At the time St Andrew Place was built, agreement was reached under s38 of the Highways Act 1985 that the roadway on the St Andrewgate side of the estate would be adopted by the highway authority. CYC undertook responsibility for maintenance of the roadway at public expense including drains and lighting. Leaseholders are subject to a restrictive covenant which requires them 'not to park on the Estate Roads'. In practice, it has never - to our knowledge - been necessary for CYC to undertake works to the roadway while overlooking lighting is maintained by the estate caretaker employed by Anchor Hanover. The covenant prohibiting parking on the roadway is reinforced by double yellow lines. Road adoption under s38 does not confer ownership on the highway authority. We don't possess a copy of the s38 agreement but would be very surprised if it specifically authorized CYC to impose parking bays as contemplated.

### **Enforcement**

CYC's record of enforcing Blue Badge and other parking restrictions in our area is less than impressive. Disabled parking is allowed along St Andrewgate but we and our neighbours have observed over many years that the scheme is subject to widespread misuse. A great many drivers and passengers who display Blue Badges while parked along St Andrewgate are younger persons with no obvious impairments. I'm very much aware of the existence of non-visible impairments but the preponderance of such apparent misusers beggars coincidence. It's often the case that few or no spaces are available for lawful Blue Badge holders especially at weekends. The issues arising out of CYC's 'footstreets' scheme would in my view be considerably eased if existing disabled provision was properly monitored and enforced.

An indication of the likely consequence of Blue Badge bays on our estate can be gathered from CYC's performance in relation to current parking restrictions on our estate.

Unauthorized parking at St Andrew Place has been problematic for many years. In 2017, I submitted a Freedom of Information Act request to CYC asking how many Penalty Charge Notices (PCNs) had been issued in respect of parking on our estate. I was informed that during 2015/16, three PCNs were issued, in 2016/17 there was one PCN while between 01/04/2017 and 30/06/2017, no PCNs were issued. These figures bore no relationship to the extent of the problem and indicated a very poor level of monitoring and effective deterrence.

It's inevitable that drivers seeking spaces in the centre (whether or not in possession of Blue Badges) would be tempted to leave their vehicles on the estate if they saw others parked there further exacerbating the existing situation.

### **Safety**

The estate roadway has no adjacent pavement (one has never been necessary). This would present a potential danger to mobility-impaired drivers and/or passengers who would be obliged to exit and enter their cars via the roadway itself on which other vehicles might be travelling. The lack of a pavement is not a risk factor for existing residents as drivers and passengers access vehicles via carports and garages or the curtilage of their own properties. There have been several near accidents at the entrance to the estate where vehicles parked without permission impeded resident drivers' line of view and space obliging them to divert to the middle of the roadway in order to exit.

If the proposal is to be further considered, I trust that CYC will commission an independent post-construction Road Safety Audit.

### **Public Sector Equality Duty**

Many current St Andrew Place residents are above retirement age and/or are disabled persons within the meaning of the Equality Act 2010. As you'll be aware, the local authority is subject to the Public Sector Equality Duty (PSED) in the exercise of its functions. This includes a duty to reduce disadvantage to persons who have protected characteristics under the Act. Again, should the proposal proceed, CYC will be obliged to take the PSED fully into account in considering the potential impact on residents and non-residents.

### **Lawfulness**

As indicated, I doubt whether the proposed imposition of vehicle parking on our private estate would be lawful. Should CYC seek to implement its proposals, I would intend to apply to the Administrative Court for permission to institute judicial review proceedings as I believe such a decision would not be one any reasonable authority would make. I further believe such a significant



adverse change to our currently quiet and pleasant development may be in breach of our rights to privacy and family life under the Human Rights Act 1998.

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Annex F – Deangate



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>A useful position but tricky at school start and finish times when it is likely to be busy</p>	<p>the school has now closed</p>
<p>Sharing would only work if enforcement is kept up</p>	<p>thank you for your the enforcement would be undertaken by the Council CEO's</p>
<p>POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS. THE WHOLE OF THIS STREET UP TO THE BOLLARDS SHOULD BE USED.</p>	<p>an area needs to retained with a the loading ban to provide a suitable turning location</p>
<p>I use this route extremely frequently. The road is relatively narrow and often has cars parked there already. I have often had to pull out to go past parked cars and run the risk of colliding with a vehicle coming the other way. Putting permanent parking there would exacerbate such issues.</p>	<p>thank you for your comments</p>
<p>I am concerned about the possible impact on cyclists and pedestrians - this needs to be given proper consideration as this is a KEY route for both groups.</p>	<p>thank you for your comments</p>
<p>Possibility of conflict with cyclists</p>	<p>thank you for your comments</p>
<p>Good location for parking</p>	<p>thank you for your comments</p>

<p>This is a terrible location to be encouraging additional vehicle traffic to. Again it is on a major cycle thoroughfare and creates additional risk and discomfort to both pedestrians and cyclists to have vehicles accessing this space. It has been much easier to use this area since the vehicle restrictions have been in place. Previously it was a dangerous area with vehicles having to turn around in the road, often resulting in near-misses with pedestrians and cyclists. I would not like to see any Blue Badge parking here and I think all vehicle restrictions to this area should remain.</p>	<p>there is not currently any restrictions on access to this location and parking is currently available for blue badge holders on the double yellow lines.</p>
<p>the most udeful of the proposed bays for shops and dining</p>	<p>thank you for your comments</p>
<p>No opinion as to what her schedule be bays or not</p>	<p>thank you for your comments</p>
<p>Good for access to the Minster. Parking for more than 3 hours could encourage someone to park up and leave it there. Personal feeling is that the blue badge spaces should be for a short period of time. If all day is needed it would be better to use available car parks available just outside the city walls.</p>	<p>thank you for your comments</p>
<p>Allow room for wheelchair vehicle ramps to be deployed</p>	<p>thank you for your comments</p>
<p>i don't understand why you would want to put time scales on disabled parking. Its not like my disability disappears at ant given time</p>	<p>the time restriction would be on the duration of the parking not availability of parking</p>
<p>This one is <b>*THE MOST*</b> important of all. For years this was double hatched so you couldn't park here. This is vital to disabled drivers. This is where I park (and in the cobbled area adjacent) for 99% of my trips into the city. It has fantastic road access, is quiet for traffic, and safe for disabled users. Although prior to this screen I have wanted most of it to be double yellows (because it is easier to follow in many scenarios other than dedicated bays) I think here this could be very, very useful to stop other people waiting on the kerbs etc and provide a good, safe place for disabled badge holders. Please make the transport executive VERY aware that this is THE BEST place and solution. You should maximise EVERY BAY YOU CAN in this area. Especially since the city centre is now closed to disabled badge holders beyond the cross keys pub.</p>	<p>thank you for your comments]</p>
<p>Not so easy to access from Bootham</p>	<p>alternative parking on Duncombe Place and Blake Street has been proposed</p>
<p>Not affected</p>	

The current Yellow Lines parking could be more flexible	thank you for your comments
Again please note that reducing parking to 3 hours to give you more chance of getting a space when you require it.....only works if there is availability when you arrive. For specific requirements you can not keep driving around waiting for someone to move. This area should be extended right up to the minster.....there is already an area to turn around at the top.	thank you for your comments
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	thank you for your comments
None	
I park here all the time.	thank you for your comments
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to all facilities in our city for those of us with disabilities.	thank you for your comments
I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect	thank you for your comments
useful for attending Minster services	thank you for your comments
None	
Too fare to walk to main shops	thank you for your comments
Too far for me to walk to main shopping area.	thank you for your comments
We would prefer the current position ie double yellow lines only to remain as this gives sufficient availability for blue badge holders already.	thank you for your comments
As a mum my child is at the monster nursery and I have been moved on several times around here I certainly hve not been told I am able to park on these double yellow lines this is a vital thing for disabled parents to be able to access this nursery whcih should be a priority for the council	thank you for your comments
See previous comments	
Access and egress difficult. Parking of limited value when accessing foot streets for shopping	thank you for your comments
Still too far away from majority of shops to walk there and back	thank you for your comments
As previous comments.	
It isn't clear currently with the yellow lines, but would be helpful for accessing church at St Michael le Belfrey	thank you for your comments
None	
Pointless. Already available as double yellow lines. Will interfere with cycle flow	thank you for your comments

<p>To prevent having to redo works in the future, or resolve conflict, I believe some bays should be created at the Crosskeys end of Deangate, carefully avoiding obstructing the Stoneworks entrance. As the Minster will soon be redeveloping the area and adding a cafe it would perhaps be best to consult with them about disabled spaces on this road. It could prove economically significant for their visitor centre and cafe as to where blue bays are sited. As a cyclist, I would like to see any bays carry advisory signage for drivers to check for cyclists, and perhaps a 'green line' marking a central route so cyclists take a primary position more likely to avoid door hitting incidents.</p>	<p>thank you for your comments</p>
<p>Dean Gate is a little better. I could get from there into the Market and foot streets relatively easily. King's Square isn't too far away. From there, I could go through the Market and into the Coney Street area.</p>	<p>thank you for your comments</p>
<p>I guess that now with the Minster school closed, this would be a possible area?</p>	<p>thank you for your comments</p>
<p>If blue badge parking discouraged other motorists from using this area as a waiting place that would be a benefit - particularly in terms of not having engines running for long periods.</p>	<p>thank you for your comments</p>
<p>No.</p>	
<p>Access problems to stoneyard and problems when parents collect children from school in vehicles.</p>	<p>the school has now closed</p>
<p>Too far from the centre and difficult to access</p>	<p>thank you for your comments</p>
<p>Again, an area often blocked to bikes by vehicles dropping people off (non-blue badge), deliveries and sometimes blue badge parking. Dedicated bays strongly recommended to control access for everyone. Big problem here with deliveries apart from Minster Stone Yard. They park any old way, usually right across the bollards towards the Minster. And again, stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!</p>	<p>thank you for your comments</p>
<p>Particularly useful when there are lots of disabled people trying to access services at the Minster simultaneously, etc</p>	<p>thank you your comments</p>
<p>This area was my preferred parking area however the double yellow lines now have yellow flashes which means we cannot park there.</p>	<p>the temporary loading ban restriction has ended and not currently enforceable</p>

The double yellow lines aren't available to park on, they have 'double ticks' so if you park there you get a ticket.	the temporary loading ban restriction has ended and not currently enforceable
This is not close enough for walking in to town. I need to have access from Goodramgate.	thank you for your comments
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	no cycle parking will be removed in this location
We are regular worshippers at StMichael le Belfrey church and would find this essential for Sunday worship as well as other meetings going on there	thank you for your comments
Presumably you would enter from Goodramgate	Yes
This could work as long as the cycle route is segregated from the parking bays.	thank you for your comments
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	thank you for your comments
This is ideal parking for us with mental sensory and learning disabilities and ideal for walking problems and autism as cannot cope with people	thank you for your comments
Having to share with local businesses could present problems but if you make it outside business hours then it could work	thank you for your comments
This is the very best place for me to park for 2 reasons - a) to visit my daughter in Minster Yard and b) to visit/attend services at York Minster	thank you for your comments
I refer you to my previous remarks.	thank you for your comments
This is a good place to have disabled bays as it is a wide road for bay on both sides and is close to both the shops and Minster area. Although taxi driver may abuse the system here as even now with covid restrictions you see UBER driver from West Yorkshire parked on the double yellow lines.	thank you for the comments, the enforcement of the bays would be undertaken by the Council Civil enforcement officers
OK plenty of space here for more BBH vehicles	thank you for your comments
No	thank you for your comments
May affect deliveries to the Stoneyard.	the bays could be marked in a location to ensure vehicle access to the stone yard is maintained
Think traffic should not be allowed in this area .	thank you for your comments

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## Annex G - Stonebow, outside Calverts Carpets



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>It would be better to place this on the other side, off the road, perhaps as a section 106 benefit from the development</p>	<p>Thank you for your comment, we are unable to request retrospective Section 106 payments</p>
<p>It's too far from the centre to be useful for those with limited mobility</p>	<p>Thank you for your comment and information on the suitability</p>
<p>I'm not sure this is close enough to be of great use for those with mobility problems</p>	<p>Thank you for your comment and information on the suitability</p>
<p>POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.</p>	<p>Thank you for your comments</p>
<p>I cycle along this route and additional parking there will narrow an already busy road, creating extra danger.</p>	<p>The location does have a pay &amp; display bay which is operational on an evening and Sunday, so parking is already available at this location</p>
<p>Far to far from shops to be of any use</p>	<p>Thank you for your comment and information on the suitability</p>
<p>There is quite a rise from there into town, some people couldn't use because of this</p>	<p>Thank you for your comment and information on the suitability</p>

This is safer than the other suggested locations and doesn't create conflict with pedestrians and cyclists.	thank you for your comments on the safety of the location
not useful for me but could be for others	Thank you for your comment and information on the suitability
Of no personal use	Thank you for your comment and information on the suitability
This location would be very useful for me to access when I drive the blue badge holder, help him in and out of a wheelchair and push his chair to visit town centre facilities	Thank you for your comment and information on the suitability
Good area for accessing the city center from this area of York.	Thank you for your comment and information on the suitability
Allow room for wheelchair vehicle ramps to be deployed	The introduction of designated bays would allow for sufficient space for wheel chair ramps
I don't think this one is particularly useful or well positioned. I guess if bays were laid on, it might be an attractive place to park if others were busy. If you disability doesn't require close immediate proximity, this could be a useful bay, but for me, this isn't close enough to access the city centre.	Thank you for your comment and information on the suitability
Quite a distance from main shopping streets	Thank you for your comment and information on the suitability
Not affected	
I dont believe in being allowed to park if you need to do alot of walking after parking myself I would need to park outside the premises i needed to be.	Thank you for your comment
This location gives extra secure option for visits to the Yorvik Gillygate Practice surgery.	Thank you for your comment and information on the suitability
This area could be a hazard from the traffic especially if you need to use a wheelchair. It is a busy street.	Thank you for your comment and concerns on the potential safety issues from getting in/out of wheelchair in this location.
Parking on a main thoroughfare, by drivers who already have problems negotiating getting out of the drivers seat in a timely manner is asking for trouble	Thank you for your comment and concerns on the potential safety issues from getting in/out of a vehicle in this location.
Too far out of city centre for it to be helpful for me personally.	Thank you for your comment and information on the suitability

I do not think this is an appropriate place for disability parking- its a busy area with buses and I think anyone trying to get into or out of the driving side of a vehicle would interfere with the free progress of other road users. Its not a safe location.	The location does have a pay & display bay which is operational on an evening and Sunday, so parking is already available at this location with people getting in/out of vehicles
Use by other vehicles is not useful and 30 minutes for loading and drop off is far too long. How would you police the 30 minute limit. May I suggest that it will not work and the spaces should be for disabled use only.	Thank you for your comment on shared bays
Opening to Calverts is right next to it. Deliveries could be an issue	thank you for your comments on the safety of the location
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	Thank you for your comment and information on the suitability
Very useful for doctor's surgery .	Thank you for your comment and information on the suitability
None	
Seems a little bit far to walk and uphill.	Thank you for your comment and information on the suitability
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to all facilities in our city for those of us with disabilities.	Thank you for your comments
this would be so useful	Thank you for your comment and information on the suitability
This is much too far for me to walk into town.	Thank you for your comment and information on the suitability
too far out to be of use to me	Thank you for your comment and information on the suitability
None	
Too far to walk for disabled	Thank you for your comment and information on the suitability
I would find it difficult to walk to main shopping area	Thank you for your comment and information on the suitability
Would prefer the current situation to continue without any alteration.	Thank you for your comments
See previous comments	

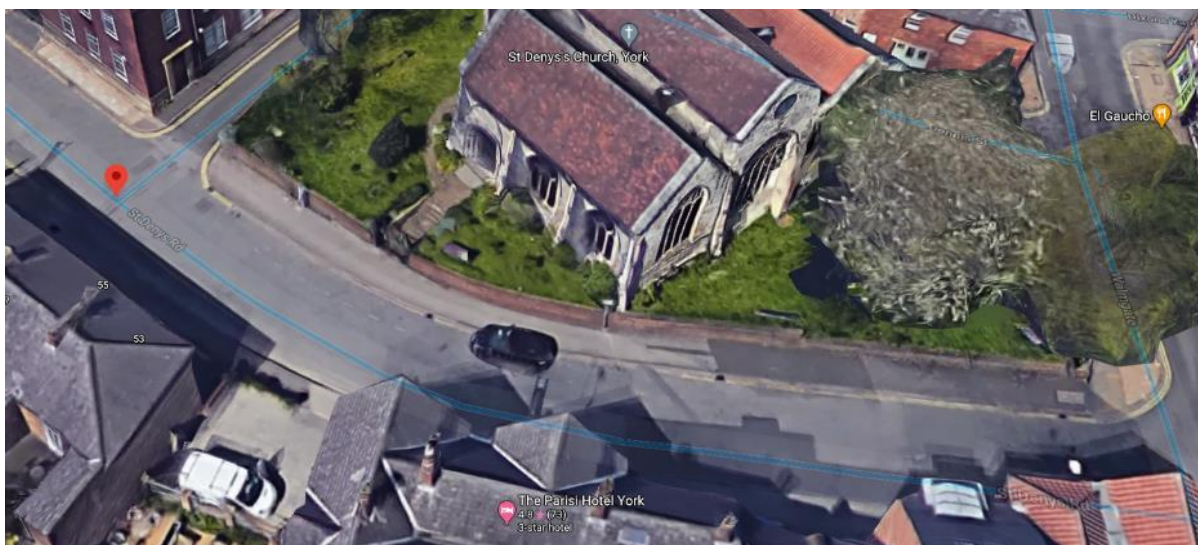
my carer is only with me for a few hours so the further we park away from the shops gives us less time to shop and in bad weather i would get soaked	Thank you for your comment and information on the suitability
Have struggled in this area with appointments	Thank you for your comment and information on the suitability
Limited use due to distance from shops	Thank you for your comment and information on the suitability
This will force cyclists wider in the road with buses and other traffic. Traffic calming and 20mph (enforcement) required.	Thank you for your comments on the potential danger to cyclists on the road at this location
Ok for marks and Spencer's and shambles but no good otherwise	Thank you for your comment and information on the suitability
See previous comments	
Too far away from anywhere	Thank you for your comment and information on the suitability
None	
Pointless. Not in useful location	Thank you for your comment and information on the suitability
I believe that Garden Place would be a better, slightly closer site for blue bays, as well as a better site for a taxi rank - in fact, move the taxi rank to Garden Place and site the blue bays down St Andrewgate, where you'll get twice as many in and then don't bother taking out the cycle racks on Blake Street!	Thank you for your comments and suggestion of an alternative location.
The Stonebow although it's not too far from the foot streets. Unfortunately, knowing the area, self propelling a wheel chair in that area is not easy due to the pavements, and the incline to the foot streets. I'm not strong enough to do that.	Thank you for your comment and information on the suitability
This would seem to be the most uncontroversial area of all.	Thank you for your comments
What am I supposed to do with the first question each time? Surely it's intended for blue badge holders only? My answers are simply placefillers.	Thank you for your comments on the survey
No.	
Too far from shops etc to be of use to me	Thank you for your comment and information on the suitability
Ok but you still need more central spaces nearer to shops and amenities	Thank you for your comments
Again, stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!	Thank you for your comments

I would use these spaces to go to my dentist or the Methodist church - but only if I couldn't find a space on St Saviourgate.	Thank you for your comments and information on the suitability for access to local amenities
A useful area to park.	Thank you for your comment and information on the suitability
This area is much too hilly for me to park in. I'm unable to walk or wheel up the hills.	Thank you for your comment and information on the suitability
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	This location does not propose the removal of any cycle bays.
Not near enough shops	Thank you for your comment and information on the suitability
This will work.	Thank you for your comment
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	Thank you for your comment
Good location to nip in and out for people with autism learning disabilities sensory disorder and of course walking problems	Thank you for your comment and information on the suitability
I wouldn't get out of my care here it is dangerous	Thank you for your comment and concerns on the safety of vehicle access at this location
I wonder if spaces further away from shops/attractions should have a longer maximum to allow for them not being as close to most destinations	Thank you for your comments and suggestion of additional time period
This is a difficult one as it is up hill to the centre so not ideal for people with limited mobility	Thank you for your comment and information on the suitability
These bays are too far from the city centre. The council must remember that many disabled people have extremely poor mobility and need very close vehicle access.	Thank you for your comment and information on the suitability
I refer you to my previous remarks.	
This location isn't great due to the busy route of buses using Stonebow which puts disabled people at risk of being injured in this location.	Thank you for your comment and concerns on the safety of vehicle access at this location
OK	
No	
If Stonebow is to be narrowed as part of the Hungate proposals will parking still be allowed if it reduces the carriageway to one lane?	It is proposed to reduce width of The Stonebow as part of the Hungate development and it would not be possible to retain the bay at that time, although there is currently no time frame for that work to be undertaken.

Good for city access and wide pavement.

Thank you for your comment and information on the suitability

**Annex H - St Deny's Road**



Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).	
Too far From city centre to be useable for limited mobility	thank you for your comments
Should stay as it is now.	thank you for your comments
Not as much value for us anyway	thank you for your comments
POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.	thank you for your comments
To far from shops to be of any use	thank you for your comments
This is a useful location, particularly for the restuarants and businesses on Walmgate.	thank you for your comments
again not particularly useful to me unless I visit Walmgate	thank you for your comments
i rarely park in any of the other areas previously mentioned. i use the St. Deny's access nearly every time. i find this location very convenient for where i live and access York. i like the current situation where it is within the marked bay parking area and enjoy the fact there is no time limit, this means i can enjoy the benefits of York without being under pressure to return. this extra time is the greater assistance for disabled people	thank you for your comments
No personal use	thank you for your comments
Another area of York which will be useful for people arriving through Walmgate Bar or coming up Piccadilly having arrived over Skeldergate Bridge.	thank you for your comments

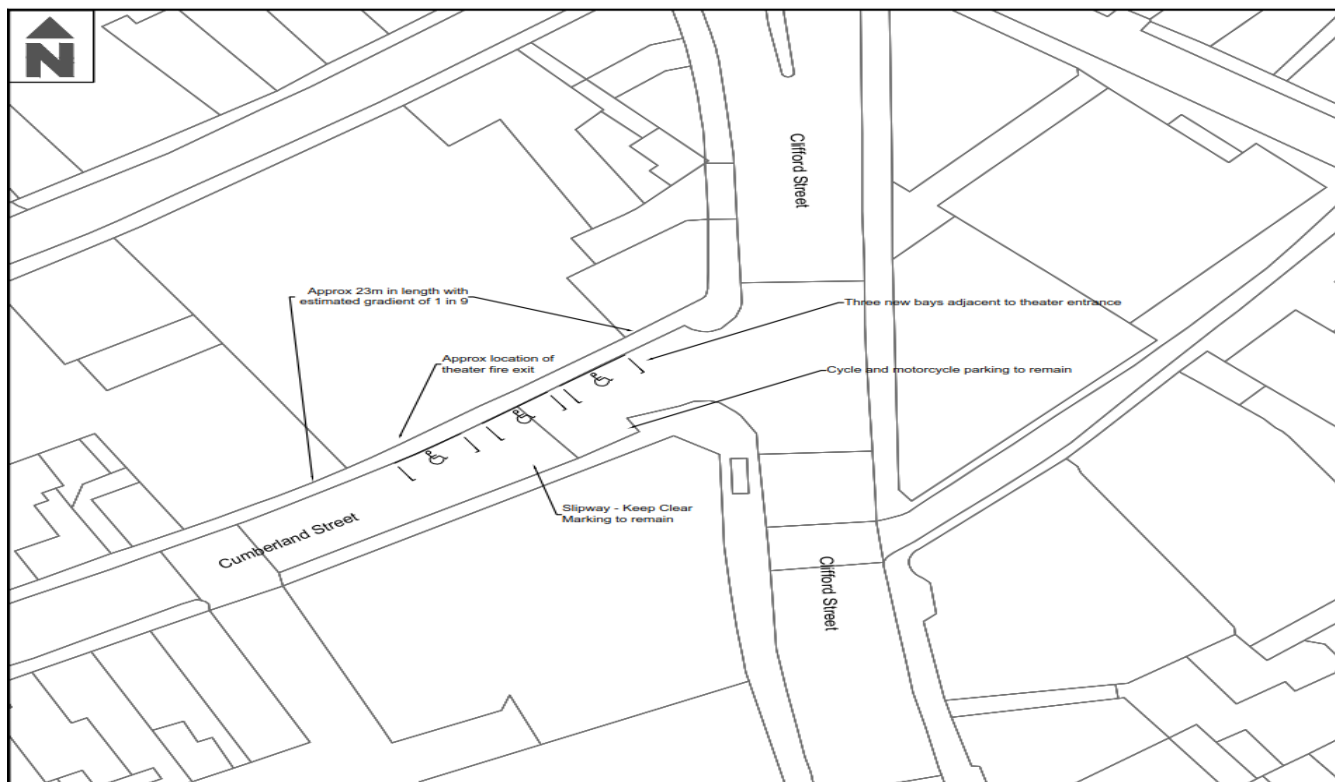
Allow room for wheelchair vehicle ramps to be deployed	individual bays could ensure room for vehicle ramps to be used in the bays
No effect on me	thank you for your comments
Ok for the bottom end of town. When I want to park down here though I've been using the bays outside of Spark, just down from the mini roundabout. This is better because it is wider, the kerb is lower and it is closer to town.	thank you for your comments
Would impact on residents parking so not the best location and not close to city centre shops	thank you for your comments
Not affected	
Shops need to be restocked	this location will not affect vehicles delivering to shops
Too far out of city centre for me personally	thank you for your comments
3 hour rule again not helpful.	thank you for your comments
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	thank you for your comments
Already park there very often but dedicated disabled bays would stop people parking there who can park further away and walk	thank you for your comments
None	
Handy if eating in Fossgate or horrible Spark	thank you for your comments
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and other facilities for those of us with disabilities.	thank you for your comments
I can't walk that far to access town.	thank you for your comments
This is close to the DWP assessment centre so is vital for Blue Badge holders	thank you for your comments
None	
Too far to walk for coney street for disabled people	thank you for your comments
1 hour, allows more disabled persons to use, and we often take much less than this. so 2 hours max???? More severe Disabled people mostly want to be out for less than 2 hours	thank you for your comments
Too far from city centre.	thank you for your comments
Would prefer existing arrangements to continue without any changes	thank you for your comments



See previous comments	
Too far from City Centre	thank you for your comments
Too far away from shops	thank you for your comments
As previous	
Too far away	thank you for your comments
None	
Moderately useful for access to Walmgate.	thank you for your comments
I'm not sure how many disabled bays are needed in York in total, so I think some, like these which are close to many independent small traders in particular, should act as shared bays.	thank you for your comments
St.Denys Road is again too far from the foot streets for me to be able to self propel myself there.	thank you for your comments
Another uncontroversial area, with little footfall of those with disabilities or small children?	thank you for your comments
no comments here	
No.	
This area is not very flat which makes it difficult to push.	thank you for your comments
Yeah but you need more central spaces, long way for disabled people to get to the centre	thank you for your comments
Once more, stop making blue badge access an afterthought after loading, deliveries and local businesses. If the council wants to be truly anti-discrimination, then access to city centre for disabled people needs to be unconditional and without having to beg, wait or be frustrated!	blue badge parking is not an afterthought, the mitigations are required due to concerns about vehicle access in to the pedestrian zone
I would (and do currently) use these spaces to access Walmgate - an area that is otherwise very difficult to access.	thank you for your comments
This is probably an area a little far out for me to walk into the shops I use.	thank you for your comments
This is a good area to park as it is flat and has good quality pavements. However it's only useful if I have wanted to access a very select few businesses. These businesses moved so it's no longer of use. This location doesn't help me access the footstreets.	thank you for your comments
These bays will be too far out for physically disabled.	thank you for your comments
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	thank you for your comments
Ideal for quick in and out and use for learning disabilities with autism and sensory walking problems	thank you for your comments

Good location	thank you for your comments
Disability unfriendly.	thank you for your comments
It's a OK place for both local business and disabled people to park here. Although there are bays near Lloyd Bank and the old Argos store these could be changed into disinated disabled bays only as these are a better chose for accessibility into the city centre with safe pedestrian crossings nearby.	the bays at Lloyds Bank are shared bays but do have different hours of operation
OK	
Too far away from shops, banks and other cultural venue for those who have mobility problems	thank you for your comments
No comments	
Good city access and good pavements for wheelchairs.	thank you for your comments

**Annex I - Cumberland Street, Adjacent to the Grand Opera House**



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>Narrow streets, lots of pedestrians and buses, as well as delivery vehicles. This makes turning around, coming in and out, very stressful. There's then an extremely busy road to cross, which can be dangerous for disabled people</p>	<p>Cumberland Street is a wide one way street with no bus movements, although it is linked to the city centre via Clifford Street and Nessgate, which has a signalised crossing point to access the pedestrian area.</p>
<p>Most scooters only go to 1 in 8 gradient</p>	<p>Thank you for comments and suitability of Scooters to use the route.</p>
<p>Yes this would be a useful siting</p>	<p>Thank you for your comments</p>
<p>Sharing would only work if enforcement is kept up</p>	<p>Thank you for your comments the enforcement would be undertaken by the Councils Civil Enforcement Officers</p>
<p>Again a bit further out but there is a cut through</p>	<p>Thank you for your comments</p>
<p>POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.</p>	<p>Thank you for your comments</p>
<p>Ideal for theatre and close to shops</p>	<p>Thank you for your comments</p>
<p>Visiting the city centre in a wheelchair is hugely unappealing because of the state of the pavements and not properly dropped kerbs.</p>	<p>Thank you for your comments on the suitability of the pavements in the location</p>

Traffic wardens would have to really keep eye on this area as everyone parks there ( not showing blue badge)	Thank you for your comments the enforcement would be undertaken by the Councils Civil Enforcement Officers
This is a poor location. It is a narrow road on a hill. Many pedestrians use this road. It is hard for drivers to turn around in the road and is likely to create danger for pedestrians when drivers go to the bottom of the road to turn around. I do not think additional vehicle traffic should be encouraged to use this road.	Cumberland Street is a wide one way street and vehicles would exit via Lower Friargate.
it is on a steep incline.. not good for a walking disability	Thank you for your comments on the suitability of the area due to steep incline
Important for many cultural and social activities in the area	Thank you for your comments on the available amenities that this will open up
These spaces would be useful when I take the blue badge holder to the opticians	Thank you for your comments on the suitability of this location
Narrow street. With pedestrians at the bottom. Don't think this is a good area.	Thank you for your comments on the suitability of this location
Allow room for wheelchair vehicle ramps to be deployed	individual bays could ensure room for vehicle ramps to be used in the bays
This is a great idea for disabled holders wanting to walk into the city centre. The gradient is a bit steep but I personally would be ok with it. From my perspective though - I'm not a fan of this side street from a safety point of view. I prefer to park in the ResPark scheme the opposite side of the fire station.	Thank you for your comments on the suitability of this location
I suppose flooding may be an issue at certain times	Thank you for your comments
Not affected	
Speaking for myself this area is too hilly for me to walk in so i could not be going in this area	Thank you for your comments on the suitability of the location due to the incline of the hill
Longer than 3 hours from 06.00 pm to 11.00pm	Thank you for your comments on the time duration of parking at this location
Flooding an issue yearly it seems. Quite often wont be accessible because of deliveries, and danger of parking in evening so close to pubs and theatre entrances.	Thank you for your comments on the suitability of this location
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	Thank you for your comments on the suitability of this location
This area is always busy with delivery lorries and is very difficult to access.	Thank you for your comments on the suitability of this location
None	
Dedicated Blue Badge Parking here essential for visits to the Grand Theatre. More bays on King Street at the other side of the theatre where disabled access to the theatre is located would be even better and more appropriate, please.	Thank you for your comments on the Step free access to Grand Opera House

I need to access Specsavers and this is a little nearer than Castle carpark but given my walking difficulties Castlegate was perfect and much nearer for me. The last time I had to do that walk I had an angina attack. The other issue is that Cumberland Street is on a hill and I have breathing difficulties as well as walking problems and heart problems.	Thank you for your comments on the suitability of the location due to the incline of the hill
This is the closest parking for the GOH and courts for disabled people. Others should not be able to block this opportunity to park	
great for the theatre	Thank you for your comments on the suitability for local amenities
Really useful for people attending the theatre and near by restaurants	Thank you for your comments on the suitability for local amenities
That slope is really steep- I wouldn't park there as it would be very hard to get out of the car safely.	Thank you for your comments on the suitability of the location due to the incline of the hill
None	
STILL TOO far to Walk	Thank you for your comments
2 hours max is best	Thank you for your comments on duration
Useful for theatre.but 3hours may not be long enough	Thank you for your comments on duration
Please retain existing set-up	Thank you for your comments
See previous comments	
this looks difficult for a fire engine to get down	Prior to any installation of bays vehicle tracking would be undertaken to ensure that vehicle movements could be undertaken safely
As the user of a manual wheelchair, I would not be able to use these spaces, as the gradient is too steep. I do not think that they are an adequate solution to the current problem.	Thank you for your comments on the suitability of the location due to the incline of the hill
this parking would be difficult as it is on a hill	Thank you for your comments on the suitability of the location due to the incline of the hill
OK for theatre and part of Coney St	Thank you for your comments on the suitability of this location
These spaces would be particularly useful for theatre-going.	Thank you for your comments on the location and access to local amenities
It is still too far away	Thank you for your comments
As previous	
None	
You will end up with people restricting access if they park down here for any length of time.	Prior to any installation of bays vehicle tracking would be undertaken to ensure that vehicle movements could be undertaken safely
Difficult to access, both on foot and by vehicle	Thank you for your comments on access by foot & vehicle

These side roads are often cramped with many vehicles, the gradient is rather steep and pavement provision leading to the nearest crossing is poor. I don't believe this road is suitable for blue bays.	Thank you for your comments on the suitability of the location due to the incline of the hill and the condition of the footpath
Cumberland Street is closer to the shopping area. It's only drawback is that it has quite a steep incline, which makes self propelling very hard.	Thank you for your comments on the suitability of the location due to the incline of the hill
Not limiting the time to 3 hours would mean that it would be possible to use these bays for attending theatre productions.	Thank you for your comments on the time duration of parking at this location
Seems fairly uncontroversial?	Thank you for your comments
no comment	
The theatre disabled access used to be in King Street, has it been relocated to this road? If it still is in King Street, the slope here being so considerable, when using the theatre having to go around to King Street would prove difficult. The surfaces are also very poor here.	Thank you for your comments on the Step free access to Grand Opera House
No.	
These spaces would be of use for the theatre but, due to the gradient, it is impossible for me to push up the hill without assistance which is not generally available to me.	Thank you for your comments on the suitability of the location due to the incline of the hill
It's ok but the best thing you could do is just leave everything as it was before you took parking away from disabled people trying to access the city centre	Thank you for your comments
This area is on a slope which is difficult for some disabled people to navigate. The road clearly marks access needed for the lifeboat. Any parking must guarantee that unimpeded. We've had enough river deaths in recent years.	Thank you for your comments on the suitability of the location due to the incline of the hill
I suspect that how much these spaces were used (certainly my use) would depend on the availability of blue badge spaces in / outside Castlegate car park - specifically, in my case, spaces suitable for large vehicles. I can only travel in a modified ambulance, which is too big for most of the disabled spaces (or any spaces!) inside Castlegate car park, especially once you add space for rear ramp plus wheelchair	Thank you for your comments on the size of the spaces for your vehicle
I assume the numbers of residents parking spaces would be reduced by this proposal. Zone R11 is already over subscribed and more buildings are becoming residential. While I appreciate the difficulties for disabled people, existing residents also have rights.	This proposal will not remove any residents parking provision at this location
I don't really go here.	
This will work.	Thank you for your comments
Flooding in winter	Thank you for your comments
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	Thank you for your comments on time duration at this location

Great location but not for us due to sensory disorders and this is on a slope but ideal for people who don't have this problem	Thank you for your comments on the suitability of the location due to the incline of the hill
not a great place for wheelchairs users on a steep hill	Thank you for your comments on the suitability of the location due to the incline of the hill
blue badge spaces available for the length of performances at the opera house, and allowing for people wanting to have a drink etc first. Some work with local businesses and taxis to help understanding of the impact of using the yellow lines to park or sit and wait	Thank you for your comments on time duration at this location
The Blue badge spaces should be at the top due to mobility issues	Thank you for your comments on this position of this location
This would be good close access to Coney Street or visiting the Theatre or Court.	Thank you for your comments on this location and the available access to nearby amenities
OK	
Slightly worried that this location is in an incline which makes it harder to use for those using walking aids	Thank you for your comments on the suitability of the location due to the incline of the hill
This area is used for deliveries to the Grand Opera House and is the route the York Rescue Boat takes to access the river. The bike racks were angled to ensure the boat can comfortably get through but blue badge parking could make it difficult again.	Prior to any installation of bays vehicle tracking would be undertaken to ensure that vehicle movements could be undertaken safely
Again monitoring and consequences, especially Delivery drivers who are use to doing as they want! Who tells then?	The bays would be enforced by the Council Civil Enforcement Officers
Good city access.think this area should be for shorter waiting time but it would need to be policed so that people donot overstay.	Thank you for your comments on the duration. The bays would be enforced by the Council Civil Enforcement Officers

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## Annex J - Lord Mayor's Walk



Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).	
It would be better to remove all parking on Lord Mayor's Walk and use the space a a two way off road cycle lane	The proposal is outside of the scope of the report
Some marked disabled bays would be useful, but only for 3 hours otherwise students would park up all day.	the area would either BB Parking bay or remain residents Parking, so Student could only park with a Permit
This would not be valuable for us	Noted
To far out for me	Noted
What is the proposed benefit of additional on-street disabled parking in this location, so close to the existing (and newly expanded) disabled parking available in Monk Bar car park?	Slightly closer location but the Council is trying to ascertain if there is a benefit to blue badge holders
Far too far away	Noted
POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.	The proposals are mitigation measures, we are unable to provide a parking space for all Blue Badge Holders
This is not an especially useful location. It is dangerous to provide Blue Badge parking on a main road because it is not a safe location for a disabled person to exit their car onto the road (if they are the driver).	Noted
not useful for me	Noted

Not personally of use BUT the university is currently important for Covid testing	this would hopefully only be a short term requirement
Allow room for wheelchair vehicle ramps to be deployed	this would be considered in the marking of any individually marked bays
To be frank, not close enough. Bin this and forget it. Kerb high, traffic flow too heavy, and non-disabled residents need these spaces. Too dangerous for disabled users.	Thanks, comments noted
Quite a way from city centre and not that suitable for disabled as detailed above plus will impact on residents parking if changed to blue badge only	thanks comments noted
Not affected	
Again this area is too far away for me personally and would meant to on much walking	thanks comments noted
This location would be useful for visitors to York rather than residents	
Too far out of city centre for me personally, the reason I have a blue badge is because I can't walk far	Thanks, comments noted
One would require longer parking time to access most of the facilities in the centre of town	extended duration of parking could be considered
Unfair on residents. Not close to shops really. Other areas probably easier to transform.	Thanks, comments noted
This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	Thanks, comments noted
This area is too far to walk but would be ok if using a mobility scooter	Thanks, comments noted
None	
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.	thank, Comments noted
I can't walk that far.	thanks comments noted
I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect	thanks comments noted
not close enough to town for me	thanks comments noted
So far you have not shown me any additional parking that would help me come back to the city centre. They are all too far out for my disability	
None	
TOO far to WALK	thanks comments noted
2 hours enough	this would help to increase availability of spaces but a lot of comments state the area is too far out, so may not leave sufficient time to make the amenities accessible
Please retain existing arrangements	thanks comments noted
This is a bit for the route but would be useful for university	thanks comments noted
See previous comments	

Too far from city center!	thanks comments noted
why are all the sites on the wrong side of york to where we live .why not more at castle side	The Council are looking at mitigating measure across the city and there is currently a large number of parking in Blue Badge
Too far from anywhere	thanks comments noted
Ok for top part of Goodramgate but that's all	thanks comments noted
As previous	thanks comments noted
Too far out	thanks comments noted
None	
Pointless	
This would be a good site for blue bay users to access Gillygate and go round to the theatre, though pavement provision towards Monkgate is poor. These bays could be shared with local residents and loading.	good to know, any restrictions from the footpath
Lord Mayor's Walk is for me, too far to enable me to self propel to the foot streets.	thanks comments noted
The traffic down here is a real issue for those with blue badges requiring to get in and out of their cars?	thanks comments noted
no comment	
No.	
This is a bit too far from the City centre to be of any use.	thanks comments noted
A little too far from most places I go to - to be of use to me personally	thanks comments noted
This is too far away and difficult to get access inside the walls.	thanks comments noted
Useful if you want to go to the uni or couple cafes not to access the centre, as all the suggestions so far, it's too far	thanks comments noted
Residents on Lord Mayor's Walk already have a hard time parking anywhere near their houses. The car park is just around the corner. Blue badge bays here would be more of a PR exercise than be genuinely helpful to anyone.	thanks, the area is residents parking and currently well used so this would have a knock on affect
Personally I would only use these spaces occasionally - because I don't often need to visit this area of town - especially as the area is quite tricky in a wheelchair. However, for the times that I do want to visit Goodramgate, these spaces would be very helpful - and without nearby parking I certainly couldn't access this part of town.	thanks comments noted
This area is to far for me to walk into the centre of town.	thanks comments noted
I don't agree with removing the resident's parking to make it into Blue Badge spaces. Particularly as these spaces would be too far away to access the footstreets.	thanks comments noted
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	cycle parking is outside of the scope of this report
This proposal is too faraway from city centre for seriously disabled users.	thanks comments noted
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	thanks comments noted
Ideal for blue badge users only	thanks comments noted

I think the more options there are, the better. My situation means that I could use these spaces and that would leave the closer spaces for people who need to be much closer than I do.	thank you for your comments
Good location but we cannot take every space away from non blue badge holders in places across the City.	thanks comments noted
Again, these spaces are so far from city centre amenities as to be completely useless for people with poor mobility. They are effectively inaccessible to me and many other disabled people.	thank for your comments
Not really much point of disabled bays here due to the Carpark over the road with disabled bays already there.	thanks comments noted
OK	
Too far away from modt shops, banks, cultural activities etc etc	thanks comments noted
No comments	
Not a good location if cars are still allowed under the bar as far as Deangate as narrow pavements.	Thanks this would be additional mitigation measure

**Annex K - St Leonard's Place, outside De Grey Rooms**



<p>Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).</p>	
<p>This interrupts the cycle lane, whilst disabled parking is important, so is the safety of cyclists at this very difficult junction</p>	<p>The location is already a taxi rank, so the introduction of a blue badge bay will just replicate the current situation</p>
<p>It might be difficult to get mobility equipment out as it is right on a fairly busy road.</p>	<p>Thank you for your comments and safety concerns about this location</p>
<p>Busy junction during day, but would be useful to access both city shops and cultural activities due to limited availability of any parking in this area.</p>	<p>Thank you for your comments on the accessibility of local amenities and safety concerns about this location</p>
<p>A useful site but rather a congested area for getting in and out of a vehicle if you have mobility issues</p>	<p>Thank you for your comments on the accessibility of local amenities and safety concerns about this location</p>
<p>The taxi rank at this location should be deleted entirely to enable the pavement outside Monk Bar to be widened and improve the setting of the listed city walls.</p>	
<p>Although they could be parking bays, they are in a dangerous position, in my view. The road is too congested already, in that area.</p>	<p>Thank you for your comments and safety concerns about this location</p>

WITH THE NUMBER OF LARGE VEHICLES USING THIS JUNCTION I WOULD HAVE CONCERNS FOR DRIVERS USING WHEELCHAIRS.	Thank you for your comments and safety concerns for accessing and exiting vehicles at this location
This is not a safe location. It is dangerous for disabled people to have to exit their car onto a busy main road.	Thank you for your comment and safety concerns about this location
I think it's important to have a taxi rank available throughout the day as I sometimes use taxis and they need to be close to town for access	Thank you for your comments
difficult with buses	Thank you for your comments and concerns about safety in this location
I can only think of the visits to the Art Gallery, although more attractions are in the area	Thank you for your comments about this location and access to local amenities
An important location for cultural activities... theatre, art gallery etc	Thank you for your comments about this location and access to local amenities
This area gets very busy with traffic. Not a good area if someone is trying get out a wheelchair or put one away having returned to the car. Could be dangerous.	Thank you for your comments and concerns about safety in this location
Allow room for wheelchair vehicle ramps to be deployed	
Non-starter. Too busy, traffic flow too high. Imagine trying to park here when Gillygate is backed up. Send someone out to try it! And when they come back, give them 2 Valium. They'll need them.	Thank you for your comments and concerns about safety in this location
Perfect for city centre however busy bus route so not easy to get in and out of car with passing traffic plus close to Bootham car park which is probably more suitable	Thank you for your comments and alternative suggestion
Not affected	
Again for me it would involve a lot of walking so i would not be looking to park in this area	Thank you for your comments on the suitability of the location
The usefulness of the location would be greatly reduced if the bays were not available during evening theatre opening times	Thank you for your comments on the times of operation
This area is already busy with buses. It's tight at the best of times. Disabled drivers see previous entry	Thank you for your comments and concerns about safety in this location
I think this would impact the free movement of other road users and is not a suitable ort safe place for disabled drivers to get into/out of their vehicles.	Thank you for your comments and concerns about safety in this location
Disabled people go to the theatre....therefore to close the for taxis whilst the theatre is open is nuts. Times have changed....these day most people can hail a taxi by mobile phone. The idea of lines of taxis waiting for fares in the centre of town is a waste of facilities for disabled people. Taxi rules should be changed except for bus and train stations.	Thank you for your comments and suggestions

This space would enable my grandfather to enter the area of town without having to walk far as he struggles with walking any long distance	Thank you for your comments on the suitability of the location
This area is very busy and potentially dangerous as people are not used to cars parking there.	Thank you for your comments and concerns about safety in this location
None	
I don't think deliveries should be allowed during pedestrian hours anywhere in York and I think Castlegate needs to be fully paved so the eateries can thrive there. Coppergate centre is mostly shady so this is a warmer place and Coney street is always in shade too.	Thank you for your comments on deliveries.
Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.	Thank you for your comments
This would be useful to access the art gallery. I think you could create more disabled parking outside the gallery itself. Some cars already park there and dedicated disabled parking would be very helpful.	Thank you for your comments and suggestion for alternative locations
I don't think these spaces are very suitable for disabled drivers or any other vehicles given the proximity to the junction and business of the road	Thank you for your comments and concerns about safety in this location
great for the theatre and art gallery	Thank you for your comments and suitability for local amenities
For it to be simple and clear taxi or blue badge holders at all times of the day. The less confusion there is the better	Thank you for your comments
None	
its confusing when bays are shared with taxi drivers	Thank you for your comments on shared spaces
Very useful for theatre if you could get in for taxis	Thank you for your comments and suitability for local amenities
This is a sensible option	Thank you for your comments
See previous comments	
Good for theatre, but get there early!!	Thank you for your comments and suitability for local amenities
Too far away from shops	Thank you for your comments on the location
Important for Theatre etc.	Thank you for your comments and suitability for local amenities
Looks a dangerous busy location for getting in and out of the car.	Thank you for your comments and concerns about safety in this location
None	

Dangerous. Shouldn't even be considered. Will be affected by changes at Bootham bar and is far too high traffic levels to be considered. Possible danger to cyclists	Thank you for your comments and concerns about safety in this location
I think this site is at too busy a junction for there to be either a taxi rank or any kind of parking space here, especially if its removal would aid a much better quality redesign of Bootham junction with significantly better cycling and walking safety.	Thank you for your comments and concerns about safety in this location
St.Leonard's Place is reasonably close to Coney Street and other shopping streets I use quite regularly.	Thank you for your comments and suitability for local amenities
Allowing the bays to be for blue badge holders in the evening with no time restrictions would allow access to the theatre for performances.	Thank you for your comments and suggestion on time restrictions at this location
Was this a taxi rank? A lot of tourists/people about here for blue badge holders to be getting into and out of vehicles?	Thank you for your comments and concerns about safety in this location
no comment	
No.	
This would be very handy for me to visit art gallery and theatre Royal	Thank you for your comments and suitability for local amenities
This area would be most useful in the evening for the theatre but the issue of getting out of the car into a wheelchair on the side of the moving traffic is quite dangerous.	Thank you for your comments and concerns about safety in this location
Hard to get in and out of due to traffic, useful if you wanna go theatre or art gallery not so much else, be better in front of the art gallery	Thank you for your comments on the suitability for local amenities and concerns about safety in this location
Difficult location. Taxi rank really needed. Bus access around the theatre is excellent and second only to the railway station. Big question if blue badge parking is really required here or if priority needs to be given to busses and taxis and perhaps one dedicated blue badge bay for access to the theatre.	Thank you for your comments on this location
These bays would be particularly helpful when the radio car park spaces are all full (fairly regular occurrence). However, please also consider logistics with buses - it is a difficult area to manoeuvre through in a wheelchair when there are lots of people queuing at the bus stops, and crossing the roadcan also be quite difficult here.	Thank you for your comments and concerns on accessing the area in a wheelchair through the bus stops
Useful for the theatre and the art gallery's	Thank you for your comments and suitability for local amenities
This location would be useful for accessing the theatre. But only when the weather is right and I can use my powerchair etc. etc.	Thank you for your comments and suitability for local amenities
Although close to many city centre facilities I think that it is not a sensible location to block with parked cars	Thank you for your comments on suitability for local amenities and concerns on safety in the area
I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!	This proposal does not remove any cycle parking



This area should be used as a cycle way not for vehicle parking.	Thank you for your comments and alternative suggestion for this location
As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.	Thank you for your comments and concerns about time limited bays
Clearly needs marking use of Taxis ONLY a evenings so not to be misused	Thank you for your comments
too dangerous to exit drivers side. I would never park here.	Thank you for your comments and concerns about safety in this location
could half of it be for blue badge users in the evening? or something clearer than just sharing it	Thank you for your comments and alternative suggestion for this location
Again good location	Thank you for your comments
These bays would be extremely useful for theatre parking in the evening but if you allow taxis to use them they will undoubtedly take all of the spaces.	Thank you for your comments on the location
This is a bit of a dangerous place due to the volumes of traffic at the Gilligate Traffic light Junction and the amount of tourists who gather in this area. This could create more risk for disabled people. This would be best used for taxi drivers waiting or pick ups.	Thank you for your comments and concerns about safety in this location
Very good location but some worries re traffic coming through the traffic lights and making it difficult for those of us who are slow getting out of cars to do so safely and especially if mobility equipment needs unloading	Thank you for your comments and concerns about safety in this location
The theatre will attract many blue badge holders so it may not be possible for it to remain as a taxi rank except for very late at night. This location will be dependant on which traffic signal scheme gets the go-ahead as one option included a kerb build-out and more public realm in front of Bootham Bar.	Thank you for your comments
Good for access to city but location quite dangerous as car doors would be opening onto a very busy stream of traffic and cycles at that traffic light junction .	Thank you for your comments and concerns about safety in this location

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**City of York Council**  
**Equalities Impact Assessment**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Removal of exemptions for city centre access during the Pedestrian Hours – request to undertake Statutory Consultation		
<b>Lead officer:</b>	Helene Vergereau / Darren Hobson		
<b>Date assessment completed:</b>	10/06/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Helene Vergereau	Traffic and Highway Development Manager	CYC	Transport
Darren Hobson	Traffic Management Team Leader	CYC	Transport
David Atkinson	Head of Programmes and Smart Place	CYC	Transport
Ruhina Choudhury	Senior Solicitor	CYC	Legal

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>The proposal is to amend the exemptions included in the Traffic Regulation Order (TRO) for York's city centre area.</p> <p>The current TRO prohibits vehicles from accessing the footstreets between 10.30am and 5pm every day, with an exemption for vehicles with a Blue Badge on the streets listed below. Other exemptions apply for emergency vehicles and where access has been permitted by the Highway Authority (waivers).</p> <p>The aim of the proposal is to remove the access exemption for vehicles with a Blue Badge for the streets listed below.</p> <ul style="list-style-type: none"><li>• Blake Street</li><li>• Castlegate</li><li>• Church Street</li><li>• Colliergate</li><li>• Goodramgate (between Deangate and King's Square)</li><li>• King's Square</li><li>• Lendal</li><li>• St Helen's Square</li></ul> <p>The proposal also includes improvements to Blue Badge parking provision on the outskirts of the pedestrian area.</p> <p>The proposal aims to:</p> <ul style="list-style-type: none"><li>• Increase public safety and avoid danger to persons in areas of high footfall. The removal of the exemption will support the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack, by reducing the number of vehicles accessing the streets listed above, enabling the delivery of physical measures to restrict vehicular access during footstreet hours;</li></ul>

	<ul style="list-style-type: none"><li>• Reduce the level of conflict between vehicles and pedestrians, particularly in busy periods;</li><li>• Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area.</li></ul>
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<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Temporary arrangements currently in place - Under the City's Economic Recovery Plan and the Government's Safer Public Place Guidance, published in response to the Covid 19 pandemic, a Transport and Place Strategy was introduced for the City. Within this strategy, some temporary changes were made to the city centre footstreets to allow social distancing and to allow businesses to continue to operate during the pandemic. The footstreet hours were extended from 5pm to 8pm and access exemptions for Blue Badge holders were suspended in the streets listed above. These measures are currently in place until September 2021.</p> <p>This proposal – Relevant legislation includes:</p> <ul style="list-style-type: none"><li>• Road Traffic Regulation Act 1984 and associated regulations relating to TROs, under which local traffic authorities in England and Wales (outside London) may make permanent orders for the following purposes:<ul style="list-style-type: none"><li>○ To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;</li><li>○ To prevent damage to the road or to any building on or near the road;</li><li>○ To facilitate the passage on the road or any other road of any class of traffic (including pedestrians);</li><li>○ To prevent the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property;</li><li>○ To preserve the character of the road in a case where it is specially suitable for use by persons (...) on foot;</li><li>○ To preserve or improve the amenities of the area through which the road runs; or</li><li>○ To preserve or improve local air quality.</li></ul></li><li>• Equality Act 2010, which aims to protect people from discrimination in the workplace and in wider society. This includes the Public Sector Equality Duty, which means that public bodies have to consider all individuals when carrying out their day-to-day work – in shaping policy, in delivering services and in</li></ul>

	<p>relation to their own employees. It also requires that public bodies have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. The Equality Act 2010 covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.</p> <ul style="list-style-type: none"> <li>• Inclusive Mobility Guidance (Department for Transport 2005)</li> </ul>
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<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p>Key stakeholders for this proposal are Blue Badge holders who were able to access and park in the streets listed above during footstreet hours before the temporary changes were made to the access exemptions. Blue Badge holders' key interests include:</p> <ul style="list-style-type: none"> <li>• Adequate access to the pedestrianised area's shops and services for those living with a disability, impairment or reduced mobility;</li> <li>• Safety;</li> <li>• Amenities available in the footstreets and their accessibility.</li> </ul> <p>Other stakeholders include:</p> <ul style="list-style-type: none"> <li>• Other groups visiting the pedestrian area and accessing its shops and services; and</li> <li>• City centre businesses and service providers.</li> </ul> <p>Their interests are wide ranging and include suitable access by a range of transport modes (private car, taxi/private hire, deliveries, cycling, walking), safety, and amenities available in the footstreet area.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The proposal aims to:

	<ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall. The removal of the exemption will support the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack, by reducing the number of vehicles accessing the streets listed above, enabling the delivery of physical measures to restrict vehicular access during footstreet hours;</li> <li>• Reduce the level of conflict between vehicles and pedestrians, particularly in busy periods;</li> <li>• Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area;</li> <li>• Improve Blue Badge parking provision on the outskirts of the pedestrian area.</li> </ul>
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## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	<b>Source of data/ supporting evidence</b>	<b>Reason for using</b>
	Public consultation	<p><b>City Centre Access Project</b> - The extent of the footstreet areas has been subject to ongoing discussions for a number of years as part of the City Centre Access project in response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This had led to the approval of a first phase of anti-hostile vehicle measures for the existing permanent footstreet area, but with potential future phases to expand the area of protection.</p> <p><b>Temporary Covid measures</b> – When the temporary Covid measures were introduced, the Council engaged with approx. 450 individuals as well as advocacy groups representing thousands of people with disabilities and/or reduced mobility across the city. An open community brief detailed the main themes and challenges which these changes sought to address, and the summary of conversations with the city’s businesses and representative</p>



	<p>groups. The principles of the footstreets extension was broadly supported by a majority of respondents to the citywide survey, which was also reflected in the support from residents identifying themselves as disabled. There are tangible benefits for many, in particular blind and partially sighted, children and older people. However, the desire from many for footstreets and spaces to be vehicle free, while other Blue Badge holders request access to the otherwise pedestrianised roads, appear incompatible. These objections were articulated in a petition signed by 1093 people, including 501 York residents, calling for the reversal of the changes.</p> <p><b>Additional consultation undertaken for this proposal</b> – A consultation took place to review available Blue Badge Parking on the outskirts of the city centre. The engagement followed an open conversation approach, both online and offline, including direct conversations with individuals and advocacy groups and an open invite zoom workshop. This allowed detailed discussions to take place with those who wished to engage in depth, and captured general views through an online survey, which was distributed to nearby residents, city centre businesses, and paper based questionnaires distributed across the city as requested. In total there were 540 survey responses completed, of the completed surveys 270 were completed by Residents who are Blue Badge holders, 65 by residents who are not Blue Badge Holders, 69 by a carer of a Blue Badge Holder, 7 from businesses (including taxi drivers) and 129 skipped the question.</p>
<b>Research report</b>	<p>In addition, Disabled Motoring UK, a charity and advocacy group for disabled people, were commissioned to produce an independent review of York’s disabled access offer (see Annex A).</p>

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>	
Further feasibility work required for some of the proposed mitigation measures	Some of the proposed mitigation measures require further feasibility and design work as well as specific stakeholder consultation. This will be undertaken before implementation (as described in the main report).	
Medium and long term impact on stakeholders	Continuous monitoring and engagement with stakeholders to understand the medium and long term impacts of the changes and identify further mitigation where required.	

**Step 4 – Analysing the impacts or effects.**

4.1	<p><b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>
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<b>Equality Groups and Human Rights</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on older people.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, many older people support the proposed changes and will benefit from the reduction in the number of vehicles accessing the footstreet area, which means that those who are slower or unsure on their feet have a safer environment. Younger people, especially young children and families are also likely to benefit from the reduced number of motorised vehicles in the streets listed above.</p> <p><b>Negative impacts</b> – Older people are more likely to hold a Blue Badge and to have used the streets listed above for access to and to park in the city centre. Removing the ability to drive and park in these streets will increase the distance people with reduced mobility have to travel on foot or using a wheelchair or mobility scooter, making shops and services in</p>	<p><b>Mixed: Positive and Negative</b></p>	<p><b>High</b></p>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>the footstreet area less accessible during footstreet hours. This may also be applicable for some families with a Blue Badge holder.</p> <p>For example, for a Blue Badge holder accessing St Sampson’s Centre for the over 60s on Church Street, parking on Goodramgate would require travelling just over 110m without a car. Parking on Deangate, where disabled bays are proposed as part of the mitigation measures presented in the main report, will increase this distance to just under 350m. Parking on St Andrew Place would result in having to walk or use a mobility aid for just over 200m. The Dial a Ride vehicle will continue to benefit from access through Goodramgate to the St Sampson’s Centre.</p>		
<b>Disability</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on people living with a disability/mobility impairment.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, many people living with a disability support the proposed changes and will benefit from the reduction in the number of vehicles accessing the footstreet area, making it a safer environment for all users.</p> <p>The majority of people who identified themselves as disabled and responded to Our Big Conversation were in favour of the changes to the footstreets (60%), and more respondents agreed with the safety principles behind the footstreets than disagreed.</p>	<b>Mixed: Positive and Negative</b>	<b>High</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>The in depth discussions with disabled people and advocacy groups have reflected that many people with disabilities and/ or impaired mobility have benefited from the changes to the footstreets. This is particularly the case for those with visual impairments and other who identify as disabled or live with mobility issues, but do not rely on a car and blue badge parking. These users have generally noted the positive impact of the reduction in vehicles in the streets, reducing the risk of conflict.</p> <p>Some disabled people have also noted that pavement cafes have in some cases improved access to services, for example where hospitality venues without step-free access now offer tables and chairs outside. Although pavement cafes can also reduce accessibility where they block a footpath, do not have adequate barriers, or reduce access to a dropped kerb.</p> <p><b>Negative impacts</b> – People living with a disability/impairment are more likely to hold a Blue Badge and to have used the streets listed above for access to and to park in the city centre. Removing the ability to drive and park in these streets will increase the distance people living with disabilities/impairments have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during footstreet hours.</p> <p>The proposed changes would result in the loss of on street parking for approx. 30 Blue Badge vehicles across the streets listed above. The</p>		

<b>Equality Groups and Human Rights</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
	<p>proposed mitigation measures do not fully offset this as additional capacity is limited and the distance people will have to walk (or use a mobility aid) to access the most central areas of the footstreets will increase.</p> <p>For example, for a Blue Badge holder accessing the Post Office on Coney Street, parking on Lendal would require just over 200m without a car. Parking on Blake Street, where disabled bays are proposed as part of the mitigation measures presented in the main report, will increase this distance to just under 350m.</p> <p>For those who are not able to walk these distances, and are not able to use alternative solutions, the removal of the ability to park in those streets has had and will continue to have a significant impact, and will reduce the prospects of them visiting the city centre. As expressed through the consultation, they remain strongly of the view that Blue Badge access should be reinstated immediately.</p>		
<b>Gender</b>		<b>Neutral</b>	
<b>Gender reassignment</b>		<b>Neutral</b>	

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Marriage and civil partnership		Neutral	
Pregnancy and maternity	<p>The proposals have been identified as having a <b>mixed impact</b> on pregnancy and maternity when considering the potential impact on women who may experience pregnancy related impairment to mobility, especially in later stages of pregnancy. They may be eligible for a Blue Badge.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, many people living with a disability support the proposed changes and will benefit from the reduction in the number of vehicles accessing the footstreet area, making it a safer environment for all users. The change would also benefit mothers, fathers and carers of young children as the streets listed above would benefit from a significant reduction in motorised traffic during pedestrianised hours, providing a safer environment for young children.</p> <p><b>Negative impacts</b> – As noted above, women living with pregnancy related impairment to mobility may hold a Blue Badge and would have been able to park in the streets listed above to access the city centre. Removing the ability to drive and park in these streets will increase the distance people living with disabilities/impairments have to travel on foot</p>		

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during footstreet hours.		
<b>Race</b>		<b>Neutral</b>	
<b>Religion and belief</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on access to places of worship in the footstreet area for people who live with reduced mobility or a disability and have a Blue Badge.</p> <p>The key considerations (both positive and negative) are as those described above for older people and people living with a disability and apply to access to the St Sampson's Centre (Church Street), The Holy Trinity Church (Goodramgate), St Helen's Church (Stonegate), and St Martin le Grand (Coney Street).</p>	<b>Mixed: Positive and Negative</b>	<b>Medium</b>
<b>Sexual orientation</b>		<b>Neutral</b>	
<b>Other socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	The impact on carers, considering carers who may care for an adult or child living with a disability or impairment, reflects the impacts (both	<b>Mixed: Positive</b>	<b>High</b>



Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	positive and negative) on those living with disabilities, as described above.	and Negative	
Low income groups		Neutral	
Veterans, Armed Forces Community		Neutral	
Other	Not applicable		
Impact on human rights:			
List any human rights impacted	No human rights have been identified as impacted		

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
<p>The initial changes to the footstreets in response to Covid-19 were brought in at pace, under emergency powers, in response to the pandemic. They were accompanied by a number of mitigations which were then reviewed following an in-depth engagement exercise during the summer and autumn of 2020. This has resulted in a number of new mitigations being developed. These include:</p> <ul style="list-style-type: none"><li>• The mitigation measures proposed in the main report, focusing on improving the disabled parking offered in the vicinity of the footstreets;</li><li>• Continued exemption for access on Goodramgate for the Dial-a-Ride bus service providing access to the St Sampson's' Centre;</li><li>• Improved information on disabled parking and accessibility in York city centre;</li><li>• Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre; and</li><li>• A feasibility study considering the potential for an accessible city centre shuttle service.</li></ul> <p>The engagement undertaken to date is based on the "My" principles that have been developed in York as an open conversation approach, where the debate remains ongoing to make change together. The mitigations developed to date will continue to be considered and refined, whilst the strategic review of parking and access to the city will remain embedded in the engagement approach. Working collaboratively we can continue to improve York's accessibility offer.</p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p>
<ul style="list-style-type: none"> <li>• <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</li> <li>• <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</li> <li>• <b>Continue with the proposal</b> (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty.</li> <li>• <b>Stop and remove the proposal</b> – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.</li> </ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
<b>Option selected</b>	<b>Conclusions/justification</b>
<b>Continue with the proposal</b>	<p>The proposed changes are considered a proportionate means of achieving a legitimate aim. As presented above and in the main report, the aims of the proposal are to:</p> <ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall, supporting the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack;</li> </ul>

- Reduce the level of conflict between vehicles and pedestrians in the footstreets, particularly in busy periods;
- Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area.

The proposal also aims to mitigate some of the negative impact on Blue Badge holders by improving disabled parking provision on the outskirts of the pedestrian area. This will be implemented alongside other mitigation measures as listed below:

- Continued exemption for access on Goodramgate for the Dial-a-Ride bus service providing access to the St Sampson's' Centre;
- Improved information on disabled parking and accessibility in York city centre;
- Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre; and
- A feasibility study considering the potential for an accessible city centre shuttle service.

## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Disabled parking provision on the outskirts of the pedestrian area	Additional work to be undertaken to confirm the feasibility and deliver improved disabled parking provision on the outskirts of the pedestrian area	Helene Vergereau / Darren Hobson	Before the permanent changes are enacted (if the decision is taken to do so)
Accessibility information	Provision of improved information on disabled parking and accessibility in York city centre	Andy Kerr / Julian Ridge	Dec 2021
Quality and accessibility of parking (car parks), mobility aids, and routes to the city centre	Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre	Andy Kerr / Julian Ridge	Dec 2021
Accessible city centre shuttle service	Undertaking a feasibility study considering the potential for an accessible city centre shuttle service.	Dave Atkinson	Dec 2021

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	<p>The impacts of the proposal will continue to be monitored through the following activities:</p> <ul style="list-style-type: none"><li>• Ongoing liaison with blue badge holders;</li><li>• Ongoing consultation and liaison with communities of interest;</li><li>• Continuous review of the impact of highway measures, changes to government guidance, and compliance with equalities; guidance, and implement the mitigations set out in the report;</li><li>• Ongoing Business Community Engagement; and</li><li>• Undertake a strategic review of York's parking and access offer.</li></ul>

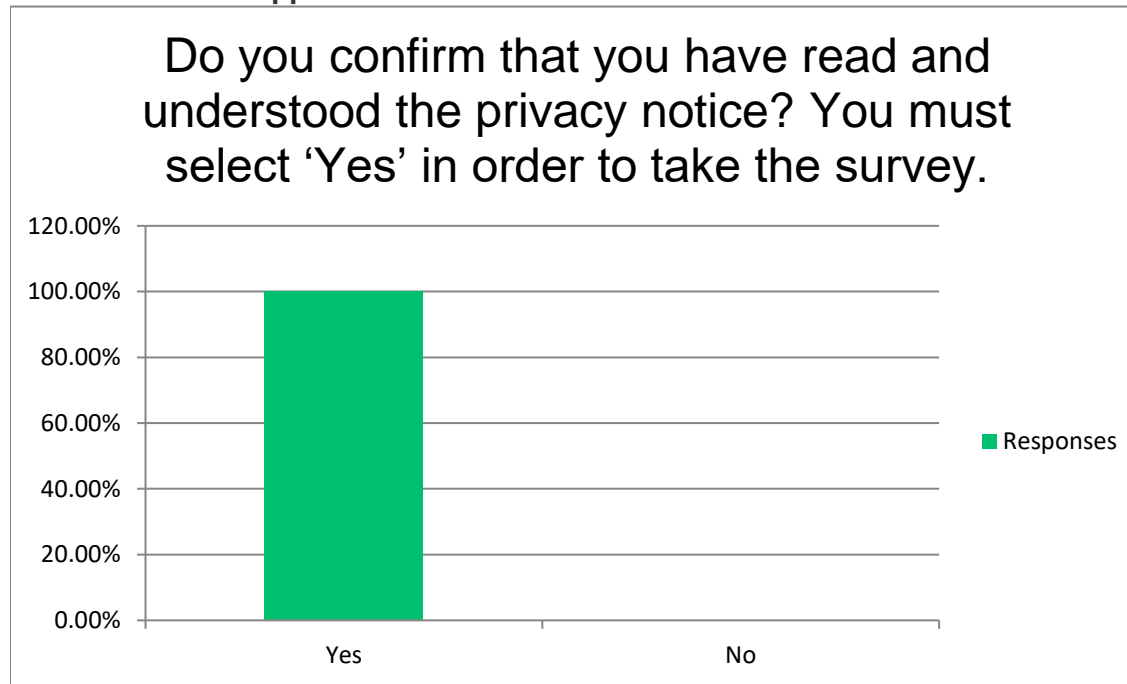


## City Centre Blue Badge Parking

Do you confirm that you have read and understood the privacy notice?

You must select 'Yes' in order to take the survey.

Answer Choices	Responses	
Yes	100.00%	540
No	0.00%	0
<b>Answered</b>		<b>540</b>
<b>Skipped</b>		<b>0</b>



City Centre Blue Badge Parking

**Postcode:**

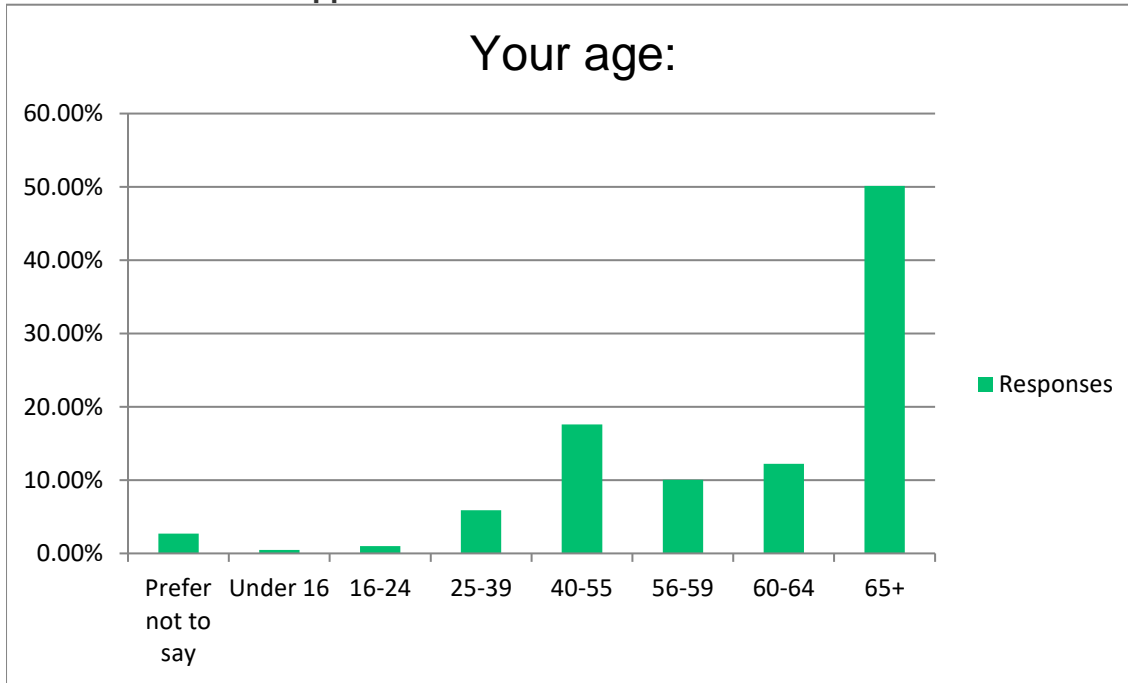
**Answered**            **363**

**Skipped**             **177**

City Centre Blue Badge Parking

Your age:

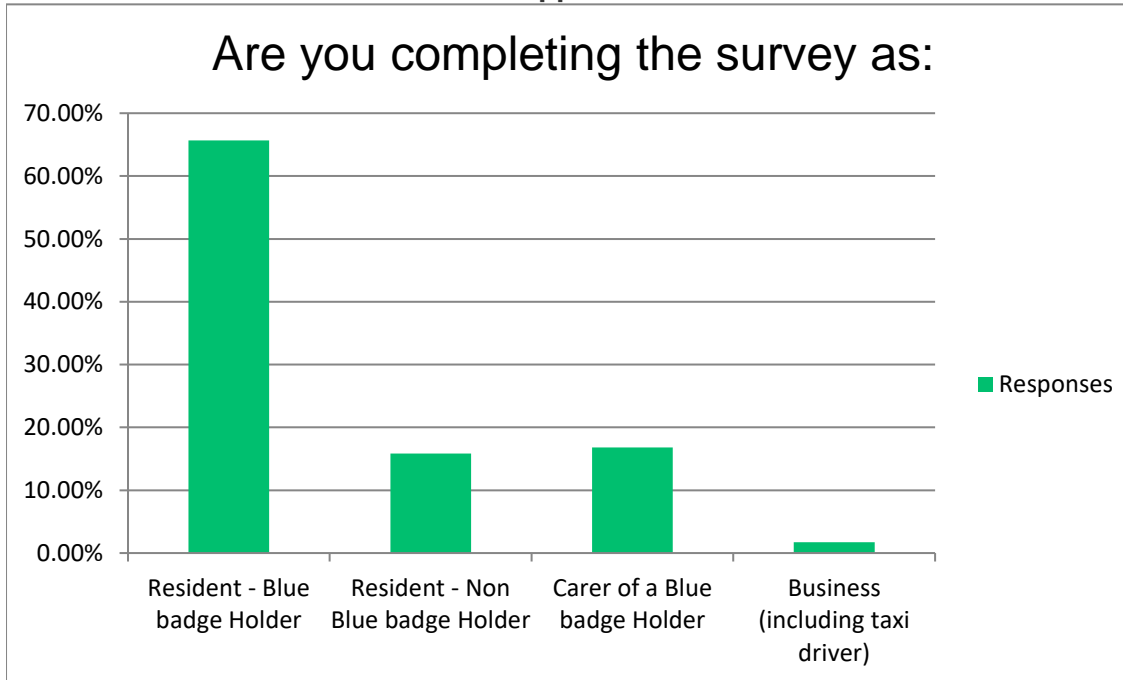
Answer Choices	Responses	
Prefer not to say	2.69%	11
Under 16	0.49%	2
16-24	0.98%	4
25-39	5.87%	24
40-55	17.60%	72
56-59	10.02%	41
60-64	12.22%	50
65+	50.12%	205
<b>Answered</b>		<b>409</b>
<b>Skipped</b>		<b>131</b>



## City Centre Blue Badge Parking

### Are you completing the survey as:

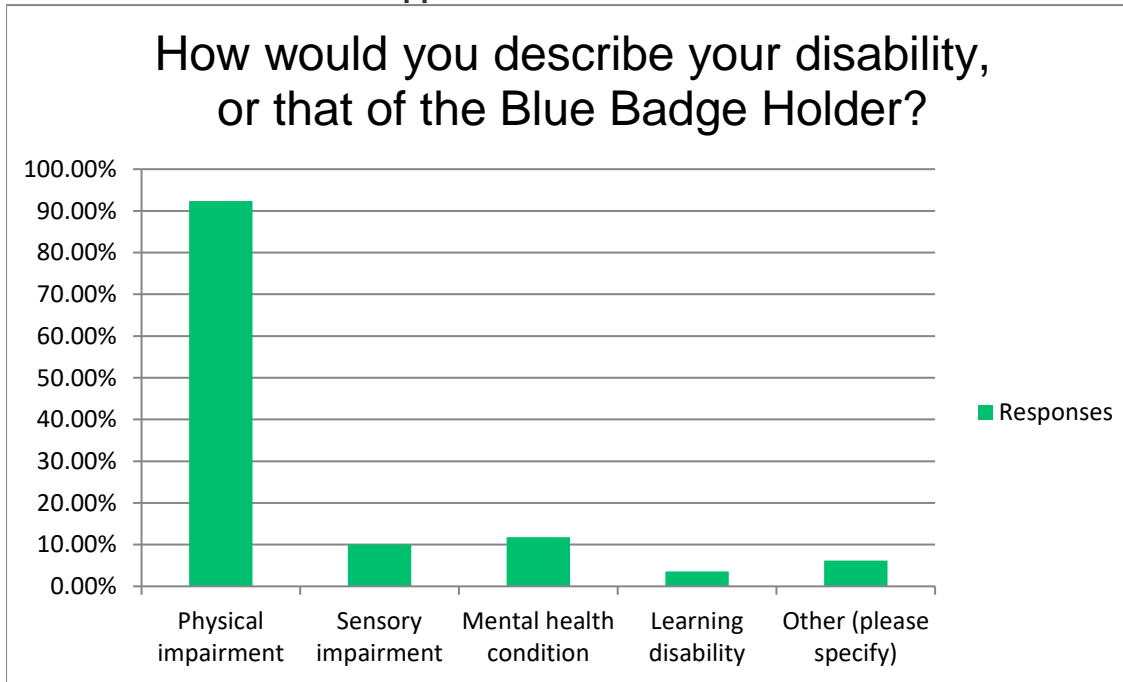
Answer Choices	Responses	
Resident - Blue badge Holder	65.69%	270
Resident - Non Blue badge Holder	15.82%	65
Carer of a Blue badge Holder	16.79%	69
Business (including taxi driver)	1.70%	7
	<b>Answered</b>	<b>411</b>
	<b>Skipped</b>	<b>129</b>



## City Centre Blue Badge Parking

### How would you describe your disability, or that of the Blue Badge Holder?

Answer Choices	Responses	
Physical impairment	92.33%	313
Sensory impairment	10.03%	34
Mental health condition	11.80%	40
Learning disability	3.54%	12
Other (please specify)	6.19%	21
	<b>Answered</b>	<b>339</b>
	<b>Skipped</b>	<b>201</b>



## City Centre Blue Badge Parking

### Image 1

Variable	1
Viewed	183

### Image 2

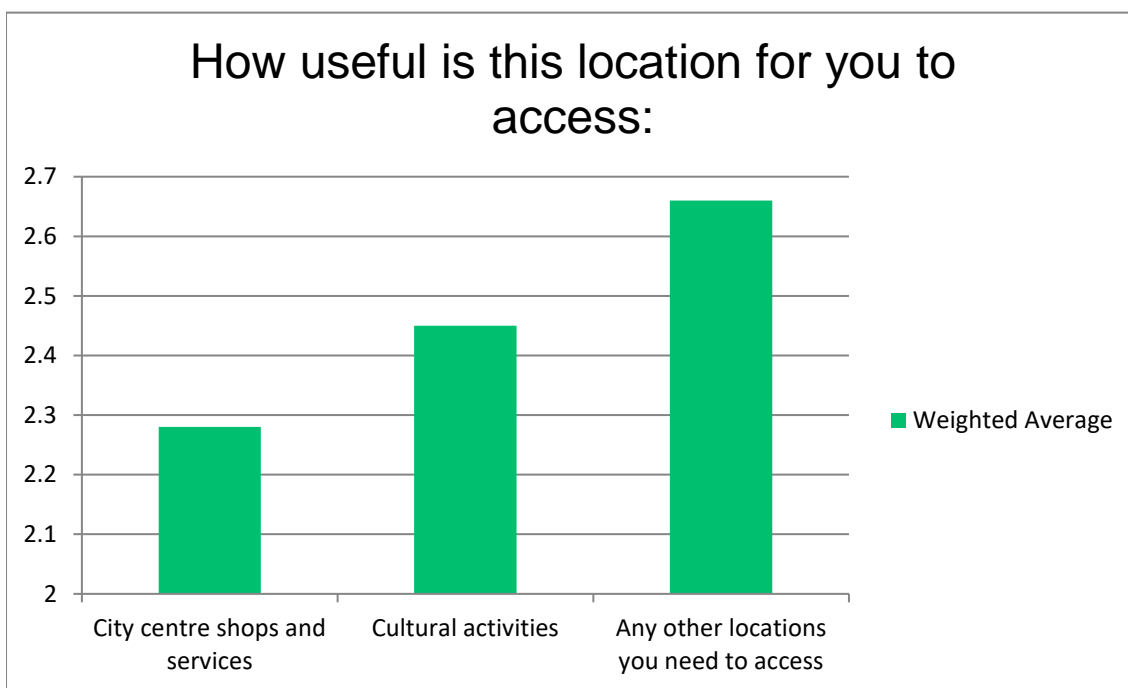
Variable	2
Viewed	211

## City Centre Blue Badge Parking

Blake Street/Duncombe Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	39.27%	119	26.07%	79	14.19%	43	8.25%
Cultural activities	33.96%	90	24.53%	65	18.87%	50	8.30%
Any other locations you need to access	27.31%	74	24.35%	66	21.40%	58	8.49%



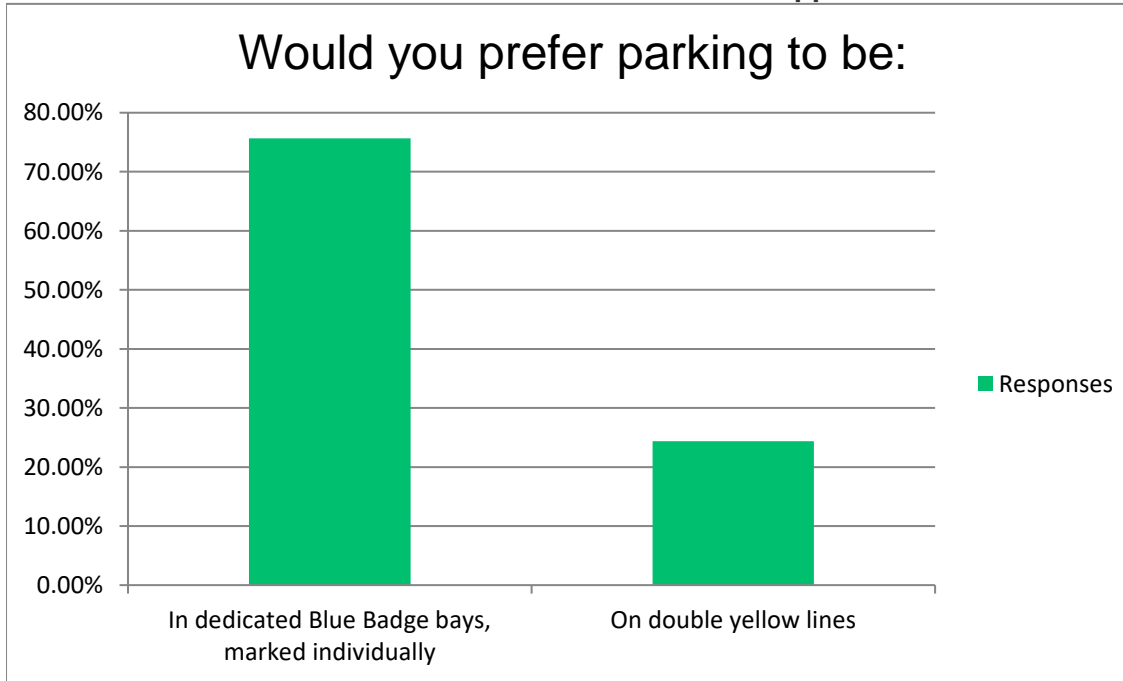
useful	Not at all useful	Total	Weighted Average
25	12.21%	37	303
22	14.34%	38	265
23	18.45%	50	271
<b>Answered</b>			<b>304</b>
<b>Skipped</b>			<b>236</b>



## City Centre Blue Badge Parking

### Would you prefer parking to be:

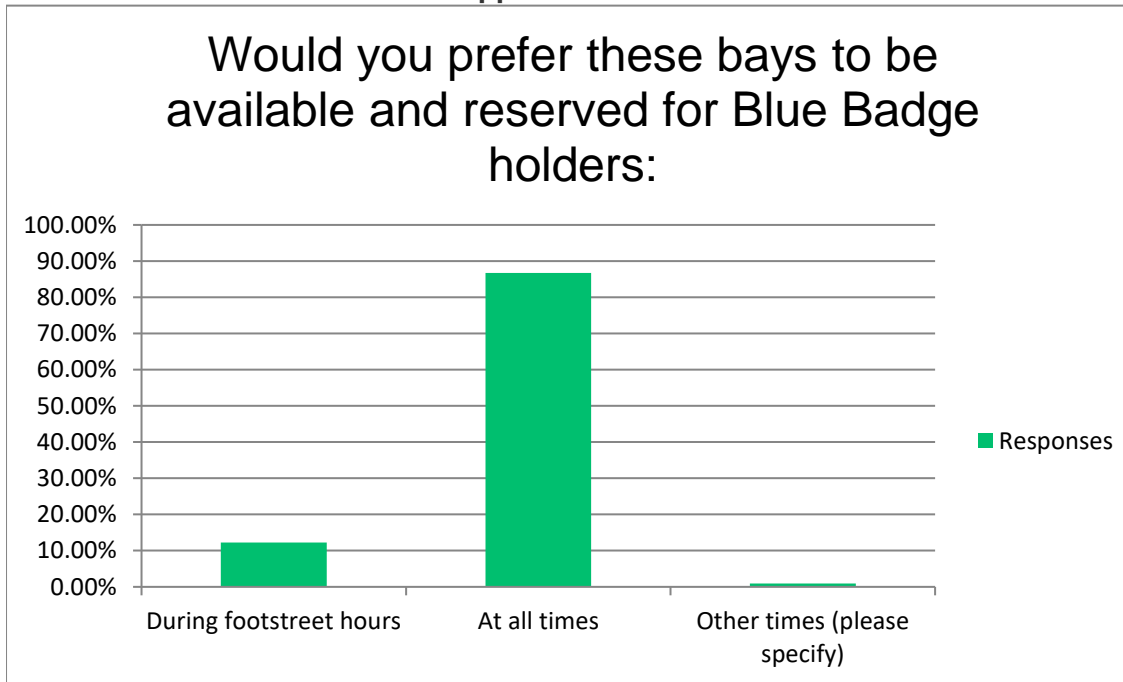
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	75.65%	233
On double yellow lines	24.35%	75
	<b>Answered</b>	<b>308</b>
	<b>Skipped</b>	<b>232</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

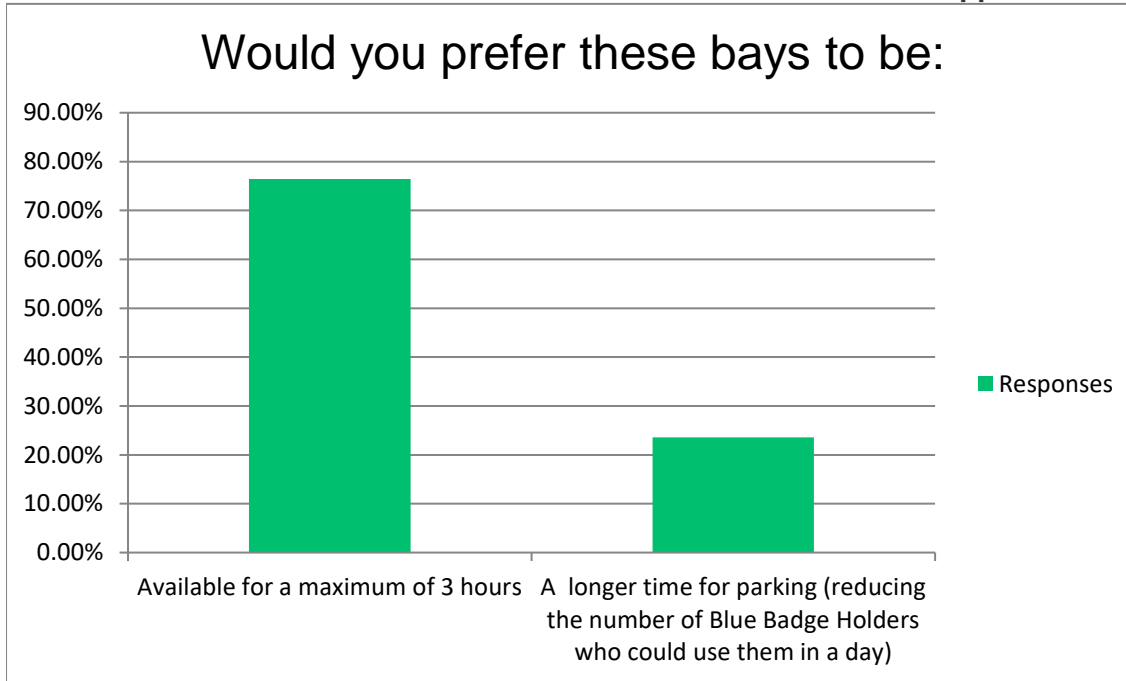
Answer Choices	Responses	
During footstreet hours	12.26%	38
At all times	86.77%	269
Other times (please specify)	0.97%	3
	<b>Answered</b>	<b>310</b>
	<b>Skipped</b>	<b>230</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

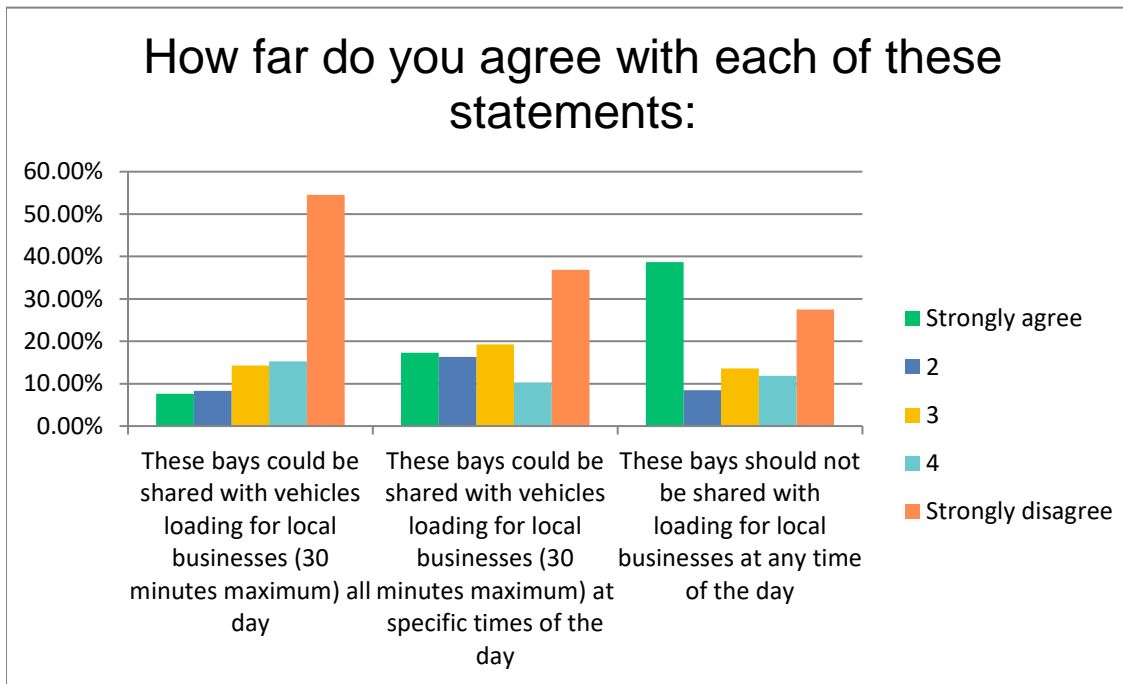
Answer Choices	Responses	
Available for a maximum of 3 hours	76.45%	237
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	23.55%	73
	<b>Answered</b>	<b>310</b>
	<b>Skipped</b>	<b>230</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree	2	3	4	Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.64%	23	8.31%	25	14.29%
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	17.28%	52	16.28%	49	19.27%
These bays should not be shared with loading for local businesses at any time of the day	38.64%	114	8.47%	25	13.56%



3	4		Strongly disagree		Total
43	15.28%	46	54.49%	164	301
58	10.30%	31	36.88%	111	301
40	11.86%	35	27.46%	81	295
			<b>Answered</b>		<b>315</b>
			<b>Skipped</b>		<b>225</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

**Answered**            **115**

**Skipped**            **425**

## City Centre Blue Badge Parking

Duncombe Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	40.77%	117	25.09%	72	15.68%	45	8.36%
Cultural activities	35.96%	96	25.09%	67	19.48%	52	8.24%
Any other locations you need to access	30.77%	84	23.81%	65	21.25%	58	10.99%



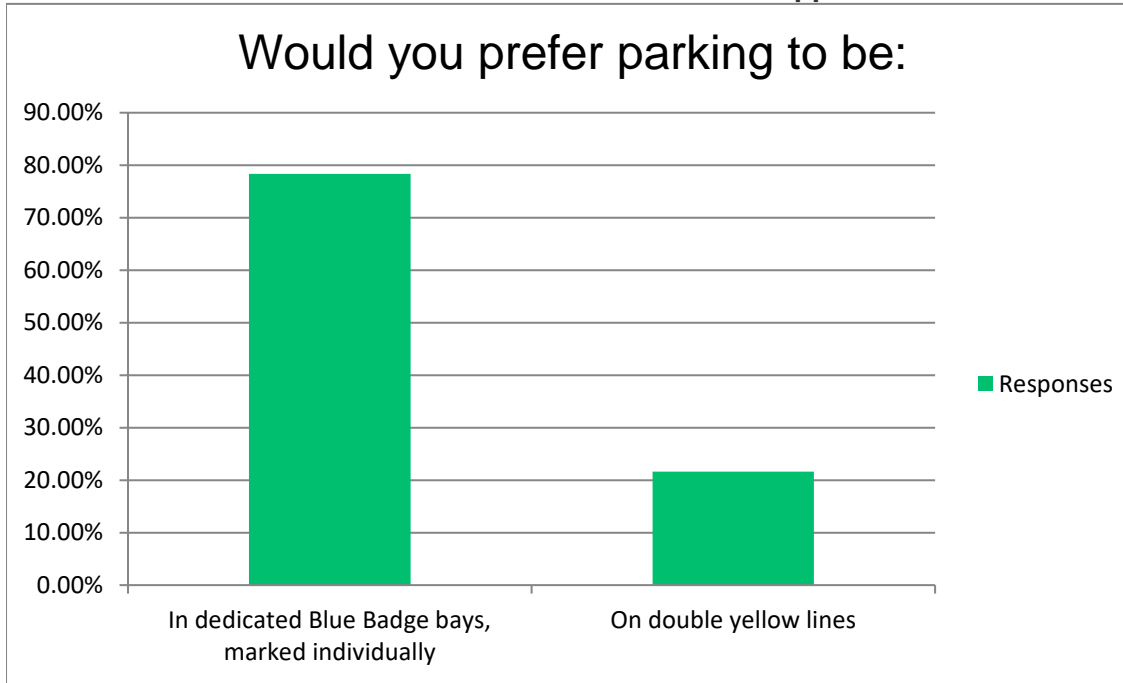
useful	Not at all useful	Total	Weighted Average
24	10.10%	29	2.22
22	11.24%	30	2.34
30	13.19%	36	2.52
		<b>Answered</b>	<b>292</b>
		<b>Skipped</b>	<b>248</b>



## City Centre Blue Badge Parking

### Would you prefer parking to be:

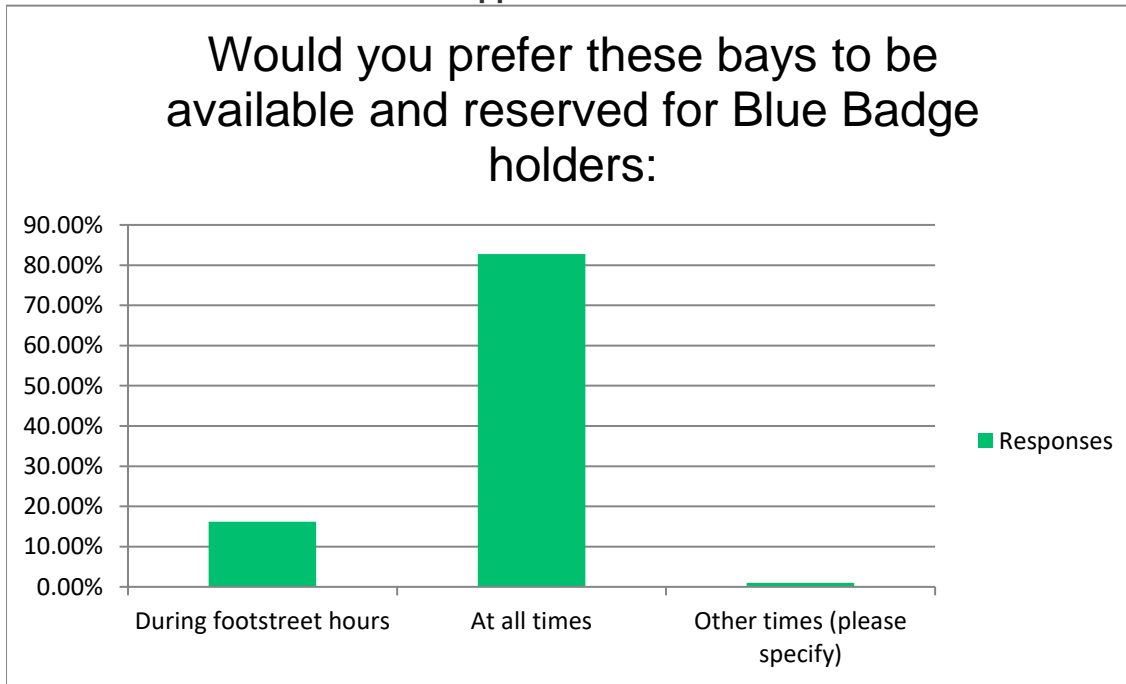
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	78.35%	228
On double yellow lines	21.65%	63
	<b>Answered</b>	<b>291</b>
	<b>Skipped</b>	<b>249</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

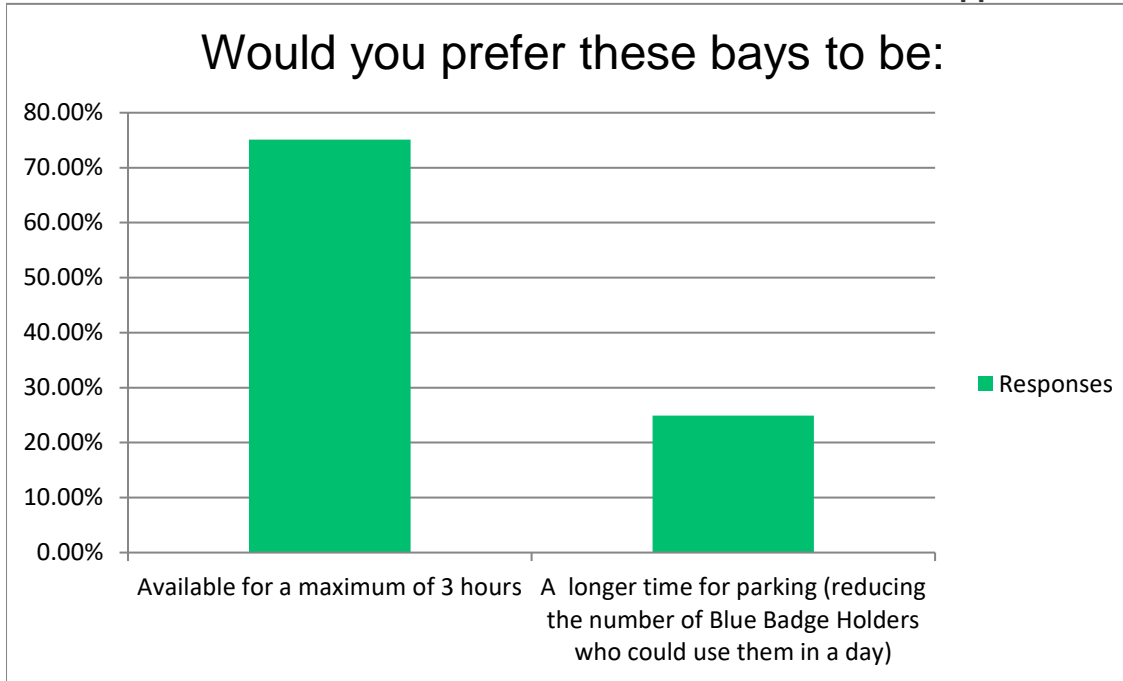
Answer Choices	Responses	
During footstreet hours	16.21%	47
At all times	82.76%	240
Other times (please specify)	1.03%	3
	<b>Answered</b>	<b>290</b>
	<b>Skipped</b>	<b>250</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

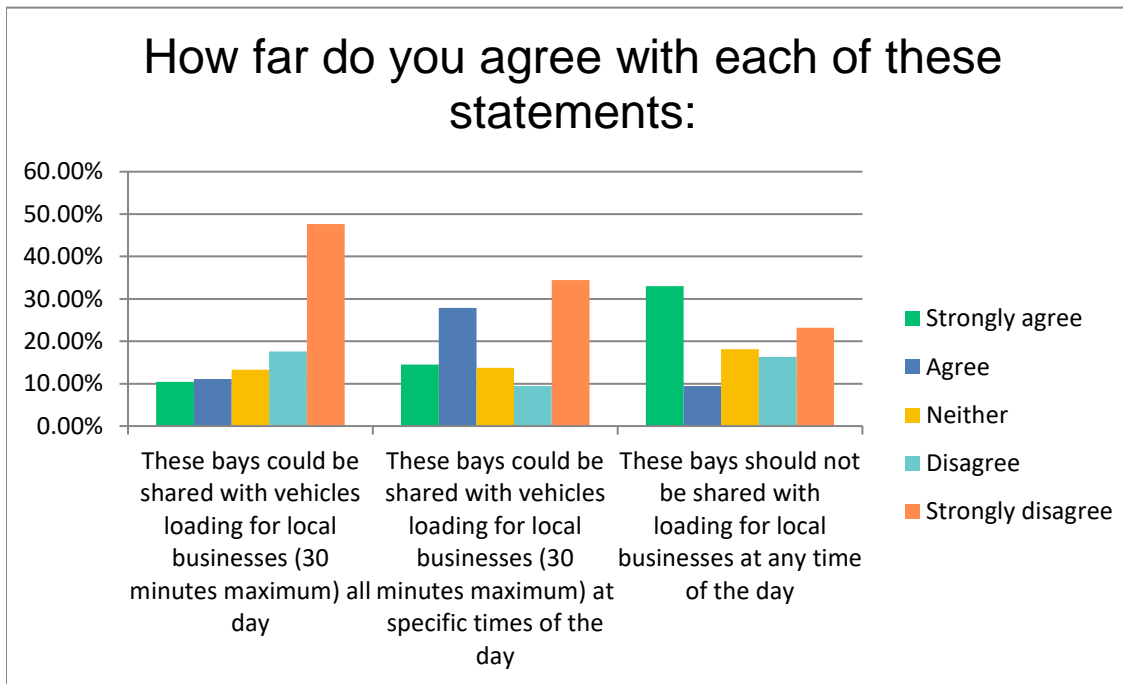
Answer Choices	Responses	
Available for a maximum of 3 hours	75.09%	214
A longer time for parking (reducing the number of Blue Badge Holders	24.91%	71
	<b>Answered</b>	<b>285</b>
	<b>Skipped</b>	<b>255</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	10.39%	29	11.11%	31	13.26%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	14.49%	40	27.90%	77	13.77%				
These bays should not be shared with loading for local businesses at any time of the day	32.97%	91	9.42%	26	18.12%				



ther	Disagree		Strongly disagree		Total	
	37	17.56%	49	47.67%	133	279
	38	9.42%	26	34.42%	95	276
	50	16.30%	45	23.19%	64	276
				<b>Answered</b>		<b>288</b>
				<b>Skipped</b>		<b>252</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 73

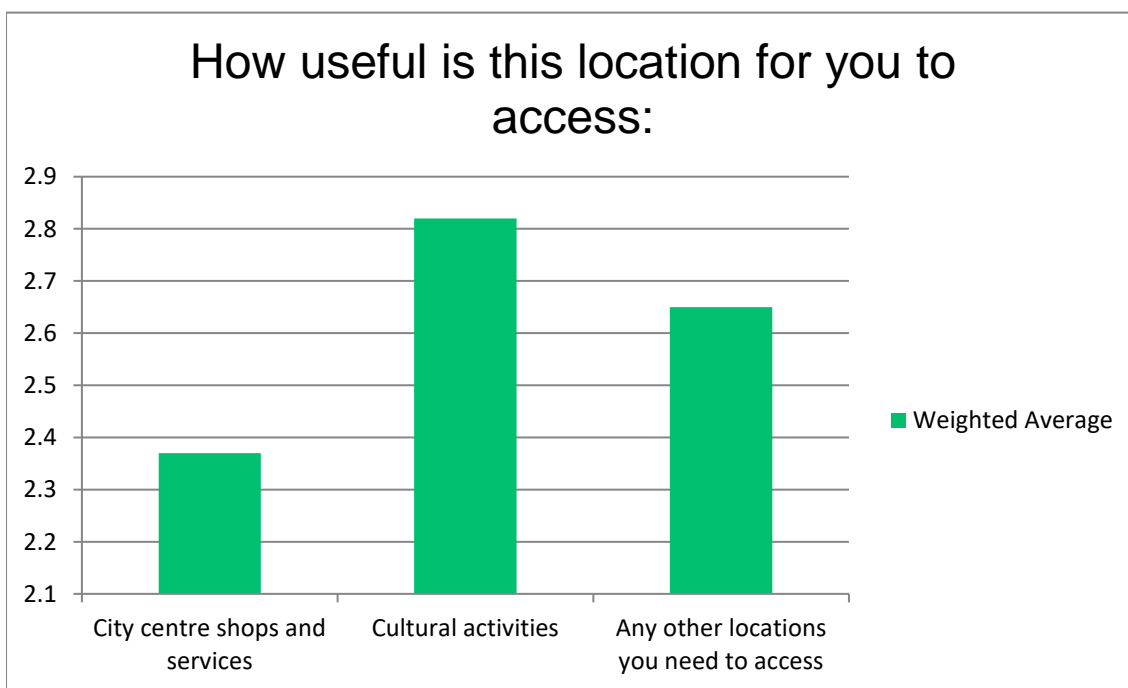
Skipped 467

## City Centre Blue Badge Parking

St Andrewgate

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	38.46%	110	20.63%	59	20.28%	58	6.64%
Cultural activities	23.66%	62	19.08%	50	27.10%	71	11.45%
Any other locations you need to access	29.28%	77	20.91%	55	23.57%	62	8.37%



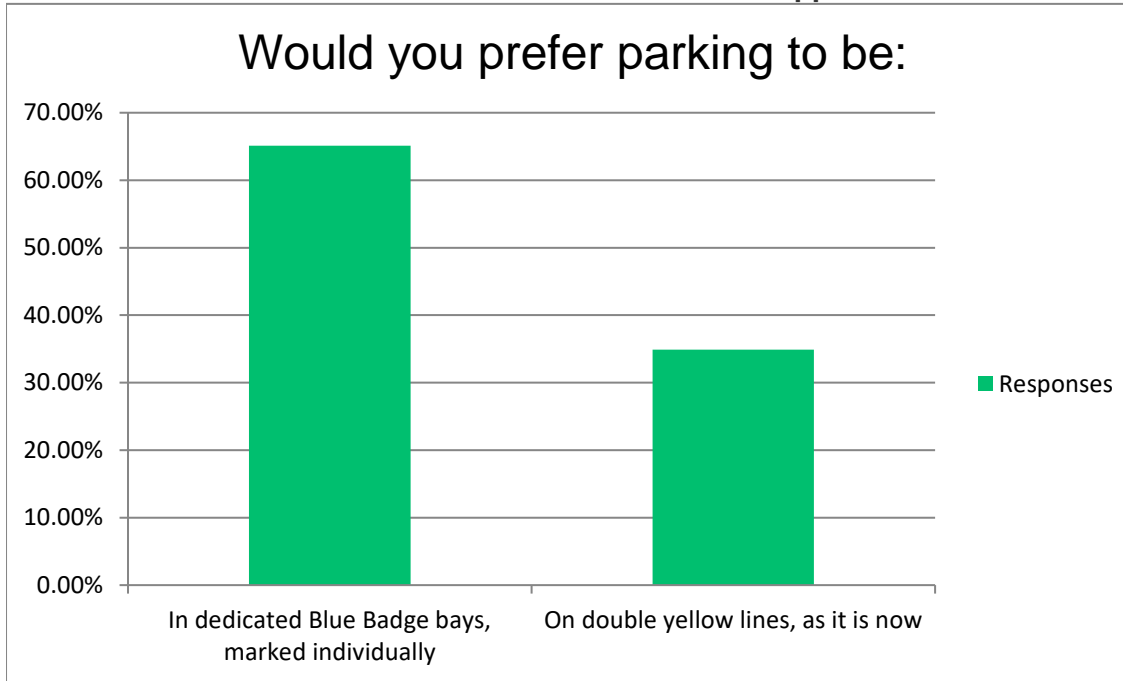
useful		Not at all useful	Total	Weighted Average	
	19	13.99%	40	286	2.37
	30	18.70%	49	262	2.82
	22	17.87%	47	263	2.65
			<b>Answered</b>	<b>287</b>	
			<b>Skipped</b>	<b>253</b>	



## City Centre Blue Badge Parking

### Would you prefer parking to be:

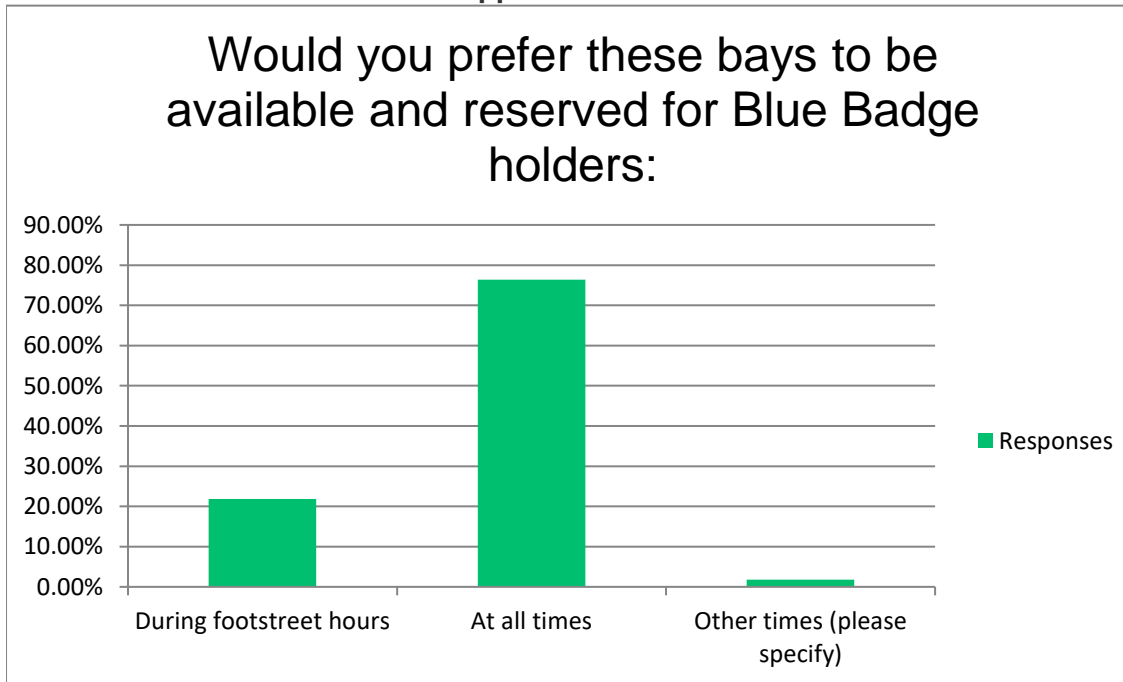
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	65.11%	181
On double yellow lines, as it is now	34.89%	97
	<b>Answered</b>	<b>278</b>
	<b>Skipped</b>	<b>262</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

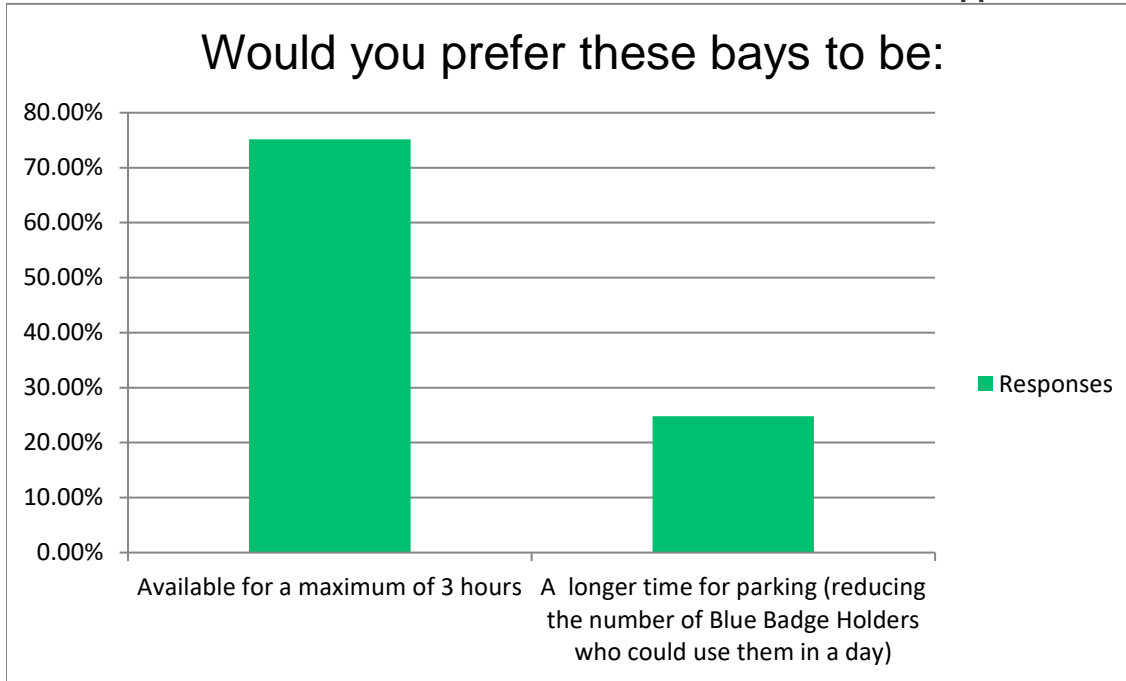
Answer Choices	Responses	
During footstreet hours	21.82%	60
At all times	76.36%	210
Other times (please specify)	1.82%	5
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

Answer Choices	Responses	
Available for a maximum of 3 hours	75.18%	209
A longer time for parking (reducing the number of Blue Badge Holders	24.82%	69
	<b>Answered</b>	<b>278</b>
	<b>Skipped</b>	<b>262</b>



## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 88

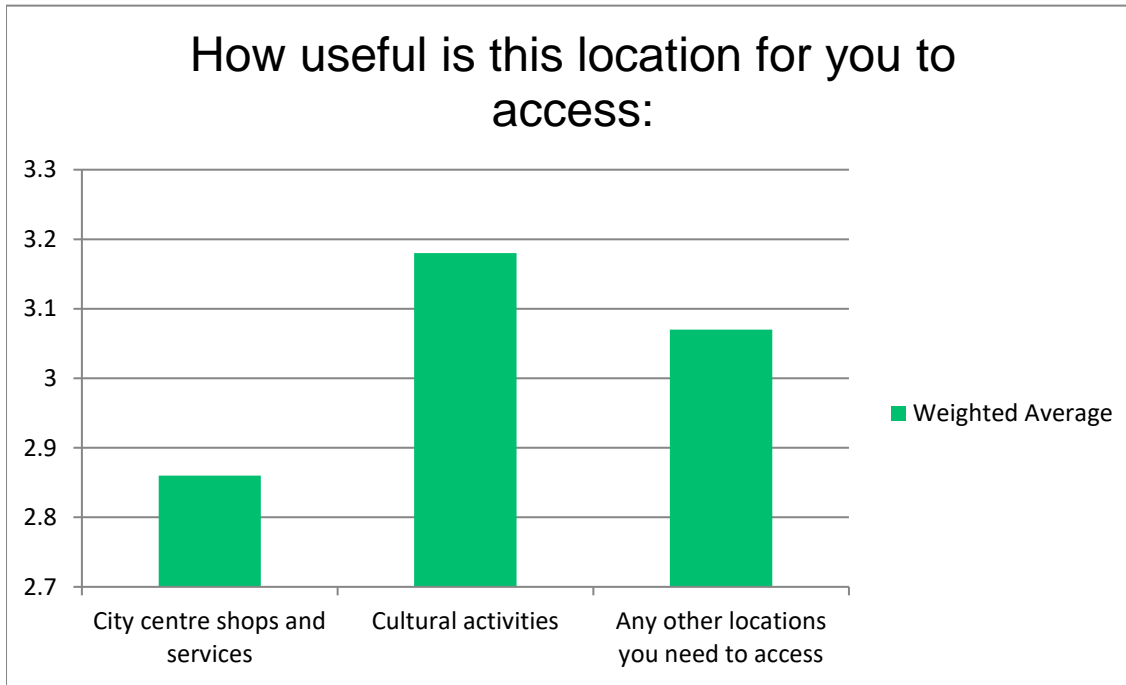
Skipped 452

# City Centre Blue Badge Parking

St Andrew Place

## How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	26.52%	74	16.85%	47	21.86%	61	13.98%
Cultural activities	15.63%	40	18.75%	48	23.05%	59	16.80%
Any other locations you need to access	20.87%	53	13.78%	35	27.17%	69	13.78%

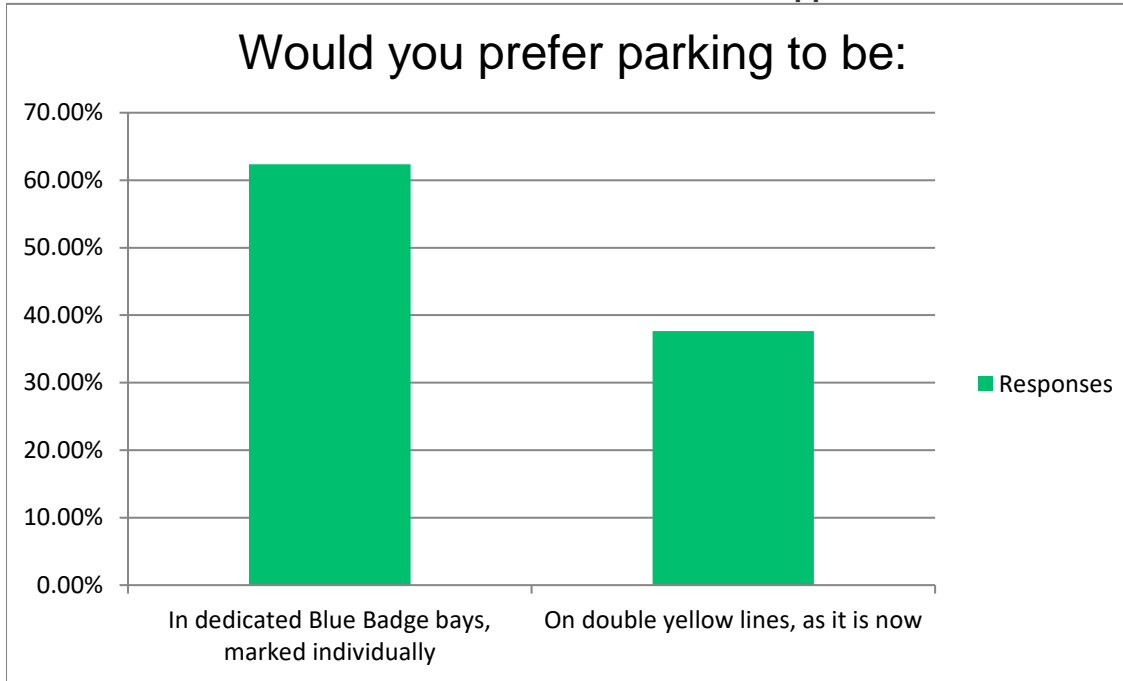


useful	Not at all useful	Total	Weighted Average
39	20.79%	58	279
43	25.78%	66	256
35	24.41%	62	254
<b>Answered</b>			<b>280</b>
<b>Skipped</b>			<b>260</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

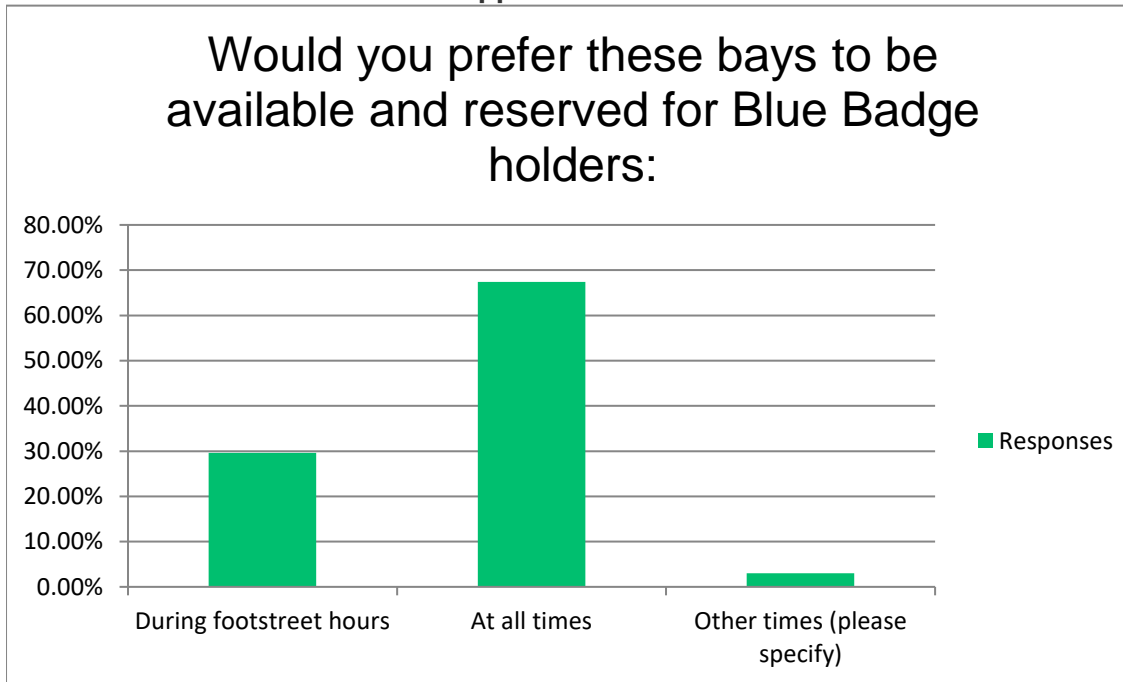
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	62.36%	169
On double yellow lines, as it is now	37.64%	102
	<b>Answered</b>	<b>271</b>
	<b>Skipped</b>	<b>269</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

Answer Choices	Responses	
During footstreet hours	29.59%	79
At all times	67.42%	180
Other times (please specify)	3.00%	8
	<b>Answered</b>	<b>267</b>
	<b>Skipped</b>	<b>273</b>

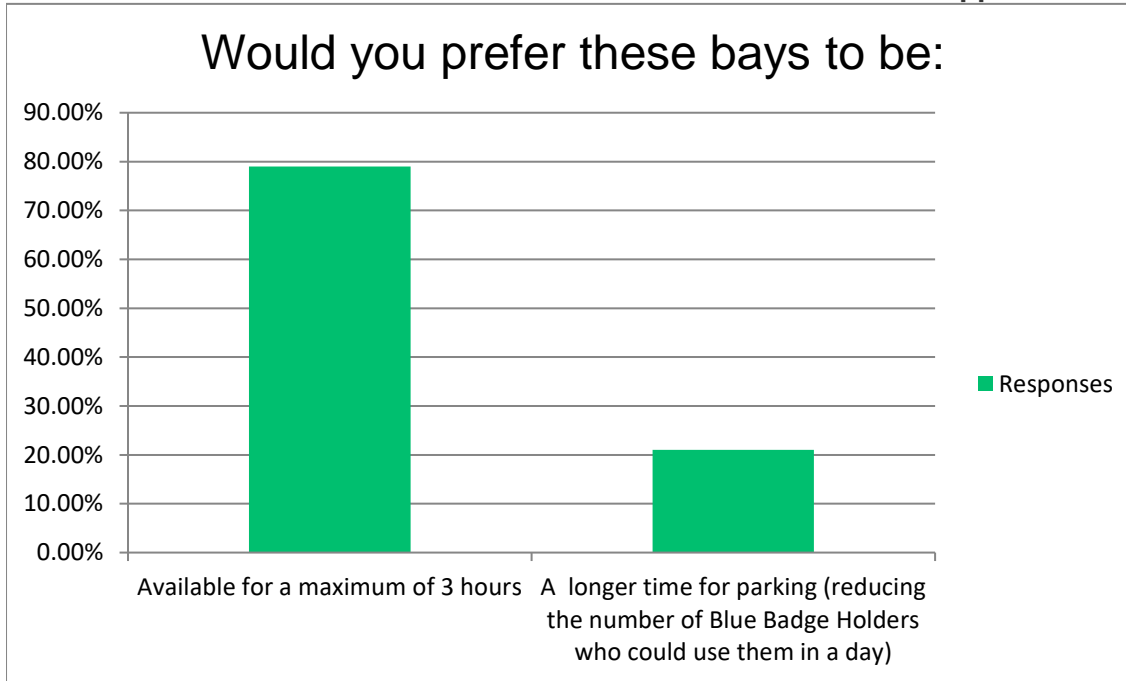




## City Centre Blue Badge Parking

### Would you prefer these bays to be:

Answer Choices	Responses	
Available for a maximum of 3 hours	79.01%	207
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	20.99%	55
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 79

Skipped 461

## City Centre Blue Badge Parking

Deangate

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	47.10%	130	18.12%	50	15.22%	42	9.42%
Cultural activities	44.79%	116	18.53%	48	16.99%	44	7.34%
Any other locations you need to access	39.61%	101	18.04%	46	19.61%	50	9.41%

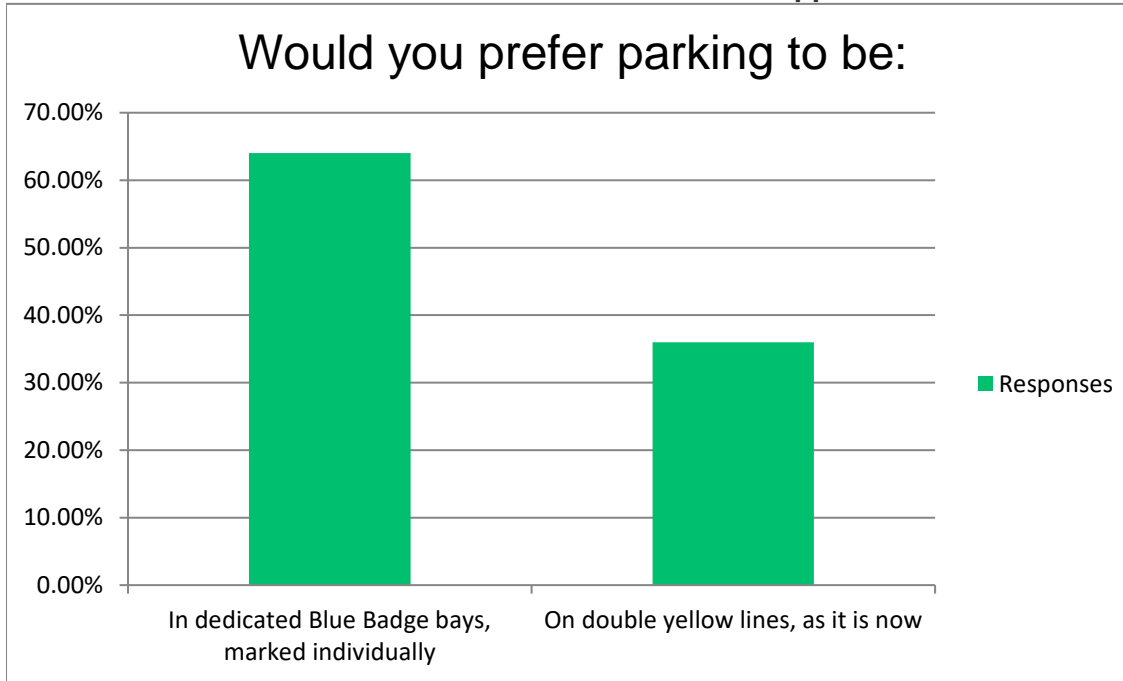


useful	Not at all useful	Total	Weighted Average
26	10.14%	28	276
19	12.36%	32	259
24	13.33%	34	255
		<b>Answered</b>	<b>277</b>
		<b>Skipped</b>	<b>263</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

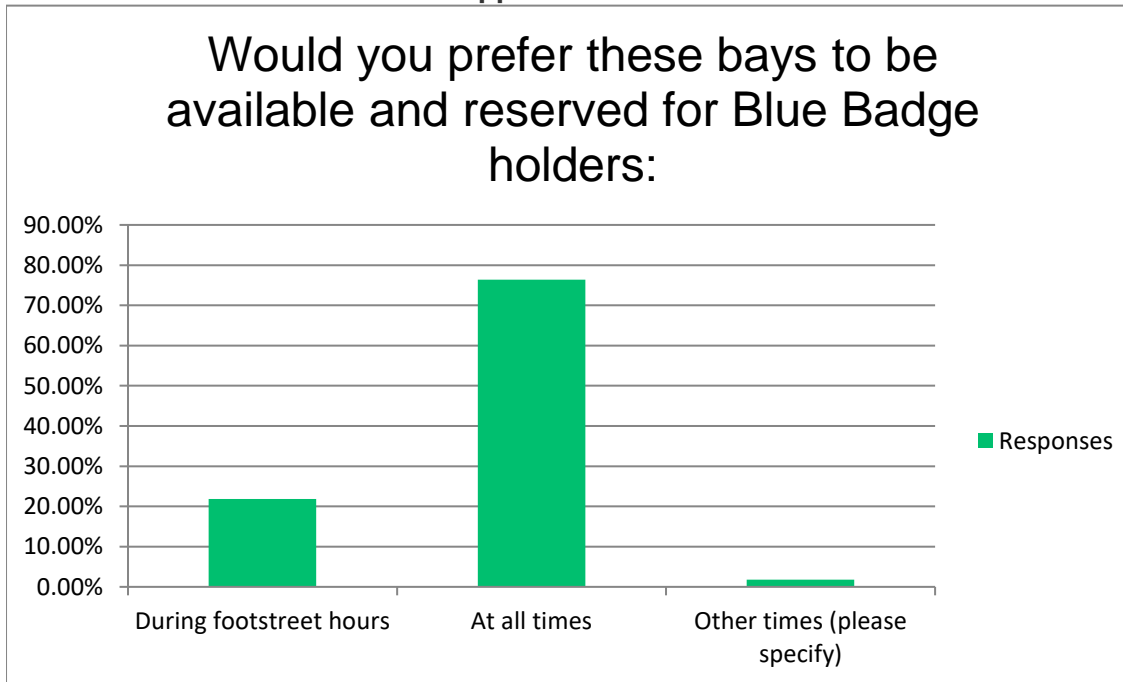
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	64.00%	176
On double yellow lines, as it is now	36.00%	99
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

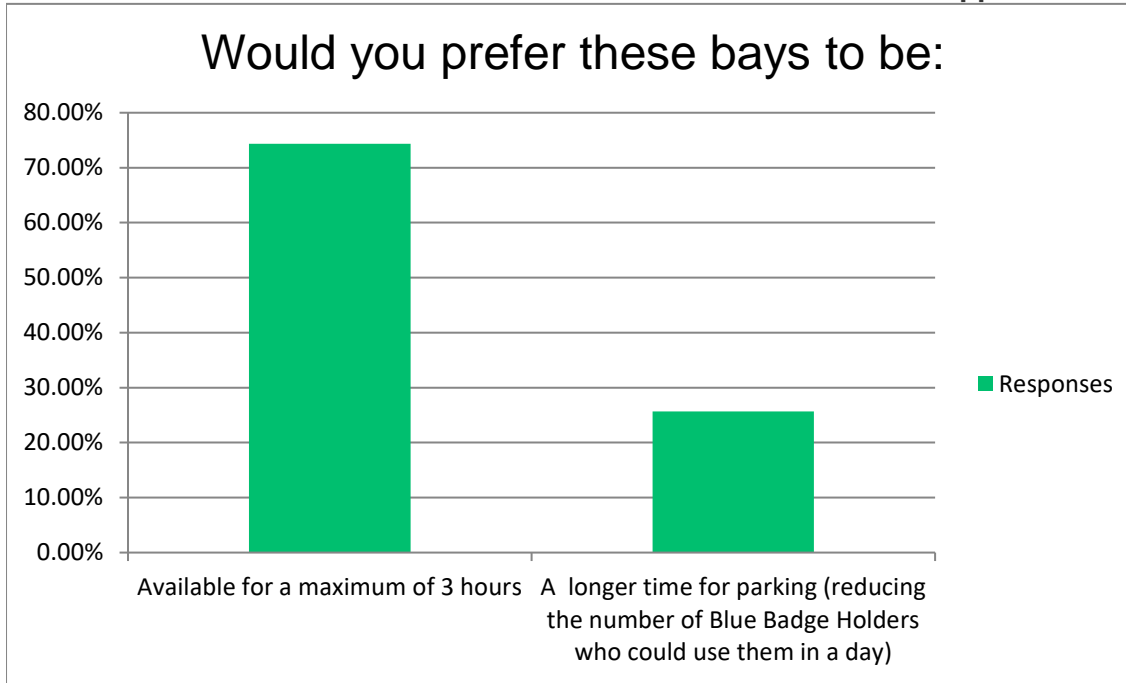
Answer Choices	Responses	
During footstreet hours	21.82%	60
At all times	76.36%	210
Other times (please specify)	1.82%	5
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

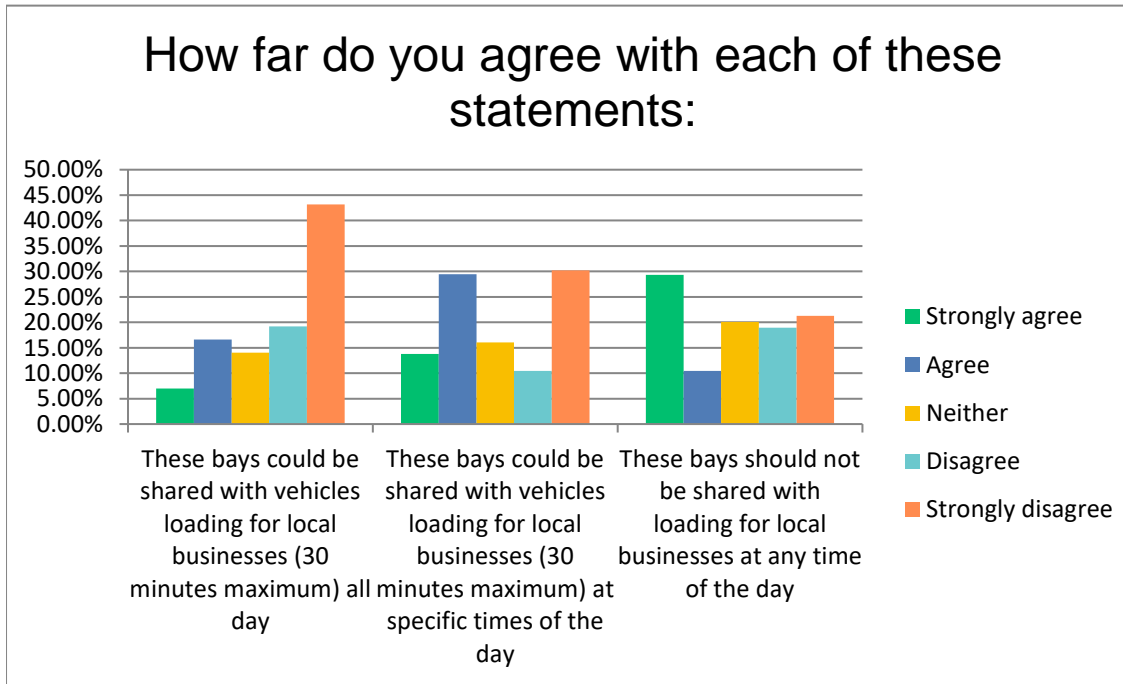
Answer Choices	Responses	
Available for a maximum of 3 hours	74.34%	197
A longer time for parking (reducing the number of Blue Badge Holders	25.66%	68
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>275</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.01%	19	16.61%	45	14.02%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	13.81%	37	29.48%	79	16.04%				
These bays should not be shared with loading for local businesses at any time of the day	29.34%	76	10.42%	27	20.08%				





ther	Disagree		Strongly disagree		Total	
	38	19.19%	52	43.17%	117	271
	43	10.45%	28	30.22%	81	268
	52	18.92%	49	21.24%	55	259
				<b>Answered</b>		<b>277</b>
				<b>Skipped</b>		<b>263</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 62

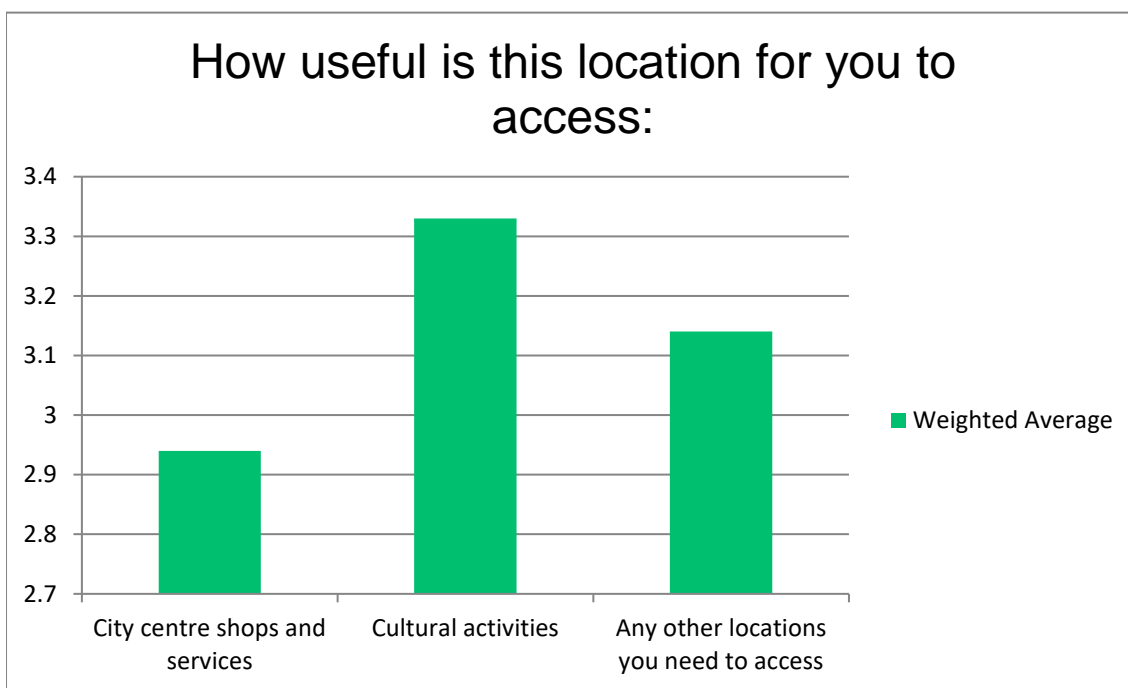
Skipped 478

## City Centre Blue Badge Parking

Stonebow

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	24.91%	69	16.25%	45	22.74%	63	12.64%
Cultural activities	14.67%	38	12.74%	33	27.03%	70	15.83%
Any other locations you need to access	22.31%	58	11.15%	29	25.38%	66	12.69%

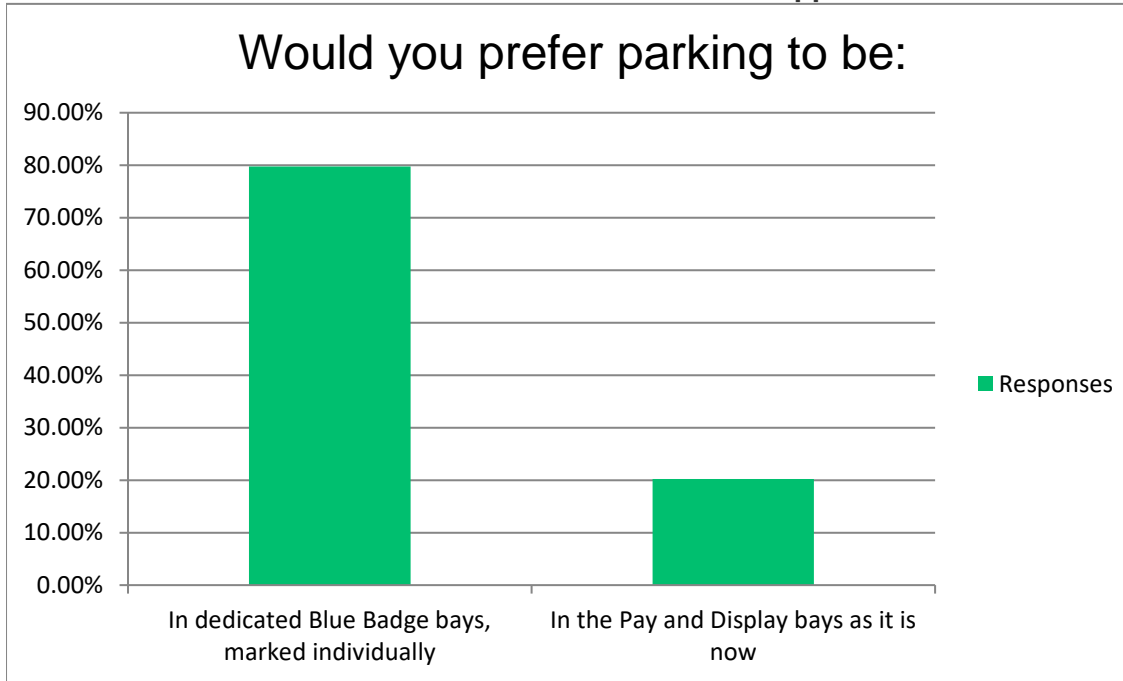


useful	Not at all useful	Total	Weighted Average
35	23.47%	65	277
41	29.73%	77	259
33	28.46%	74	260
		<b>Answered</b>	<b>278</b>
		<b>Skipped</b>	<b>262</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

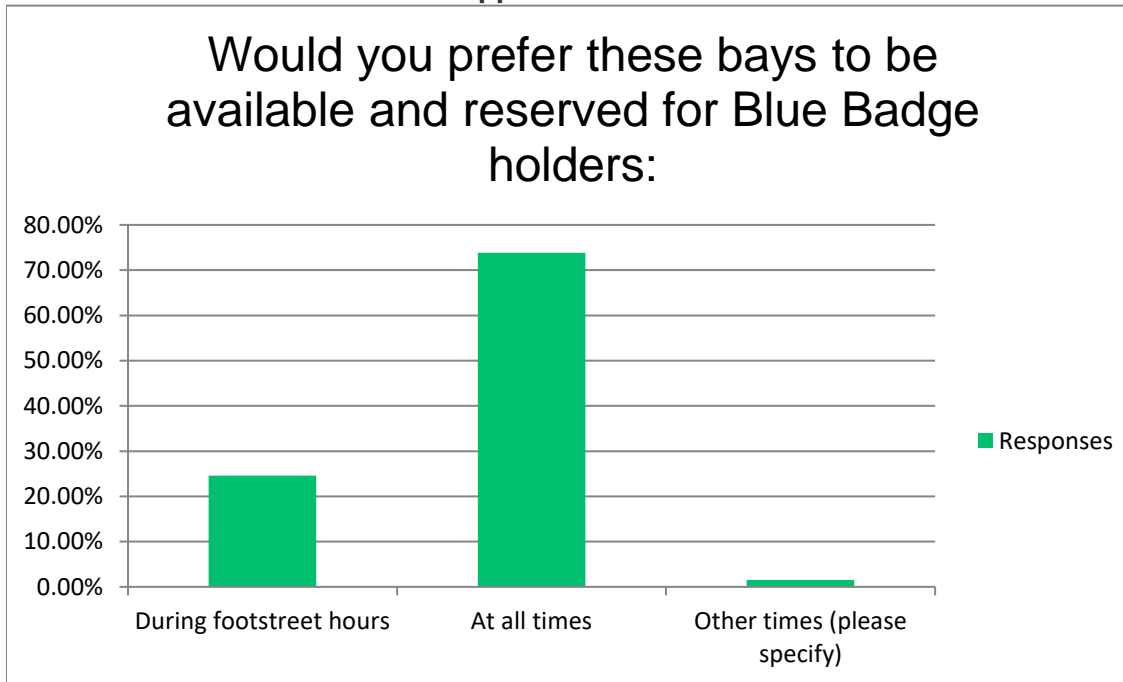
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	79.78%	213
In the Pay and Display bays as it is now	20.22%	54
	<b>Answered</b>	<b>267</b>
	<b>Skipped</b>	<b>273</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

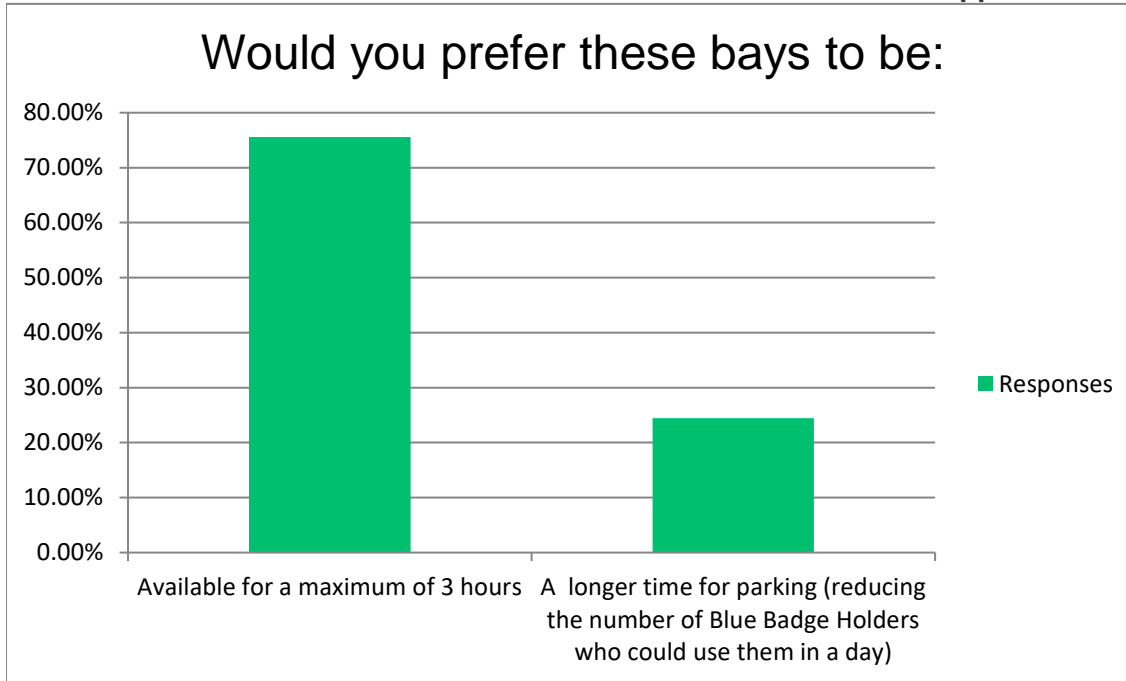
Answer Choices	Responses	
During footstreet hours	24.62%	65
At all times	73.86%	195
Other times (please specify)	1.52%	4
	<b>Answered</b>	<b>264</b>
	<b>Skipped</b>	<b>276</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

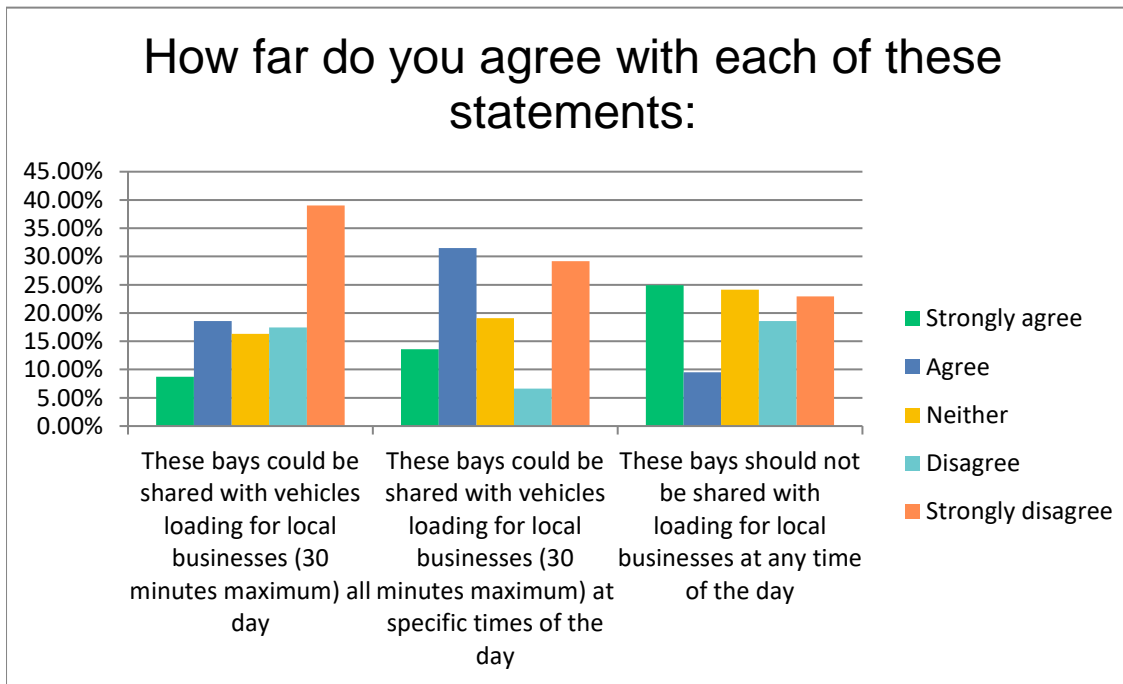
Answer Choices	Responses	
Available for a maximum of 3 hours	75.56%	201
A longer time for parking (reducing the number of Blue Badge Holders	24.44%	65
	<b>Answered</b>	<b>266</b>
	<b>Skipped</b>	<b>274</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	8.71%	23	18.56%	49	16.29%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	13.62%	35	31.52%	81	19.07%				
These bays should not be shared with loading for local businesses at any time of the day	24.90%	63	9.49%	24	24.11%				





ther	Disagree		Strongly disagree		Total	
	43	17.42%	46	39.02%	103	264
	49	6.61%	17	29.18%	75	257
	61	18.58%	47	22.92%	58	253
				<b>Answered</b>		<b>270</b>
				<b>Skipped</b>		<b>270</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 72

Skipped 468

## City Centre Blue Badge Parking

St Deny's

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	17.98%	48	17.23%	46	25.09%	67	17.60%
Cultural activities	16.47%	42	16.47%	42	24.71%	63	18.43%
Any other locations you need to access	15.48%	39	17.46%	44	24.60%	62	17.86%

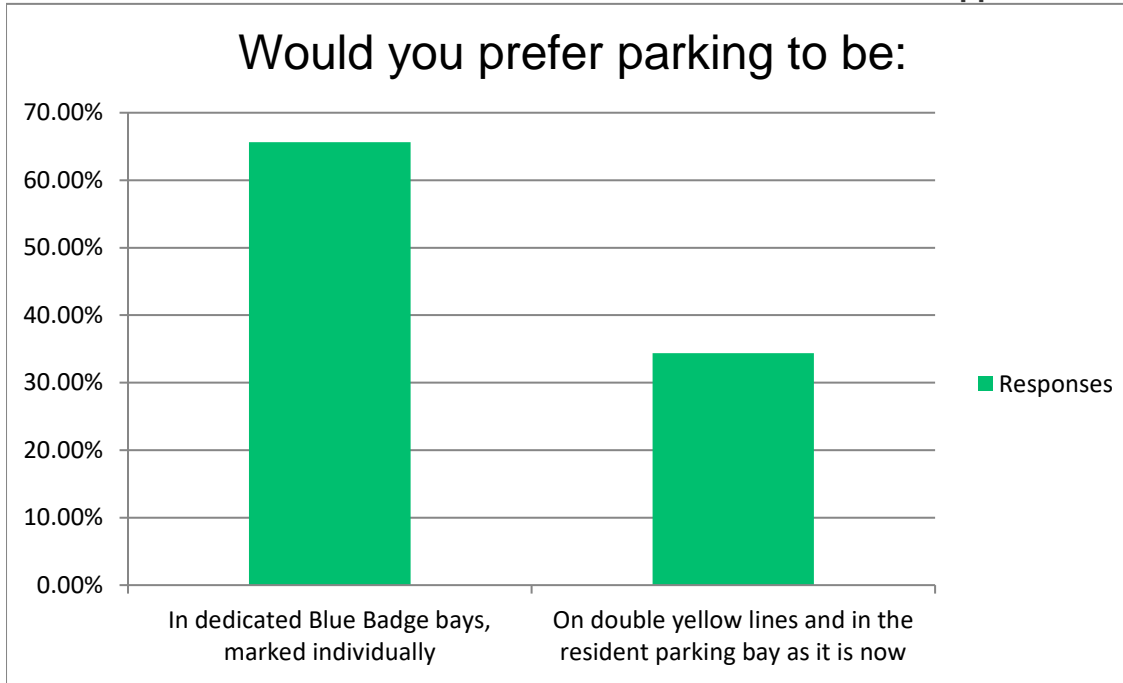


useful	Not at all useful	Total	Weighted Average
47	22.10%	59	267
47	23.92%	61	255
45	24.60%	62	252
		<b>Answered</b>	<b>271</b>
		<b>Skipped</b>	<b>269</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

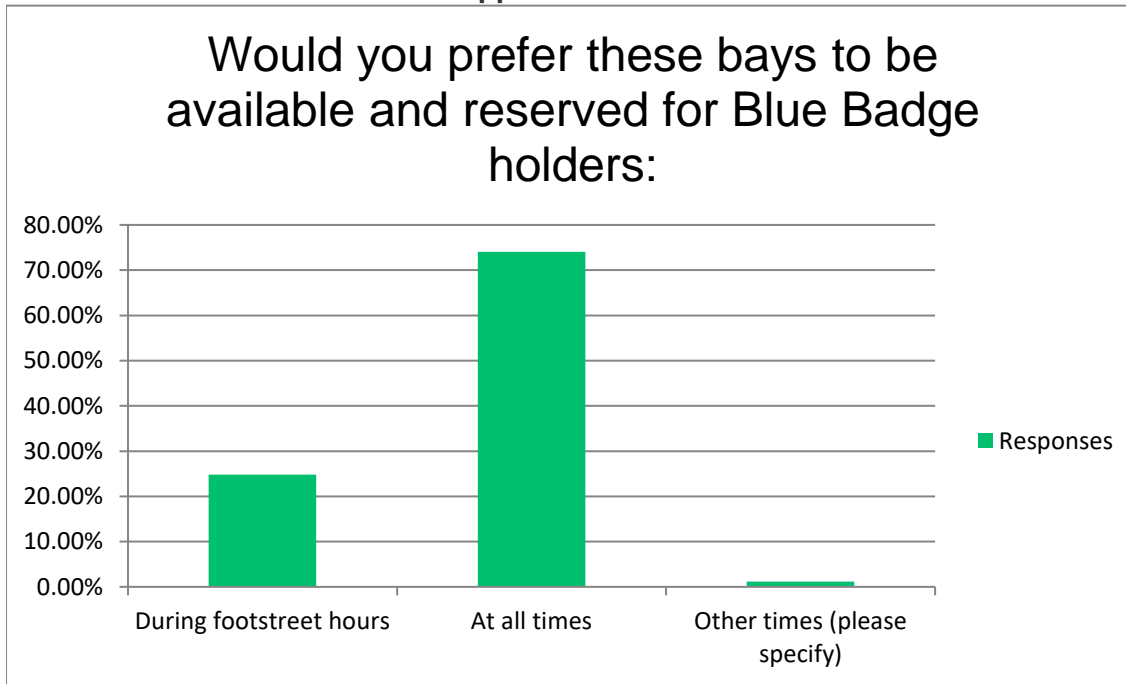
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	65.65%	172
On double yellow lines and in the resident parking bay as it is now	34.35%	90
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

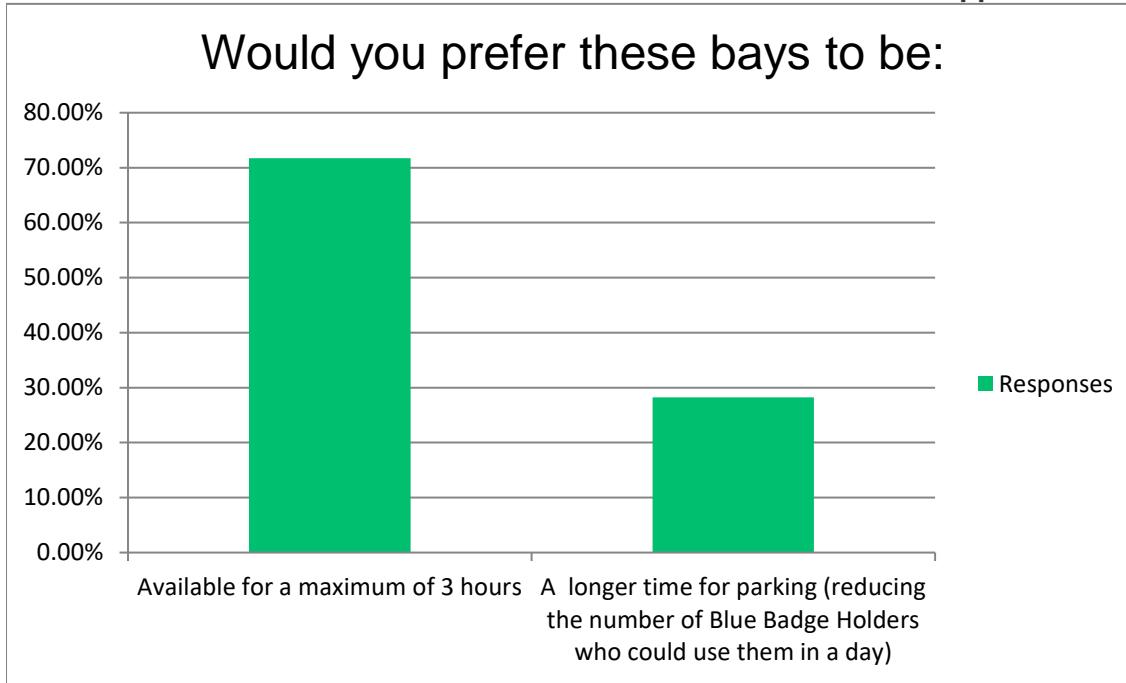
Answer Choices	Responses	
During footstreet hours	24.81%	65
At all times	74.05%	194
Other times (please specify)	1.15%	3
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

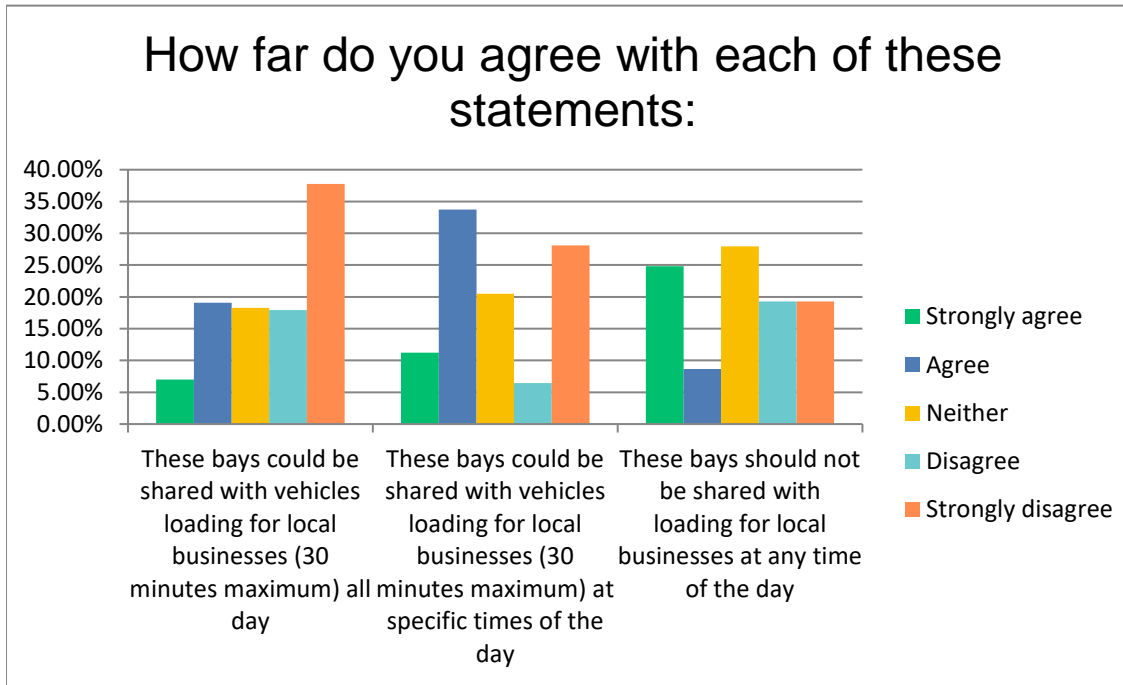
Answer Choices	Responses	
Available for a maximum of 3 hours	71.76%	183
A longer time for parking (reducing the number of Blue Badge Holders	28.24%	72
	<b>Answered</b>	<b>255</b>
	<b>Skipped</b>	<b>285</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.00%	18	19.07%	49	18.29%	20.48%	27.95%	37.00%	18.29%
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	11.24%	28	33.73%	84	20.48%	27.95%	37.00%	18.29%	18.29%
These bays should not be shared with loading for local businesses at any time of the day	24.80%	63	8.66%	22	27.95%	37.00%	18.29%	18.29%	18.29%





ther	Disagree		Strongly disagree		Total	
	47	17.90%	46	37.74%	97	257
	51	6.43%	16	28.11%	70	249
	71	19.29%	49	19.29%	49	254
				<b>Answered</b>		<b>265</b>
				<b>Skipped</b>		<b>275</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 58

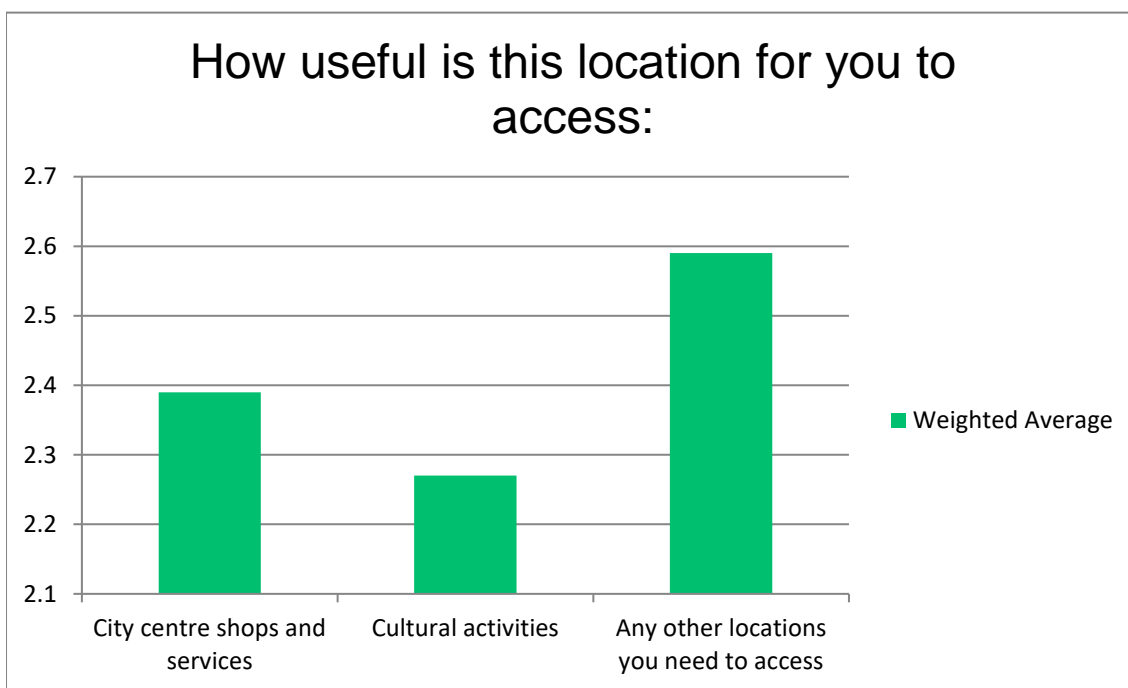
Skipped 482

## City Centre Blue Badge Parking

Cumberland Street

### How useful is this location for you to access:

	Extremely useful	Very useful	Somewhat useful	Slightly
City centre shops and services	36.60% 97	22.64% 60	18.49% 49	9.81%
Cultural activities	40.78% 104	21.96% 56	17.65% 45	8.24%
Any other locations you need to access	31.85% 79	20.97% 52	20.56% 51	9.68%

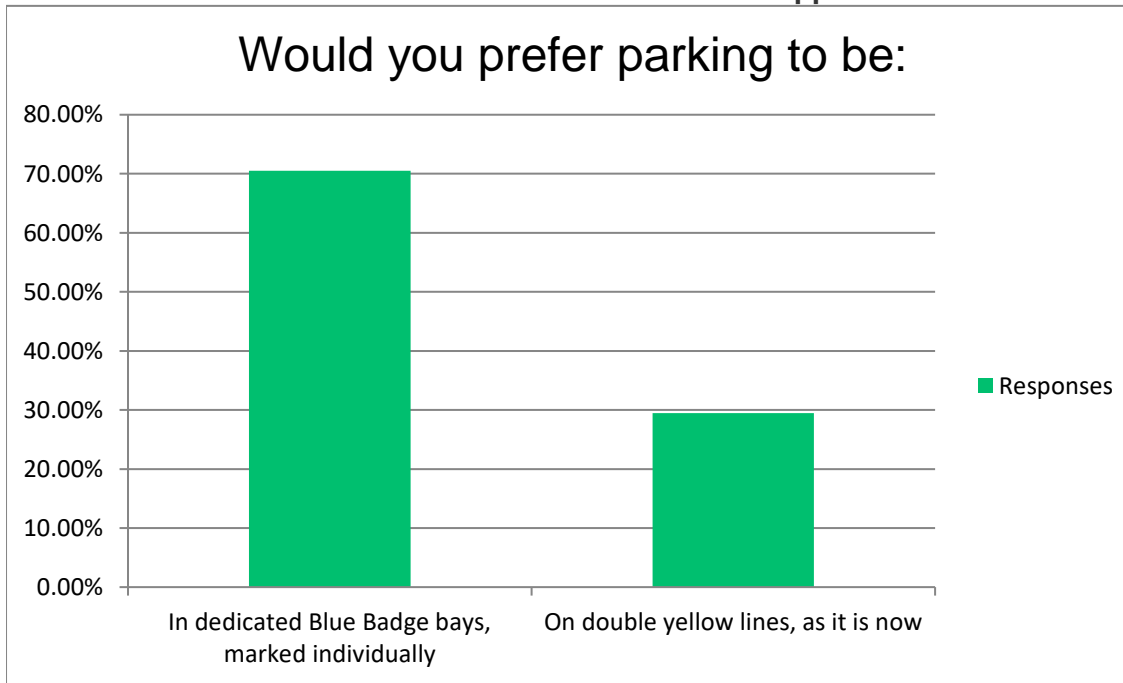


useful	Not at all useful	Total	Weighted Average
26	12.45%	33	265
21	11.37%	29	255
24	16.94%	42	248
		<b>Answered</b>	<b>268</b>
		<b>Skipped</b>	<b>272</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

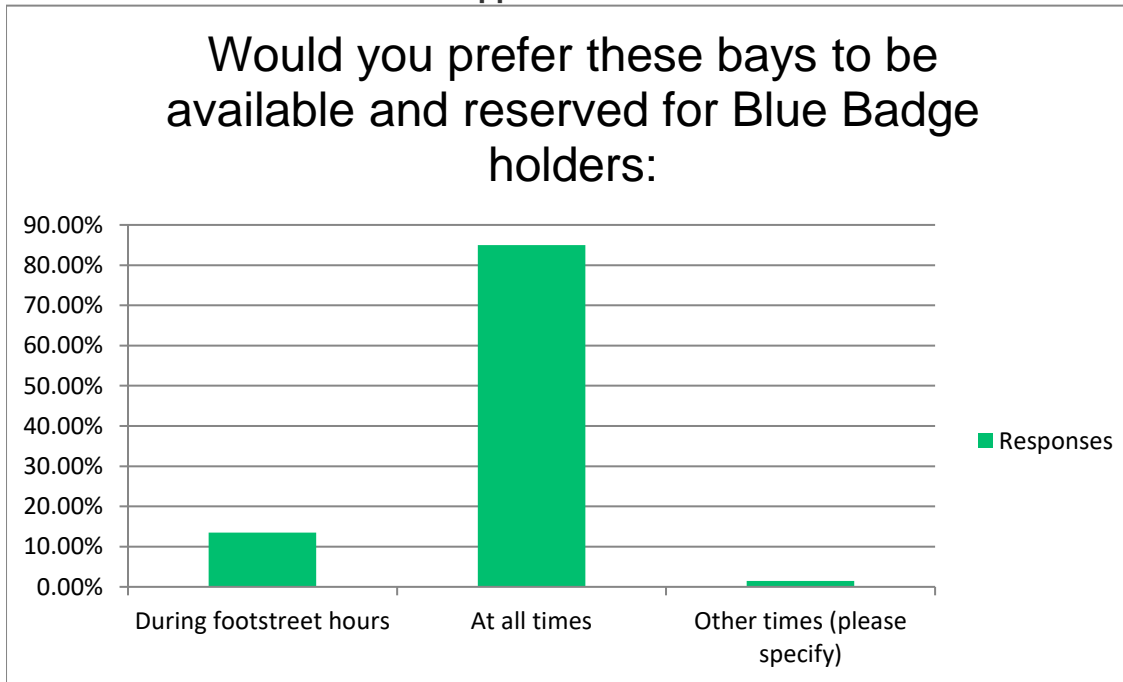
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	70.52%	189
On double yellow lines, as it is now	29.48%	79
	<b>Answered</b>	<b>268</b>
	<b>Skipped</b>	<b>272</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

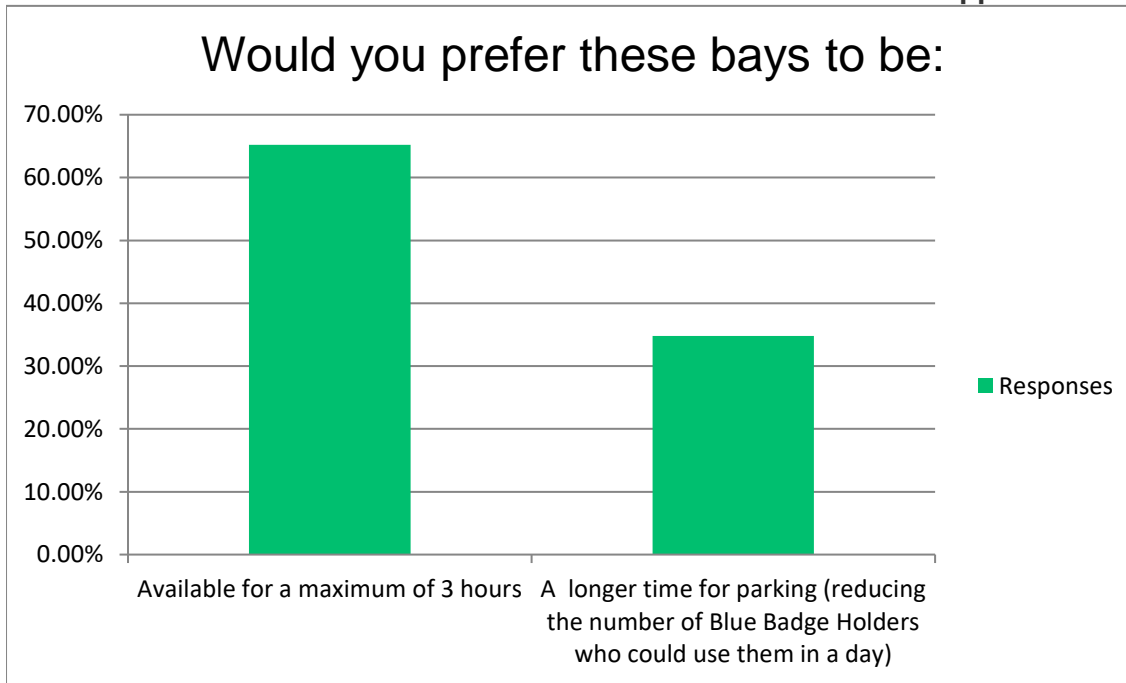
Answer Choices	Responses	
During footstreet hours	13.53%	36
At all times	84.96%	226
Other times (please specify)	1.50%	4
	<b>Answered</b>	<b>266</b>
	<b>Skipped</b>	<b>274</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

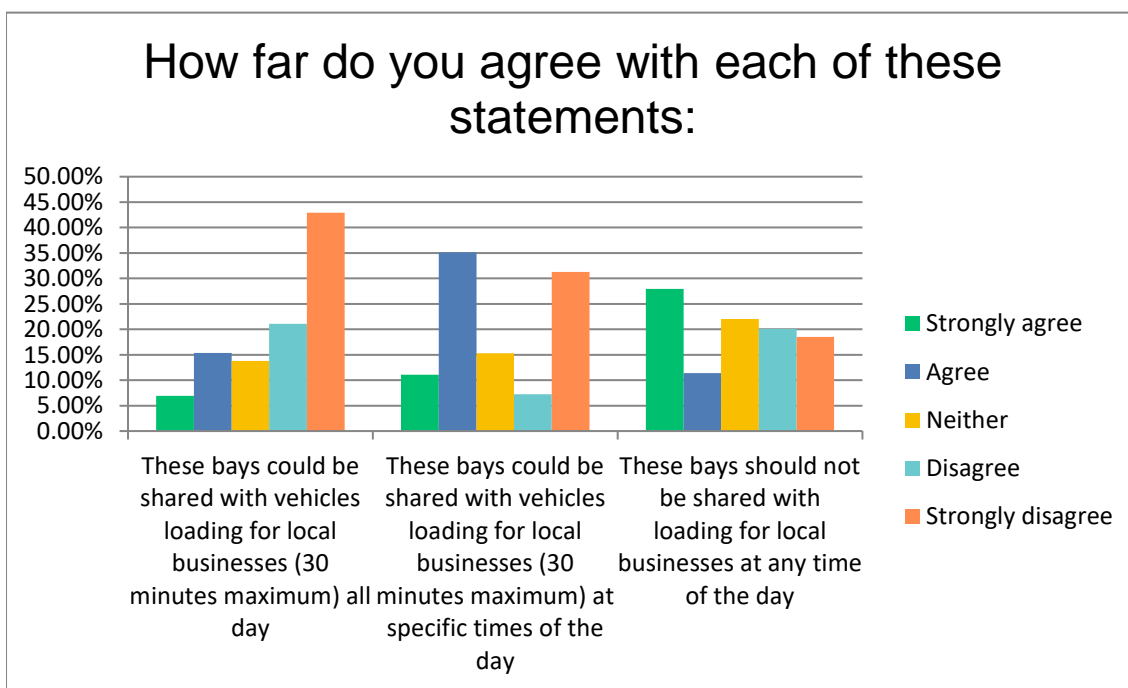
Answer Choices	Responses	
Available for a maximum of 3 hours	65.23%	167
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	34.77%	89
	<b>Answered</b>	<b>256</b>
	<b>Skipped</b>	<b>284</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	6.90%	18	15.33%	40	13.79%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	11.07%	29	35.11%	92	15.27%				
These bays should not be shared with loading for local businesses at any time of the day	27.95%	71	11.42%	29	22.05%				





ther	Disagree		Strongly disagree		Total	
	36	21.07%	55	42.91%	112	261
	40	7.25%	19	31.30%	82	262
	56	20.08%	51	18.50%	47	254
				<b>Answered</b>		<b>271</b>
				<b>Skipped</b>		<b>269</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 72

Skipped 468

# City Centre Blue Badge Parking

Lord Mayors Walk

## How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	14.81%	40	17.78%	48	22.59%	61	15.19%
Cultural activities	14.17%	36	16.14%	41	22.05%	56	14.17%
Any other locations you need to access	13.60%	34	14.40%	36	24.00%	60	15.20%

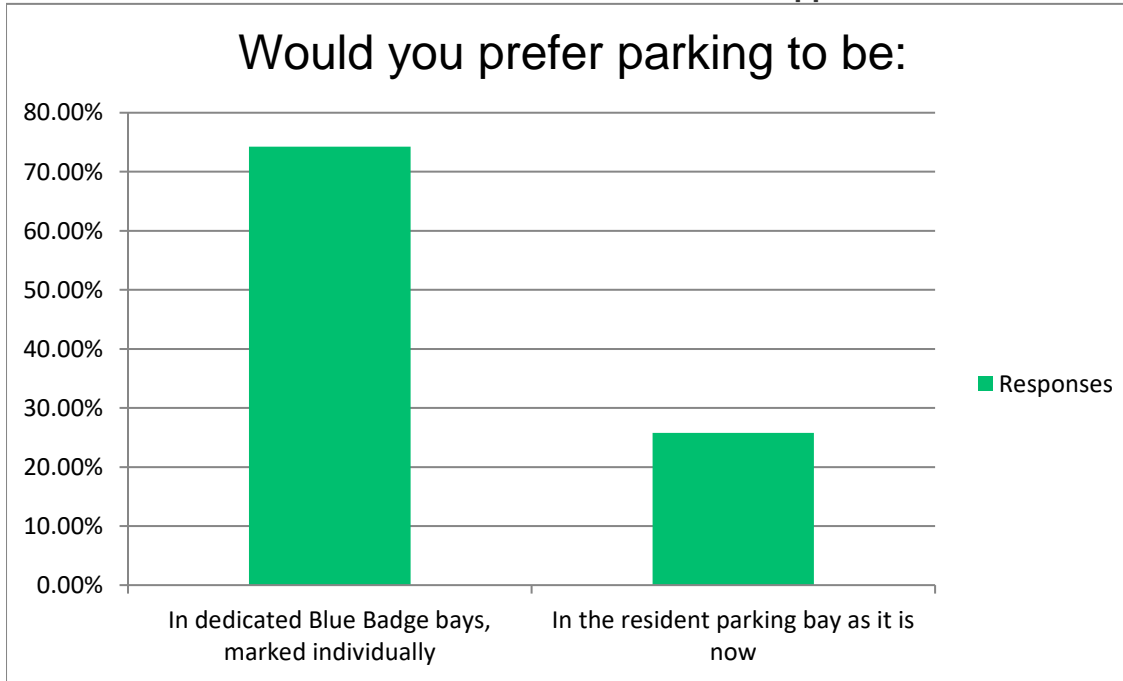


useful	Not at all useful	Total	Weighted Average
41	29.63%	80	270
36	33.46%	85	254
38	32.80%	82	250
<b>Answered</b>			<b>272</b>
<b>Skipped</b>			<b>268</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

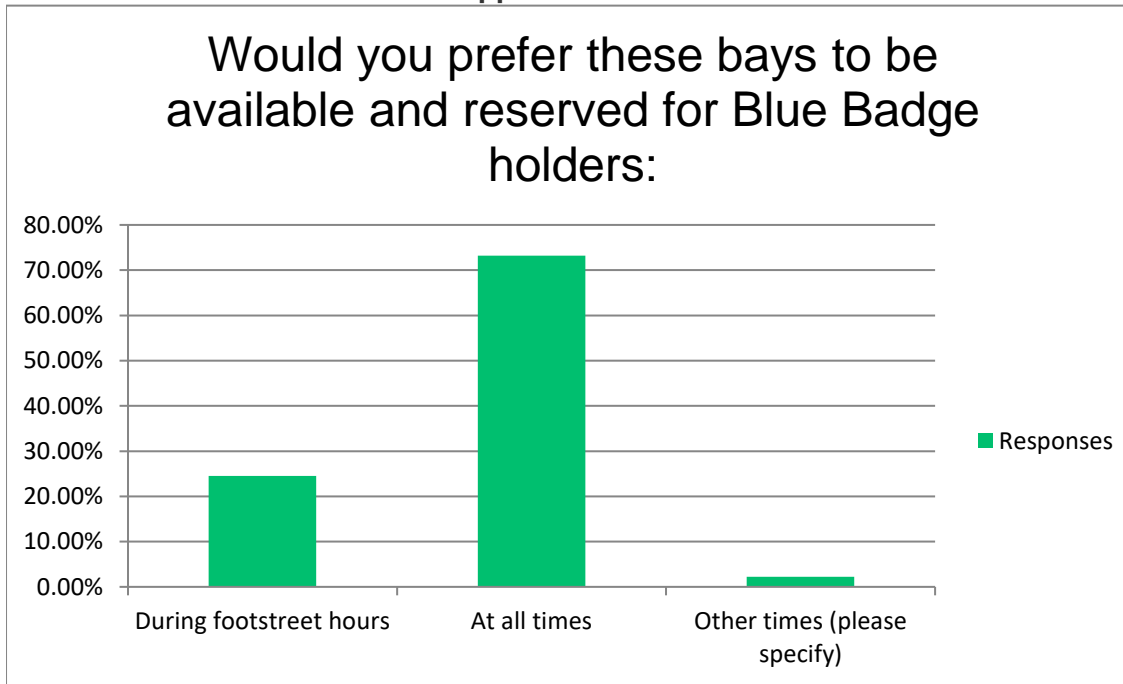
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	74.24%	196
In the resident parking bay as it is now	25.76%	68
	<b>Answered</b>	<b>264</b>
	<b>Skipped</b>	<b>276</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

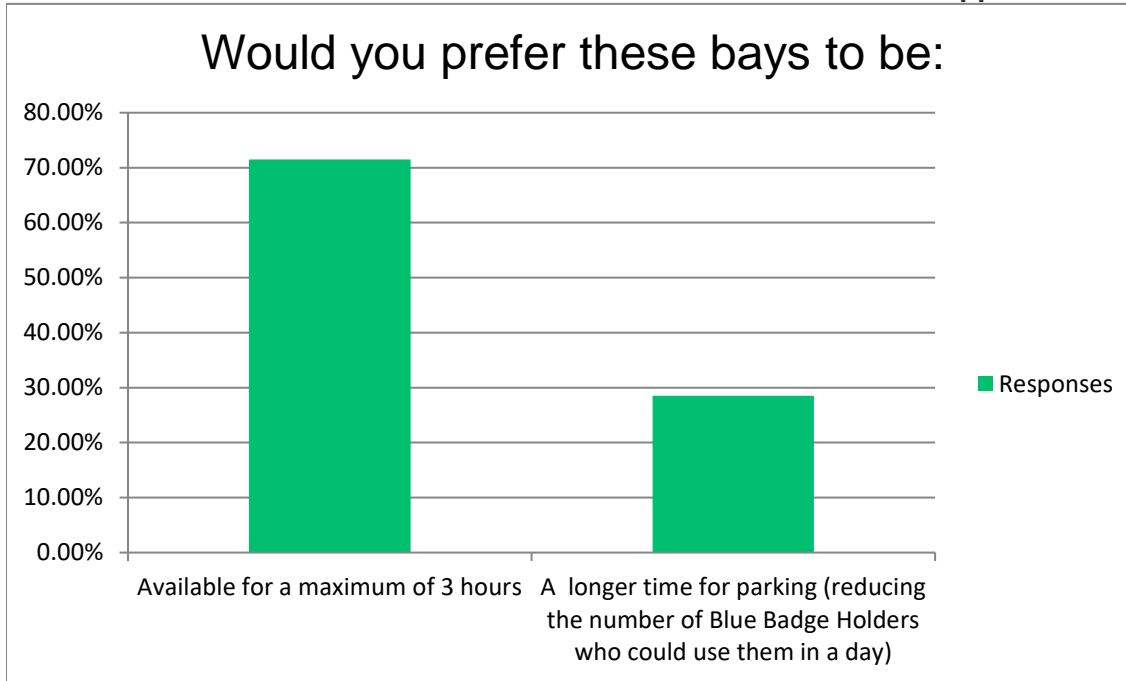
Answer Choices	Responses	
During footstreet hours	24.53%	65
At all times	73.21%	194
Other times (please specify)	2.26%	6
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>275</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

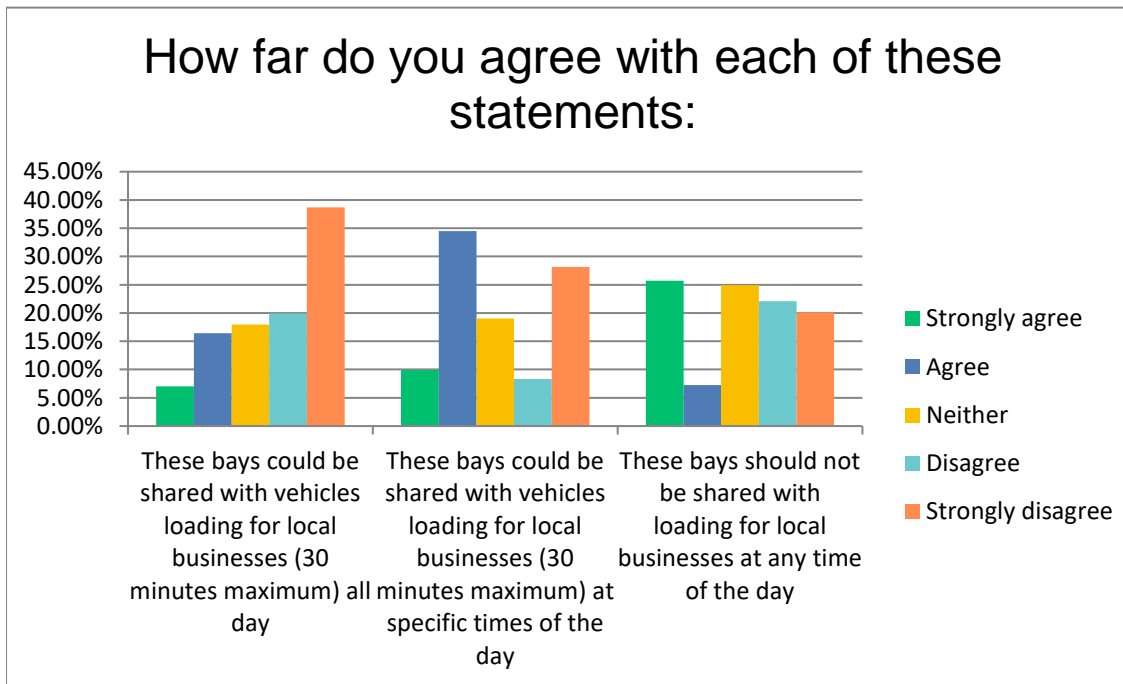
Answer Choices	Responses	
Available for a maximum of 3 hours	71.48%	183
A longer time for parking (reducing the number of Blue Badge Holders	28.52%	73
	<b>Answered</b>	<b>256</b>
	<b>Skipped</b>	<b>284</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.03%	18	16.41%	42	17.97%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	9.92%	25	34.52%	87	19.05%				
These bays should not be shared with loading for local businesses at any time of the day	25.70%	64	7.23%	18	24.90%				





ther	Disagree		Strongly disagree		Total	
	46	19.92%	51	38.67%	99	256
	48	8.33%	21	28.17%	71	252
	62	22.09%	55	20.08%	50	249
				<b>Answered</b>		<b>263</b>
				<b>Skipped</b>		<b>277</b>

## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 66

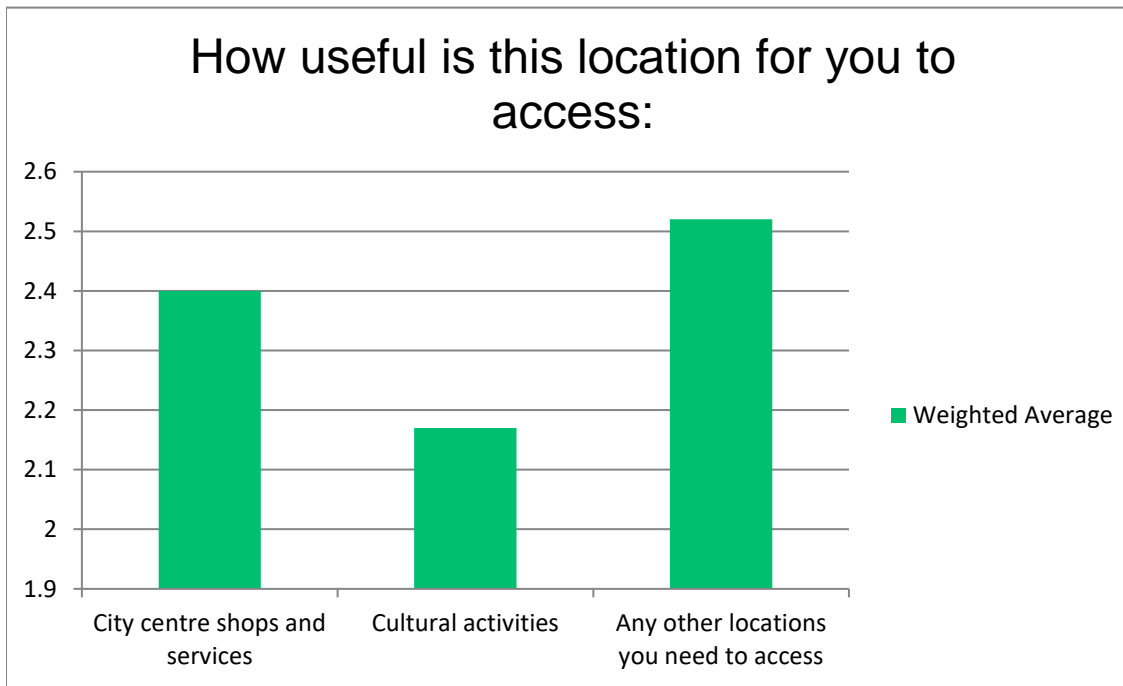
Skipped 474

## City Centre Blue Badge Parking

St Leonard's Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	35.23%	93	25.76%	68	15.53%	41	10.98%
Cultural activities	43.58%	112	25.68%	66	11.28%	29	9.34%
Any other locations you need to access	31.05%	77	25.40%	63	17.74%	44	11.69%

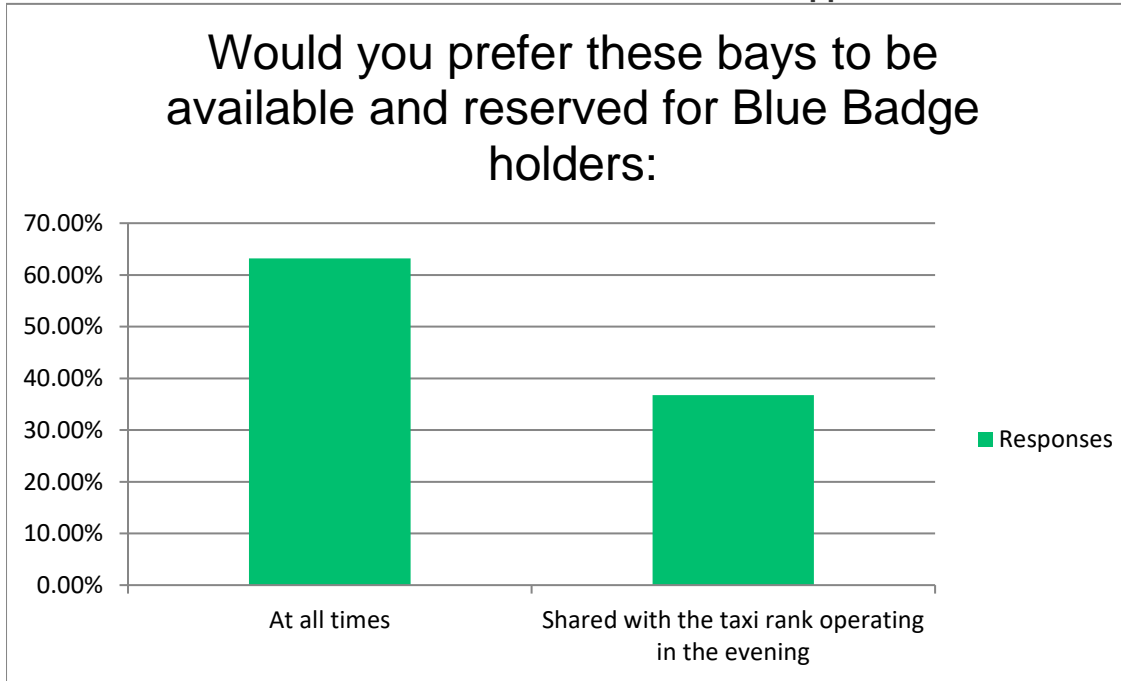


useful	Not at all useful	Total	Weighted Average	
29	12.50%	33	264	2.4
24	10.12%	26	257	2.17
29	14.11%	35	248	2.52
		<b>Answered</b>		<b>267</b>
		<b>Skipped</b>		<b>273</b>

## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

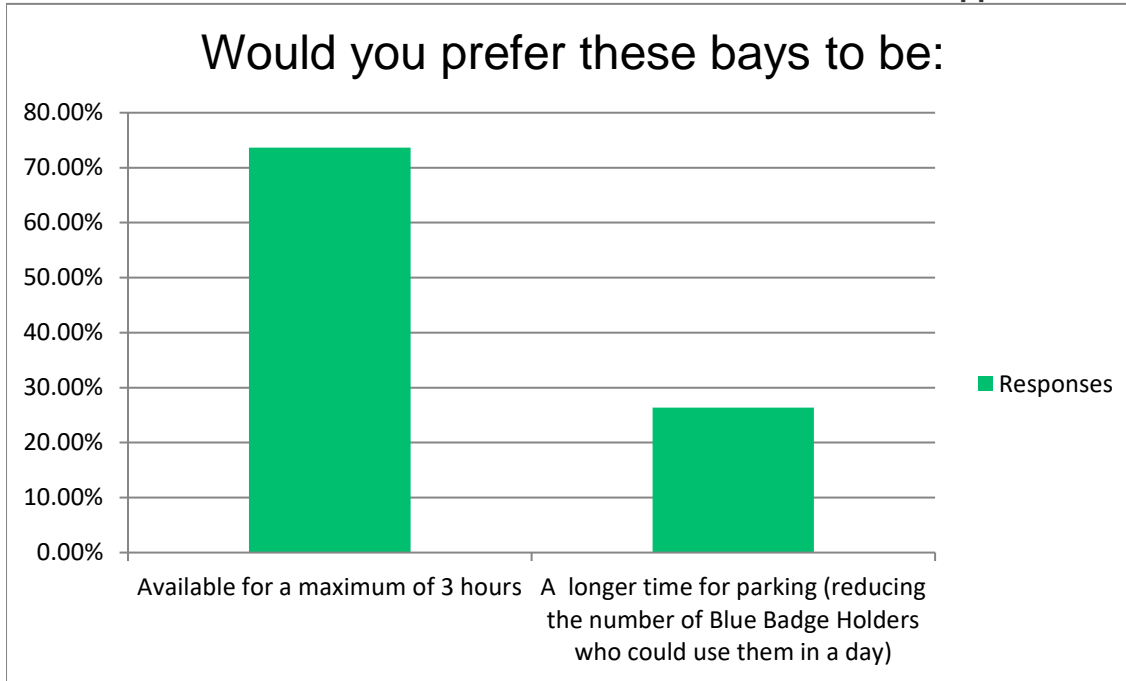
Answer Choices	Responses	
At all times	63.22%	165
Shared with the taxi rank operating in the evening	36.78%	96
	<b>Answered</b>	<b>261</b>
	<b>Skipped</b>	<b>279</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

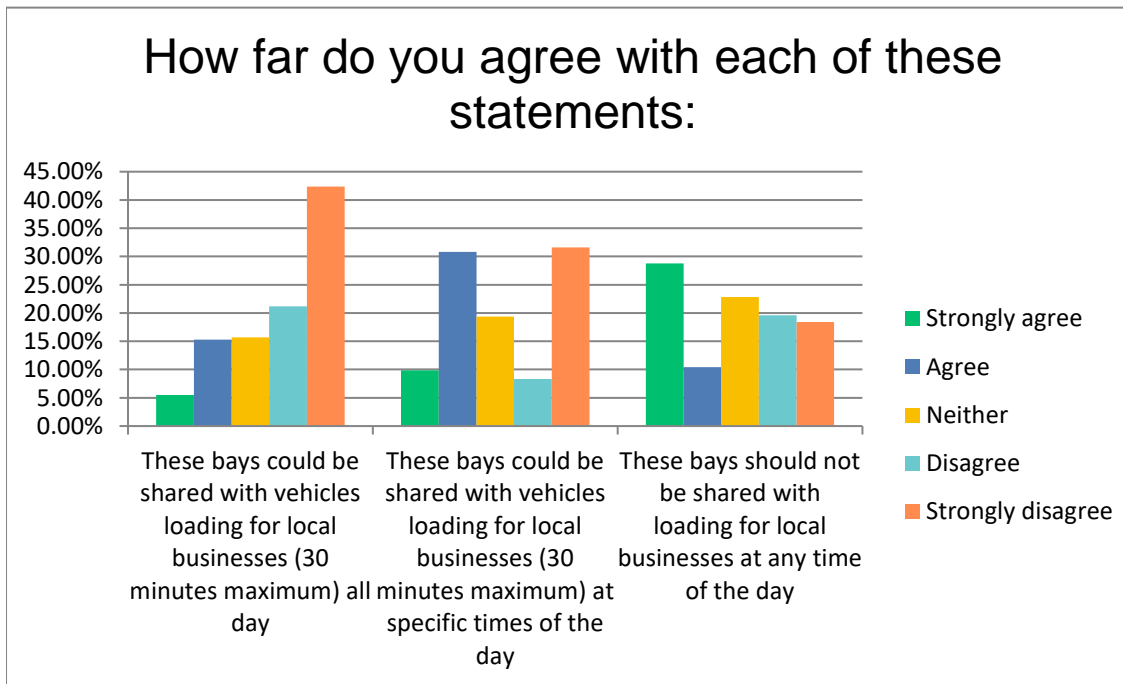
Answer Choices	Responses	
Available for a maximum of 3 hours	73.64%	190
A longer time for parking (reducing the number of Blue Badge Holders	26.36%	68
	<b>Answered</b>	<b>258</b>
	<b>Skipped</b>	<b>282</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	5.49%	14	15.29%	39	15.69%	21.74%	21.74%	11.88%	22.80%
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	9.88%	25	30.83%	78	19.37%	19.37%	19.37%	11.88%	22.80%
These bays should not be shared with loading for local businesses at any time of the day	28.80%	72	10.40%	26	22.80%	22.80%	11.88%	11.88%	22.80%



ther	Disagree		Strongly disagree		Total	
	40	21.18%	54	42.35%	108	255
	49	8.30%	21	31.62%	80	253
	57	19.60%	49	18.40%	46	250
				<b>Answered</b>		<b>263</b>
				<b>Skipped</b>		<b>277</b>



## City Centre Blue Badge Parking

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

Answered 68

Skipped 472

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Respondent ID

Average

Base n

Respondent ID #####

270

Total sample; Unweighted; base n = 270

Are you completing the survey as:

	%	n
Resident - Blue badge Holder	100%	270
Total sample; Unweighted; base n = 270		

VAR00019

	%	n
Image 1	46%	114
Image 2	54%	135

Total sample; Unweighted; base n = 249; total n = 270; 21 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

City centre shops and services

	%	n
Extremely useful	41.18%	98
Very useful	26.47%	63
Somewhat useful	13.03%	31
Slightly useful	7.56%	18
Not at all useful	11.76%	28

Total sample; Unweighted; base n = 238; total n = 270; 32 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Cultural activities

	%	n
Extremely useful	34%	70
Very useful	24%	48
Somewhat useful	20%	40
Slightly useful	8%	16
Not at all useful	15%	30

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Any other locations you need to access

	%	n
Extremely useful	29%	62
Very useful	24%	51
Somewhat useful	19%	41
Slightly useful	9%	20
Not at all useful	18%	37

Total sample; Unweighted; base n = 211; total n = 270; 59 missing



**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Would you prefer parking to be:

	%	n
In dedicated Blue Badge bays, marked individually	76%	183
On double yellow lines	24%	58

Total sample; Unweighted; base n = 241; total n = 270; 29 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Junction of Blake St: Would you prefer these bays to be available and reserved for Blue Badge holders:

	%	n
At all times	88%	213
During footstreet hours	11%	27
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 242; total n = 270; 28 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Other times (please specify)

	%	n
2 is not enough	50%	1
Yes	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Junction of Blake St: Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	24%	59
Available for a maximum of 3 hours	76%	183

Total sample; Unweighted; base n = 242; total n = 270; 28 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day

	%	n
Strongly agree	8%	19
2	8%	19
3	15%	36
4	14%	33
Strongly disagree	54%	128

Total sample; Unweighted; base n = 235; total n = 270; 35 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day

	%	n
Strongly agree	18%	41
2	16%	37
3	20%	46
4	9%	22
Strongly disagree	37%	86

Total sample; Unweighted; base n = 232; total n = 270; 38 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays should not be shared with loading for local businesses at any time of the day

	%	n
Strongly agree	40%	90
2	7%	16
3	14%	32
4	12%	28
Strongly disagree	27%	60

Total sample; Unweighted; base n = 226; total n = 270; 44 missing

### Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

4 It gets so busy here with all the taxis. With only 4 spaces available, they'd usually be taken and then you'd have a lot of cars trying to park and turning around.

5 The existing spaces on Duncombe Place are always full of people loading or just waiting. It is almost impossible to park there with a blue badge.

7 Additional parking is necessary due to the uber taxis sitting in this area waiting for business.

8 Decision makers should be aware of problems that people with disabilities encounter to access facilities in the city. Current arrangements prevent many disabled people from coming into the city.

14 That they are actually policed to only be used by blue badge holders

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

22 We need parking all day on Blake st like it was

29 Long walk to parts of town with limited mobility

30 The surface of Blake Street is awful - the blocks badly subsided. Really off-putting for wheelchair users.

32 It still does not redress the amount of lost parking further into Blake Street and Duncombe Place

34 Why not also consider additional blue badge parking opposite outside the assembly rooms entrance, again this would be extremely valuable for accessing town shops.

42 no

45 for myself it gives only limited access to the city centre due to distance. Positive for Minster and some restaurants

49 There should be strict policing of the use of a Blue Badge and fines issued to anyone found misusing their or someone else's Blue Badge.

51 Makes sense for blue badge holders arriving in central York from the North up Gillygate or the West along Bootham.

53 Bays to allow vehicle ramps to be deployed

56 4 parking bays, theirs lots of disabled in York, 4 bays isn't enough parking for people, you be lucky to get parked there

68 You are suggesting the instatement of 4 bays, which you believe will be adequate for the some 20-30 disabled badge holders which park here concurrently on a weekend. The clamber for these spaces will be ridiculous - and the idea that changing the traffic

70 I would struggle to access my bank without being able to park near coney street

77 The reason for the "At All Times" requirement is for evening theater visits.

89 If I want to park down Blake street early in the day before 10.30 it's impossible with lorries, food couriers outside McDonald's and anyone else that thinks it's ok to park there. If the bays were marked as disabled this could help

95 Suggest 06.00pm to 11.30pm longer than 3 hours to enable parking for cultural activities ie Theatre Royal



107 The pedestrianisation of the city centre excludes disabled persons from using it. As most of the area is too far to walk

108 I simply wouldn't be able to go to town York with out disabled parking for lots of reasons heath physical and severe anxiety difficulties when going out  
Have always parked in Blake St to access Brown's after the spaces were taken away outside Brown's. Tried to use Dincombe Place new spaces but it has  
112 been fill of uber Eats delivery drivers therefore think the bays should just be used for blue badge holder

115 If perking in these bays, how does one get back on to road, without doing three point turn? Driving down Blake Stand up Lendal was never difficult.  
119 Loading vehicles should be kept to early mornings only. Blue Badge parking should be just that for most of the day and evening.  
This is an improvement but I still think there is plenty of potential to allow more disabled parking down Blake Street. It didn't cause problems before  
132 covid and wouldn't now.

138 The bays would need to be positioned for an easy exit as no longer able to drive forward  
Please consider dimensions in planning. With tailgate up my van is 21 feet long, and if I have to get children out of the car and the pavement is narrow  
143 (see Goodramgate) this can be very hard.

145 None  
The disable parking you have provided is no any use to me or any other people as I have a struggle walking these distances, Browns of York and  
146 Goodramgate was perfect, in fact Goodramgate was a little to far on a bad day, the changes really have NOT helpe

148 I cannot walk very far with my breathing and lower back  
The problem with this area, especially Duncombe Place, is that it is used by cars parked at the hotel, and other service vehicles for long periods of time  
150 preventing disabled drivers from parking there

157 The present restriction which been brought in have a major impact on myself and other blue badge holders.  
160 Very rarely do I park at this side of the city  
The parking outside the hotel is shared and you can never get in this is why I feel this should be just for disabled. I am very disabled physically Meaning I  
161 can only walk very short distances this is useful for the theatre and library and museum gardens  
I would challenge the statement that these bays give good access to "good quality" footpaths/streets. They have never been in such poor repair and are  
162 a real challenge to navigate by self propelled wheelchair, far far poorer than most other "historical "

167 can the loading be allowed as before10am

177 I cannot walk more than 200 yards, so Parliament St.almost impossible as would most of rest of the foot streets

183 I would only be able to walk to St Helens sq and the top of stone gate, anywhere further is too much for me

187 Evening parking also important as many Blue Badge holders would like to access Restaurants and Entertainments in the City Centre.  
Everytime I want to go into town to park I can't get parked in a blue badge zone so I have to go home can't walk far I use an electric scooter no good in  
188 town car parks

190 How would you leave from the bays (especially outside Visit York) without going down Blake Street/St Helen's Swuare/Lendal?

194 No point in me shopping in York if I don't have access to the shops can't walk far would be exhausted by the time I get there

196 How do vehicles exit these spaces as the street is one way?  
197 Shops need to be loaded by lorries so that customers can buy goods that the shop has  
198 None  
I would be worried that these parking places would be abused because of their location. My immediate worry is being challenged for using them as I  
200 am comparatively young and do not have a physical disability - but this is a wider issue.  
201 I have reported to the council the excess of Deliveroo etc drivers waiting in these bays (7) so disabled drivers cannot get a space.  
205 The removal of the cycle parking is unacceptable. I am also a disabled cyclist  
I am a wheelchair user and can only walk about 50 yards with a stick. Whereas although I don't go into town very often, even with the new Blue Badge  
209 Bays, I will have to have someone with me to help with the pushing. A closer place to park would mean I c  
212 What about use of Granary Court?  
213 Would any of the proposed traffic changes impact on the access to these bays for residents coming from the West of the river.  
When visiting the cinema or Theatre, a longer time than 3 hours would be needed it could be a mximum of 3 hours during the day, but longer in the  
217 evening.  
It doesn't help access for those unable to walk with a wheeled walker, it's still too far from Coney St. Parking in Kings Square, Goodramgate and St.  
218 Sampson's Sq. was more convenient.  
These bays don't get me close enough to Coney Street and nearby shops and to City Screen where I am a member. If Coney Street is open before 8pm  
220 to traffic then I can park there early evening when I like to go to cinema  
221 If possible, remove/reduce kerb so that wheelchair users can get out of both sides of the car.  
Make separate spaces for blue badge and businesses loading ect. This is very much on the edge of the city centre so not very close to a lot of what the  
222 city centre has to offer. I think it's great to have these spaces but you need more and other more cent  
226 These are the spaces that I personally would use most often.  
At present I've found it very hard to find a parking space in this area as the uber/food delivery men are constantly pulling in there while they pick up  
233 food deliveries.  
I'm afraid this location isn't close enough for me to walk/wheel to any of the places I used to go. It would still force me to rely upon buying a manual  
234 wheelchair and needing someone to push it. Then that requires the business/restaurant etc. to have whe  
237 I use bike as disability aid so please do not take bike parking away!  
242 to be able to go down GOODRAMGATE  
If parking outside the Assembly Rooms, how do you drive out without doing a 360 degree turn? Or are you carrying on down Blake Street, into St.  
243 Helens Square and out through Lendal. If so, why are these not being kept open, which means far more access.  
If parking is limited to 3 hours I would change my responses as this does not support my use of city centre shops and services and leisure. 3 hours is  
244 enough time for lunch out only but not for an evening meal, a shopping trip, theatre or cinema trip.  
I still cannot reach the city centre and as each step I take results in severe pain these changes will not change this and I will still be in pain whenever I go  
246 into the city centre

Double yellow lines get used a lot for people dropping off which is fine if the person being dropped off needs closer access but frequently it isn't. Also,  
250 could there be a blue badge designated large bay without individual bays within it?  
251 Could we have extra bays as I find this location one of the most convenient.  
I think that the distance of bays outside of the pedestrian area is critical to individuals who, by definition, have very limited ability to walk any distance.  
252 I would have to park outside of any premises I wanted to access on foot. The restrictions on  
By definition, Blue Badge holders have limited mobility and need to be as near as possible to the places that they want to visit, the present and  
257 proposed arrangements make this unhelpful.  
Why don't you remove the taxi bays on the long stretch between the York Minster and the traffic light junction near the tourist information centre to  
259 allow for additional blue badge parking. These taxi bays rarely pick any one up from this location.  
267 No Thank You  
268 Since the start of the Footstreets I have not been able to park in York. My familiar routes are closed to me and it is very difficult.  
Total sample; Unweighted; base n = 270

**Duncombe Place Horse and Carriage Bay**

City centre shops and services1

	%	n
Extremely useful	43%	98
Very useful	24%	55
Somewhat useful	15%	34
Slightly useful	8%	19
Not at all useful	9%	21

Total sample; Unweighted; base n = 227; total n = 270; 43 missing

### Duncombe Place Horse and Carriage Bay

Cultural activities1

	%	n
Extremely useful	37%	77
Very useful	25%	51
Somewhat useful	20%	41
Slightly useful	8%	17
Not at all useful	11%	22

Total sample; Unweighted; base n = 208; total n = 270; 62 missing

**Duncombe Place Horse and Carriage Bay**

Any other locations you need to access1

	%	n
Extremely useful	33%	71
Very useful	23%	49
Somewhat useful	20%	42
Slightly useful	12%	25
Not at all useful	12%	26

Total sample; Unweighted; base n = 213; total n = 270; 57 missing

**Duncombe Place Horse and Carriage Bay**

Would you prefer parking to be:1

	%	n
In dedicated Blue Badge bays, marked individually	79%	180
On double yellow lines	21%	47

Total sample; Unweighted; base n = 227; total n = 270; 43 missing

**Duncombe Place Horse and Carriage Bay**

Would you prefer these bays to be available and reserved for Blue Badge holders:1

	%	n
At all times	85%	191
During footstreet hours	15%	33
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 226; total n = 270; 44 missing



**Duncombe Place Horse and Carriage Bay**

Other times (please specify)<sup>1</sup>

	%	n	
No	50%	1	1
We need access as and when like anyone else	50%	1	1
Total sample; Unweighted; base n = 2; total n = 270; 268 missing			

**Duncombe Place Horse and Carriage Bay**

Would you prefer these bays to be:1

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	26%	57
Available for a maximum of 3 hours	74%	164

Total sample; Unweighted; base n = 221; total n = 270; 49 missing

**Duncombe Place Horse and Carriage Bay**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day1

	%	n
Strongly agree	11%	24
Agree	12%	26
Neither	12%	27
Disagree	17%	37
Strongly disagree	48%	104

Total sample; Unweighted; base n = 218; total n = 270; 52 missing

### Duncombe Place Horse and Carriage Bay

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>1</sup>

	%	n
Strongly agree	14%	29
Agree	28%	59
Neither	14%	30
Disagree	10%	21
Strongly disagree	35%	74
Total sample; Unweighted; base n = 213; total n = 270; 57 missing		

### Duncombe Place Horse and Carriage Bay

These bays should not be shared with loading for local businesses at any time of the day<sup>1</sup>

	%	n
Strongly agree	32%	68
Agree	9%	20
Neither	19%	40
Disagree	18%	38
Strongly disagree	23%	49

Total sample; Unweighted; base n = 215; total n = 270; 55 missing

## Duncombe Place Horse and Carriage Bay

Is there anything else you would like us to know or consider about the potential parking at this location?  
(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).1

Text

4 Lots of pedestrians, could be difficult for cars to turn around when the spaces are inevitably taken.  
7 Some space should be left for horsedrawn carriages, this area could also be used by local business for deliveries  
21 SHARING PARKING WITH HORSES AND CARRIAGES WOULD BE A RECIPE FOR DISASTER!  
29 Long walk to town but useful for minster  
32 Still does not redress loss of parking in this area  
34 Very good location for blue badge parking  
45 more limited as only give access to the Minster and a few small shops  
Sharing bays with service vehicles would eventually cause issues to arise from bays being used by non Blue badge holders and there is lots of this  
49 happening already.  
50 there is not enough parking for blue badge people  
If the bays can have a 3 hour limit it would give the blue badge holder the option to visit the shops and not park up and occupy the space all day. Long  
51 term parking is available off Gillygate / Clarence Street, Botham, Marygate and Lords Mayor Walk.  
This is a better solution for disabled badge holders, but four spaces still isn't enough. I'm really not a fan of ideas which involve sharing it as loading  
68 space for businesses - it is always abused and poorly policed. Whether it be a taxi, a DPD van  
77 There is other space for loading in the vicinity  
my husband is wheelchair user and I walk with 2 sticks, due to these situations we don't visit the town centre anymore, previously we could park close  
81 to where we needed to visit but since the restrictions have come in I'm too worried to park anywhere in  
82 If the spaces were made so cars parked at an angle to the kerbs more spaces would be available.  
If the bays were marked as disabled hopefully it would deter other vehicles using them especially if the traffic wardens were able to patrol them  
89 regularly  
91 I would use this space for services in the Minster.  
95 Suggest longer than 3 hours between 06.00pm & 11.30pm to enable access to cultural activities  
100 Please remember that we move slowly....these bays are some distance from the facilities in town. 3 hours can be hard to meet!  
When lorries are going to the town centre they should be going doing the delivery is really early in the morning me and my daughter several times with  
108 nearly been knocked down by vehicles going into the town centre I'm going up on the pavement nearly goin  
115 A long way from Coney Street, City Screen etc  
Far Better, both me & my Husband have a Blue Badge. We needed to be in the centre of York last Thursday, we had to park in Piccadilly. We had to ask  
116 if we could use chair from outside street Cafe as we couldn't walk another step, on the way back to the ca

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access  
119 to shops and theatres for those of us with disabilities.  
138 Useful here for going to the theatre and art gallery. Would a theatre visit need more than 3 hrs?  
140 Very useful for disabled people attending church services at either the minster or st Michael the belfry  
141 I Use for minster and theatre royal  
145 None  
160 It is very rare that I would use parking at this side of the city  
162 See previous comments  
167 it is only a small area for all who are disabled to use the timing for loading needs to be early morning as before  
174 too close to cobbled streets, i think!  
177 Good for restaurants in Petergate, but not much else in my case  
182 These spaces would be particularly useful for theatre-going.  
183 I could walk to the top of Stonegate and the Minster but not much further  
187 Spacings to allow for wide vehicle door openings.  
198 None

199 Local business does not use any space here at the moment and I can't see a need for that to change unless other roads are going to be restricted.  
Sharing parking bays with trucks loading and unloading would not be ideal, but if it's a choice between having the spaces, or not, then sharing would be  
209 better than nothing.  
Again this is very much on the edge of the city centre and not very close to anything. Yes have these spaces but you also need more central ones for  
222 residents and you need other spaces for businesses  
233 As I've explained above the uber eats cars are constantly pulling in there.  
Again, this doesn't help me access what I need. Installing more designated. Blue Badge spaces would nevertheless be welcomed by those for whom it  
234 does improve access. Blue Badge spaces are misused regularly enough by taxis and delivery drivers so it isn't  
235 There are often motorcycles taking up this area  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
244 As per last section. If parking is time limited I would change my responses as these bays would be useless.  
Could there be an awareness raising campaign even amongst blue badge holders so that people who can park further away are encouraged to do so? Or  
250 are aware of the pressure on the spaces that close to the footstreets?  
At the current time many fast food delivery drivers park here waiting for an order (I guess from McDonalds in Blake Street). On 2 occasions I have  
253 struggled to find a parking spot because there have been so many delivery drivers there.  
257 Blue Badge holders need to be able to access the City centre from much nearer that the present and proposed arrangements.

If any disabled bays are shared with any other persons for loading or business use then there is no point of having a disabled badge scheme anywhere as  
259 none disabled people will abuse the system.

267 No

What measures would be put in place to monitor blue badge holders using bays. What deterrent will be used to stop those not authorised to park in  
269 blue bays

Total sample; Unweighted; base n = 270



**St Andrewgate**

City centre shops and services2

	%	n
Extremely useful	38%	86
Very useful	22%	50
Somewhat useful	19%	42
Slightly useful	7%	15
Not at all useful	14%	32

Total sample; Unweighted; base n = 225; total n = 270; 45 missing

**St Andrewgate**

Cultural activities2

	%	n
Extremely useful	21%	44
Very useful	21%	43
Somewhat useful	27%	55
Slightly useful	11%	22
Not at all useful	20%	41

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Andrewgate**

Any other locations you need to access2

	%	n
Extremely useful	28%	57
Very useful	20%	42
Somewhat useful	24%	50
Slightly useful	8%	17
Not at all useful	19%	39

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Andrewgate**

Would you prefer parking to be:2

	%	n
In dedicated Blue Badge bays, marked individually	63%	139
On double yellow lines, as it is now	37%	80

Total sample; Unweighted; base n = 219; total n = 270; 51 missing

**St Andrewgate**

Would you prefer these bays to be available and reserved for Blue Badge holders:2

	%	n
At all times	77%	168
During footstreet hours	21%	45
Other times (please specify)	2%	4

Total sample; Unweighted; base n = 217; total n = 270; 53 missing

**St Andrewgate**

Other times (please specify)2

	%	n
10.00am to 8.00pm	25%	1
As it is now	25%	1
it is unfair to residents to be parking in front of their windows	25%	1
While shops are open.	25%	1
Total sample; Unweighted; base n = 4; total n = 270; 266 missing		

**St Andrewgate**

Would you prefer these bays to be:2

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	25%	55
Available for a maximum of 3 hours	75%	165

Total sample; Unweighted; base n = 220; total n = 270; 50 missing

**St Andrewgate**

Is there anything else you would like us to know or consider about the potential parking at this location?  
(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).2

Text

7 There is a distinct lack of access for disabled parking since bollards went up on goodram gate. not all disabled badge holders have good mobility to walk long distances.

21 THIS WOULD INVOLVE TRAFFIC GOING UP AND DOWN ALDWARK LOOKING FOR THE PARKING BAYS. ALDWARK IS ALREADY PILED UP WITH ILLEGALLY PARKED CARS VISITING MONKGATE PHARMACY. ADDITIONALLY, LEAVING ALDWARK VIA MONK BAR IS ALREADY A NIGHTMARE AS ONLY 2 VEHICLES AT A

28 This would open up my ability and that of any Blue Badge Holder to access the centre of town much more easily and a wide variety of shops.

29 Handy for market but may cause traffic problems when full and other people waiting to park as this is best place for market and other shops  
45 not really useful but pssible access to Goodramgate

51 This area can already get parked up and don't agree with increasing parking. It is already difficult to access after coming through Monk Bar and turning sharp left onto St Andrewgate. There can often be a bottleneck getting off Goodramgate and then when n  
53 Allow room for wheelchair vehicle ramps to be deployed

68 This is a good idea. It isn't mega central though - and access is difficult. Provided the council are going to use their parking attendants to police it, then I don't have an issue with this and think this is a good way forward.

73 THIS AREA HAS HOUSES, TO BE HONEST IF I LIVED THERE I WOULD NOT WANT PEOPLE PARKING THERE UNLESS IT WAS A REAL EMERGENCY

84 Personally, I don't need any longer than 3 hours as I struggle standing and walking

89 If they are marked as disabled hopefully it would stop other vehicles using them

93 Have seen parking here on double yellow lines that sometimes causes comments from pedestrians so a designated bay would be better.

100 The 3 hour limit becomes irrelevant when looking to park. If you drive to town for an appointment or a specific period, you can't keep driving around waiting for someone to move.

115 Open up Goodramgate again.

119 Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

125 goodram gate to kings square and collier gate would be a much better place for disabled persons parking as it always has been

132 It is still too far for me to walk into town.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect



- 138 I don't tend to use that side of town so unsure of how it impacts other disabled people
- 142 Slightly more useful for disabled drivers access to shopping
- 143 Some of the pavements round there are cobbled/flagged. This can be difficult.
- 145 None
- 161 There is a need for some spaces to be for longer for hair appointments etc
- 162 See previous comments
- 167 my carers need to park near the shops with me especially in bad weather
- 176 Take into consideration street scene at all times re signage etc fir all locations
- 177 Useless!
- 183 Too far away from shops
- 187 As previous comments.
- 190 Seems a long way from city centre.
- 194 It takes me a long time to get from a to b I am physically disabled it often takes more than 3 hours to complete my shopping
- 198 None
- 199 This street can become very congested meaning that access to homes is sometimes restricted. Limiting parking here is a good idea.
- 205 Pointless. Already available as double yellow lines and may interfere with pedestrian traffic  
For me, parking in St.Andrewgate would be a non starter. It's too far away from shops that I would use. However, this might be an option that other Blue
- 209 Badge users who have different disabilities to me.
- 216 not familiar with the street, looks tricky to turn vehicle in
- 218 This is better for access for me, I would be able to get as far as Kings Square
- 219 Not fair to park in residential streets that are narrow.
- 220 Useful for access to Kings Square and Colliergate
- 221 It is hazardous getting out of the car and into a wheelchair when there is passing traffic on that side of the car.
- 222 Long way to go to get to the centre, bit of a mess about to get to and tucked out of the way. People need the spaces more centrally
- 226 This would mean I could go to Barnitts again - a shop I love but currently cant access
- 233 A very useful area to have dedicated bays however 3 isn't many .  
Again, this would not be within accessible distance to anything of use. I also would feel uncomfortable restricting access to people's residence.
- 234 Additionally the pavements are not good quality or wide enough for wheeling/walking on. I used to avoid this
- 237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!
- 243 For someone with walking difficulties, but not needing a wheelchair, the bays are too far away from the shops/market
- 244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.

246 These changes will not help me access the city centre. As it is very painful for me to walk and each step is painful so I cannot reach the city centre  
without pain

255 Too few disabled spaces are being considered overall. Disabled people could end up driving around for a considerable amount of time with no guarantee  
of getting parked anywhere accessible. Implementing these few new spaces with a view to closing the city

257 I refer you to my previous remarks with the addition that the City Centre would become disability unfriendly.

267 No

Total sample; Unweighted; base n = 270

**St Andrews Place, off St Andrewgate**

City centre shops and services<sup>3</sup>

	%	n
Extremely useful	27%	59
Very useful	16%	35
Somewhat useful	21%	46
Slightly useful	15%	34
Not at all useful	21%	47

Total sample; Unweighted; base n = 221; total n = 270; 49 missing

**St Andrews Place, off St Andrewgate**

Cultural activities3

	%	n
Extremely useful	16%	32
Very useful	18%	36
Somewhat useful	23%	46
Slightly useful	16%	32
Not at all useful	27%	53

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**St Andrews Place, off St Andrewgate**

Any other locations you need to access<sup>3</sup>

	%	n
Extremely useful	22%	43
Very useful	13%	26
Somewhat useful	25%	50
Slightly useful	15%	30
Not at all useful	25%	49

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

**St Andrews Place, off St Andrewgate**

Would you prefer parking to be:3

	%	n
In dedicated Blue Badge bays, marked individually	61%	129
On double yellow lines, as it is now	39%	84

Total sample; Unweighted; base n = 213; total n = 270; 57 missing

**St Andrews Place, off St Andrewgate**

Would you prefer these bays to be available and reserved for Blue Badge holders:3

	%	n
At all times	67%	141
During footstreet hours	29%	61
Other times (please specify)	3%	7

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**St Andrews Place, off St Andrewgate**

Other times (please specify)<sup>3</sup>

	%	n	
As aforementioned	14%	1	1
As it is now	14%	1	1
LEAVE THIS AREA FOR RESIDENTS WHO LIVE THERE	14%	1	1
None bad idea on this location	14%	1	1
there are not enough parking spaces being replaced	14%	1	1
While shops and main facilities are open	14%	1	1
X	14%	1	1

Total sample; Unweighted; base n = 7; total n = 270; 263 missing



**St Andrews Place, off St Andrewgate**

Would you prefer these bays to be:3

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	22%	44
Available for a maximum of 3 hours	78%	160

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

### St Andrews Place, off St Andrewgate

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).3

Text Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

21 IF DISABLED DRIVERS DO NOT KNOW THEY CAN PARK ON DOUBLE YELLOW LINES THEY SHOULD NOT BE ON THE ROAD! PUTTING PARKING BAYS AND APPROPRIATE SIGNAGE IN THIS AREA WOULD DESTROY THE AMBIENCE OF THE AREA.

29 Traffic due to only one space and narrow roads for turning if space is full

32 Think local residents who cannot park outside their own homes will be very annoyed, but, this is best place for me

45 not really useful but like all the bays identified only limited access to the city centre. not good

51 Don't agree with introducing more blue badge parking in this area. St Andrewgate can already be parked up making it very difficult for residents to access their properties and this would exacerbate the problem. Spen Lane is single traffic for a lot of its

53 Allow room for wheelchair vehicle ramps to be deployed

68 Guys, you really couldn't park down here with the residents needing access. Especially not in a vehicle long or wide enough to fit a wheelchair, or even a standard vehicle really. I encourage you to go and measure a standard, 4 door car width a take a tap

69 Looks to be a bit narrow for disabled parking and for dustbin lorries etc to pass

71 Would impact local residents so not an ideal location

93 I do not think this is an appropriate parking area because of the impact on residents and free flow of residents cars to enter/egress their residences.

100 Same comments as before

119 Parking could be shared with residents overnight and early morning. Blue Badge Parking should be just that, giving access to our city for those of us with disabilities.

132 Goodramgate and King's Square would be better given my walking difficulties.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 I don't generally access this part of York

145 None

152 For myself, not a useful place to park. There's would be too much impact on the parking for the residents. I think to include Disabled parking would be unfair on those who live there

162 See previous comments

167 it is a private housing area parking on goodramgate in front of shops is far better for us so our client is not affected too much by weather

174 potential problems with residents and public with the entrance and exit.

Would always prefer to be in dedicated bay than on a double yellow. Inclined to use inlyvascemergenvy . Most trips have to be planned in advance with  
176 option A and option b.  
177 Useful for Barnitts  
183 Too far away to walk to shops and back  
187 As previous comments.  
198 None  
205 Difficult pavements to access this location.  
As before, St.Andrew Place is too far from Coney Street and other roads around there. If I were to go on my own, having set my wheelchair up, I  
209 couldn't self propel to the foot streets.  
As a disabled flat owner in St. Andrew place, I find it difficult enough to manoeuvre into my allotted space.Adding more disabled parking would restrict  
214 manoeuvrability and space.  
219 Can cause obstruction to residents traffic flow.  
220 This location looks too far away from shops etc for me

222 Lived in York since 1988 and I don't even know where this is, not close enough to be useful, yeah put spaces there but you need spaces near shops etc  
A bit too far away for it to be useful - and looks like wheelchair access would potentially be tricky if you added parked cars into the mix without  
226 pavements - remember visability from a wheelchair is very limited by parked cars  
These would be of no use as again, they are not within my walking distance or the distance required to get a Blue Badge to any shops etc. This is most  
234 likely the reason that they're not currently used by Blue Badge holders.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
243 Same as previous question

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
255 80m is a long way from the shops and cafes. The council really is trying to make the city centre unaccessible to disabled people.  
257 I refer you to my previous remarks. Is York Council wanting to deter disable people from visiting the City centre?  
259 This area would cause problems for local residents accessing their property.  
267 No  
Total sample; Unweighted; base n = 270

**Deangate - between the Cross Keys and the Minster**

City centre shops and services4

	%	n
Extremely useful	49%	107
Very useful	19%	41
Somewhat useful	15%	32
Slightly useful	8%	18
Not at all useful	9%	20

Total sample; Unweighted; base n = 218; total n = 270; 52 missing

**Deangate - between the Cross Keys and the Minster**

Cultural activities4

	%	n
Extremely useful	46%	92
Very useful	19%	39
Somewhat useful	16%	33
Slightly useful	6%	13
Not at all useful	12%	25

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Deangate - between the Cross Keys and the Minster**

Any other locations you need to access<sup>4</sup>

	%	n
Extremely useful	42%	83
Very useful	17%	34
Somewhat useful	21%	41
Slightly useful	9%	17
Not at all useful	12%	24

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer parking to be:4

	%	n
In dedicated Blue Badge bays, marked individually	65%	140
On double yellow lines, as it is now	35%	76

Total sample; Unweighted; base n = 216; total n = 270; 54 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer these bays to be available and reserved for Blue Badge holders:4

	%	n
At all times	78%	169
During footstreet hours	21%	46
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 217; total n = 270; 53 missing



**Deangate - between the Cross Keys and the Minster**

Other times (please specify)4

	%	n
As it is now	50%	1
Extremely beneficial	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer these bays to be:4

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	57
Available for a maximum of 3 hours	73%	152

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**Deangate - between the Cross Keys and the Minster**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day2

	%	n
Strongly agree	7%	16
Agree	17%	36
Neither	15%	33
Disagree	18%	38
Strongly disagree	43%	91

Total sample; Unweighted; base n = 214; total n = 270; 56 missing

**Deangate - between the Cross Keys and the Minster**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>2</sup>

	%	n
Strongly agree	12%	25
Agree	30%	63
Neither	18%	37
Disagree	9%	19
Strongly disagree	31%	65

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**Deangate - between the Cross Keys and the Minster**

These bays should not be shared with loading for local businesses at any time of the day<sup>2</sup>

	%	n
Strongly agree	28%	56
Agree	11%	22
Neither	21%	42
Disagree	21%	42
Strongly disagree	20%	40

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Deangate - between the Cross Keys and the Minster**

Is there anything else

Text Open-Ended Response

10 Sharing would only work if enforcement is kept up

POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

21 THE WHOLE OF THIS STREET UP TO THE BOLLARDS SHOULD BE USED.

32 Possibility of conflict with cyclists

34 Good location for parking

45 the most udeful of the proposed bays for shops and dining

Good for access to the Minster. Parking for more than 3 hours could encourage someone to park up and leave it there. Personal feeling is that the

51 blue badge spaces should be for a short period of time. If all day is needed it would be better to use availa

53 Allow room for wheelchair vehicle ramps to be deployed

67 i don't understand why you would want to put time scales on disabled parking. Its not like my disability disappears at ant given time

This one is \*THE MOST\* important of all. For years this was double hatched so you couldn't park here. This is vital to disabled drivers. This is where I

68 park (and in the cobbled area adjacent) for 99% of my trips into the city. It has fantastic road a

71 Not so easy to access from Bootham

77 The current Yellow Lines parking could be more flexible

Again please note that reducing parking to 3 hours to give you more chance of getting a space when you require it.....only works if there is availability

100 when you arrive. For specific requirements you can not keep driving around waiting for someone to mo

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving

119 access to all facilities in our city for those of us with disabilities.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 useful for attending Minster services

145 None

146 Too fare to walk to main shops

160 Too far for me to walk to main shopping area.

As a mum my child is at the monster nursery and I have been moved on several times around here I certainly hve not been told I am able to park on

161 these double yellow lines this is a vital thing for disabled parents to be able to access this nursery whcih

162 See previous comments

177 Access and egress difficult. Parking of limited value when accessing foot streets for shopping

183 Still too far away from majority of shops to walk there and back

187 As previous comments.

190 It isn't clear currently with the yellow lines, but would be helpful for accessing church at St Michael le Belfrey  
198 None  
205 Pointless. Already available as double yellow lines. Will interfere with cycle flow  
Dean Gate is a little better. I could get from there into the Market and foot streets relatively easily. King's Square isn't too far away. From there, I  
209 could go through the Market and into the Coney Street area.  
219 Access problems to stoneyard and problems when parents collect children from school in vehicles.  
222 Too far from the centre and difficult to access  
226 Particularly useful when there are lots of disabled people trying to access services at the Minster simultaneously, etc

233 This area was my preferred parking area however the double yellow lines now have yellow flashes which means we cannot park there.  
234 The double yellow lines aren't available to park on, they have 'double ticks' so if you park there you get a ticket.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

239 We are regular worshippers at StMichael le Belfrey church and would find this essential for Sunday worship as well as other meetings going on there  
243 Presumably you would enter from Goodramgate

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.

253 This is the very best place for me to park for 2 reasons - a) to visit my daughter in Minster Yard and b) to visit/attend services at York Minster  
257 I refer you to my previous remarks.  
This is a good place to have disabled bays as it is a wide road for bay on both sides and is close to both the shops and Minster area. Although taxi  
259 driver may abuse the system here as even now with covid restrictions you see UBER driver from West Yorkshi  
267 No  
Total sample; Unweighted; base n = 270

**Stonebow - outside Calvert's Carpets**

City centre shops and services5

	%	n
Extremely useful	24%	52
Very useful	16%	34
Somewhat useful	22%	48
Slightly useful	14%	31
Not at all useful	25%	54

Total sample; Unweighted; base n = 219; total n = 270; 51 missing



**Stonebow - outside Calvert's Carpets**

Cultural activities5

	%	n
Extremely useful	13%	27
Very useful	13%	26
Somewhat useful	27%	54
Slightly useful	16%	32
Not at all useful	31%	63

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Stonebow - outside Calvert's Carpets**

Any other locations you need to access5

	%	n
Extremely useful	22%	45
Very useful	10%	20
Somewhat useful	25%	51
Slightly useful	14%	28
Not at all useful	29%	60

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer parking to be:5

	%	n
In dedicated Blue Badge bays, marked individually	80%	166
In the Pay and Display bays as it is now	20%	41

Total sample; Unweighted; base n = 207; total n = 270; 63 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer these bays to be available and reserved for Blue Badge holders:5

	%	n
At all times	73%	150
During footstreet hours	26%	53
Other times (please specify)	1%	3

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**Stonebow - outside Calvert's Carpets**

Other times (please specify)5

	%	n
As it is now	33%	1
Not particular	33%	1
While shops are open	33%	1

Total sample; Unweighted; base n = 3; total n = 270; 267 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer these bays to be:5

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	24%	49
Available for a maximum of 3 hours	76%	158

Total sample; Unweighted; base n = 207; total n = 270; 63 missing

**Stonebow - outside Calvert's Carpets**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day<sup>3</sup>

	%	n
Strongly agree	10%	20
Agree	21%	43
Neither	16%	33
Disagree	17%	34
Strongly disagree	37%	76

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**Stonebow - outside Calvert's Carpets**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>3</sup>

	%	n
Strongly agree	12%	24
Agree	35%	70
Neither	18%	35
Disagree	6%	12
Strongly disagree	29%	57

Total sample; Unweighted; base n = 198; total n = 270; 72 missing



**Stonebow - outside Calvert's Carpets**

These bays should not be shared with loading for local businesses at any time of the day<sup>3</sup>

	%	n
Strongly agree	22%	43
Agree	9%	17
Neither	25%	48
Disagree	22%	43
Strongly disagree	23%	44

Total sample; Unweighted; base n = 195; total n = 270; 75 missing

## Stonebow - outside Calvert's Carpets

Is there anything else?

Text Open-Ended Response

4 It's too far from the centre to be useful for those with limited mobility

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 Far to far from shops to be of any use

32 There is quite rise from there into town, some people couldn't use because of this

45 not useful for me but could be for others

51 Good area for accessing the city center from this area of York.

53 Allow room for wheelchair vehicle ramps to be deployed

I don't think this one is particularly useful or well positioned. I guess if bays were laid on, it might be an attractive place to park if others were busy.

68 If you disability doesn't require close immediate proximity, this could be a useful bay, but f

71 Quite a distance from main shopping streets

76 I dont believe in being allowed to park if you need to do alot of walking after parking myself I would need to park outside the premises i needed to be.

77 This location gives extra secure option for visits to the Yorvik Gillygate Practice surgery.

78 This area could be a hazard from the traffic especially if you need to use a wheelchair. It is a busy street.

89 Too far out of city centre for it to be helpful for me personally.

I do not think this is an appropriate place for disability parking-its a busy area with buses and I think anyone trying to get into or out of the driving side

93 of a vehicle would interfere with the free progress of other road users. Its not a safe location

Use by other vehicles is not useful and 30 minutes for loading and drop off is far too long. How would you police the 30 minute limit. May I suggest

100 that it will not work and the spaces should be for disabled use only.

110 Very useful for doctor's surgery .

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving

119 access to all facilities in our city for those of us with disabilities.

132 This is much too far for me to walk into town.

138 too far out to be of use to me

145 None

146 Too far to walk for disabled

160 I would find it difficult to walk to main shopping area

162 See previous comments

167 my carer is only with me for a few hours so the further we park away from the shops gives us less time to shop and in bad weather i would get soaked  
176 Have struggled in this area with appointments  
177 Limited use due to distance from shops  
183 Ok for marks and Spencer's and shambles but no good otherwise  
187 See previous comments  
190 Too far away from anywhere  
198 None  
205 Pointless. Not in useful location  
The Stonebow although it's not too far from the foot streets. Unfortunately, knowing the area, self propelling a wheel chair in that area is not easy  
209 due to the pavements, and the incline to the foot streets. I'm not strong enough to do that.  
220 Too far from shops etc to be of use to me  
222 Ok but you still need more central spaces nearer to shops and amenities  
226 I would use these spaces to go to my dentist or the Methodist church - but only if I couldn't find a space on St Saviourgate.  
233 A useful area to park.  
234 This area is much too hilly for me to park in. I'm unable to walk or wheel up the hills.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
243 Not near enough shops

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 I wouldn't get out of my care here it is dangerous

250 I wonder if spaces further away from shops/attractions should have a longer maximum to allow for them not being as close to most destinations  
These bays are too far from the city centre. The council must remember that many disabled people have extremely poor mobility and need very close  
255 vehicle access.  
257 I refer you to my previous remarks.

259 This location isn't great due to the busy route of buses using Stonebow which puts disabled people at risk of being injured in this location.  
267 No

Total sample; Unweighted; base n = 270

**St Denys Road - near St Denys' Church**

City centre shops and services6

	%	n
Extremely useful	18%	38
Very useful	16%	33
Somewhat useful	24%	51
Slightly useful	18%	39
Not at all useful	24%	50

Total sample; Unweighted; base n = 211; total n = 270; 59 missing

**St Denys Road - near St Denys' Church**

Cultural activities6

	%	n
Extremely useful	17%	33
Very useful	15%	29
Somewhat useful	24%	48
Slightly useful	18%	36
Not at all useful	27%	53

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**St Denys Road - near St Denys' Church**

Any other locations you need to access<sup>6</sup>

	%	n
Extremely useful	15%	30
Very useful	16%	31
Somewhat useful	24%	48
Slightly useful	18%	36
Not at all useful	27%	53

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

**St Denys Road - near St Denys' Church**

Would you prefer parking to be:

	%	n
In dedicated Blue Badge bays, marked individually	63%	130
On double yellow lines and in the resident parking bay as it is now	37%	75

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Denys Road - near St Denys' Church**

Would you prefer these bays to be available and reserved for Blue Badge holders:6

	%	n
At all times	74%	152
During footstreet hours	25%	52
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 206; total n = 270; 64 missing



**St Denys Road - near St Denys' Church**

Other times (please specify)6

	%	n
as now	50%	1
Leave it as it is now	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**St Denys Road - near St Denys' Church**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	29%	57
Available for a maximum of 3 hours	72%	143

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

**St Denys Road - near St Denys' Church**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day4

	%	n
Strongly agree	7%	15
Agree	19%	38
Neither	22%	44
Disagree	16%	32
Strongly disagree	36%	72

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**St Denys Road - near St Denys' Church**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>4</sup>

	%	n
Strongly agree	9%	18
Agree	32%	63
Neither	24%	46
Disagree	7%	13
Strongly disagree	28%	54

Total sample; Unweighted; base n = 194; total n = 270; 76 missing

**St Denys Road - near St Denys' Church**

These bays should not be shared with loading for local businesses at any time of the day<sup>4</sup>

	%	n
Strongly agree	22%	44
Agree	10%	19
Neither	27%	54
Disagree	21%	41
Strongly disagree	20%	39
Total sample; Unweighted; base n = 197; total n = 270; 73 missing		

### St Denys Road - near St Denys' Church

Is there anything else?

Text Open-Ended Response

4 Too far From city centre to be useable for limited mobility

7 Should stay as it is now.

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 To far from shops to be of any use

45 again not particularly useful to me unless I visit Walmgate

i rarely park in any of the other areas previously mentioned. i use the St. Deny's access nearly every time. i find this location very convenient for where i

46 live and access York. i like the current situation where it is within the marked bay parking are

51 Another area of York which will be useful for people arriving through Walmgate Bar or coming up Piccadilly having arrived over Skeldergate Bridge.

53 Allow room for wheelchair vehicle ramps to be deployed

Ok for the bottom end of town. When I want to park down here though I've been using the bays outside of Spark, just down from the mini roundabout.

68 This is better because it is wider, the kerb is lower and it is closer to town.

71 Would impact on residents parking so not the best location and not close to city centre shops

76 Shops need to be restocked

89 Too far out of city centre for me personally

100 3 hour rule again not helpful.

112 Already park there very often but dedicated disabled bays would stop people parking there who can park further away and walk

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access

119 to shops and other facilities for those of us with disabilities.

132 I can't walk that far to access town.

133 This is close to the DWP assessment centre so is vital for Blue Badge holders

145 None

146 Too far to walk for coney street for disabled people

160 Too far from city centre.

162 See previous comments

177 Too far from City Centre

183 Too far away from shops

187 As previous

190 Too far away

- 198 None
- 205 Moderately useful for access to Walmgate.
- 209 St.Denys Road is again too far from the foot streets for me to be able to self propel myself there.
- 221 This area is not very flat which makes it difficult to push.
- 222 Yeah but you need more central spaces, long way for disabled people to get to the centre
- 226 I would (and do currently) use these spaces to access Walmgate - an area that is otherwise very difficult to access.
- 233 This is probably an area a little far out for me to walk into the shops I use.  
This is a good area to park as it is flat and has good quality pavements. However it's only useful if I have wanted to access a very select few businesses.
- 234 These businesses moved so it's no longer of use. This location doesn't help me access the footstree
- 244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.
- 257 Disability unfriendly.  
It's a OK place for both local business and disabled people to park here. Although there are bays near Lloyd Bank and the old Argos store these could be
- 259 changed into disinated disabled bays only as these are a better chose for accessibility into the city
- 267 Too far away from shops, banks and other cultural venue for those who have mobility problems
- Total sample; Unweighted; base n = 270

**Cumberland Street - by the York Opera House**

City centre shops and services7

	%	n
Extremely useful	40%	83
Very useful	21%	45
Somewhat useful	18%	37
Slightly useful	10%	21
Not at all useful	11%	24

Total sample; Unweighted; base n = 210; total n = 270; 60 missing



**Cumberland Street - by the York Opera House**

Cultural activities7

	%	n
Extremely useful	44%	89
Very useful	19%	39
Somewhat useful	18%	37
Slightly useful	8%	16
Not at all useful	10%	20

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**Cumberland Street - by the York Opera House**

Any other locations you need to access?

	%	n
Extremely useful	34%	67
Very useful	20%	40
Somewhat useful	22%	43
Slightly useful	8%	16
Not at all useful	15%	30

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**Cumberland Street - by the York Opera House**

Would you prefer parking to be:7

	%	n
In dedicated Blue Badge bays, marked individually	71%	151
On double yellow lines, as it is now	29%	61

Total sample; Unweighted; base n = 212; total n = 270; 58 missing

**Cumberland Street - by the York Opera House**

Would you prefer these bays to be available and reserved for Blue Badge holders:7

	%	n
At all times	86%	182
During footstreet hours	13%	27
Other times (please specify)	1%	3

Total sample; Unweighted; base n = 212; total n = 270; 58 missing

**Cumberland Street - by the York Opera House**

Other times (please specify)7

	%	n
As Now	33%	1
footstreet and when the opera house has performances although not sure how that would work	33%	1
When the theatre is open	33%	1

Total sample; Unweighted; base n = 3; total n = 270; 267 missing

**Cumberland Street - by the York Opera House**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	34%	69
Available for a maximum of 3 hours	66%	134

Total sample; Unweighted; base n = 203; total n = 270; 67 missing

**Cumberland Street - by the York Opera House**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day5

	%	n
Strongly agree	7%	15
Agree	15%	31
Neither	15%	31
Disagree	20%	42
Strongly disagree	42%	86

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**Cumberland Street - by the York Opera House**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>5</sup>

	%	n
Strongly agree	10%	20
Agree	35%	71
Neither	17%	34
Disagree	8%	16
Strongly disagree	31%	64
Total sample; Unweighted; base n = 205; total n = 270; 65 missing		



**Cumberland Street - by the York Opera House**

These bays should not be shared with loading for local businesses at any time of the day<sup>5</sup>

	%	n
Strongly agree	26%	52
Agree	12%	24
Neither	22%	44
Disagree	22%	43
Strongly disagree	18%	35

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

## Cumberland Street - by the York Opera House

Is there anything else?

Text Open-Ended Response

4 Narrow streets, lots of pedestrians and buses, as well as delivery vehicles. This makes turning around, coming in and out, very stressful. There's then an extremely busy road to cross, which can be dangerous for disabled people

5 Most scooters only go to 1 in 8 gradient

10 Sharing would only work if enforcement is kept up

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 Ideal for theatre and close to shops

30 Visiting the city centre in a wheelchair is hugely unappealing because of the state of the pavements and not properly dropped kerbs.

32 Traffic wardens would have to really keep eye on this area as everyone parks there ( not showing blue badge)

45 it is on a steep incline.. not good for a walking disability

51 Narrow street. With pedestrians at the bottom. Don't think this is a good area.

53 Allow room for wheelchair vehicle ramps to be deployed

This is a great idea for disabled holders wanting to walk into the city centre. The gradient is a bit steep but I personally would be ok with it. From my perspective though - I'm not a fan of this side street from a safety point of view. I prefer to p

71 I suppose flooding may be an issue at certain times

76 Speaking for myself this area is too hilly for me to walk in so i could not be going in this area

95 Longer than 3 hours from 06.00 pm to 11.00pm

112 This area is always busy with delivery lorries and is very difficult to access.

Dedicated Blue Badge Parking here essential for visits to the Grand Theatre. More bays on King Street at the other side of the theatre where disabled access to the theatre is located would be even better and more appropriate, please.

I need to access Specsavers and this is a little nearer than Castle carpark but given my walking difficulties Castlegate was perfect and much nearer for me.

132 The last time I had to do that walk I had an angina attack. The other issue is that Cumberland Str

133 This is the closest parking for the GOH and courts for disabled people. Others should not be able to block this opportunity to park

138 great for the theatre

140 Really useful for people attending the theatre and near by restaurants

143 That slope is really steep- I wouldn't park there as it would be very hard to get out of the car safely.

145 None

146 STILL TOO far to Walk

160 Useful for theatre.but 3hours may not be long enough

162 See previous comments

167 this looks difficult for a fire engine to get down  
As the user of a manual wheelchair, I would not be able to use these spaces, as the gradient is too steep. I do not think that they are an adequate solution  
169 to the current problem.  
175 this parking would be difficult as it is on a hill  
177 OK for theatre and part of Coney St  
182 These spaces would be particularly useful for theatre-going.  
183 It is still too far away  
187 As previous  
198 None  
199 You will end up with people restricting access if they park down here for any length of time.  
205 Difficult to access, both on foot and by vehicle

209 Cumberland Street is closer to the shopping area. It's only drawback is that it has quite a steep incline, which makes self propelling very hard.  
211 Not limiting the time to 3 hours would mean that it would be possible to use these bays for attending theatre productions.  
The theatre disabled access used to be in King Street, has it been relocated to this road? If it still is in King Street, the slope here being so considerable,  
213 when using the theatre having to go around to King Street would prove difficult. The surfaces a  
These spaces would be of use for the theatre but, due to the gradient, it is impossible for me to push up the hill without assistance which is not generally  
221 available to me.

222 It's ok but the best thing you could do is just leave everything as it was before you took parking away from disabled people trying to access the city centre  
I suspect that how much these spaces were used (certainly my use) would depend on the availability of blue badge spaces in / outside Castlegate car park -  
226 specifically, in my case, spaces suitable for large vehicles. I can only travel in a modified ambula  
234 I don't really go here.

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 not a great place for wheelchairs users on a steep hill  
blue badge spaces available for the length of performances at the opera house, and allowing for people wanting to have a drink etc first. Some work with  
250 local businesses and taxis to help understanding of the impact of using the yellow lines to park or  
259 This would be good close access to Coney Street or visiting the Theatre or Court.  
267 Slightly worried that this location is in an incline which makes it harder to use for those using walking aids  
269 Again monitoring and consequences, especially Delivery drivers who are use to doing as they want! Who tells then?  
Total sample; Unweighted; base n = 270

**Lord Mayor's Walk**

City centre shops and services<sup>8</sup>

	%	n
Extremely useful	15%	32
Very useful	19%	41
Somewhat useful	21%	46
Slightly useful	15%	33
Not at all useful	29%	62

Total sample; Unweighted; base n = 214; total n = 270; 56 missing

**Lord Mayor's Walk**

Cultural activities8

	%	n
Extremely useful	14%	27
Very useful	16%	31
Somewhat useful	22%	43
Slightly useful	14%	28
Not at all useful	35%	68

Total sample; Unweighted; base n = 197; total n = 270; 73 missing

**Lord Mayor's Walk**

Any other locations you need to access<sup>8</sup>

	%	n
Extremely useful	14%	27
Very useful	15%	29
Somewhat useful	23%	46
Slightly useful	15%	29
Not at all useful	33%	65

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**Lord Mayor's Walk**

Would you prefer parking to be:8

	%	n
In dedicated Blue Badge bays, marked individually	74%	154
In the resident parking bay as it is now	26%	53

Total sample; Unweighted; base n = 207; total n = 270; 63 missing

**Lord Mayor's Walk**

Would you prefer these bays to be available and reserved for Blue Badge holders:8

	%	n
At all times	75%	156
During footstreet hours	23%	49
Other times (please specify)	2%	4

Total sample; Unweighted; base n = 209; total n = 270; 61 missing



**Lord Mayor's Walk**

Other times (please specify)8

	%	n
As it is now	25%	1
as now	25%	1
keep as it is	25%	1
Leave as residents parking	25%	1

Total sample; Unweighted; base n = 4; total n = 270; 266 missing

**Lord Mayor's Walk**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	55
Available for a maximum of 3 hours	73%	146

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**Lord Mayor's Walk**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day<sup>6</sup>

	%	n
Strongly agree	7%	14
Agree	17%	34
Neither	21%	41
Disagree	20%	40
Strongly disagree	36%	71

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

### Lord Mayor's Walk

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>6</sup>

	%	n
Strongly agree	8%	15
Agree	35%	69
Neither	21%	41
Disagree	9%	17
Strongly disagree	28%	54
Total sample; Unweighted; base n = 196; total n = 270; 74 missing		

### Lord Mayor's Walk

These bays should not be shared with loading for local businesses at any time of the day<sup>6</sup>

	%	n
Strongly agree	24%	46
Agree	7%	14
Neither	25%	49
Disagree	25%	48
Strongly disagree	19%	36

Total sample; Unweighted; base n = 193; total n = 270; 77 missing

## Lord Mayor's Walk

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).4

Text Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

7 Some marked disabled bays would be useful, but only for 3 hours otherwise students would park up all day.

10 To far out for me

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

45 not useful for me

53 Allow room for wheelchair vehicle ramps to be deployed

To be frank, not close enough. Bin this and forget it. Kerb high, traffic flow too heavy, and non-disabled residents need these spaces. Too dangerous for disabled users.

71 Quite a way from city centre and not that suitable for disabled as detailed above plus will impact on residents parking if changed to blue badge only

76 Again this area is too far away for me personally and would meant to on much walking

77 This lacion would be useful for visitors to York rather than residents

89 Too far out of city centre for me personally, the reason I have a blue badge is because I can't walk far

100 One would require longer parking time to access most of the facilities in the centre of town

112 This area is too far to walk but would be ok if using a mobility scooter

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

119 I can't walk that far.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 not close enough to town for me

142 So far you have not shown me any additional parking that would help me come back to the city centre. They are all too far out for my disability

145 None

146 TOO far to WALK

161 This is a bit for the rout but would be useful for university

162 See previous comments

174 Too far from city center!

175 why are all the sites on the wrong side of york to where we live .why not more at castle side

177 Too far from anywhere  
183 Ok for top part of Goodramgate but that's all  
187 As previous  
190 Too far out  
198 None  
205 Pointless  
209 Lord Mayor's Walk is for me, too far to enable me to self propel to the foot streets.  
218 This is a bit too far from the City centre to be of any use.  
220 A little too far from most places I go to - to be of use to me personally  
221 This is too far away and difficult to get access inside the walls.  
222 Useful if you want to go to the uni or couple cafes not to access the centre, as all the suggestions so far, it's too far  
Personally I would only use these spaces occasionally - because I don't often need to visit this area of town - especially as the area is quite tricky in a  
226 wheelchair. However, for the times that I do want to visit Goodramgate, these spaces would be very  
233 This area is to far for me to walk into the centre of town.  
I don't agree with removing the resident's parking to make it into Blue Badge spaces. Particularly as these spaces would be too far away to access the  
234 footstreets.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
I think the more options there are, the better. My situation means that I could use these spaces and that would leave the closer spaces for people who  
250 need to be much closer than I do.  
Again, these spaces are so far from city centre amenities as to be completely useless for people with poor mobility. They are effectively inaccessible to  
255 me and many other disabled people.  
259 Not really much point of disabled bays here due to the Carpark over the road with disabled bays already there.  
267 Too far away from modt shops, banks, cultural activities etc etc  
Total sample; Unweighted; base n = 270

**St Leonards Place**

City centre shops and services<sup>9</sup>

	%	n
Extremely useful	36%	76
Very useful	26%	54
Somewhat useful	16%	33
Slightly useful	12%	26
Not at all useful	10%	21

Total sample; Unweighted; base n = 210; total n = 270; 60 missing



**St Leonards Place**

Cultural activities9

	%	n
Extremely useful	45%	90
Very useful	24%	49
Somewhat useful	11%	23
Slightly useful	10%	20
Not at all useful	9%	19

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**St Leonards Place**

Any other locations you need to access<sup>9</sup>

	%	n
Extremely useful	32%	63
Very useful	25%	49
Somewhat useful	18%	36
Slightly useful	11%	22
Not at all useful	13%	26

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**St Leonards Place**

Would you prefer these bays to be available and reserved for Blue Badge holders:9

	%	n
At all times	65%	133
Shared with the taxi rank operating in the evening	35%	73

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**St Leonards Place**

Would you prefer these bays to be:9

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	55
Available for a maximum of 3 hours	73%	149

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**St Leonards Place**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day7

	%	n
Strongly agree	6%	12
Agree	17%	33
Neither	17%	34
Disagree	22%	43
Strongly disagree	39%	78

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

**St Leonards Place**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>7</sup>

	%	n
Strongly agree	9%	17
Agree	32%	63
Neither	21%	42
Disagree	8%	16
Strongly disagree	30%	59
Total sample; Unweighted; base n = 197; total n = 270; 73 missing		

**St Leonards Place**

These bays should not be shared with loading for local businesses at any time of the day<sup>7</sup>

	%	n
Strongly agree	25%	49
Agree + Neither	36%	71
Disagree	21%	41
Strongly disagree	17%	34

Total sample; Unweighted; base n = 195; total n = 270; 75 missing

## St Leonards Place

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).5

Text Is there anything else you would like us to know or consider about the potential parking at this location?(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).

5 It might be difficult to get mobility equipment out as it is right on a fairly busy road.

7 Busy junction during day, but would be useful to access both city shops and cultural activities due to limited availability of any parking in this area.

21 WITH THE NUMBER OF LARGE VEHICLES USING THIS JUNCTION I WOULD HAVE CONCERNS FOR DRIVERS USING WHEELCHAIRS.

41 I think it's important to have a taxi rank available throughout the day as I sometimes use taxis and they need to be close to town for access

42 difficult with buses

45 I can only think of the visits to the Art Gallery, although more attractions are in the area

This area gets very busy with traffic. Not a good area if someone is trying get out a wheelchair or put one away having returned to the car. Could be dangerous.

51 Allow room for wheelchair vehicle ramps to be deployed

53 Non-starter. Too busy, traffic flow too high. Imagine trying to park here when Gillygate is backed up. Send someone out to try it! And when they come back, give them 2 Valium. They'll need them.

68 Perfect for city centre however busy bus route so not easy to get in and out of car with passing traffic plus close to Bootham car park which is probably more suitable

71 Again for me it would involve a lot of walking so i would not be looking to park in this area

77 The usefulness of the location would be greatly reduced if the bays were not available during evening theatre opening times

93 I think this would impact the free movement of other road users and is not a suitable ort safe place for disabled drivers to get into/out of their vehicles.

Disabled people go to the theatre....therefore to close the for taxis whilst the theatre is open is nuts. Times have changed....these day most people can hail a taxi by mobile phone. The idea of lines of taxis waiting for fares in the centre of town is a

100 This area is very busy and potentially dangerous as people are not used to cars parking there.

112 Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

119 This would be useful to access the art gallery. I think you could create more disabled parking outside the gallery itself. Some cars already park there and dedicated disabled parking would be very helpful.

133 I don't think these spaces are very suitable for disable drivers or any other vehicles given the proximity to the junction and business of the road



138 great for the theatre and art gallery  
140 For it to be simple and clear taxi or blue badge holders at all times of the day. The less confusion there is the better  
145 None  
159 its confussing when bays are shared with taxi drivers  
160 Very useful for theatre if you could get in for taxis  
162 See previous comments  
177 Good for theatre, but get there early!!  
183 Too far away from shops  
187 Important for Theatre etc.  
190 Looks a dangerous busy location for getting in and out of the car.  
198 None  
Dangerous. Shouldn't even be considered. Will be affected by changes at Bootham bar and is far too high traffic levels to be considered. Possible danger  
205 to cyclists  
209 St.Leonard's Place is reasonably close to Coney Street and other shopping streets I use quite regularly.

211 Allowing the bays to be for blue badge holders in the evening with no time restrictions would allow access to the theatre for performances.  
220 This would be very handy for me to visit art gallery and theatre Royal  
This area would be most useful in the evening for the theatre but the issue of getting out of the car into a wheelchair on the side of the moving traffic is  
221 quite dangerous.

222 Hard to get in and out of due to traffic, useful if you wanna go theatre or art gallery not so much else, be better in front of the art gallery  
These bays would be particularly helpful when the radio car park spaces are all full (fairly regular occurrence). However, please also consider logistics  
226 with buses - it is a difficult area to manoeuvre through in a wheelchair when there are lots of peop  
233 Useful for the theatre and the art gallery's  
234 This location would be useful for accessing the theatre. But only when the weather is right and I can use my powerchair etc. etc.  
236 Although close to many city centre facilities I think that it is not a sensible location to block with parked cars  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 too dangerous to exit drivers side. I would never park here.  
250 could half of it be for blue badge users in the evening? or something clearer than just sharing it

254 These bays would be extremely useful for theatre parking in the evening but if you allow taxis to use them they will undoubtedly take all of the spaces.

This is a bit of a dangerous place due to the volumes of traffic at the Gilligate Traffic light Junction and the amount of tourists who gather in this area.  
259 This could create more risk for disabled people. This would be best used for taxi drivers waiting  
Very good location but some worries re traffic coming through the traffic lights and making it difficult for those of us who are slow getting out of cars to  
267 do so safely and especially if mobility equipment needs unloading  
Total sample; Unweighted; base n = 270



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**Decision Session –**

**22 June, 2021**

**Executive Member for Transport**

Report of the Corporate Director of Economy and Place Directorate

**Residents' Parking in South Bank – Response to Draft Order**

**Summary**

1. To report progress on advertising the draft Order and on the responses/objections received. The Order which the Executive Member considered in Aug 2020 would implement further Residents' Priority Parking (ResPark) controls in streets in the South Bank area.

**Recommendation**

2. The Executive Member is asked to confirm the decision to make the Traffic Regulation Order (TRO) needed to introduce the ResPark scheme set out in the report.

These restrictions affect the following streets as detailed in the report below; they would be included in Residents' Priority Parking Zone R58.

- Bishopthorpe Road between Southlands Road and Terry's Mews;
- Rectory Gardens (by Area signage);
- Balmoral Terrace;
- Albemarle Road, odd numbers, between no. 15 and no. 69 and
- Philadelphia Terrace.

Some of these sections will be included in ResPark Areas and some by marked parking bays. Supporting plans show the zone as amended.

**Reason:** To positively respond to original petitions and further comments received, supporting ResPark controls in streets in the South Bank area, which the Executive Member considered in August 2020 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.

3. Additionally, the Executive Member is asked to agree not to take forward, into the Made Order, the exchange to parking provision (from east side to west side) proposed along a section of Albemarle Road fronting numbers 15 to 25.

**Reason:** To respond to the views expressed on the configuration preferred by those residents.

4. Additionally, the Executive Member is asked to agree to the drafting of a Traffic Regulation Order to amend the ResPark Zone to that shown in ANNEX B6. This will include the Clubhouse of Ovington Cricket Club and include those properties in Albemarle Road with odd numbers 15 to 69 (inclusive) only.

**Reason:** To respond to the views expressed on the configuration preferred by local residents and stakeholders.

5. Additionally, The Executive Member is asked to agree the making of an Experimental TRO to introduce a ResPark Area (24/7), allowing 60 minutes parking for those without a permit, in the following streets:

- Bishopthorpe Road between Balmoral Terrace/ Beresford Terrace and Campleshon Road/ Reginald Terrace and

- Balmoral Terrace between Bishopthorpe Road and Montague Street.

This Order would supplement the area in the made order, if agreed in 2 above. The marked parking bays (described in the advertised Order) would not be implemented while the Experimental Order was in place.

**Reason:** To respond to concerns expressed in the recent consultation on the draft and enable the impact of the changes to be observed and so better understood before the scheme for marked bays approved (above) is implemented in these streets.

### **Background**

6. The decisions coming out of the discussions in August 2020 included an undertaking to make a draft Order to take forward a scheme for ResPark controls in streets in the South Bank area.

7. The streets were identified from results of an earlier consultation with residents, in the South Bank area, not currently covered by existing ResPark zones. The more recent consultation (by letter) was conducted concurrent to the publishing of a draft Order January 2021.

8. We have received 46 responses, 24 of which raised objections. The nature and approximate locations of the objectors is in Annex A of this report and discussed below.

### **Proposals and Responses**

9. Bishopthorpe Road between Southlands Road and Nunthorpe Drive. The west side of the street is the first section (traveling south from York) not currently included in a ResPark scheme. The main feature of this section is the bus stop which sits to the front of number

111 Bishopthorpe Road which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings. No comments have been received from this section of street.

10. Bishopthorpe Road between Nunthorpe Drive and South Bank Avenue. The west side of this section of street is also not currently within a ResPark Area (R58). The main feature of this section is, also a bus stop which sits to the front of number 145 Bishopthorpe Road and which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings with exception as follows. The proposals would see the three-car-length section of available parking to the front of the Winning Post set out as a ResPark bay (24/7) but also where non-permit holders can obtain 'Pay-by-Phone' tickets to park. The intention is to provide some level of visitor parking space for local premises. The spaces would operate as such between 09:00 and 18:00 Monday-Sunday. No comments have been received from this section of street.

11. Bishopthorpe Road between South Bank Avenue and Balmoral Terrace. The west side of this section of street is also not currently within a ResPark Area (R58). The main feature on this section is, again, a bus stop which sits to the front of number 169 Bishopthorpe Road and which is not currently protected by markings. As the proposal is for Parking Area controls there is no need for any additional on street road markings. No comments have been received from this section of street.

12. The proposals for a ResPark Area on the section of Bishopthorpe Road between Southlands Road and Balmoral Terrace to be made as advertised (24/7).

13. Rectory Gardens (by Area signage). Rectory Gardens has 24 properties, each has some off street parking. We did received 16 responses to the original (Feb 2020) consultation out of which 14 household indicated support for the introduction of a ResPark. Five of these did, however, suggest that Rectory Gardens should be a zone on its own. Given the limited width of the carriageway it is not possible to mark parking bays in Rectory Gardens. Including the street in the wider R58 zone would allow residents from Rectory Gardens to occasionally park on Bishopthorpe Road. It is considered that inclusion in the wider R58 scheme would reduce the overall level of parking activity and be better than not bringing in controls for Rectory Gardens at this time.

14. The proposals for Rectory Gardens be made as advertised.

15. Balmoral Terrace between Bishopthorpe Road and Montague Street. This has terraced, residential properties both sides. There is a General Practitioner's Surgery on the corner with Bishopthorpe Road and a Bus Stop near number 18 on the south side. There is potential for some three cars to park to the front of numbers 1, 3, 5 & 7 without causing obstruction. There is potential for some three cars to park to the front of numbers 2-18 (evens) without causing obstruction. It is, therefore, proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking, to address the needs of visitors including

those attending the Surgery. We received three objections from residents.

16. Balmoral Terrace between Montague Street and Trafalgar Street. This has terraced, residential properties with unmarked parking both sides of this section. There is little evidence of pavement parking. The draft Order would provide Parking Area (by signage only) along this section. We received four objections from residents.

17. Balmoral Terrace between Trafalgar Street and Count de Burgh Terrace. This has terraced, residential properties on the north side and business premises on the south side. There is unmarked parking both sides of this short section. As with the other end of Balmoral Terrace it is proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking to address the needs of the businesses. No objections were received; one comment.

18. The proposals for Balmoral Terrace be made as advertised but see paragraph 40 below.

19. Bishopthorpe Road between Balmoral Terrace and Campleshon Road. Neither side of this section is currently within any ResPark Zone. There is a General Practitioner's Surgery, on the west side on the corner with Balmoral Terrace. There is also a Bus Stop (without shelter or 'Box') near to number 197. There is a Pedestrian Crossing with traffic island at the southern end of this section (near Campleshon Road). Parking, on both sides of this section of Bishopthorpe Road, occurs most of the time. Given the nature of the street and limited width of carriageway this results in pavement parking occurring. There is potential to accommodate parking on both sides by marking bays



which would need to be part on the pavement on the west side. The aim would be to leave a minimum of 1.8m of footway. Although not an ideal situation, this would allow parking bays to be marked out on both sides. The detail of this would need to be checked at each point along the street. The alternative, to create a Parking Area (signs both ends and no markings) is discussed further in 40 below. We received three objections from residents and comments that the initial plan needed clarification. A revision was issued to all those affected.

20. The proposals for Bishopthorpe Road between Balmoral Terrace and Campleshon Road be made as advertised but see paragraph 40.

21. Bishopthorpe Road south of Campleshon Road. Neither side of this section is currently under any ResPark controls. The extension would include even numbers 276 to 298 (inclusive). The Terrys redevelopment fronts the west side here with housing to the east. Access to parking includes sections without restrictions and control by Double Yellow and by Single Yellow Lines (limited times of the day). Periodic controls for Race Days also affect this section. The proposal is to create ResPark along the west side as far south as opposite Terrys Mews (about 160m). It would also include those living in the residential block to the east in the qualifying zone. The available parking for these apartments are within private courts. These would not be controlled under ResPark. All residents living here would be in Zone R58 and be able to obtain Permits for themselves or their visitors to park on street. Further south, the proposal includes two sections of Single Yellow Lines which prohibit waiting for a three hour period each day. This is aimed at providing a level of visitor parking whilst discouraging parking all day or for several days. The proposals have receive one objection which also raises several issues.

22. The proposals for Bishopthorpe Road south from Campleshon Road be made as advertised.

23. Albemarle Road between odd numbers 15 to 37B (inclusive). This section has residential properties on the northeast side of the road with parking on that side. Knavesmire strays front the southeast side; parking here is controlled by Double Yellow lines. Many of the residents on this section signed the early petition. There have been four responses to for the proposals in support (see also 27 below).

It should be recognised that the Ovington Cricket Club building (on Little Knavesmire) has a frontage to this section of Albemarle Road with pedestrian access from it. Members and visitors have parked along Albemarle Road for many years. The impact of any agreed scheme on their Club should be considered.

24. The qualification boundary on Albemarle Road will be extended to include the Ovington Cricket Club building (on Little Knavesmire) which front this section.

25. Also to note is that Allotments front either side of Albemarle Road, just north of this section. Allotment Holders draw our attention to the fact that they have parked along Albemarle Road for many years.

26. With respect to the hours/ days of operation on Albemarle Road the Order will be made as advertised (24/7).

27. Albemarle Road between odd numbers 15 to 37B (inclusive) – alternative layout for parking. As mentioned, Knavesmire strays front the southeast side of this section and parking here is controlled by Double Yellow lines. One proposal discussed was to swap the available parking from in front of numbers 15 to 25 (odd) Albemarle

Road to the west (Stray) side of the road. To this end we have included, in the draft proposals, deleting the Double Yellow lines on the Stray side and provide continuous Double Yellow lines along the frontage of 15 to 25 (odd) Albemarle Road. It should be noted that applying this option can be considered separately and a comment/decision on one proposal will not affect the other proposal. All four objections from residents in this section were specifically against swapping parking here.

28. Albemarle Road between odd numbers 39 and 69 (inclusive). This section also has residential properties on the northeast side of the road with parking on that side. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here even though the carriageway width is slightly less than the section of single-sided parking to the front of 15 to 37 (odd). As agreed, at Exec, the draft Order includes control by a Parking Area (no marked bays) along this section. As usual, residents fronting this section would be all in Zone R58 and be able to obtain Permits. A number of comments and Objections have been received.

29. A number of the concerns expressed by residents relate to the proposal that the qualification boundary (for those who can obtain permits) would extend further down the street than the on street restrictions. The general response (from those with restrictions proposed to their fronts) is that this will change the dynamic of parking to the detriment of most residents. There have been no expressions of support, from this section of the street, for the proposals (for the zone boundary) in their current form.

30. Albemarle Road between odd numbers 71 and 129 (inclusive) and between even numbers 36 and 54 (inclusive). This section also has residential properties on the northeast side of the road with parking on that side as far as 109. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here. Further south; between odd numbers 109 and 129 (inclusive) and between even numbers 36 and 54 (inclusive); this section has residential properties on both sides and parking occurs on both sides of the street.

31. A key aspect of the proposed approach to the 'border' here, as opposed to the treatment elsewhere in York, is the suggested soft boundary. As above, residents with houses fronting this section would be all in Zone R58 and be able to obtain Permits to park.

32. Again, a number of the concerns expressed by residents relate to the proposal that the qualification boundary (for those who can obtain permits) extending further down the street than the on street restrictions. The general response (from those with no restrictions proposed to their fronts) is that this will change the dynamic of parking. Displacement of non-residents onto 'their' section of street will 'force' them to buy permits for the scheme. There may also be residents that choose not to pay for permits and park in the unrestricted section of the street. There have been no expressions of support for the proposals in their current form.

33. The extent of boundary on Albemarle Road (for qualification for permits) be reduced to include only odd numbers 15 to 69 (inclusive). For clarity, this include numbers 15A, 37A, 37B and 37C.

34. Philadelphia Terrace has residential properties on both sides. Parking is available on the south side. Parking on its north side is controlled by Double Yellow lines. As agreed, at Exec, the draft Order includes control, by a Parking Area, of the available space. The initial (Jan 2020) consultation responses were five in favour and three against. Of the responses to the draft Order, there were two objections. These repeated their views expressed in the first consultation.

35. The proposal to include Philadelphia Terrace in the ResPark Area be made as advertised.

36. Coggan Close residents have parking within Cogan Close in private courts. These would not be controlled under ResPark. In a similar way to those living west of Bishopthorpe Road, all residents living in Cogan Close would be in Zone R58 and be able to obtain Permits to park on street. There has been no comment on the proposals received.

37. The proposal to include Cogan Close in the ResPark Area be made as advertised.

### **Potential to transfer parking on a section of Albemarle Road**

38. With respect to the potential to transfer the no waiting on a section of Albemarle Road to the residents' side and establishing the parking on the west side as 1a) and 4 of the draft TRO. As discussed in paragraph 27 of this report, this will not be taken into the made Order.

### **Proposed Experimental Order**

39. There is, currently, parking on both sides of the section of Bishopthorpe Road between Balmoral Terrace and Campleshon Road. Given the nature of the street and limited width of carriageway the

Order as made would introduce marking bays part on the pavement. This is not an ideal situation although it will continue to allow parking on both sides. The current indications are that this level of parking is required to meet local needs. This picture is, however, 'blurred' by the dynamics of on street parking near to existing ResPark Areas. It is considered that a clearer picture will be gained after restrictions have been established, in place. This could be achieved by creating a parking area (signs both ends and no markings). To recognise the parking needs of those visiting the local surgery, however, this area could apply 24/7 with one hour for those without permits. The initial section of Balmoral Terrace could be included in this Experimental Order.

40. Agreement will be sought to make an Experimental Order to include the section of Bishopthorpe Road between Balmoral Terrace and Campleshon Road and Balmoral Terrace between Bishopthorpe Road and Montague Street into a ResPark Area (for R58 Permit holders but allowing those without permits to park for up to an hour). This was discussed in paragraph 39. The Order would be implemented and monitored for at least six months to assess the typical level of parking experienced across that period. This period would be extended to up to 18 months if it did not prove to be 'typical' for any reason.

## Council Plan

This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles, that the Council champions:

- A focus on frontline services; and
- A Council that listens to residents.

## Implications

The following are the identified implications.

- **Financial** – An estimated £5K (excluding officer costs) will be required to fund the implementation of the amended Traffic Regulation Order which will be funded from existing budgets.
- **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.
- **Equalities** – A communications plan is being developed for the wider Residents' Parking Service to help those that either don't have access to the internet or the skills to use it to access the parking system as they do with other similar ICT access requirements.
- **Legal** – The decisions will require changes in the parking Traffic Regulation Orders and sealing.
- **Crime and Disorder** - None
- **Information Technology (IT)** – There is an existing ICT in place. A new ICT system for parking covering penalty charge notices and

permits is due to be rolled out later this year. This will improve both the customer and officer experience.

- **Property** - None
- **Risk Management** – The proposed extension to the existing Residents' parking provision will be something that most residents/customers will welcome but may disadvantage some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

**Contact Details:**

**Author:**

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Transport  
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**Chief Officer Responsible for the report:**

**James Gilchrist**  
Director Environment, Transport & Planning

**Report**  **Date** 13/05/2021  
**Approved**

**Wards Affected:** Micklegate

**All**

**For further information please contact the author of the report**



**Annexes**

- Annex A Summary of Objections
- Annex B1 R58 ALDRETH GROVE ZONE
- Annex B2 Bishopthorpe Road Limited Waiting
- Annex B3 Plan R58 Zone (North)
- Annex B4 Plan R58 Zone (Central)
- Annex B5 Plan R58 Zone (South)
- Annex B6 Plan R58 Zone (West)
- Annex C Plan R58 Experimental Order
- Annex D Progress Flow Chart

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## ANNEX A

### DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT

#### SUMMARY OF OBJECTION

The draft Order was prompted by decisions taken at the meeting with Executive Member for Transport in August 2020 where it was resolved:

- (i) That the principle that all future zones and extensions in the South Bank area be designated R58.
- (ii) That the principle that the qualification area for properties in ResPark may be set wider than just the frontagers to the controlled streets.
- (iii) That further consultation be undertaken to amend Zone boundaries of R6, R36, R54, R57 and R58 with a view to providing a more equal scheme for all residents.
- (iv) That further consultation, in the sections of streets identified in Annex E, be undertaken to identify what parking measurers should be applied at this time.
- (v) That a Traffic Regulation Order (TRO) be made to bring the following streets into Residents' Parking Zone R58:

- Bishopthorpe Road (where not already in the zone) between Southlands Road and Terry's Mews;
- Rectory Gardens (by Area signage);
- Balmoral Terrace;
- Albemarle Road between odd numbers 15 and number 69 (inclusive)
- (by Area signage) and
- Philadelphia Terrace.

Set out below is a summary of the responses, issues and comments received in respect of the published Draft Traffic Regulation Order (by section of street).

1. Bishopthorpe Road between Southlands Road and Nunthorpe Drive. This is the first section of street (traveling south from York) not included in a ResPark scheme. This covers the west side, only odd numbers 105 to 125 (inclusive). The main feature of this section is the bus stop which sits to the front of number 111 Bishopthorpe Road which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings.

2. Bishopthorpe Road between Nunthorpe Drive and South Bank Avenue. The east side of this section of street is also currently within R58. The proposed extension would include odd numbers 127 (The Winning Post) to 145 (inclusive). The main feature of this section is, also a bus stop which sits to the front of number 145 Bishopthorpe Road and which is protected by a marked 'box'. As the proposal is for Parking Area controls there is no need for any additional on street road markings with exception as follows. The proposals would see the three-car-length section to the front of the Winning Post set out as ResPark but also as a Parking Bay where non-permit holders can obtain 'Pay-by-Phone' tickets to park. The intention is to provide some level of visitor parking space for local premises. The spaces would operate as such between 09:00 and 18:00 Monday-Sunday.

3. Bishopthorpe Road between South Bank Avenue and Balmoral Terrace.

The east side of this section of street is also currently within R58. The proposed extension would include odd numbers 155 to 173 (inclusive). The main feature on this section is, also a bus stop which sits to the front of number 169 Bishopthorpe Road and which is not currently protected by

markings. As the proposal is for Parking Area controls there is no need for any additional on street road markings.

#### 4. Rectory Gardens (by Area signage).

Rectory Gardens has 24 properties, each has some off street parking. We received 16 responses to the original (Feb 2020) consultation out of which 14 household indicated support for the introduction of a ResPark. Given the limited width of the carriageway it is not possible to mark parking bays in Rectory Gardens. It is, in fact, not possible to park anywhere on street without partly blocking the carriageway or the footway. For this reason we intend to include the street in the wider R58 zone. This would allow residents from Rectory Gardens to occasionally park on Bishopthorpe Road. Clearly, the reverse would also be the case that Bishopthorpe Road residents might park in Rectory Gardens. It is considered inclusion in the scheme would be better than not bringing in controls or having to apply further parking restrictions (yellow lines) within Rectory Gardens.

We received three objections from residents.

<p>a) Unless we get our own zone the residents parking will be pointless and we will see no benefit.</p>
<p>b) I consider the additional hassle/cost of having to purchase resident/visitor permits outweighs any small benefit from the proposal. In particular considering all houses have off road parking available.</p>
<p>c) The main problem we have in the street is people parking on Rectory Gardens, who actually live on Bishopthorpe Road or other sectors of Zone. This causes obstruction for</p>

vehicles (and) this obviously restricts pedestrian access.

5. Bishopthorpe Road between Balmoral Terrace and Campleshon Road.

Neither side of this section is currently within any ResPark Zone. The extension would include odd numbers 175 to 211 (inclusive) and even numbers 230 to 270 (inclusive). Along the west side there is a General Practitioner's Surgery on the corner with Balmoral Terrace. This also accommodates a Bus Stop (without shelter or 'Box'). There is a Pedestrian Crossing with traffic island at the southern end of this section (near Campleshon Road). There is, regularly, parking on both sides of this section of Bishopthorpe Road. Given the nature of the street and limited width of carriageway this results in pavement parking occurring. There is potential to accommodate parking on both sides by marking bays which would need to be part on the pavement on the west side. The aim would be to leave a minimum of 1.8m of footway. Although not an ideal situation, this would allow parking bays to be marked out on both sides. The detail of this would need to be checked at each point along the street. The alternatives would be:

- To create a Parking Area (signs both ends and no markings);
- To mark bays on the east side and introduce waiting restrictions on the west side for much of the length of this section;
- To introduce Single Yellow Lines; banning AM parking one side and PM parking the other or
- To leave this section out of ResPark controls.

We received three objections from residents. Initial plan needed clarification and a revision was issued to all those affected.

<p>a) Loosing even one parking space from this stretch of road currently can mean parking up to 15 minutes' walk away from the house. Better to retain parking, marked on the road on both sides, and control traffic flow.</p>
<p>b) Initial plan needs clarification; objection not removed after clarification sent to all homes.</p>
<p>c) Initial plan needed clarification; then I would support having a limited ResPark area on Bisby Road, 9-5 Monday-Friday, to keep commuters and shoppers from outside from taking up residents' spaces, but OK for things like family visitors, friends, etc., on nights and weekends.</p>

6. Balmoral Terrace between Bishopthorpe Road and Montague Street. This has terraced, residential properties both sides. There is a General Practitioner's Surgery on the corner with Bishopthorpe Road and a Bus Stop near number 18 on the south side. There is potential for some three cars to park to the front of numbers 1, 3, 5 & 7 without causing obstruction. There is potential for some three cars to park to the front of numbers 2-18 (evens) without causing obstruction. It is, therefore, proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking, to address the needs of the Surgery.

We received three objections from residents

<p>a) Reduce hours to 8-6 Mon to Fri</p>
<p>b) Change signage to reduce clutter. Reduce hours to 8-6 Mon to Fri</p>

c) With Questions; answers since supplied

7. Balmoral Terrace between Montague Street and Trafalgar Street. This has terraced, residential properties both sides. There is unmarked parking both sides of this section. There is little evidence of pavement parking. As agreed, at Exec, the draft Order includes a Parking Area (no marked bays) along this section.

We received four objections from residents.

a) On the ground of cost to residents...this is a significant extra cost to our family. I have had very infrequent problems finding parking on Balmoral Terrace and do not believe residents' parking is in the interests of all residents.

b) I have never not been able to park close to the house and this creates problem for visitors and trades people. It also just pushes more congestion onto adjacent roads creating issues for other residents. Plus the council tax is high enough without having more cost added to us. The main reason for residents parking is because it is an area where people park for other reasons e.g. Bishopthorpe Rd for the shops and therefore residents can't park. This is not a factor at Balmoral Terrace.

c) These schemes are very hit and miss, I have lived (elsewhere) where parking zones exist and it was still sometimes impossible to find a parking space. A new parking zone will only push the non-resident cars further down towards the Knavesmire and onto



the already dangerous Bishy Road curve adjacent to the Chocolate Works. Cost is very unwelcome. It is an extra cost I could do without. Will affect parking for local businesses.

- d) Never had an issue with finding a parking space here since getting my car, other than when large events are held at the Racecourse, a handful of times a year. I feel the events are not grounds to financially penalise residents, and parking issues during these events could be handled in another fairer way.

8. Balmoral Terrace between Trafalgar Street and Count de Burgh Terrace.

This has terraced, residential properties on the north side and business premises on the south side. There is unmarked parking both sides of this short section. As with the other end of Balmoral Terrace it is proposed that this section of street be brought into ResPark control 24/7 (using bay markings). Non-permit holders would be allowed an hour parking to address the needs of the businesses.

No objections were received; one comment below.

- a) Displacement leading to more inconsiderate parking on other streets. These roads are constantly full of cars down both sides, it will result in cars and vans struggling to get down this street causing more congestion. I have already seen delivery drivers on several occasions getting stuck part way down the street due to poorly parked cars and having to reverse back.

9. Bishopthorpe Road south of Campleshon Road

The proposals have receive one objection which also raises several issues.

a) A change to address a specific issue is being made that fails to address the complex issues as an integrated whole. A number of our neighbours were impacted - and this change will add to their parking issues. Creating this ResPark area as an extension of the existing R58 makes it an even more linear zone, (with two small extraterritorially managed patches to the West). A very large but linear ResPark zone exaggerates the disadvantages for those who live at the very edge of that zone. The extension of Residents Parking South of the Terry's entrance would improve parking access for residents as well as providing the above safety benefits. The population density in this new area must be vastly higher than anywhere else in the R58 zone

b) Also comments that, in this narrow case it could at least involve extending the ResPark Zone parking spaces further South than the Terrys entrance, (thus encouraging some parking on both sides of the Road at all times), and offsetting those spaces creating a chicane to help dampen traffic speeds through the area at all times. [Restricting casual parking, as proposed, at staggered times on opposite sides, will prevent all day parking and increase the chances of speeding in and out of that section. all homes. The area needs an integrated highways management plan that reflects the changes, and increased risks, in the area over the last 6

years. Traffic flow in the rush hour is not congested in the immediate area around the Terry's entrance, it may be an issue near Campleshon Road. The current all day parking has the advantage of slowing traffic moving in and out of the area. The proposed change will increase speed by removing the existing chicane effect of that parking

10. Albemarle Road between odd numbers 15 to 37B (inclusive).

This section has residential properties on the northeast side of the road with parking on that side. Knavesmire stry fronts the southeast side; parking here is controlled by Double Yellow lines. Many of the residents on this section signed the early petition.

11. It should be recognised that the Ovington Cricket Club building (on Little Knavesmire) has a frontage to this section of Albemarle Road with pedestrian access from it. Members and visitors have parked along Albemarle Road for many years. The impact of any agreed scheme on their Club should be considered.

12. Albemarle Road between odd numbers 15 to 37B (inclusive) alternative.

As mentioned, Knavesmire stry fronts the southeast side of this section and parking here is controlled by Double Yellow lines. One proposal discussed was to swap the available parking from in front of numbers 15 to 25 (odd) Albemarle Road to the west (Stray) side of the road. To this end we have included, in the draft proposals, deleting the Double Yellow lines on the Stray side and provide continuous Double Yellow lines along the frontage of 15 to 25 (odd) Albemarle Road. This would provide more parking overall and improve inter-visibility for vehicles travelling along Albemarle Road. This parking would be adjacent to a footway. The new section of available 'single-side' parking would be some 76m in length. The

carriageway width here varies between 5.75m and 6.75m. Although in the same draft Order the two proposals (residents parking & changes to the 'No waiting at any time' restrictions) are listed separately and a comment/decision on one proposal will not affect the other proposal.

13. Albemarle Road between odd numbers 39 and 69 (inclusive). This section also has residential properties on the northeast side of the road with parking on that side. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here even though the carriageway width is slightly less than the section of single-sided parking to the front of 15 to 37 (odd). As agreed, at Exec, the draft Order includes control by a Parking Area (no marked bays) along this section. As usual, residents fronting this section would be all in Zone R58 and be able to obtain Permits.

14. A number of the concerns expressed by residents relate to the proposal that the qualification boundary (for those who can obtain permits) would extend further down the street than the on street restrictions. The general response (from those with restrictions proposed to their fronts) is that this will change the dynamic of parking to the detriment of most residents.

a) 'to the idea that people living along our road but outside the respark area, can buy permits to park in the respark zone. In short, we could well end up in the same position we were in before – i.e. struggling to park - but now having to pay for the privilege!! It will not go down well.'

b) 'Concerned about one issue that residents outside the designated area would be able to purchase permits. If the scheme goes ahead it should surely be to allow the residents of Albemarle Road and Philadelphia Terrace to park outside their homes.'

c) 'For those of us who live here and are willing as a group to pay for parking permits, it seems only fair that we should in the future be able to park close to our doors. It's likely that people living further down the road will soon realise that they too should be included in the scheme. Up until now the issue has clearly been much worse for those of us who live at this end of the road. There is a very limited capacity at this end of the terrace, and surely that needs to be taken into consideration when thinking about selling parking permits to those living beyond no. 69.'

d) 'There has never been a problem with the parking and a scheme of this nature will only cause problems between residents in the future

e) 'The Cricket Pavilion, that fronts the west side of this section, has a long established use with a need for visitors to park on street. If ResPark is introduced they suggest that the new scheme be limited to 9am to 5pm on weekdays in the same way as the Scarcroft Hill area. They also ask about the possibility of including a small number of parking places in the scheme, with a longer time limit, perhaps two hours? They suggest only one or two cars at any time.

f) 'The Allotments front either side of Albemarle Road, just north of this section. They ask that the scheme include 'one or even two hour parking slots available, or to restrict the ResPark hours to weekday working hours?' They also ask 'if it would be possible to provide temporary parking permits that allotment tenants could use?'

15. Albemarle Road between odd numbers 71 and 109 (inclusive).

This section also has residential properties on the northeast side of the road with parking on that side. Knavesmire Stray fronts the southeast side; parking here is controlled by Double Yellow lines. Single sided parking works adequately here. A key aspect of the proposed approach to the 'border' here as opposed to the treatment elsewhere in York is the suggested soft boundary. As above, residents fronting this section would be all in Zone R58 and be able to obtain Permits to park.

a) Writer concludes that 'this is to prompt complaints so the zone is extended to the whole of Albemarle Road, or to encourage all residents to purchase permits without the council actually having to manage the entire street.'

b) 'to any Residents' Priority Parking at all on Albemarle Road. ' glad your proposal stops at no 71 but it would be even better if there was none at all.'

c) 'against the introduction of any resident parking permit scheme on Albemarle Road. Although the scheme is not proposed to be introduced outside our property, it is strongly felt that it will cause a severe impact on our ability to park for free and on Albemarle Road and will push a parking problem onto us that we do not deserve or need. To restate, we have no parking problems currently.'

d) 'The proposed Res Park in its current form, will have detrimental consequences for the residents of 73-129 (odd) Albemarle Road and for many of the people living on the free-parking roads beyond - and not improve the situation significantly for the residents of 39-71 (odd).'

e) 'thinks we should control our tendency to assume ownership of the public road in front of our property, beyond reasonable convenience. Weekdays 9am to 5pm restriction and 30min short stay, and no restrictions weekends, would an amenable way of sharing this public area. I would also prefer the whole length of Albemarle Road be included in whatever scheme was settled upon.'

f) 'it does not seem right that a whole street is affected by the desire of a few to have "control" of a stretch of road over which they have no call. Because the available roadside here is less than the total length of cars wanting to park, it will mean that even if everyone bought a permit, there would still be no space to park.'

g) 'to the proposed ResPark on Albemarle Rd & Philadelphia Terrace says 'it is not needed or wanted; not needed because many of the original petitioners have off-street parking & have since had double yellow lines clearing their drive entrances; not wanted as only 37% (21 out of 57) of households in the proposed ResPark area voted in favour during the consultation. In the area where permits are being offered, this reduces to 16% (25 out of 154 households).

h) 'It seems to me that the residents who proposed these changes are those with off street parking who objected to people parking in front of their driveways. The residents who have to park on the street and subsequently have to pay for a residents permit, will be funding the regulations which will benefit the residents who won't require a permit. Unfair!'

16. Albemarle Road between odd numbers 109 and 129 (inclusive) and between even numbers 36 and 54 (inclusive).

This section also has residential properties on both sides and parking occurs on both sides of the street. Again, a key aspect of the proposed approach to the 'border' here as opposed to the treatment elsewhere in York is the suggested soft boundary. As above, residents fronting this section would be all in Zone R58 and be able to obtain permits to park.

17. Philadelphia Terrace This street has residential properties on both sides. Parking is available on the south side. Parking on its north side is controlled by Double Yellow lines. As agreed, at Exec, the draft Order includes control, by a Parking Area, of the available space in Philadelphia Terrace. If agreed residents fronting both sides would be all in Zone R58 and be able to obtain Permits to park.

a) 'on the basis that we do not feel we ever have the challenge of finding a parking space nearby our property and feel that this proposal would only serve to prevent visitors or tradespeople easily accessing our property. Additionally having to pay to park on our own road where we previously had no problems with accessing a parking space does not feel fair, especially when many currently have financial struggles.'

b) 'despite the council's addition of extra (unnecessary) double yellow lines in the area to seemingly make parking more difficult for residents and to support the unwanted Sports Centre now in place at Millthorpe School, there remain no obvious parking problems within the street as residents are all prepared to 'give and take' on the matter



and park accordingly. They strongly object to the imposition of an on street parking charge that will in no way guarantee a parking space for (my) vehicle. This appears to be simply another money making exercise by the council to increase revenue from car owners with no clear benefits to residents.'

#### 18. Coggan Close











The available parking within Cogan Close is in private courts. These would not be controlled under ResPark. In a similar way to those living south of 69 Albemarle Road, all residents living in Cogan Close would be in Zone R58 and be able to obtain Permits to park on street.

South Bank Report 22<sup>nd</sup> June 2021

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**Key to Restriction Types Displayed**

-  GVB 6/8 XS GVB 24 Sun O
-  Bus Stop Clearway 24 hours
-  No stopping (limited times)
-  No waiting (ltd times - single)
-  No waiting 24
-  RP at any time 10 minute initial period
-  Dis.Park (24)
-  Community Respark
-  Zonal Res Park
-  Car Club Park (24)



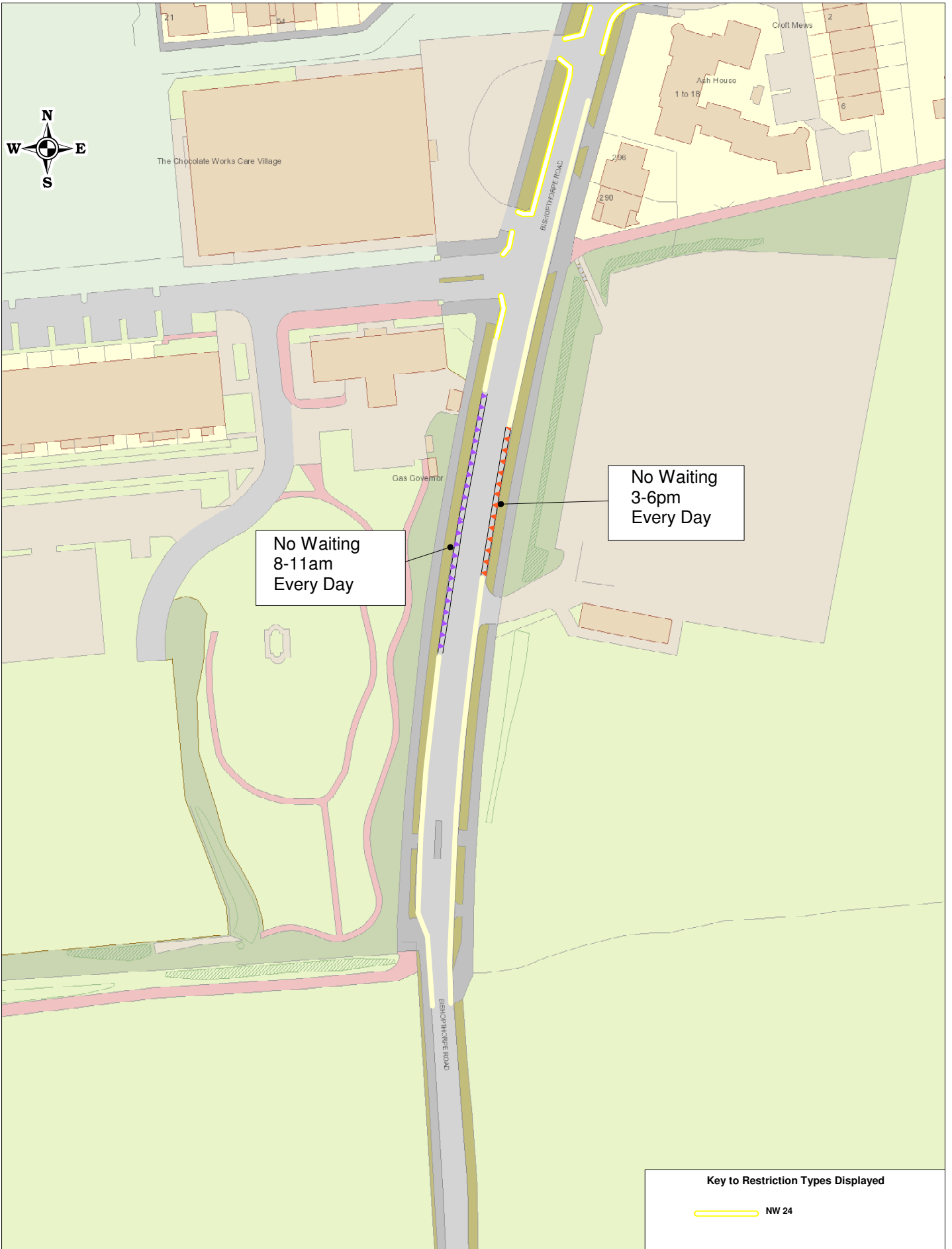
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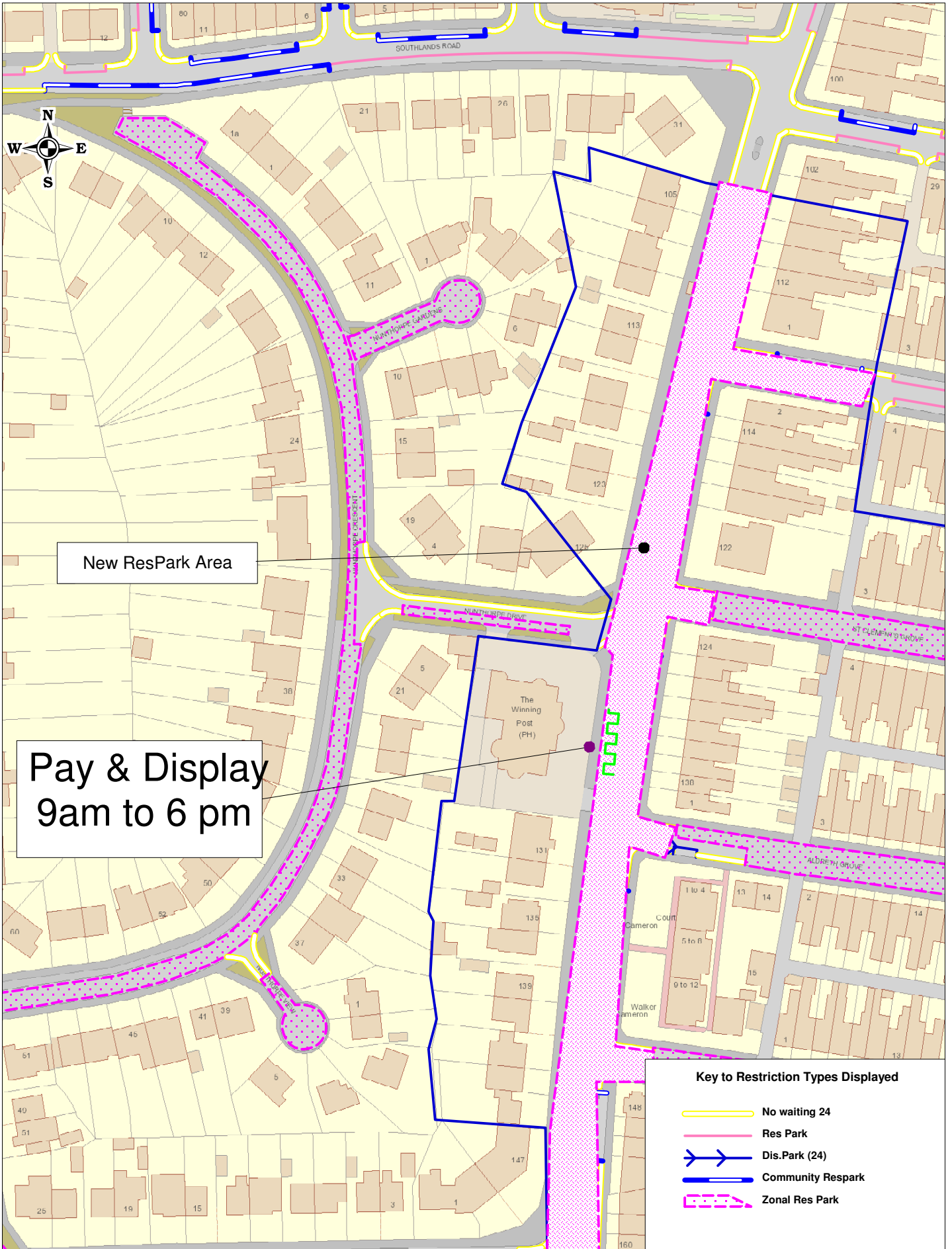
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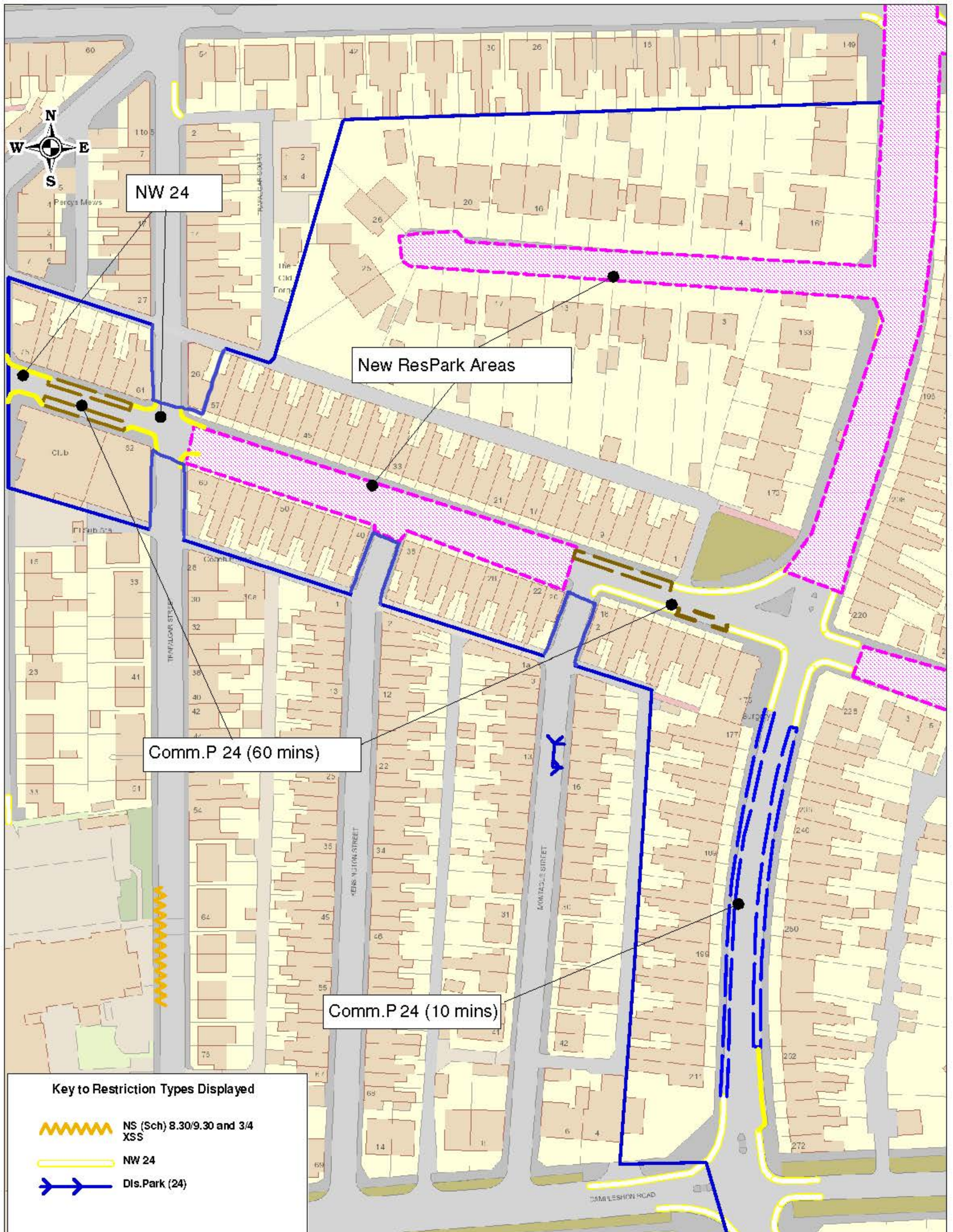


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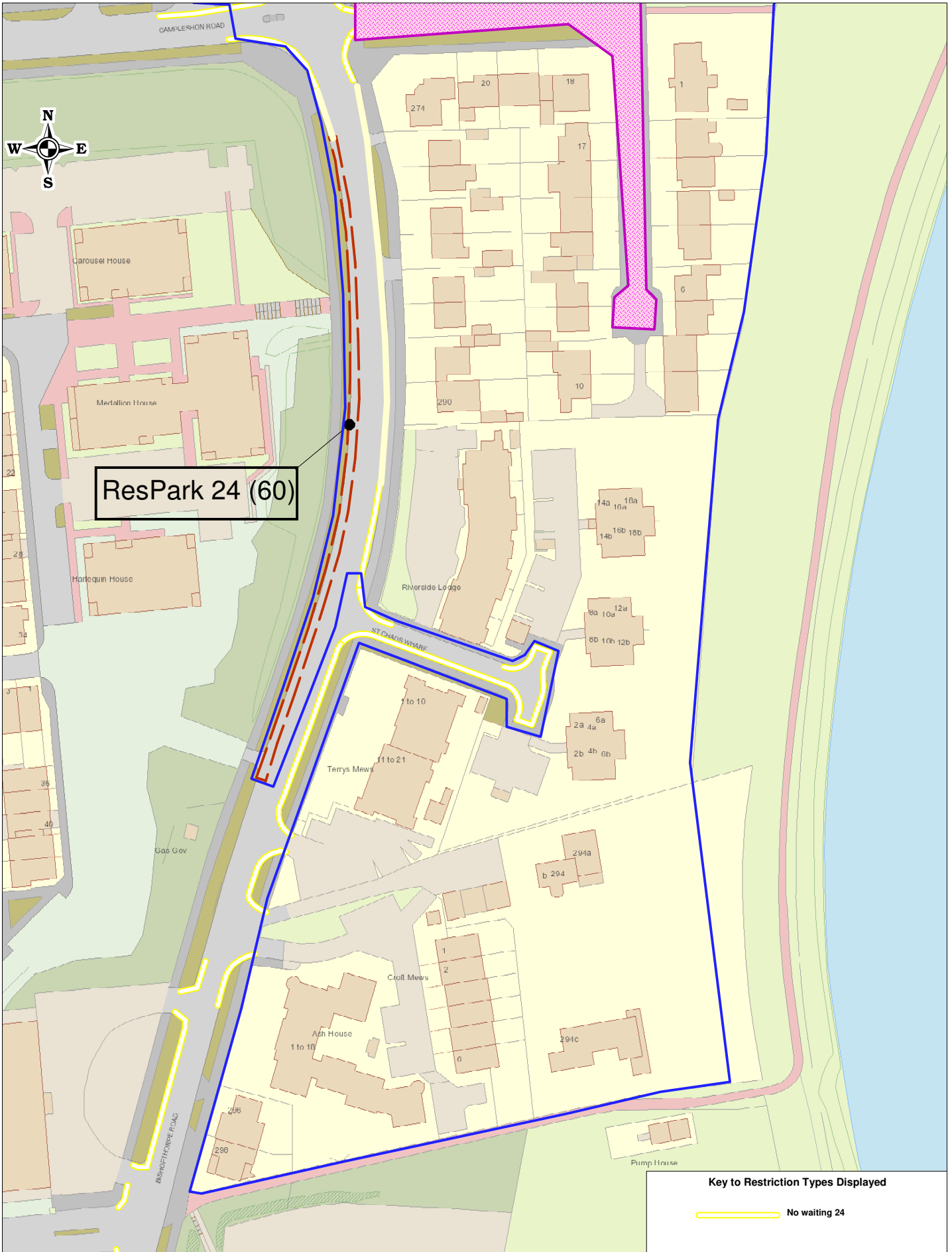





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**R58 AREA CENTRAL**

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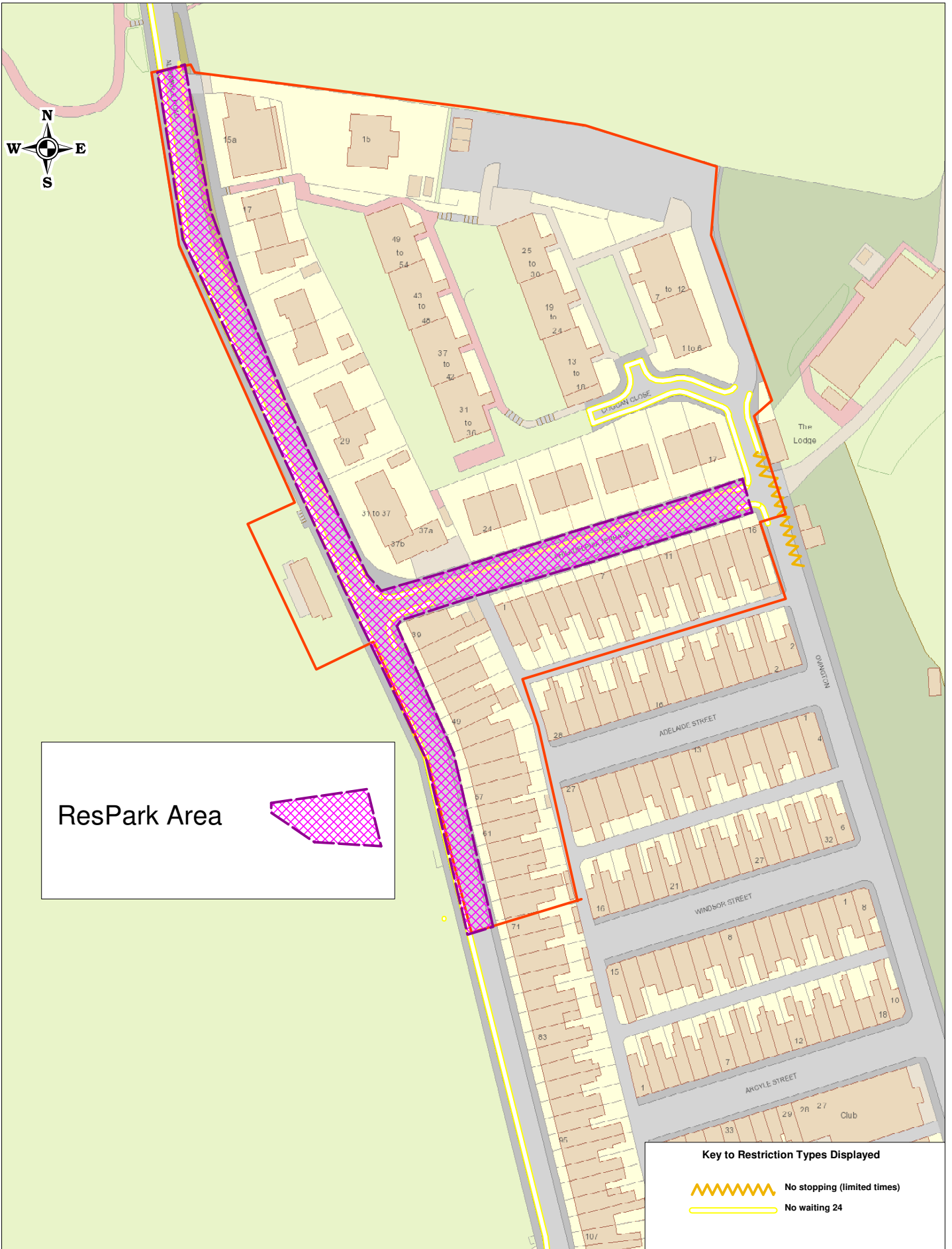
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**R58 AREA SOUTH**

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**R58 AREA WEST**



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Experimental Area

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-  Dis.Park (24)



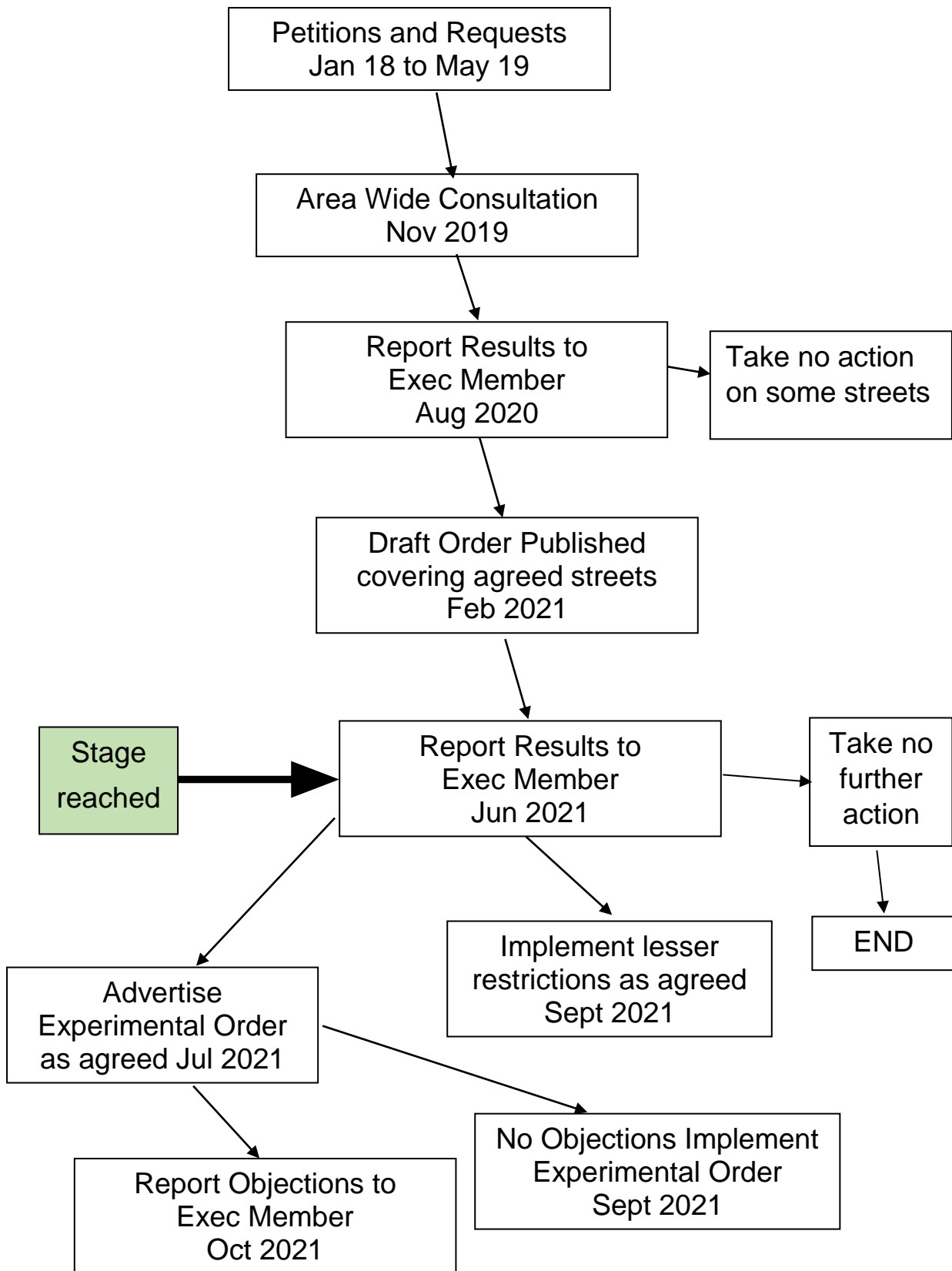
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**Experimental ResPark Area**

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DATE	06/05/2021
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Page 421  
Progress Flow Chart R58 Extension



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**Decision Session –**

**22 June 2021**

**Executive Member for Transport**

Report of the Corporate Director of Economy and Place Directorate

**Residents' Parking around University – Response to Draft Order**

**Summary**

1. To report progress on advertising the draft Traffic Regulation Order (TRO) and report on the responses/objections received. The draft TRO would implement further Residents' Priority Parking (ResPark) controls in streets in the area to the north of the University of York, Heslington Campuses, which the Executive Member considered in July 2020.

**Recommendation**

2. The Executive Member is asked to confirm the decision to make the Traffic Regulation Order needed to introduce the Residents' Priority Parking scheme set out in the report.

These restrictions would be, as advertised, for the streets and sections of street listed below and would be included in the Residents' Parking Zones listed. These are discussed in more detail in the report below.

R39A (Extension) All streets 8-6 Mon-Fri

- Beaufort Close
- Sails Drive
- Quant Mews
- Windmill Lane

- Sussex Road
- Sussex Close
- Eastfield Crescent
- Eastfield Court
- Crossways
- Bishopsway
- Brentwood Crescent
- Fernway
- Deramore Drive West
- Vanburgh Drive
- Kimberlows Wood Hill
- Yarburgh Way
- Field Lane

39B All streets 8-6 Mon-Fri

- Devon Place
- Green Dykes Lane odds 1 – 33 and evens 4 – 24 (inclusive)
- Barstow Avenue – the whole of its length
- Thief Lane – From No.2 and No. 65, east for the rest of its length
- Newland Park Close – the whole of its length and
- Newland Park Drive 1 to 24 (inclusive)

Some of these sections will be included in ResPark Areas and some controlled by marked parking bays.

**Reason:** To positively respond to comments received from local residents and to utilise the further funding available to establish which areas (of streets) would be considered to benefit from the introduction of ResPark controls and to implement those measures.

3. The Executive Member is also asked to consider, further, the draft Traffic Regulation Order with respect to the section of Newland Park

Drive fronted by numbers 25 and above. To consider, based upon a majority of views expressed, the option of including said section in the TRO to be made.

If agreed, these houses and this section of street would be included in Zone 39B; ResPark controls applying 8-6 Mon-Fri.

**Reason:** To respond to the majority of comments, for and against, from those with properties on this section of Newland Park Drive.

## **Background**

4. The decisions coming out of the discussions in July 2020 included an undertaking to make a draft Order to take forward a scheme for ResPark controls in streets in the area to the north of University of York, Heslington Campuses, which the Executive Member considered in July 2020.

5. The streets were identified from results of surveys carried out over a number of years and consultation with residents. The further consultation process and implementation of any agreed set of schemes will be funded from funds deposited by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.

6. It was agreed that a further consultation (letter drop) would be carried out at the same time as the draft Order was published. This process was begun in February 2021.

7. We have received 345 responses, 79 of which raised objections. The nature and approximate locations of the objectors are set out below. Further details are given at Annex A.

8. It should, perhaps, be remembered that the 'catchment' for this consultation did not stem specifically from petitions by any group of residents. This consultation covers zones identified and used for survey collection over a number of years. There is no previously expressed demand for controls across this area and many residents might be unfamiliar with the working of York's ResPark system.

## **Proposals, Responses and Analysis**

9. The proposed extension to R39A includes streets to the west of the existing zone R39A as far as Windmill Lane. The main features of this area are detached, semi-detached and short terraces of houses. Many for these have some off-street parking. There is a parade of local shops on Yarburgh Way and access is gained to two schools from these streets. There were twenty-nine objections overall from residents. There were 175 expressions of support received.

10. Other than the areas considered below, there were ten objections from local residents and/or landlords.

11. One of the most significant concentration of objections is from those along Crossway. In particular, five objections were received, on paper, although with no supporting reasons given.

12. The proposed extension to R39A also includes the residential development lying to the east of Windmill Lane. These streets are Beaufort Close, Sails Drive and Quant Mews. There is a recorded petition from some of these residents for the introductions of parking controls. There were six objections to the draft Order. The key thrusts were the principle of (ever) having paying as a consequence of development and on access to more flexible permits. There were, however, 24 responses in support, many suggesting operation 8-6 Mon. to Fri. only.

13. Windmill Lane itself is currently controlled by single yellow lines; no waiting between 8 and 6, Mon to Fri. It is not proposed that these restrictions be altered. There were nine objectors from Windmill Lane; most of these appear to be concerned that the single yellow lines were going to be removed and permit only bays put in their place. As this is not the case, the only 'impact' the ResPark, as proposed, would have on them is they would gain the ability/be required to obtain permits to park in Beaufort Close, Sails Drive and Quant Mews.

14. The proposed R39B included those streets and properties to the south of Hull Road and east of Green Dykes Lane. The main feature of this area include some detached homes but some more dense development of semi-detached, short terraces and terraced streets. There were 44 objections overall from residents. There were 74 expressions of support received.

15. Although the pattern of responses, to this type of consultation, is never clear cut. The majority response from streets/sections of street are discussed below.

16. The responses from the following streets generated 23 of the 44 objections: Hull Road, Garrow Hill Avenue, Siward Street, Lamel Street, Cycle Street and Norman Street. These streets generated only two expressions of support at this time. It is therefore proposed to not include these streets within the Order.

17. The comments received from residents of Newland Park Drive were 29 in favour, 14 against and one with no view expressed.

18. It is worth noting that although residents of the section of Newland Park Drive, east of Newland Park Close, indicated a majority (22) in favour it did, however, generate 13 of the objections. It appears that a main factor here is the concerns from those in registered Houses in Multiple Occupancy. Most of the houses do have off street parking. Based upon the level of objections the substantive recommendation is that Newland Park Close and (only) the section of Newlands Park Drive lying to the west of Newland Park Close be brought into the made Order. Also see 3, above and 27, below.

19. The proposed R21A included those streets and properties to the south of Hull Road, north of Thief Lane and west of Green Dykes Lane. The main feature of this area (excluding the main roads) include more dense semi-detached homes and short terraces.

20. This, smaller zone, generated 13 responses; seven in support and six objections.

21. Four of these six objectors were from Kexby Avenue and the remaining two from the section of 13-57 Thief Lane (odd). This same group did generate five expressions of support.

22. The proposed section on the west side of Green Dykes Lane, together with Devon Place do form a viable group; two expressions of support and no objections were received from here. For these reasons it is proposed that this be brought into the made Order. Given the small size of this group, however, it is proposed that it be included in R39B, for admin and permit issue/use purposes. This would offer all those on this section of Green Dykes Lane the option to park on either side of the street.

### **Proposed Made Order**

23. The Zone Plans that supported the draft Order will be amended to remove the sections of street other than as set out in 2 above from the

controlled parking zones. See Annex B. This applies whether these have been drafted as marked bays or ResPark Areas.

24. The wording in the Draft Order will also be changed to reflect this.
25. This will result in an extended Zone R39A and a new Zone, R39B. All of these restrictions to be in force Monday to Friday only, between 8am and 6pm.
26. The new Zone 39B will include some streets that were advertised as part of Zone 21A, for the reasons set out in 22 above.
27. As discussed, above, the Executive Member will also asked to consider, further, the draft Traffic Regulation Order with respect to the section of Newland Park Drive fronted by numbers 25 and above and to consider the option of including said section in the TRO to be made. Views expressed from this section were 22 in favour with 13 against.
28. If agreed, these houses and this section of street would be included in Zone 39B; ResPark controls applying between 8am and 6pm Monday to Friday.

## **Council Plan**

This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles, that the Council champions:

- A focus on frontline services; and
- A Council that listens to residents.

## **Implications**

The following are the identified implications.

- **Financial** – The consultation process and implementation of any agreed set of schemes will be funded from funds deposited by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.
- **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.
- **Equalities** – A communications plan is being developed for the wider Residents' Parking Service to help those that either don't have



access to the internet or the skills to use it to access the parking system as they do with other similar ICT access requirements.

- **Legal** – The decisions will require changes in the parking Traffic Regulation Orders and sealing.
- **Crime and Disorder** - None
- **Information Technology (IT)** – There is an existing ICT system in place. A new ICT system for parking covering penalty charge notices and permits is due to be rolled out later this year. This will improve both the customer and officer experience.
- **Property** - None
- **Risk Management** – The proposed extension to the existing Residents' parking provision will be something that most residents/customers will welcome but may disadvantage some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

**Contact Details:**

**Author:**

**Ken Hay**  
Traffic Projects Officer  
Transport  
Tel No. 2474

**Chief Officer Responsible for the report:**

**James Gilchrist**  
Director Environment, Transport & Planning

**Report Approved**  **Date** 14/05/2021

**Wards Affected:** Hull Road and Fishergate

**All**

**For further information please contact the author of the report**

**Annexes**

Annex A Summary of comments received

Annex B1 Residents' Priority Parking Zone R39A

Annex B2 Residents' Priority Parking Zone R39B

Annex C Progress Flow Chart

## Annex A

## Zone R21A as proposed in draft TRO

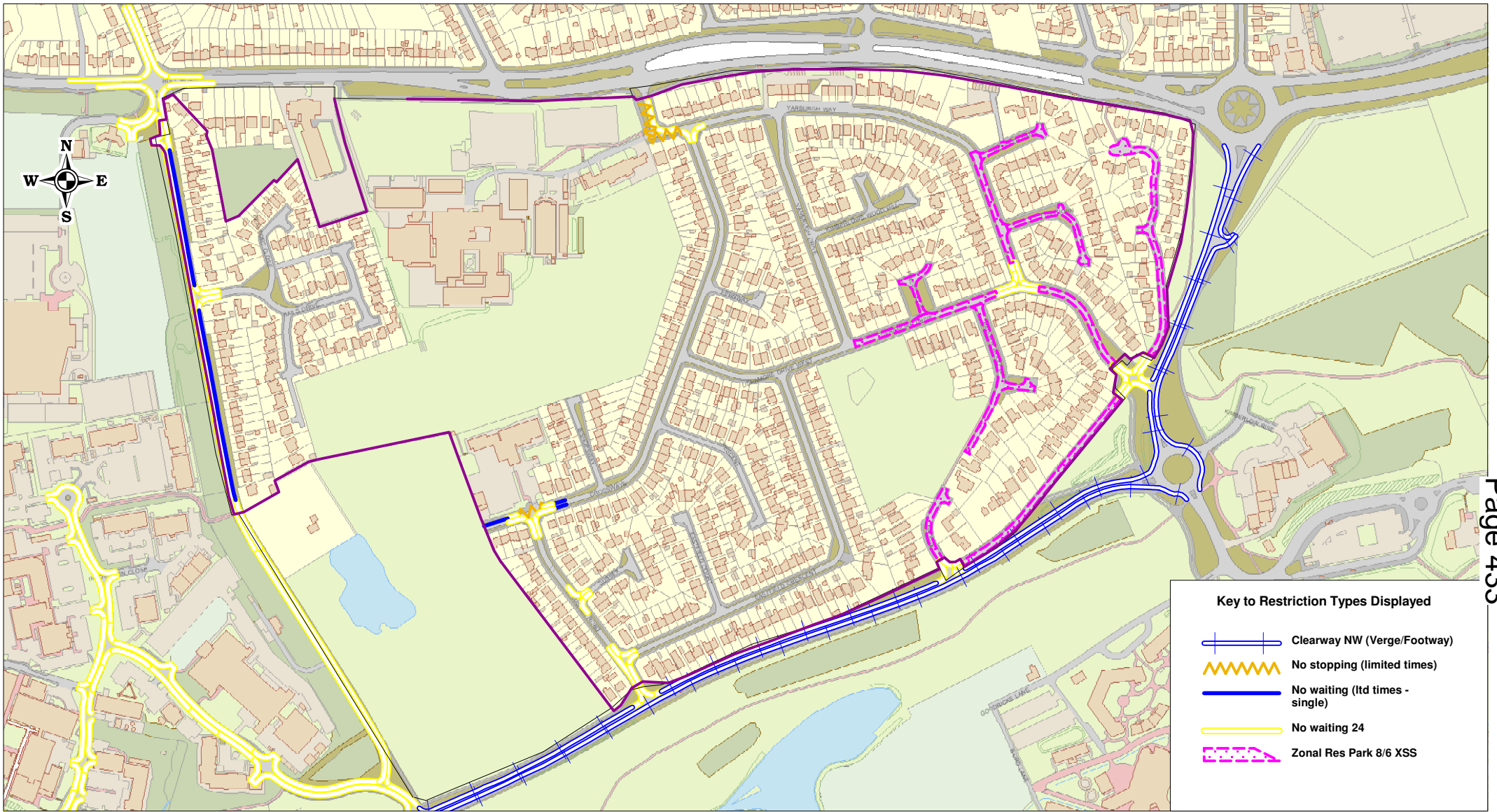
Section of street	Support	Objection	Comment
Kexby Avenue N-S section and Western end	4	-	One resident suggests 8-6 M-F
Kexby Avenue Eastern end	-	4	Objectors quote costs and that as scheme is not necessary. Spend money on Campus parking.
Thief Lane fronting 13 to 57 even	1	2	Objector quotes no problems with parking. Feels students are becoming Scape Goats for CYC extracting money from residents.
Green Dykes Lane Western side 4 - 24	1	-	Suggests 8-6 M-F
Devon Place	1	-	Suggests 8-6 M-F

## Zone R39B as proposed in draft TRO

Section of street	Support	Objection	Comment
Green Dykes Lane Eastern side 1 - 33	3	-	Some comments requested further info.
Thief Lane 2-32 and 65 – 95 (GDL to Newland Park Cl)	14	4	Objections on impact on HMOs.
Barstow Avenue	6	3	Objections on impact on HMOs.
Hull Road 32 – 78 (GDL to GHA)	-	2	34 to 78 (evens)
Garrow Hill Avenue	1	2	Overspill parking from other streets
Thief Lane 34 – 114 and 97 – 181 (N.P. Close to end)	13	3	No emailed comments
Hull Road (GHA to Lamel Street)	-	3	No emailed comments
Siward Street	-	3	Existing Terraced Street
Lamel Street	1	2	Existing Terraced Street
Cycle Street 1-10	-	2	Existing Terraced Street
Norman Street	-	4	Existing Terraced Street
Hull Road (Lamel Street east) + The Elms	-	1	No emailed comments
Garrow Hill	1	-	Access from NPD
Newland Park Drive >24	7	1	Problem from the large amounts of students parking there currently.
Newland Park Close	5	1	No need for scheme; stop verge parking. 1 suggests for 8-6 M-F
Newland Park Drive 25/26 +	22	13	Various: No current problems. Comments on plan quality. Impact on HMOs.

## Zone R39A Extension as proposed in draft TRO

Section of street	Support	Objection	Comment
Beaufort Close	7	1	Streets within 1990's development 3 suggest 8-6 M-F
Sails Drive	9	3	Street within 1990's development 3 suggest 8-6 M-F
Quant Mews	8	1	Street within 1990's development Current system working well. 5 suggest 8-6 M-F
Windmill Lane	9	9	Current system working well. 5 suggest 8-6 M-F 1 suggests 9-5 M-F
Sussex Road	10	1	2 for 8-6
Sussex Close	7	-	3 for 8-6
Eastfield Crescent	29	3	Consultation included little detail on surveys so far.
Eastfield Court	9	-	2 for 8-6
Crossways	16	5	4 for 8-6
Bishopsway	6	2	Having to pay for Visitors, Builders etc.
Brentwood Crescent	13	-	2 for 8-6
Fernway	2	1	
Deramore Drive West	5	-	
Vanburgh Drive	12	1	2 for 8-6
Kimberlows Woods Hill	10	1	2 for 8-6
Yarburgh Way	15	1	
Field Lane	2	-	



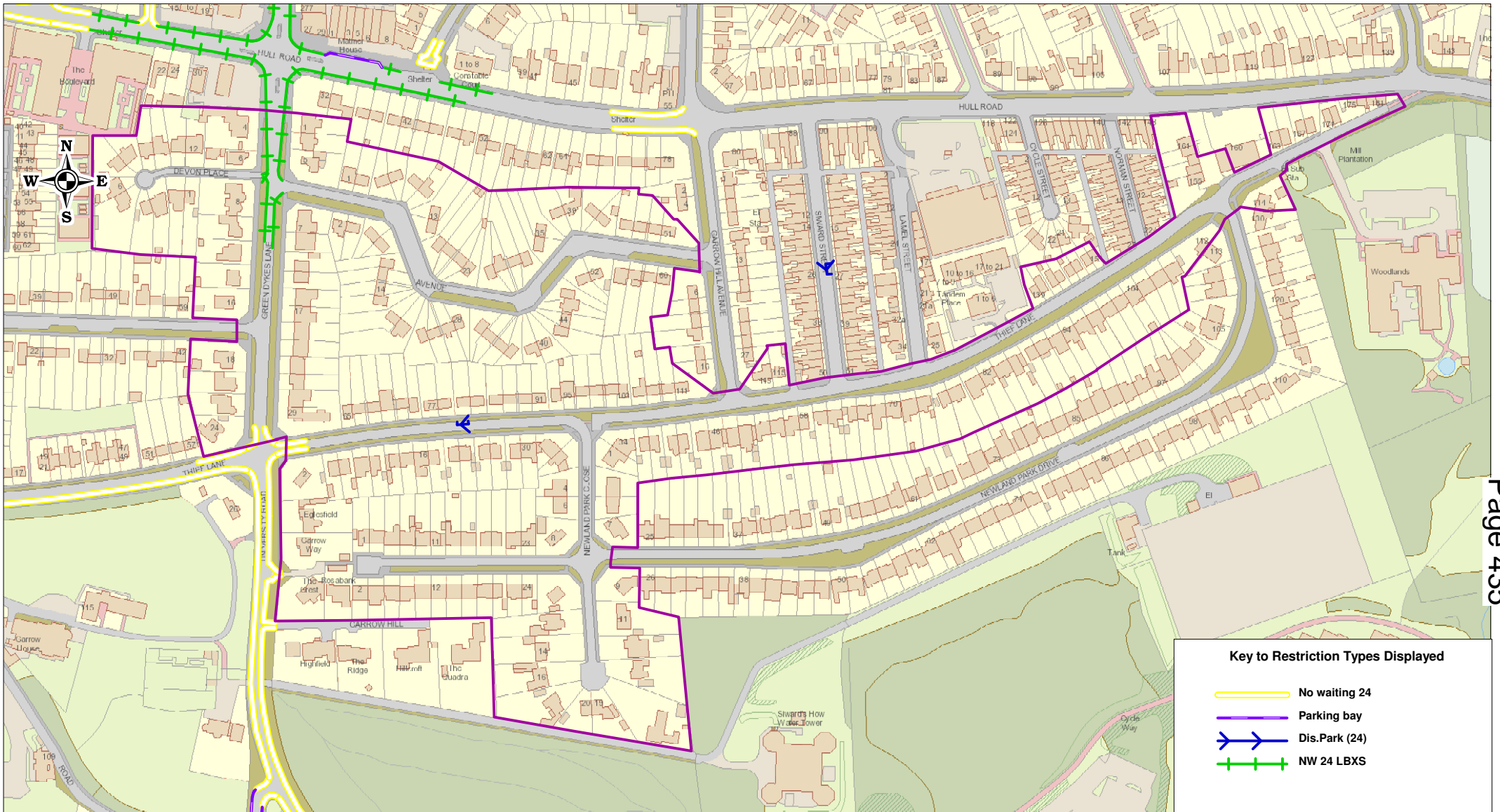
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**YORK**  
COUNCIL

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Residents Priority Parking Zone 39A —

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**Key to Restriction Types Displayed**

-  No waiting 24
-  Parking bay
-  Dis.Park (24)
-  NW 24 LBXS



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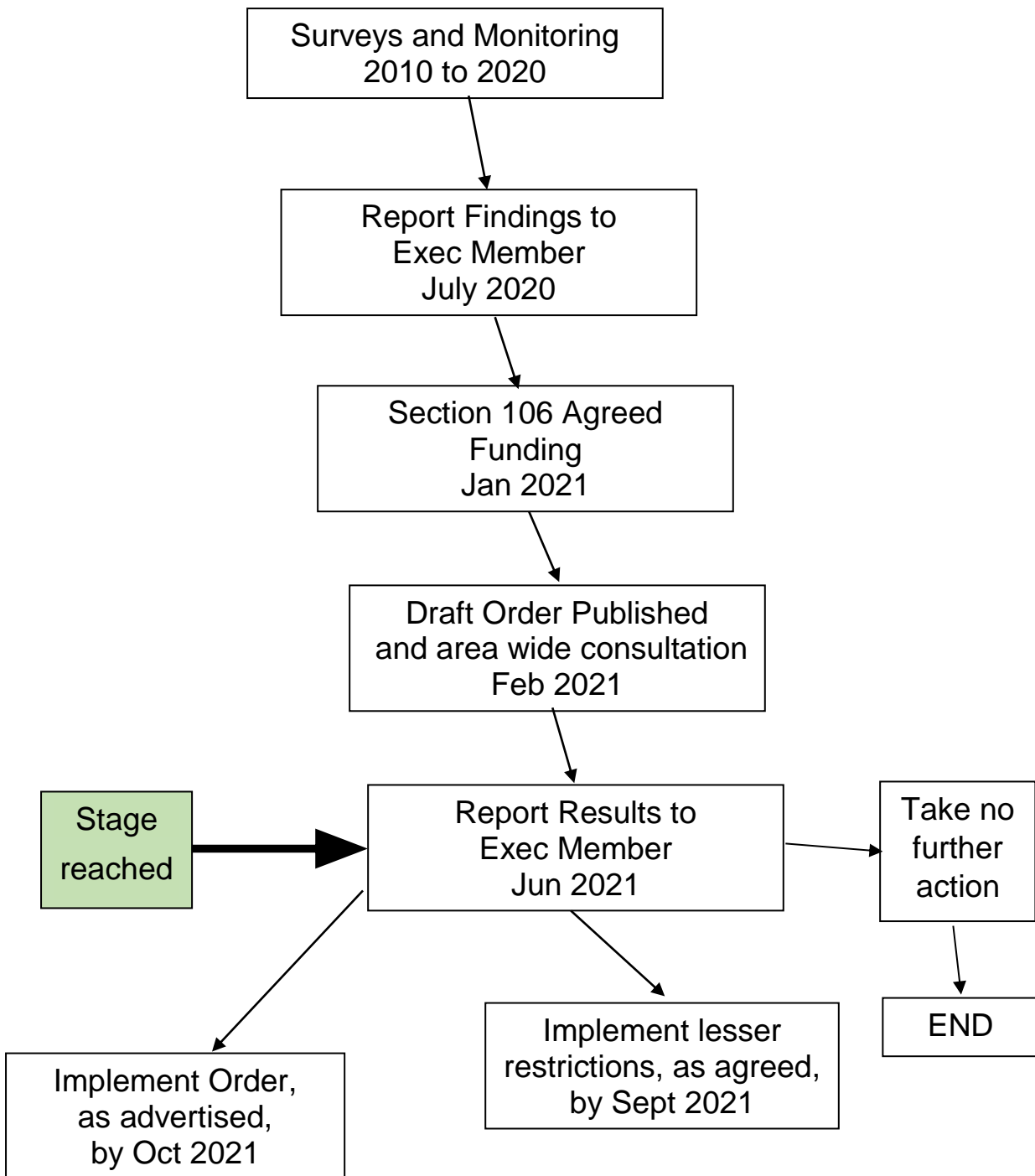
Residents Priority Parking Zone 39B 

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AN Page 437  
Progress Flow Chart R39 A&B



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**Decision Session –  
Executive Member for Transport**

**22 June 2021**

Report of the Director of Place

**Scarborough Bridge Sub Projects: Bootham Crossing**

**Summary**

1. This report seeks Executive Member approval to:
  - (a) implement the changes to the Traffic Regulation Order (TRO) to reduce parking on St Mary's in order to facilitate the introduction of traffic signals at the junction of Bootham and St Mary's.
  - (b) the arrangement and positioning of the traffic signal poles on St Mary's, and the change of material at the junction of Bootham and St Mary's.

**Recommendations**

2. The Executive Member is asked to:
  - i. Note but over-rule the objection to the TRO amendment and implement as advertised.
  - ii. Approve the implementation of the proposed signal layout as shown in Annex B subject to the outcome of a Road Safety Audit on the detailed design. .

Reason: to allow for the introduction of the traffic signalised junction in order provide improvements to cycle links and to enhance road safety.

**Background**

3. During the Executive Member Decision Session on 3rd November 2020, the Executive Member approved the installation of traffic signals at the Bootham/St Mary's junction.

4. Vehicle swept path analysis has highlighted the need to set the proposed traffic signal stop line back a specified distance into St Mary's. To enable this and to avoid conflict between turning vehicles and those parked within the Residents' Parking bay, there is a need to reduce the length of the parking bay. 13m of residents' parking space (approximately 2 to 3 car spaces) would be removed. There is no suitable nearby location where alternative parking space could be offered as a replacement.
5. When considering the positioning of the signal poles, representations by were received by Officers from the owners of Penn House concerning the potential impact of the signal heads on the aesthetics of the historic building of Penn House. In order to reduce the impact on the quality of the frontal aspect of Penn House, alternative positions for the signal poles were considered.
6. The resulting proposal considered a primary signal positioned in advance of the vehicle stop line and a low level cycle signal (LLCS) positioned nearer to the junction to minimise the impact on the view of the property. This arrangement was a departure from guidance and so the Department for Transport (DfT) were approached for approval. The DfT refused to grant approval. As a result of this response alternative layout options were developed as shown in Annexes A and B.
7. The potential to introduce setts across the mouth of St Mary's to emphasise the uncontrolled pedestrian crossing included in the consultation layout has also been reviewed. There are particular challenges delivering a change to the surfacing materials at this location due to the conservation area location and the potential to cause significant disturbance and disruption to access to properties on St Mary's during construction. The width of road is not sufficient to allow the work to be undertaken without an extended closure of the street. Alternative materials which would provide a similar change to the surface appearance have been investigated but there would be concerns about future maintenance and impact on the conservation area. It is therefore proposed to remove any surface change at this location from the scheme pending the completion of a Road Safety Audit on the final design.

## **Consultation**

8. The proposed changes to the TRO were advertised between 27<sup>th</sup> April and 14<sup>th</sup> May 2021. Details were sent to the usual consultees as well as the residents of St Mary's and the residents' parking permit holders in Zone 12. Notices were displayed on site.
9. Only one objection was received, from a resident of St Mary's. The resident did not specify a reason for objecting to the proposed changes to the TRO, but instead highlighted their dissatisfaction with the recent re-surfacing of St Mary's.

## **Options**

TRO Option 1- Recommended.

10. Approve the changes to the TRO as advertised to enable the implementation of the signal scheme.

TRO Option 2.

11. Uphold the objection and not amend the TRO.

Signal Layout Option A - See Annex A

12. Narrow Advance Stop Line area for cyclists and Signal in cobbled area on Bootham.

Signal Layout Option B – Recommended See Annex B

13. Primary Traffic Signal and Full width Advanced Stop Line area further down St. Marys close to lighting column by entrance to Penn House.

## **Analysis**

TRO Option 1- Recommended

14. Under Option 1, the loss of parking would be implemented and would enable the installation of the traffic signal junction to meet the aims of the project.

15. The changed parking restrictions would enable the junction to be signalised providing significant improvement for cyclists on the key Station to Hospital route. It is considered that these benefits outweigh the objection to the loss of parking capacity in the area.
16. The loss of 2-3 spaces on St Mary's is considered to have a relative low impact. There is considered to be no readily available alternative location for additional parking provision in the area.

#### TRO Option 2

17. If the parking restrictions were not amended the provision of a traffic signal junction scheme would be severely compromised as sufficient space for the stop line and queuing area on St Marys could not be provided. This in turn would mean that the wider objectives of the scheme to provide improved cycle links between Bootham Park Hospital and the railway station would not be realised, and the existing life-expired signal crossing on Bootham would remain at risk of imminent failure.

#### Signal Layout Options

18. Two signal layout options (see Annexes A&B) have been assessed to minimise the impact on Penn House whilst still meeting the objectives of the scheme to provide a controlled crossing facility for cyclists. It is considered that both options would be acceptable but would need to be subject to a Stage 2 Road Safety Audit prior to implementation.

#### Signal Layout Option A – Annex A

19. Option A would allow for cyclists to be positioned in advance of the vehicle stop line and allow for queueing space for 2 to 3 vehicles. The swept paths of larger rigid vehicles would be able to be accommodated in and out of St Mary's, without conflict or obstruction. The positions of the signal poles would preserve the view of the Penn House frontage from Bootham but the distance to the primary stop line to the primary signal is greater than normally provided. A kerbed build-out would be required to protect the signal pole that is proposed to be sited on the cobbles. To preserve the appearance and conservational value of the cobbled area, cobbles would be used as the surfacing material on the build-out. The restricted width of the Advanced Stop Line could limit the capacity for cyclists to gain access to this area however it is considered

acceptable in this low trafficked area and enables the stopline to be closer to Bootham reducing delay on the junction and reducing the crossing time for cyclists.

#### Signal Layout Option B – Annex B

20. Option B would move the stop line further down St Mary's which would enable a full width ASL to be provided increasing the capacity for cyclists and could potentially be considered to reduce the impact on Penn House as the signal would have less impact on the view of the building from Bootham. However the stop line would be further from Bootham increasing the distance and time (1-2 seconds) needed for cyclists and vehicles to pass through the junction from St. Mary's and would reduce the stacking capacity for vehicles up to the stop line increasing the risk of vehicles blocking St Mary's at the junction. The primary signal would be closer to the stop line which is standard design practice.
21. On the basis that Option B, subject to a Road Safety Audit on the detailed design, provides additional capacity for cyclists in the ASL area, without significantly impacting on the junction capacity and the signal head is closer to the stop line in accordance with standards this option is recommended for approval.

#### **Council Plan**

22. The Council's Plan sets out a number of key priorities.
23. The proposed change to the TRO would result in a reduction of on-street parking on St Mary's and may result in encouraging the use of sustainable transport, thereby potentially promoting good health and wellbeing.
24. The revision to the signal pole locations demonstrates that the council is an open and effective authority and that officers are willing to listen to residents.

#### **Implications**

- **Financial** The scheme is being funded from WYCA resources. Delay in delivering the project could jeopardise the funding allocation.
- **Human Resources (HR)** There are no HR implications

- **Equalities** There are considered to be limited equalities implications – See Equalities Impact Assessment in Annex C
- **Legal.** The Council has the legal power to make these changes under the Highways Act 1980.
- **Crime and Disorder** There are no crime and disorder implications
- **Information Technology (IT)** There are no IT implications.
- **Property** There are no property implications.
- **Other** There are no other implications

### **Risk Management**

25. Physical - there is always a potential for new road safety issues to arise whenever an existing traffic arrangement is altered. Identification and management of these issues would be through the road safety audit process.
26. Organisation/Reputation - there could be criticism from potential supporters of the scheme if the scheme is not implemented. The ambitions of the council to introduce and promote improved cycle links would not be realised.

<b>Risk Category</b>	<b>Impact</b>	<b>Likelihood</b>	<b>Score</b>
Physical	Moderate	Unlikely	13
Organisation/Reputation	Minor	Unlikely	8

27. Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that, at this point, the risks need only to be monitored.

### **Contact Details**

**Author:**  
**Tom Blair**  
 Transport Projects  
 07881 686032

**Chief Officer Responsible for the report:**  
**James Gilchrist**  
**Director of Place**



**Report  
Approved**



**Date** 11/06/21

**Wards Affected:** Guildhall

**Background Papers:**

Executive Member Decision Session Report 3<sup>rd</sup> November 2020.

**Annexes**

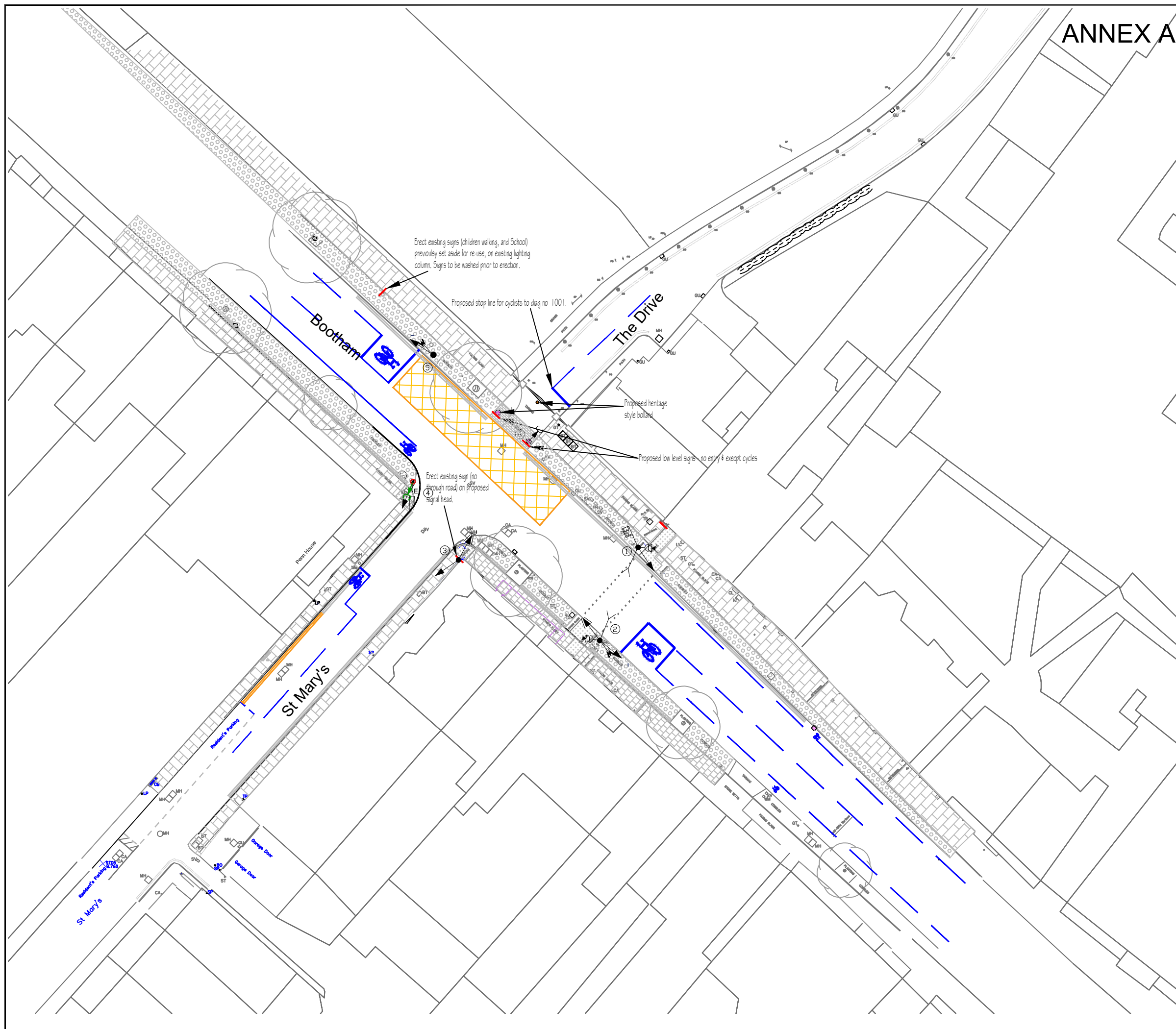
Annex A.

Annex B Scarborough Bridge Sub Projects - Bootham Crossing – Lining and Signing Option B

Annex C – Equalities Impact Assessment.

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# ANNEX A



- NOTES:**
- 1 References to diag nos relate to the Traffic Signs Regulations and General Directions 2016.
  - 2 Paint to be thermoplastic screed with applied glass beads.
  - 3 Mounting height for signs to be 2.1m to underside of sign, except for low level signs.
  - 4 Signs to be Class 1.
  - 5 This drawing is to be read in conjunction with drwg no CYC-TST-YK2403-SLD-200.
  - 6 No Entry sign to diag no 616 (270mm dia)
  - 7 Except Cycles sign to diag no 654.4 (37.5 x height).

- KEY**
- White lining to diag no 1049 (mandatory cycle lane) (150mm)
  - White lining to diag no 1004 (lane line) (100mm)
  - White lining to diag no 1028.4 (parking bay end) (50mm)
  - White lining to diag no 1001.2 (stop line and ASL) (100mm) (200mm) (400mm)
  - Yellow lining to diag no 1018.1 (double line) (75mm)
  - Yellow lining to diag no 1043 (yellow box) (2000mm)
  - Cycle symbol to diag no 1057 (2750 mm)
  - Cycle symbol to diag no 1057 (1780 mm)
  - Crossing studs to diag no 1055.1

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FOR CONSTRUCTION

Revision	By	Checked	Approved	Date	Description
A	TB			May 21	Changes to layout of lining and signal poles on St Mary's



Highways - Transport Projects and Delivery Team  
Eco Depot, Hazel Court, James Street, York, YO11 3DS  
www.york.gov.uk

**Project**  
SCARBOROUGH BRIDGE SUB PROJECTS  
BOOTHAM CROSSING

**Drawing**  
LINING AND SIGNING  
ANNEX A

Drawn by T BLAIR Date: NOV 2020  
Checked by D MERCER Date: JAN 2021  
Authorised by Date:

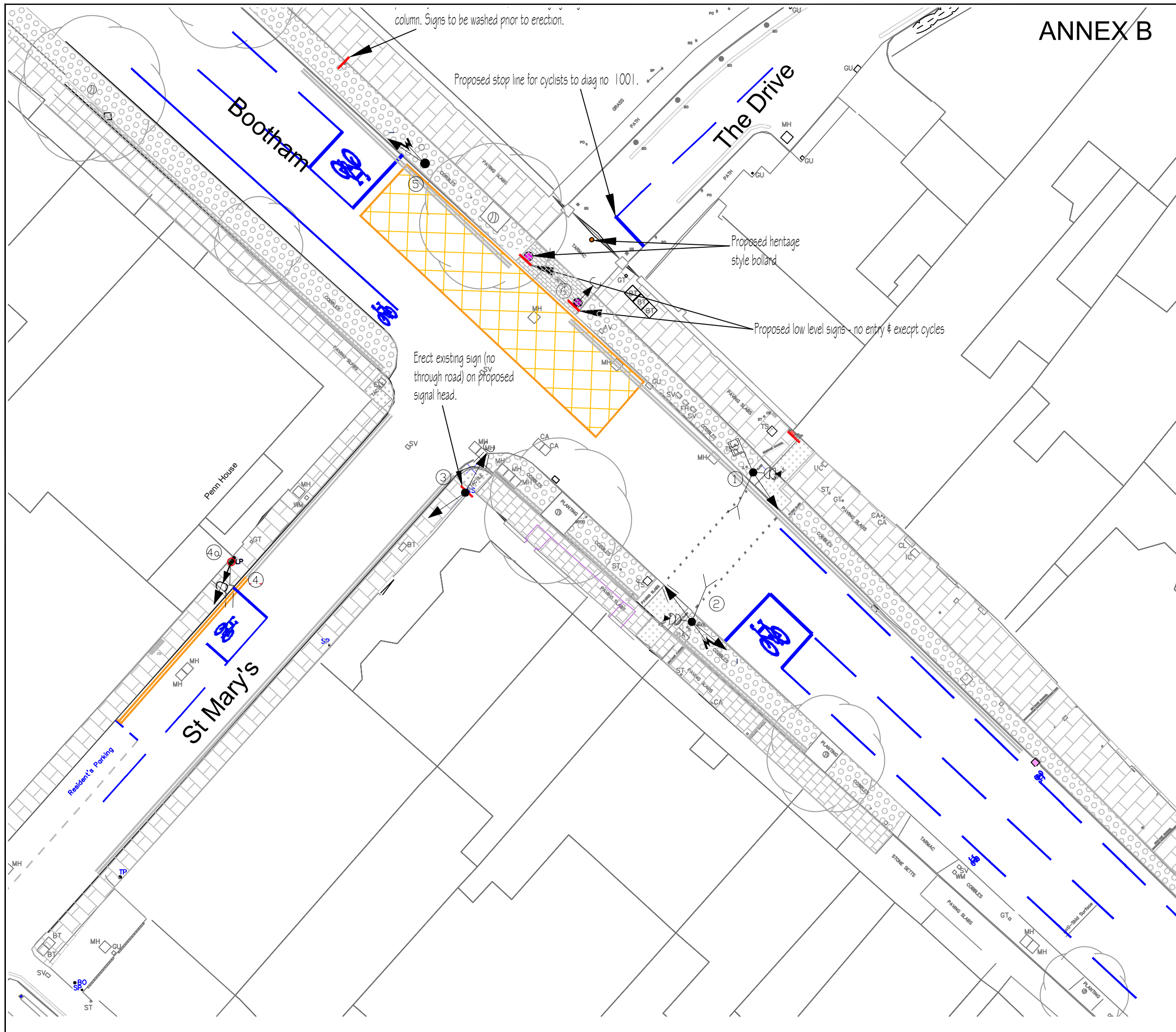
Drawing No. DEC180017/1200/01 Revision A

Drawing Scale: 1:250 Plot Scale: A3

CAD Filename: Plot Scale:

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# ANNEX B



## NOTES:

- 1 References to diag nos relate to the Traffic Signs Regulations and General Directions 2016.
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- 3 Mounting height for signs to be 2.1m to underside of sign, except for low level signs.
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- White lining to diag no 1028.4 (parking bay end) (50mm)
- White lining to diag no 1001.2 (stop line and ASL) (100mm) (200mm) (4000mm)
- Yellow lining to diag no 1018.1 (double line) (75mm)
- Yellow lining to diag no 1043 (yellow box) (2000mm)
- Cycle symbol to diag no 1057 (2750 mm)
- Cycle symbol to diag no 1057 (1780 mm)
- Crossing studs to diag no 1055.1

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FOR CONSTRUCTION

Revision	By	Checked	Approved	Date	Description
B	TB			Jun 21	Changes to layout of lining and signal poles on St Mary's
A	TB			May 21	Changes to layout of lining and signal poles on St Mary's



Highways - Transport Projects and Delivery Team  
Eco Depot, Hazel Court, James Street, York, YO11 3DS  
www.york.gov.uk

**Project**  
SCARBOROUGH BRIDGE SUB PROJECTS  
BOOTHAM CROSSING

**Drawing**  
LINING AND SIGNING  
ANNEX B

Drawn by T BLAIR Date: NOV 2020  
Checked by D MERCER Date: JAN 2021  
Authorised by Date:

Drawing No. DEC180017/1200/01 Revision B

Drawing Scale: 1:250 Plot Scale: A3

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>		Place	
<b>Service Area:</b>		Transport	
<b>Name of the proposal :</b>		Bootham Crossing Traffic Regulation Order Changes and Scheme Amendments	
<b>Lead officer:</b>		Tom Blair	
<b>Date assessment completed:</b>		11 June 2021	
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Tom Blair		CoYC	Cycling

## Step 1 – Aims and intended outcomes

1.1	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The aim is to provide a safe and convenient means for pedestrians and cyclists to cross Bootham.</p>

1.2	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>Yes. Traffic Signs Manual Chapter 6.</p>

1.3	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p>These are the travelling public who choose to walk or cycle in this part of the city. Their interests are to move around this part of the city safely.</p>

1.4	<p><b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>



	We want to provide a facility to cross Bootham in a safe way and at a convenient place. This will encourage sustainable transport and reduce the use of private vehicles which will lead to a reduction in congestion and pollution while increasing road safety.
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## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
	None of the various disabled groups responded to our consultation exercise.	

### Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
How many cyclists would use the facility		Manual surveys

### Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	May find crossing the road safer.	+	L
<b>Disability</b>	May be more encouraged to cycle more	+	M
<b>Gender</b>	None	0	
<b>Gender Reassignment</b>	None	0	

<b>Marriage and civil partnership</b>	None	0	
<b>Pregnancy and maternity</b>	None	0	
<b>Race</b>	None	0	
<b>Religion and belief</b>	None	0	
<b>Sexual orientation</b>	None	0	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	None	0	
<b>Low income groups</b>	May be more encouraged to cycle more	+	M
<b>Veterans, Armed Forces Community</b>	None	0	
<b>Other</b>	None	0	
<b>Impact on human rights:</b>			
List any human rights impacted.	None	0	

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
<p>The existence of the scheme will be advertised on our city-wide cycle route map. Sustrans will alter their National Cycle Network plan to include the scheme. The next phase of the scheme will include several directional signs, giving guidance to the railway station and the hospital as well as various other destinations.</p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b>
<p>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	There are no negative impacts but there are some positive ones.

**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Safety of people with protected characteristics	Safety audits	Tom Blair	Once the scheme has received Member approval



## Step 8 - Monitor, review and improve

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Road Safety Audits will be undertaken on the scheme when the detailed design is complete and following construction. Items relating to the protected characteristics will be review during that process.

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**Decision Session – Executive Member for Transport****22 June 2021**

Report of the Director of Transport, Environment and Planning

**City of York Council Vehicle Crossing Policy****Summary**

1. This report presents a vehicle crossing policy (Annex A) which is proposed to be adopted by City of York Council to support the vehicle crossing application process under Section 184 of the Highways Act 1980 and through the planning process.

**Recommendations**

2. The Executive Member for Transport is asked to:

Consider the results of the consultation process and confirm the adoption of the policy presented in Annex A.

Reason: To support the decision making process for vehicle crossing applications submitted to City of York Council under Section 184 of the Highways Act 1980 and through the planning process.

**Background**

3. City of York Council, as the local highway authority and under Section 184 of the Highways Act 1980, has the power to grant permission for a vehicle crossing to be constructed, enabling a motorised vehicle to drive over a kerbed footway or verge.
4. The highway authority is also consulted on planning applications where a vehicle crossing is proposed as part of a wider development or where planning permission is required for a vehicle crossing.

5. This report presents a vehicle crossing policy to support officer decision making when considering applications for new and improved vehicle crossings.
6. A draft vehicle crossing policy was presented to the Executive Member for Transport on 18 January 2021 and the Executive Member for Transport's decision was that:
  - a. The draft policy be subject to public consultation. The draft policy would then become final if no objections were received at the end of the consultation period (3 months), or would be presented to the Executive Member for decision if objections were received;
  - b. That the council ensures it does specific engagement on equalities issues as part of the public consultation.

### **Consultation**

7. The policy has been the subject of internal consultation within the Council.
8. The public consultation ran for three months from 29<sup>th</sup> January to 28<sup>th</sup> April 2021. The documentation was published on the Council's consultation webpage and the Council's Communications team shared the information through social media and established groups such as the York Disability Rights Forum. Some ward councillors also shared the information on their websites.
9. Two written consultation responses were received and are included, in an anonymised format, in Annex B.

### **Options**

10. The following options are available:
  - a. Option 1 – Approve the policy presented in Annex A.
  - b. Option 2 – Reject the draft policy and require officers to undertake further work to review it.

## Analysis

11. The adoption of this policy will aim to:
  - a. Ensure that the Council regulates the provision of vehicle crossing facilities; that the location and use of vehicle access and dropped kerbs are safe and that they are constructed to appropriate standards;
  - b. Reduce the number of unauthorised crossings and create a fairer and more equal arrangement for car users and residents;
  - c. Limit footway damage caused by vehicles using unauthorised vehicle crossings and reduce budget pressures for funding associated repairs;
  - d. Guide officers' decisions on vehicle crossing applications will enable a more efficient decision making process for applications.
12. The adopted policy will be published on the CYC website and will provide applicants with clear information on what is likely to be accepted or refused before they submit a vehicle crossing application.
13. The vehicle crossing application process is also in the process of being updated with the following changes already implemented or in progress:
  - a. Charges updated to include an assessment and inspection fee charged when an application has been granted (set at £180 for 2021/22) and an admin charge for refused applications (set at £48 for 2021/22);
  - b. The current practice of providing applicants with a list of "approved contractors" will cease. Where permission is granted, applicants will instead receive guidance on how to appoint a suitable contractor (including a list of required qualifications and insurance level). Applicants will then be free to request a quote from the Council or any other qualified contractor; and
  - c. Where the Council's maintenance teams are preparing to deliver footway maintenance schemes, advanced notice letters sent to residents will advise them to contact the Street Works team in advance of the works being carried out if they want the Council team to construct a dropped crossing for their property during the maintenance works. Applications will need to have been approved under this process before a dropped crossing

can be constructed and the crossing will need to be constructed in accordance with the permission, where granted.

## Council Plan

14. This policy will support:
  - a. getting around sustainably – by ensuring that suitable vehicle crossings are permitted, avoiding parked vehicles encroaching on footways and ensuring adequate consideration for road safety
  - b. a greener and cleaner city – as above
  - c. an open and effective council – by providing clear information on how decision on vehicle crossing applications are made

## Implications

15. The following implications have been identified.
  - **Financial** – There is no change proposed to the fees and charges already agreed for vehicle crossings and the adoption of the updated policy is not anticipated to effect the current income generated or costs incurred in dealing with vehicle crossing applications.
  - **Human Resources (HR)** – no human resource implications identified
  - **Equalities** – An equalities impact assessment has been undertaken (see annex C) mixed impact anticipated. Positive impact: reduction in the number of vehicles encroaching on footways when parked on private driveways, reduced number of very wide crossings permitted. Negative impact: some applications may be refused for users with a mobility impairment, based on the criteria set out in the policy, resulting in some applicants finding it more difficult to access their vehicle.
  - **Legal** - no legal implications identified. Vehicle crossings will be constructed in accordance with section 184 of the Highways Act 1980. This section sets out the requirements for a local authority regarding vehicle access to and from the public highway.
  - **Crime and Disorder** - no crime and disorder implications identified
  - **Information Technology (IT)** - no IT implications identified
  - **Property** - no property implications identified
  - **Other** - no other implications identified

**Contact Details**

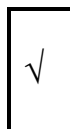
**Author:**

Helene Vergereau  
Traffic and Highway  
Development Manager  
Transport  
Tel No. 01904 552077

**Chief Officer Responsible for the report:**

James Gilchrist  
Director of Transport, Environment and  
Planning

**Report  
Approved**



**Date** 11/06/21

**Specialist Implications Officer(s)** List information for all

Financial

Jayne Close

Principal Accountant

Tel: 554175

Legal

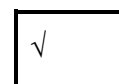
Heidi Lehane

Senior Solicitor

Tel: 555859

**Wards Affected:**

**All**



**For further information please contact the author of the report**

**Annexes**

Annex A – Draft Policy for Adoption

Annex B – Two consultation responses received

Annex C – Equalities Impact Assessment

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## **Annex A – City of York Council Vehicle Crossings Policy**

CYC, as the local highway authority and under Section 184 of the Highways Act 1980, has the power to grant permission for a vehicle crossing to be constructed, enabling a motorised vehicle to drive over a kerbed footway or verge.

This policy applies to single private drives as described in CYC's published Highways Design Guide, paragraphs 8.8.5 to 8.8.8 (the guide is available here: [www.york.gov.uk/HighwayDesignGuide](http://www.york.gov.uk/HighwayDesignGuide)).

A vehicle crossing provides the legal means for vehicle access to a property. The construction of a vehicle crossing usually involves strengthening the footway to allow vehicles to pass over without causing damage to either the footway or the numerous services usually located under the surface. Under Section 184 of the Highways Act, it is illegal for a mechanically propelled vehicle to cross the footway without a vehicle crossing.

There is no automatic right for someone to install a vehicle crossing and this policy describes how applications for new or improved vehicle crossings will be considered by CYC as the highway authority. CYC will consider applications against this policy.

In determining whether to grant permission for a dropped kerb, CYC must consider:

- The need to prevent damage to the highway, including footways or verges;
- The need to ensure safe access to and from the property; and
- The need to allow the passage of traffic (all modes, including pedestrians and cyclists) on the highway.

The highway authority will also consider the impact of applications on publicly available parking (e.g. on street parking, resident parking area, etc).

The highway authority is not bound by precedent and considers each application on its own merits, against this policy. The decision made by the highway authority is final and is not subject to any form of appeal.

Applicants who are not satisfied with the decision can log a complaint by using CYC's complaint procedure (more information is available here: [www.york.gov.uk/MakeAComplaint](http://www.york.gov.uk/MakeAComplaint)).

**Please note that charges apply for vehicle crossing applications. Information on the charges and the application process is available at [www.york.gov.uk/DroppedKerbs](http://www.york.gov.uk/DroppedKerbs) Property ownership and access rights**

If an application for a vehicle crossing (new or improved) is submitted by a customer who is not the owner of the property, the following is required:

- Rented property (including housing association) - Written permission from the landlord is required;
- Council property - Consent from CYC Housing Services is required.

The full location of the proposed vehicle crossing needs to be either within the property boundaries or within the adopted highway, or the applicant will need to demonstrate that they have secured the appropriate access rights. A map of adopted highways can be found here: [www.york.gov.uk/RoadAdoption](http://www.york.gov.uk/RoadAdoption)

### **Is planning permission required?**

Planning permission is usually required for a new or improved vehicle crossing if:

- The property is located within a Conservation Area (more information is available here: [www.york.gov.uk/YorkConservationAreas](http://www.york.gov.uk/YorkConservationAreas));
- The property is a listed building (more information is available here: [www.york.gov.uk/ListedBuildings](http://www.york.gov.uk/ListedBuildings));
- The vehicle crossing application is connected to other works requiring planning permission (for example paving over a former garden area, building a new house or garage, or changing the use/purpose of the property); and
- The proposed vehicle crossing is on a classified road (A, B, C – this information is available on York View (<http://localview.york.gov.uk/>), by selecting the following items in the Layer list: “Miscellaneous” and then “Highway Network”

Please note that planning permission is required if you are planning to pave over your front garden, resulting in more than five square metres built as an impermeable driveway that does not provide for the water to run to a permeable area.

There might be other situations where planning permission may be required. To find out whether a planning application is required, applicants can submit a householder enquiry form (more information is available here: <https://www.york.gov.uk/PlanningPermission>).

## Number of vehicle crossings

In general, only one crossing per property will be approved. Separate 'in' and 'out' crossings are not normally permitted. If a second access is desired, the specific justification should be included in the application.

Where the application seeks to change the location of an access point, the redundant vehicle crossing will need to be reinstated.

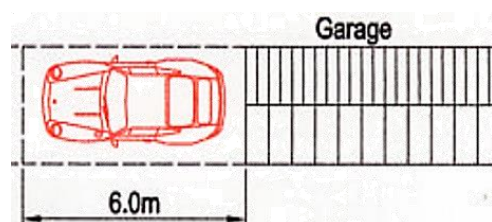
## Driveways - Permissible lengths

There must be sufficient room on the property for a vehicle to be parked without overhanging onto the public highway (footpath or carriageway).

### Parking at a right angle to the highway

Where the proposed application is for a vehicle to be parked at a right angle to the highway, a minimum length of 6 metres must be available to park.

This measure is taken from the back of the pavement or property boundary (the face of any wall, fence or hedge for example) to the front of the dwelling/garage.



Where the parking area is located away from openings (dwelling doors, garage doors), this can be reduced to 5.5 metres.

For tandem parking, the minimum length required is 11m (reduced to 10.5m where the parking area is located away from openings).

*Note: This requirement complies with CYC's published Highways Design Guide, paragraph 8.8.5 and Appendix 24 (the guide is available here: [www.york.gov.uk/HighwayDesignGuide](http://www.york.gov.uk/HighwayDesignGuide)).*

### Parking parallel to the highway

Parallel parking within the curtilage of the property is not actively promoted but may be considered in exceptional circumstances. It is usually not acceptable on classified roads.

Where parallel parking is proposed, the vehicle must be able to cross the footway and enter and exit the property in a single movement.

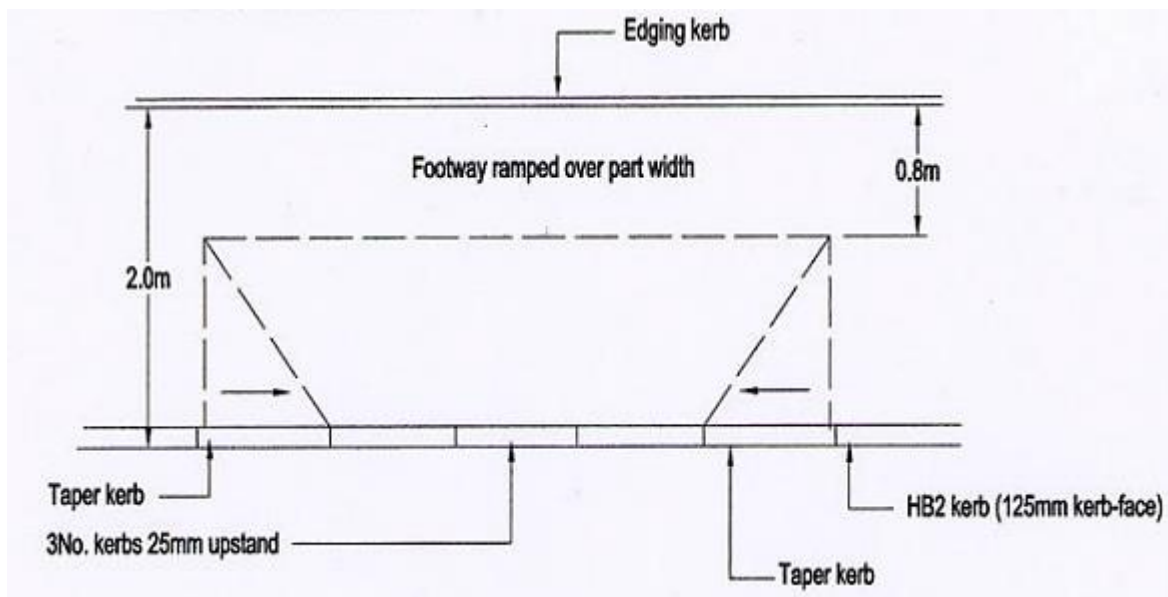
The full length and width of the vehicle must be contained within the property boundary, requiring a minimum depth of 3m and a minimum width of 6m.

## Driveways - Permissible widths

The minimum width of a driveway served by a dropped crossing is 3.2 metres, which may be reduced to 2.4 metres where a separate pedestrian path is provided.

A standard dropped crossing should include 3 dropped/low kerbs (approximately 2.75 metres wide) and two transition/taper kerbs (one on either side). This is illustrated below, as per Appendix 19 of CYC's Highways Design Guide.

Where required a maximum of 5 dropped/low kerbs may be authorised for a single crossing (approximately 4.5 metres wide). If the vehicle crossing is shared with the neighbouring property, 8 dropped/low kerbs can be installed (approximately 7.2 metres wide, 4 dropped/low kerbs in front of each property).



## Driveway size for vehicle crossings on classified roads

For vehicle crossings on classified roads (A, B and C, where the proposed crossing is at a high risk location, e.g. close to a junction, high speeds, etc), additional space will be required within the property boundary to enable vehicles to access and egress in a forward gear. This will generally be required and secured through the planning process.

*Note: Basic dimensions and layouts for turning heads are shown in CYC's Highways Design Guide, Appendix 6 (available here: [www.york.gov.uk/HighwayDesignGuide](http://www.york.gov.uk/HighwayDesignGuide)).*

## Proximity to junctions

If the proposed vehicle crossing is located within 10 metres of a junction or stop line of a signalised junction, the application will generally be refused on road safety grounds. If the property is situated at a junction between a minor and major road, it will generally be safer to locate the access on the minor road.



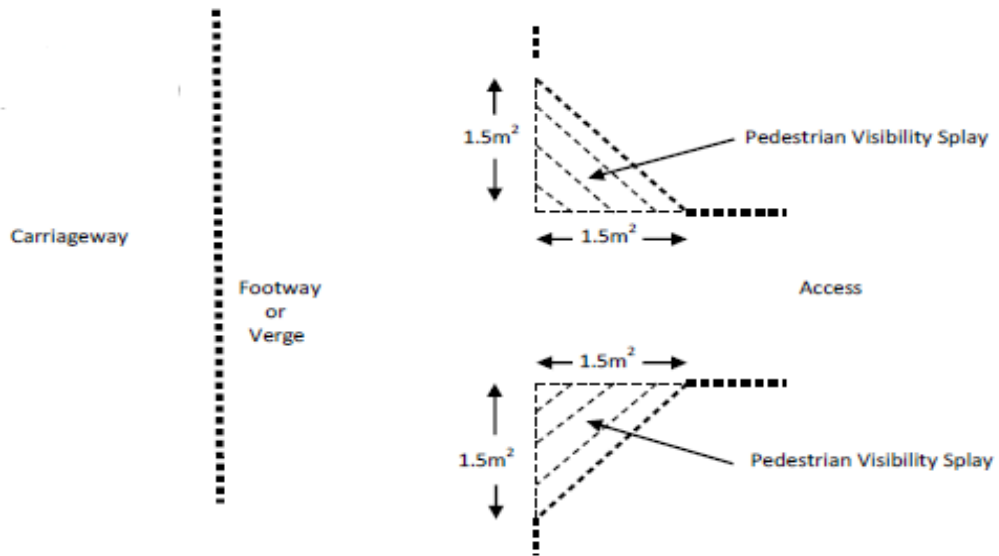
## Visibility

To ensure the safety of other highway users, including pedestrians and children, proposed vehicle crossings need to demonstrate that adequate visibility splays are available and kept clear of any obstruction greater than 600mm in height, as illustrated below (exceptions are made for trees providing they have a clear stem and for street lighting columns). This includes:

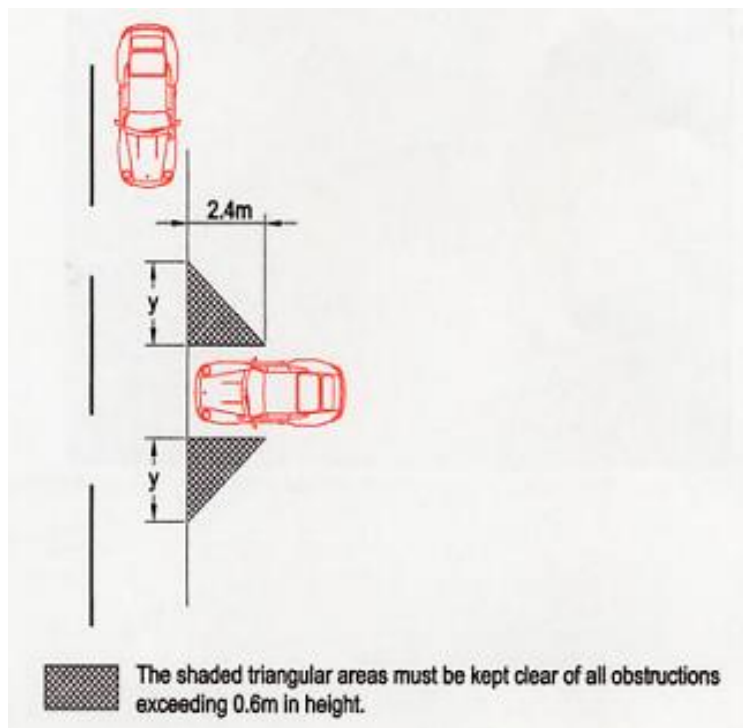
- Vehicle versus pedestrians – visibility splays measuring 1.5m by 1.5 m are usually required
- Vehicle versus vehicle - The visibility splay is made up of two components:
  - the 'X' distance measured from the kerb towards the dropped crossing and driveway, this is usually 2.4m and can be reduced to 2m in urban areas; and
  - the 'Y' distance measured along the edge of the road carriageway from the side of the dropped crossing/driveway. Y must be at least 40m for 30mph roads, reduced to 22m in 20mph areas.

*Note: This requirement complies with CYC's published Highways Design Guide, Appendix 25 and the relaxation is in line with advice included in national guidance published in Manual for Streets. These documents also provide more detailed information on visibility splay requirements.*

### Vehicle versus pedestrians

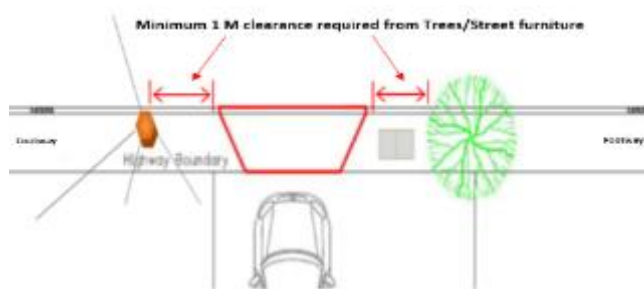


### Vehicle versus vehicle



## Trees and street furniture

Trees form an important part of the street scene and will not be removed in order to accommodate a vehicle crossing unless there is a sound arboricultural reason for removing them. Applications requiring the removal of a healthy, well established highway tree will be refused.



A minimum 1 metre clearance must be maintained for mature trees, and 2 metres from newly planted trees (considering the tree canopy or root protection area). Some trees are protected by a Tree Preservation Order (TPO) and additional permissions may be required. More information is available here: [www.york.gov.uk/TreesInConservationAreas](http://www.york.gov.uk/TreesInConservationAreas).

A minimum 1 metre clearance must be maintained from existing street furniture (for example telegraph poles, street lighting, signs, bus stops, and utility chambers). If the proposed crossing is in the vicinity of other features such as tactile pedestrian crossings or traffic calming measures, this will need to be reviewed with the Council team.

Where street furniture, resident parking bays, bus stop or pedestrian crossings need to be relocated to accommodate a dropped crossing, additional approvals/processes will be required before the application can be processed. Any costs associated with this requirement will be at the expense of the applicant.

This also applies where changes might be required to existing Traffic Regulation Orders (for example where a dropped crossing requires the removal of a marked on-street parking bay such as Resident Parking, loading bay, or a disabled bay). If it is necessary to amend an existing Traffic Regulation Order, this will result in additional costs to cover the costs of advertising and consulting on the proposed changes to the Order. Any change to an existing Order will be subject to the outcome of a statutory consultation and cannot be guaranteed.

The Council may refuse an application where it is considered that the removal of too many on-street spaces or provision of too many vehicle crossings would lead to insufficient on street parking space being available.

## **Other issues to consider**

**Gradient** - If there is a steep verge over which the new crossing must be constructed, the gradient cannot be steeper than 1:10.

**Use of gravel hardstanding** – If the intention is to use gravel or similar loose material as hardstanding for the driveway, the applicant will need to consider the problem of some being carried on to the highway by the movement of the vehicle. A 2m buffer of bound material inside the private curtilage will generally be required to prevent overspill onto the highway although other solutions can be agreed with the Council team (e.g. use of EcoGrid type solution, type of gravel to be used, etc).

**Drainage** - If the proposed driveway slopes/drains towards the public highway, and is not constructed of permeable material, a drainage channel must be installed to drain water away from the public highway. Drainage solutions need to be agreed with the Council team so that there is no discharge of water from the private property onto the highway and no discharge from the highway onto the private property.

**Gates** - If gates are to be fitted across the entrance to the property, they must not open outwards across the footpath or carriageway (Section 153 Highways Act 1980). On A, B and C class roads, the gates should be at least 6 metres back from the edge of the footway and open inwards unless the 6 metres is achievable whilst opening the gate.

**Redundant vehicle crossings** - Any existing vehicle crossing that becomes redundant following the construction of a new/improved crossing must be removed, with the footway/verge reinstated at the applicant's costs. If a crossing is no longer performing its function due to a new fence or building preventing a vehicle from being able to park off the highway (to minimum dimensions above), it should be removed at the owner's cost.

**Parking bays** – If there is an on street parking bay (for example for resident parking) at the front of the property, where the vehicle crossing is proposed, the highway authority will take the impact of the application on parking capacity into account. If the application is accepted, the applicant will need to meet the costs of changing the Traffic Regulation Order to remove the area from the parking bay. This will need to be completed before the crossing can be built. As the change to Traffic Regulation Orders is subject to a statutory process including public consultation, the result of such a process cannot be guaranteed.

**Crossing an off road cycle route or narrow footways** – Where a proposed dropped crossing will cross an off road cycle route or a narrow footway, the design of the crossing will be reviewed with the Council team to ensure that gradients and visibility are adequate for all users.

**Utility apparatus** – Where utility apparatus is located on/under the adopted highway in the location which has been identified for the



crossing, the apparatus may need to be relocated or a different specification agreed for the construction of the dropped crossing (to protect the apparatus underneath). Where required, the applicant (and their contractors) will need to organise and pay for the relocation of existing utility apparatus.

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## **Annex B – Consultation response received**

The consultation responses received have been reproduced below in an anonymised format.

### Response 1

*Hi*

*I attach a photo to demonstrate why item 7 (draft vehicle crossings) needs to include equality impact assessment and include cyclists.*

*I took this photo today while walking through Dringhouses. Lots of houses had dropped kerbs that went across a pavement and then an off-road cycle route. In this case the drop kerb bit makes the cycle route camber uneven which can be dangerous for people riding trikes, cargo cycles etc (throwing the cycle off balance and risking tipping it over). Similarly when the drop kerb crosses a pavement it can make the pavement very awkward for people using wheelchairs and mobility scooters. It might not look like much of a change in gradient, but believe me it can feel like a mountain when you try riding a trike or steering a wheelchair!*

*I'm sure there are ways of designing the drop kerb to minimise this effect and if equality impact assessments are carried out this should pick this up.*



Response 2

Greetings,

*I am responding as a totally blind person. What I say will apply to other people with very little or no sight and to guide dog owners whose dogs are trained to work to the kerb.*

*One of the greatest dangers I face when walking about alone is that of wandering into the road without realising it. This is possible at any point where the kerb has been dropped to the level of the carriageway. I can detect a 6-mm kerb, or less if I am expecting it and if the pavement is not too uneven. I can also perceive slope. The minimum gradient that I can perceive has not been measured, but is probably less than 1 in 40. Here again, the more even the pavement, the more likely I am to perceive the slope which denotes its edge. If the footway has been paved with slabs I will notice the difference between it and the carriageway even if there is no change of level, but other commonly used surfaces are too similar for me to detect the boundary reliably. Dropped kerbs are often indicated by a painted line or a change of colour which most people can see, but I cannot. I need a tactile strip in places where there is no change of level or texture.*

Regards,

**City of York Council  
Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	City of York Council Vehicle Crossing Policy		
<b>Lead officer:</b>	Traffic and Highway Development Manager		
<b>Date assessment completed:</b>	20/05/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Helene Vergereau	Traffic and Highway Development Manager	CYC	Transport
Heidi Lehane	Senior Solicitor	CYC	Legal

## Step 1 – Aims and intended outcomes

1.1	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The proposal is to adopt a vehicle crossing policy for City of York Council to support the vehicle crossing application process</p>
1.2	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>Vehicle crossing applications are considered by the Highway Authority under Section 184 of the Highways Act 1980 and through the planning process.</p>
1.3	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p>Residents who want to build a new dropped crossing to access their drive or improve an existing crossing. Road users including pedestrians, cyclists, motorised vehicle users – impact on road safety, access to private dwellings. People living with reduced mobility – as previous as well as impact on ability to travel on footways.</p>
1.4	<p><b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>

	<p>This policy will support the following objectives from the Council Plan:</p> <ul style="list-style-type: none"> <li>a. getting around sustainably – by ensuring that suitable vehicle crossing are permitted, avoiding parked vehicles encroaching on footways and ensuring adequate consideration for road safety</li> <li>b. a greener and cleaner city – as above</li> <li>c. an open and effective council – by providing clear information on how decisions on vehicle crossing applications are made</li> </ul>
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## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
	Consultation feedback	Consultation specifically conducted for this policy (although response was low)
	Research and benchmarking	Reviewing approaches used by other local authorities and research into footway and dropped crossing design's impact on road safety and accessibility
	Experience of qualified officers working in this area	Consultation conducted internally within the Council including StreetWorks and Highway inspectors as well as development control officer.

### Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
Gaps in data or knowledge		Action to deal with this
No gaps identified		

### Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	Mixed impact anticipated. Positive impact: reduction in the number of vehicles encroaching on footways when parked on private driveways, reduced number of very wide crossings permitted, kerb line definition retained with a 25mm check to make it easier for people with reduced mobility to use the footways and reduce the risk to children using the footway. Negative impact: some applications may be refused based on the criteria set out in the policy, for users with reduced mobility. This may result in some applicants finding it more	+ and -	M



4.1	<p><b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
	<p>difficult to access their vehicle if it needs to be parked in the street rather than on a private drive. Older residents or people using pushchairs may find it more difficult to walk where vehicle crossings are provided, due to the sloping nature of the footway. This can be particularly difficult if there are a number of consecutive dropped kerbs. This policy aims to retain a minimum width without a slope where possible and reduce the number of very wide dropped kerbs. The policy is unlikely to result in a significant reduction in the number of dropped crossings approved however so the benefit for older people with reduced mobility and children using the footway is likely to be relatively limited.</p>		
<b>Disability</b>	<p>Mixed impact anticipated. Positive impact: reduction in the number of vehicles encroaching on footways when parked on private driveways, reduced number of very wide crossings permitted, kerb line definition retained with a 25mm check to make it easier for people with a disability/reduced mobility to use the footways. Negative impact: some applications may be refused based on the criteria set out in the policy, for users with reduced</p>	<b>+ and -</b>	<b>M</b>

4.1	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>mobility. This may result in some applicants finding it more difficult to access their vehicle if it needs to be parked in the street rather than on a private drive.</p> <p>People with a disability or reduced mobility may find it more difficult to walk or use a wheelchair where vehicle crossings are provided, due to the sloping nature of the footway. This can be particularly difficult if there are a number of consecutive dropped kerbs. This policy aims to retain a minimum width without a slope where possible and reduce the number of very wide dropped kerbs.</p> <p>The policy is unlikely to result in a significant reduction in the number of dropped crossings approved however so the benefit for people with a disability or reduced mobility is likely to be relatively limited.</p>		
<b>Gender</b>	Neutral	<b>0</b>	
<b>Gender Reassignment</b>	Neutral	<b>0</b>	
<b>Marriage and civil partnership</b>	Neutral	<b>0</b>	
<b>Pregnancy</b>	Mixed impact anticipated.	<b>+ and -</b>	<b>M</b>

4.1	<p><b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
and maternity	<p>Positive impact: reduction in the number of vehicles encroaching on footways when parked on private driveways, reduced number of very wide crossings permitted, kerb line definition retained with a 25mm check to make it easier for people with reduced mobility or with pushchairs to use the footways.</p> <p>Negative impact: some applications may be refused based on the criteria set out in the policy, for users with reduced mobility or young families. This may result in some applicants finding it more difficult to access their vehicle if it needs to be parked in the street rather than on a private drive.</p> <p>People with reduce mobility and people using pushchairs may find it more difficult to walk where vehicle crossings are provided, due to the sloping nature of the footway. This can be particularly difficult if there are a number of consecutive dropped kerbs. This policy aims to retain a minimum width without a slope where possible and reduce the number of very wide dropped kerbs.</p> <p>The policy is unlikely to result in a significant reduction in the number of dropped crossings approved however so the</p>		

4.1	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
	benefit for people with reduced mobility, people using pushchairs and children using the footway is likely to be relatively limited.		
<b>Race</b>	Neutral	<b>0</b>	
<b>Religion and belief</b>	Neutral	<b>0</b>	
<b>Sexual orientation</b>	Neutral	<b>0</b>	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	Mixed impact anticipated. Positive impact: reduction in the number of vehicles encroaching on footways when parked on private driveways, reduced number of very wide crossings permitted, kerb line definition retained with a 25mm check to make it easier for people with reduced mobility to use the footways. Negative impact: some applications may be refused based on the criteria set out in the policy, for users with reduced mobility. This may result in some applicants finding it more	<b>+ and -</b>	<b>M</b>

4.1	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>difficult to access their vehicle if it needs to be parked in the street rather than on a private drive.</p> <p>Carers for people with a disability or reduced mobility may find it more difficult to walk or use a wheelchair where vehicle crossings are provided, due to the sloping nature of the footway. This can be particularly difficult if there are a number of consecutive dropped kerbs. This policy aims to retain a minimum width without a slope where possible and reduce the number of very wide dropped kerbs.</p> <p>The policy is unlikely to result in a significant reduction in the number of dropped crossings approved however so the benefit for carers is likely to be relatively limited.</p>		
Low income groups	Neutral	0	
Veterans, Armed Forces Community	Neutral	0	
Other	Neutral	0	
Impact on human rights:			

4.1	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
List any human rights impacted.	Neutral	0	

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

**Step 5 - Mitigating adverse impacts and maximising positive impacts**

<b>5.1</b>	<p><b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b></p>
<p>Where people with reduced mobility may be refused a dropped crossing due to the proposal not meeting the policy requirements, other solutions may be possible to implement such as the provision of an on-street disabled bay close to the dwelling.</p> <p>The policy aims to maintain good quality footway provision where possible for people with a disability/reduced mobility, people with pushchairs and children by:</p> <ul style="list-style-type: none"> <li>• Ensuring that adequate space is available on the drive accessed through the dropped crossing for vehicles not to overhang on the adopted highway/footway</li> <li>• Ensuring that access to and from the driveway is safe for all users (considering visibility, manoeuvring, proximity to junctions, etc)</li> <li>• Reducing the width of dropped crossings where possible whilst enabling shared crossings between neighbouring properties where applicable</li> <li>• Retaining an area of footway without any slope where possible</li> <li>• Ensuring that dropped crossings are constructed with limited gradient (slope) – no more than 1:10</li> <li>• Ensuring that redundant crossings are reinstated, reducing the number of areas with a slope where possible</li> </ul>	

**Step 6 – Recommendations and conclusions of the assessment**

<b>6.1</b>	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p>
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- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.
- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

<b>Option selected</b>	<b>Conclusions/justification</b>
No major change to the proposal	

**Step 7 – Summary of agreed actions resulting from the assessment**

8.1	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?		
	Feedback from applicants and road users will be monitored for any equality issues.		
7.1	<b>What action, by whom, will be undertaken as a result of the impact assessment.</b>		
	<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>
			<b>Timescale</b>

**Step 8 - Monitor, review and improve**

Feedback from applicants and road users will be monitored for any equality issues.



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## **Executive Member Decision Session**

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

### **Directorate of Place Transport Capital Programme – 2021/22 Consolidated Report**

#### **Summary**

1. This report identifies the proposed changes to the 2021/22 Directorate of Place Transport Capital Programme to take account of carryover funding and schemes from 2020/21, and new funding available for transport schemes.
2. The report also provides details of the 2020/21 Directorate of Place Transport Capital Programme outturn, including details of schemes delivered in 2020/21.

#### **Recommendations**

3. The Executive Member is asked to:
  - 1) Approve the carryover schemes and adjustments set out in the report and annexes.
  - 2) Note the amendments to the 2021/22 Directorate of Place Transport Capital Programme, subject to approval by the Executive.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

#### **Background**

4. Following approval at Budget Council on 25 February 2021, the Transport Capital Budget for 2021/22 was confirmed at £44,241k. The approved budget includes funding from the Local Transport Plan (LTP) grant and council resources, and significant funding from

various external sources, including grant funding from the European Regional Development Fund (ERDF) for the completion of the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, Transforming Cities Fund and funding from the Department for Transport for the Outer Ring Road Dualling scheme.

5. A number of amendments now need to be made to the 2021/22 capital programme in order to include carryover schemes and funding from 2020/21, and additional funding available in 2021/22.

### **2020/21 Transport Programme**

6. The 2020/21 Transport Capital Programme outturn budget was £15,263k, and the total spend in 2020/21 was £11,074k. As previously reported, progress on schemes was delayed due to the impact of the lockdown measures introduced in March 2020 due to the COVID-19 pandemic. Implementation of schemes in early 2020/21 was delayed as the work could not be done while complying with lockdown requirements such as social distancing, and feasibility and design work on new schemes was also delayed as staff resources were focussed on the COVID-19 measures and the schemes included in the Emergency Active Travel Fund programme.
7. However, as the lockdown restrictions were reduced over the year, it was possible to progress and implement schemes as planned, and the following schemes were completed in 2020/21:
  - Upgrades to bus stops across the city, including the installation of 12 new bus shelters and repairs to existing shelters.
  - Replacement of 21 on-street CCTV cameras and associated equipment as part of the ongoing programme of CCTV upgrades to improve monitoring of traffic levels across the city.
  - Installation of Pay-on-Exit equipment at Marygate and Coppergate (formerly Piccadilly) car parks.
  - Installation of new charging points at five locations across the city.
  - Upgrade of traffic signals at 7 locations through the Traffic Signals Asset Renewal programme, which included improvements to footways and localised resurfacing where required.

- Installation of trial road closures to reduce through traffic in The Groves residential area.
  - Installation of new wayfinding signs across the city centre, in partnership with York BID, to improve signage for pedestrians throughout the city centre area.
  - New pedestrian crossings installed at Haxby Road (near Clarence Gardens), York Road Haxby, and Green Dykes Lane.
  - Improvements to the Hull Road (near Owston Avenue) zebra crossing to address safety issues.
  - Completion of the Blue Bridge Maintenance scheme, which included removal of the bridge to allow repairs and painting work to be carried out.
  - Installation of hostile vehicle mitigation measures at York Racecourse, which included the installation of bollards to protect pedestrian areas, and amendments to the road layout to slow vehicles.
8. Several smaller schemes to improve facilities for pedestrians and cyclists, and measures to improve safety at various locations across York were also completed in 2020/21. The main elements of the Bishopthorpe Road (Green Lane to Racecourse) cycling scheme have been completed to a detailed design stage and will be held awaiting allocation of funding for future completion and delivery.
9. Significant progress was also made on other schemes in the programme, including the award of grant funding to bus companies through the Clean Air Zone scheme to fund work to reduce emissions from their bus fleets; the start of construction work on the Monks Cross Hyper Hub; confirmation of government funding and award of planning/ Listed Building consent for the Station Frontage scheme; and detailed design and public consultation has been progressed for the Outer Ring Road Dualling scheme.
10. The schemes in the Emergency Active Travel Fund programme were implemented earlier in 2020/21, and included creating more space for pedestrians at pinchpoints, extension of the Footstreets area, extension of Park & Cycle facilities at Park & Ride sites, improvements to cycle facilities between Park & Ride sites and the city centre, and additional cycle parking in the city centre. Following a review of the programme in autumn 2020, some of the temporary

measures were amended/removed, while the Coppergate one-way closure and the extension of the Footstreets area were extended and consultation will be carried out on whether to make these proposals permanent.

11. However, due to the delays in progressing other schemes in the programme, a number of amendments need to be made to the 2021/22 capital programme in order to include carryover schemes and funding from 2020/21, and additional funding available in 2021/22.

### **2021/22 Major Schemes**

12. The allocation for the Outer Ring Road Dualling scheme has been reviewed and re-profiled across the next few years to reflect the expected timescales for the scheme. The outcome of the public consultation carried out in 2020/21 is being evaluated, and will be presented to the Executive later in the year, to be followed by the submission of the planning application for the scheme, completion of detailed design, and land acquisition. Construction is expected to start on site in mid-2023.
13. Good progress was made on the development of the Station Frontage scheme in 2020/21, including the confirmation of funding from the Transforming Cities Fund, an agreement from LNER to provide funding for the station works, and planning/ listed building consent was awarded for the scheme. The allocation for this scheme has been re-profiled over the next few years to allow preparatory works to be carried out in 2021/22, with the main works expected to start on site in early 2022.
14. Funding has been carried forward to 2021/22 for the completion of the new Hyper Hub at Monks Cross, which is expected to open in summer 2021, and the construction of the Poppleton Bar Hyper Hub, which was delayed due to the use of the site as a COVID-19 testing centre. The initial plans for the Hyper Hubs project included a third Hub at York Hospital, but it was not possible to progress this scheme due to land ownership issues, and an alternative site at Union Terrace car park is now proposed, which will be developed further in 2021/22.
15. Although work on the Smarter Travel Evolution Programme has continued throughout the year, some of the aspects of the

programme were not completed in 2020/21, and funding will be carried forward to 2021/22 to allow the remaining work on the data platform and communications upgrades to be completed.

16. Funding will be carried forward for the completion of the Electric Vehicle Charging asset renewal scheme, as installation of charging equipment at some sites was delayed by the need to upgrade the power supply. It is expected that all sites will be completed by summer 2021.
17. Work to install security measures at York Racecourse was completed in March 2021 as part of the City Centre Access (Hostile Vehicle Mitigation) scheme. As the scheme cost was lower than the allocated budget, the remaining funding will be carried forward and added to the City Centre Access budget in 2021/22.
18. Following the decision to create a city centre Clean Air Zone (CAZ), funding was allocated in the 2020/21 budget to fund work carried out by bus companies to improve emissions from their bus fleets. The majority of the conversion work was carried out in 2020/21, and the remaining funding has been carried forward to 2021/22 to complete the remaining conversion works.
19. As previously reported, the council has been awarded grant funding from the Department for Transport for further development work on the proposed re-opening of Haxby Station, which will be added to the existing allocation in the transport capital programme once the funding agreement has been finalised.
20. As previously reported, delays to the Scarborough Bridge Cycle Route schemes meant that the work did not start on site at the end of 2020/21 as planned. It is proposed to carry forward the funding to allow the schemes to be implemented in 2021/22. Work on the Marygate Car Park path improvements started in April and was completed in May, and the proposed Bootham Crossing and St Mary's Ramp schemes will be constructed later in 2021.
21. Following the award of funding to First York to purchase new electric buses for the Park & Ride fleet as part of the Low Emission Bus Strategy, funding has been carried forward to 2021/22 for potential infrastructure works required for the new bus fleet. Details of the work needed will be confirmed later in the year.

## **2021/22 Transport Schemes**

22. In addition to the funding for the Major Schemes, there were a number of smaller transport schemes that were not completed in 2020/21, and funding has been carried forward to 2021/22 to allow these schemes to be progressed.
23. Funding has been carried forward from 2020/21 for the completion of the installation of new barriers at Askham Bar and Monks Cross Park & Ride sites, and developer funding has been added to the capital programme for improvements to bus stops at the Germany Beck development. Following further market testing, the allocation for the Dial & Ride buses has been increased to reflect the expected cost of two new buses for the Dial & Ride service.
24. As work on the Clifton Moorgate/ Hurricane Way TSAR scheme was completed in April, the underspend from the 2020/21 budget allocation was carried forward to fund the completion of the scheme in early 2021/22. Funding has also been carried forward for the Hungate CCTV improvements, the completion of the car park improvements at Marygate and Coppergate car parks, and the completion of upgrades to signage at the entrances to the Footstreets area.
25. The allocation for the Cycle Minor Schemes budget has been increased to fund the proposed review and potential realignment to the Nunnery Lane -Nunthorpe Grove cycle route. A separate funding allocation has also been added to provide match funding to business for the installation of cycle parking for their employees, and the allocation for the proposed Bootham Bar-Clifton Green cycle route has been increased following a revised cost estimate for the scheme.
26. Details of the safety schemes proposed for 2021/22 has been added to the programme, and additional funding has also been allocated for staff costs to manage and progress schemes in the capital programme throughout the year.
27. As previously reported, the council made a successful bid for funding from Tranche 2 of the government's Active Travel Fund, and the capital grant funding received was included in the 2020/21 transport capital programme. This funding has been carried forward to 2021/22 and an additional allocation of £600k match funding



from council funds has been added to the 2021/22 transport capital programme.

28. The final cost of the Bridge Maintenance works in 2020/21 (completion of Castle Mills Bridge and the Blue Bridge Maintenance Schemes) was slightly lower than originally estimated, and the remaining funding has been carried forward and added to the 2021/22 Bridge Maintenance programme.
29. Annexes 1 and 2 to this report show the revised 2021/22 transport capital programme following the addition of carryover funding from 2020/21, and Annex 3 shows the budgets and outturn for the 2020/21 transport capital programme.

### **Consultation**

30. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
31. Funding for the capital programme was agreed by the council on 25 February 2021. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents. A wider consultation regarding the council's budget for 2021/22 was carried out in winter 2020, as part of the process of developing the council's 2021/22 Budget.

### **Options**

32. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

### **Analysis**

33. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; complete the Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

## Council Plan

34. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

35. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

36. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

37. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

## Implications

38. The following implications have been considered.

- **Financial:** See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital

projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.

- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

## **Financial Implications**

39. Due to the delays on a number of schemes in the 2020/21 transport capital programme, there is a significant amount of funding to be carried forward to 2021/22. The majority of this funding is for the Major Schemes in the programme, which includes funding for the Smarter Travel Evolution Programme (STEP) project, the Electric Vehicle Charging Asset Replacement scheme, the Clean Air Zone project, and the funding for the Scarborough Bridge Cycle Routes scheme. Other funding to be carried forward to 2021/22 includes developer funding, the Active Travel Fund grant, and council resources. Additional developer funding for bus stop improvements has been added to the programme, and match funding for the Active Travel Fund programme has been allocated from council resources.
40. As previously mentioned, the budget allocations for the Outer Ring Road Dualling and Station Frontage schemes have been re-profiled to follow the expected timescales for development and implementation of these two major schemes.
41. In 2020/21, the council provided match funding to York BID for the Wayfinding project to install new signage for pedestrians in the Footstreets area. As the scheme cost was lower than originally estimated, the allocation was not fully spent in 2020/21, but the unspent funding is not required in 2021/22, and it is proposed to return these funds to the council resources.
42. If the proposals in this report are accepted, the Economy & Place Transport Capital budget for 2021/22 would be reduced to £22,095k, as set out in Annex 1 to this report.

## **Risk Management**

43. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2021/22.

## Contact Details

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**Chief Officer Responsible for the  
report:**

**Neil Ferris**

Corporate Director – Economy & Place

**Report  
Approved**

**Date** 14/06/2021

**Specialist Implications Officer(s)** List information for all

**Wards Affected:** *List wards or tick box to indicate all*

**All**

**For further information please contact the author of the report**

**Background Papers:**

E&P 2020/21 Capital Programme Monitor 2 Report – 9 February 2021  
Directorate of Place 2021/22 Transport Capital Programme Budget  
Report – 13 April 2021

**Annexes**

Annex 1: 2021/22 Transport Budget

Annex 2: 2021/22 Transport Capital Programme

Annex 3: 2020/21 Transport Capital Programme Outturn

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## Annex 1 - Council Approved 2021/22 Transport Capital Budget

Funding	2021/22 Budget £1,000s	Amend ments £1,000s	Revised Budget £1,000s
Local Transport Plan Grant	1,570		1,570
Traffic Signal Asset Renewal Programme	1,200	187	1,387
Developer Funding (Section 106)	32	30	62
Clean Bus Technology Grant	312		312
Local Transport Plan Schemes (CYC Funding)	314	431	745
Walking & Cycling Schemes (CYC Funding)	400	100	500
Bishophill/ Micklegate Public Realm Improvements	230		230
CCTV Upgrades Programme	157		157
Access Barrier Review	100		100
Car Park Improvements	-	38	38
Active Travel Fund Tranche 2 Grant	-	500	500
Active Travel Fund Tranche 2 Match Funding	-	600	600
Bridge Maintenance	1,596	19	1,615
City Fibre Network	410		410
Flood Sign Renewal	150		150
Outer Ring Road Dualling	21,392	-17,807	3,585
Station Frontage	13,472	-8,219	5,253
Hyper Hubs	863	64	927
Smarter Travel Evolution Programme	535	966	1,501
EV Charging Asset Replacement	150	224	374
City Centre Access & Security	1,258	74	1,332
Clean Air Zone	100	363	463
Scarborough Bridge	-	283	283
<b>Total</b>	<b>44,241</b>	<b>-22,146</b>	<b>22,095</b>

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Scheme Ref	2021/22 Transport Capital Programme	Total 21/22 Budget	Proposed Consol. Budget	Funding Source
		£1,000s	£1,000s	

Public Transport				
PR01/21	P&R Site Upgrades	100	100	Local Transport Plan
PR02/21	Rawcliffe Bar Resurfacing	120	120	Council Resources
PT01/21	Bus Stop Improvements	100	100	Local Transport Plan
PT02/21	Regional RTPI Programme	126	126	Council Resources
PT03/21	Dial & Ride Buses	140	160	Local Transport Plan/ Council Resources
PT04/21	Germany Beck Bus Stops		24	Developer Funding
Public Transport - Carryover Schemes				
PT01/17	P&R Advance Signage	80	80	Local Transport Plan/ Council Resources
TM08/15 PT02/14	School Bus Exhaust Refits/ Tour Bus Conversions	312	312	Government Grant
PR01/20	P&R Token Barriers		35	Council Resources

<b>Total Public Transport</b>	<b>978</b>	<b>1,057</b>
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Traffic Management				
TM01/21	Air Quality Monitoring	20	20	Local Transport Plan
TM02/21	Signing & Lining	70	70	Local Transport Plan
TM03/21	TSAR Programme	1,200	1,387	Council Resources
	A19 Shipton Road / P&R Access			
	Hawthorn Road nr Lime Tree Ave			
	Front Street, Acomb			
	Haxby Road nr Park Avenue			
	Bootham / Gillygate Junction			
	Malton Road / Elmfield Avenue Junction			
	Heworth Green nr Dodsworth Avenue			
	Scarcroft Road / Scarcroft Hill			
	Micklegate Resurfacing			
Clifton Moorgate/ Hurricane Way				
TSAR Previous Years				
TM04/21	Coppergate One-Way Closure	100	100	Local Transport Plan
Traffic Management - Carryover Schemes				
TM05/19	Bishophill/ Micklegate Access Control	230	230	Council Resources
TM03/20	CCTV Asset Renewal	157	157	Council Resources
TM07/18	Hungate CCTV	32	38	Developer Funding
TM03/19	Car Park Direction Signage	20	20	Local Transport Plan
TM07/19	Wigginton Road Multi-Modal Study	50	50	Local Transport Plan
TM08/19	Fulford Road Corridor Improvements	45	45	Local Transport Plan
TM10/19	Hopgrove Lane South Review	5	5	Local Transport Plan
TM14/19	The Groves Traffic Restrictions	50	50	Local Transport Plan
TM09/19	Car Park Improvements		38	Council Resources
TM06/19	City Centre Footstreets VMS		10	Council Resources

<b>Total Traffic Management</b>	<b>1,979</b>	<b>2,220</b>
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Scheme Ref	2021/22 Transport Capital Programme	Total 21/22 Budget	Proposed Consol. Budget	Funding Source
		£1,000s	£1,000s	
<b>Pedestrian &amp; Cycle Schemes</b>				
CY01/20	Cycle Schemes	600	600	Local Transport Plan/ Council Resources
	University East-West Campus Link			
	City Centre North-South Cycle Route			
	Rougier Street/ Tanners Moat Cycle Gap			
	Fishergate Gyratory Pedestrian & Cycle Improvements			
	Hospital Fields Road Cycle Improvements			
	Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements			
	Accessibility Improvements (Cycle Barriers)			
	Terry's - Riverside Path Ramp Improvements			
	Skeldergate - Cycle Improvements at Build-outs			
	Fulford Road - Frederick House Development Improvements			
	Tang Hall Lane / Foss Islands Path Access Improvement			
	Nunthorpe Grove / Southlands Rd Point Closure Improvements			
	Nunnery Lane - conversion of Victor Street Puffin to Toucan			
Manor Lane/ Shipton Road Junction Improvements				
Cycle Margin Works				
CY01/21	Access Barrier Review	100	100	Council Resources
CY02/21	Cycle Minor Schemes	25	50	Local Transport Plan/ Council Resources
CY03/21	Business Cycle Parking		20	Council Resources
PE01/21	Dropped Kerbs	40	40	Local Transport Plan
PE02/21	Pedestrian Minor Schemes	10	10	Local Transport Plan
PE03/21	Pedestrian Crossing Review	100	100	Council Resources
	Wetherby Road			
	Heworth Green (near Malton Ave)			
	Main St Copmanthorpe New Schemes			
PE04/21	PROW Structural Repairs	50	50	Council Resources
<b>Pedestrian &amp; Cycle Schemes - Carryover Schemes</b>				
CY02/19	Navigation Road Cycle Route	20	20	Local Transport Plan
EATF	Bootham Bar-Clifton Green Cycle Route	15	35	Council Resources

<b>Total Pedestrian &amp; Cycle Schemes</b>	<b>960</b>	<b>1,025</b>
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<b>Safety Schemes</b>				
SR01/21	22/23 Programme Development	50	5	Local Transport Plan
SR02/21	Osbaldwick Primary SRS		10	
SR01/20	St Marys Primary - Askham Richard		10	
SR02/20	OLQM – Hamilton Drive		4	
SR03/20	Primary School – Road Closures		3	
SR06/18	St Barnabas Primary School		15	
SR01/19	Clifton Green Primary SRS		7	
<b>Local Safety Schemes</b>				
LS01/19b	Fawcett Street / Paragon Street LSS	50	50	Local Transport Plan
LS01/20	Review of Cluster Sites			
LS02/20	Monkgate Roundabout Review			
LS03/20	Stage 4 RSA Reviews			
LS01/21	22/23 Programme Development			
LS01/19a	Foss Islands Road LSS	30	30	Local Transport Plan
Var.	Danger Reduction	30	30	Local Transport Plan

Scheme Ref	2021/22 Transport Capital Programme	Total 21/22 Budget	Proposed Consol. Budget	Funding Source
		£1,000s	£1,000s	

Speed Management Schemes				
Var.	Speed Management Programme			
SM01/21	Speed Management Review	50	50	Local Transport Plan
	Heslington Lane 20mph Zone Review SMS			
	Howard Link Rawcliffe SMS			
	New Lane Acomb SMS			
	Rawcliffe Drive SMS			
	Wigginton Road SMS			
SM02/21	2022/23 Scheme Development			
SM03/21	Vehicle Activated Signs Review			
SM04/21	SID Trial			
SM01/18	Alness Drive Speed Management			
SM01/20	Elvington Lane SM	50	50	Local Transport Plan
SM02/20	Sim Balk Lane SM	10	10	Local Transport Plan
SM04/17	Hempland Avenue SM	30	30	Local Transport Plan
SM03/19	Osbalwick 20mph Limit	5	5	Local Transport Plan

<b>Total Safety Schemes</b>	<b>312</b>	<b>312</b>
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Scheme Development				
Var.	Future Years Scheme Development	50	50	Local Transport Plan
Var.	Previous Years Costs	50	50	Local Transport Plan
-	Staff Costs	200	250	Local Transport Plan/ Council Resources

<b>Total Scheme Development</b>	<b>300</b>	<b>350</b>
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<b>Total Integrated Transport Programme</b>	<b>4,529</b>	<b>4,964</b>
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Active Travel Fund				
Var.	Active Travel Fund Tranche 2		1,100	Government Grant/ Council Resources
	A1237 Ouse Bridge Cycle Route			
	Shipton Road Cycle Route			
	City Centre Accessibility			
	Wheldrake to Heslington Pedestrian & Cycle Improvements			
	Acomb Road Cycle Lanes			
	People Streets (Ostman Road)			

<b>Total Active Travel Fund</b>	<b>1,100</b>
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Structural Maintenance				
BR01/18	Bridge Maintenance	1,596	1,615	Council Resources
SM01/19	City Fibre Network	410	410	
SM01/21	Flood Sign Renewal	150	150	

<b>Total Structural Maintenance</b>	<b>2,156</b>	<b>2,175</b>
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Scheme Ref	2021/22 Transport Capital Programme	Total 21/22 Budget	Proposed Consol. Budget	Funding Source
		£1,000s	£1,000s	

<b>Major Schemes</b>
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Major Schemes				
OR01/17 OR02/17	York Outer Ring Road - Dualling	21,392	3,585	Government Grant
YC01/17	Station Frontage	13,472	5,253	Government Grant
TM07/16	Hyper Hubs	863	927	Government Grant/ Council Resources
STEP	Smarter Travel Evolution Programme	535	1,501	Government Grant
TM04/20	EV Charging Asset Replacement	150	374	Council Resources
TM07/18	City Centre Access & Safety	1,258	1,332	Council Resources
CZ01/19	Clean Air Zone	100	463	Council Resources
New	Haxby Station	50	50	Local Transport Plan
New	Tadcaster Road Transport Enhancements	50	50	Local Transport Plan
CY04/15	Scarborough Bridge Sub-Projects		303	Government Grant/ Local Transport Plan
PR01/18	Low Emission Bus Strategy		200	Council Resources

<b>Total Major Schemes</b>	<b>37,870</b>	<b>14,039</b>
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<b>Total Programme</b>	<b>44,555</b>	<b>22,278</b>
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<b>Overprogramming</b>	<b>314</b>	<b>183</b>
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<b>Total Budget</b>	<b>44,241</b>	<b>22,095</b>
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## Annex 3 - 2020/21 Transport Capital Programme Outturn

Funding Source	2020/21 Outturn Budget £1,000s	2020/21 Total Spend £1,000s	Variance £1,000s
Local Transport Plan Grant	2,862	2,240	-622
Traffic Signal Asset Renewal Programme			
Developer Funding (Section 106)	90	64	-26
Clean Bus Technology Grant			
City Centre Wayfinding	284	162	-122
Local Transport Plan Schemes (CYC Funding)	125	130	5
Walking & Cycling Schemes (CYC Funding)	100		-100
Bishophill/ Micklegate Public Realm Improvements			
CCTV Upgrades Programme	157	157	
Car Park Improvements	278	240	-38
Electric Vehicle Charging	1,285	911	-374
City Fibre Network			
Bridge Maintenance	475	456	-19
City Centre Access & Security	500	426	-74
Clean Air Zone	1,530	1,167	-363
Hyper Hubs	1,765	1,851	86
Scarborough Bridge Cycle Routes	688	405	-283
Smarter Travel Evolution Programme	1,660	694	-966
WYTF - Station Frontage	1,000	403	-597
WYTF - Outer Ring Road Upgrades	1,400	1,507	-193
Outer Ring Road Dualling	300		
Emergency Active Travel Fund (Capital Grant)	156	156	
Active Travel Fund (Capital Grant)	527	27	-500
Additional Funding (added at year-end)	81	81	
<b>Total</b>	<b>15,263</b>	<b>11,074</b>	<b>-4,189</b>

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**Decision Session – Executive Member of Transport****22 June 2021****Smart Transport Evolution Programme (STEP) – Data Platform****Summary**

1. In March 2018 CoYC was awarded a £2.845M grant from the National Productivity Investment Fund (NPIF) to carry out the Smart Transport Evolution Programme (STEP).
2. A fundamental part of this programme is to deliver a Transport Data Platform that will be a repository and integration hub used for the collection, aggregation, storage, dissemination and visualisation of traffic and transport data.
3. The STEP Data Platform will supply a newly deployed real-time traffic model that forecasts 5-60 minutes ahead and can produce alerts for Network Monitoring Officers to make pre-emptive traffic interventions. Citywide real-time traffic modelling with the STEP level of detail is a UK first.
4. Having the ability to forecast near-future traffic conditions and make pre-emptive traffic interventions will improve the overall efficiency of the road network, resulting in a greater ability to prioritise road space for users in line with the Council's Road User Hierarchy. This can include improved bus service schedule adherence, due to the fact that we can start to resolve issues that affect public transport services at an earlier point in time than at present.
5. A procurement exercise has been carried out and bids have been received within the £400-550K budget allocated in the programme.
6. This report updates the Member for Transport on the work done with the grant so far and requests approval to commission the STEP Transport Data Platform.

## Recommendations

7. The Executive Member is asked to:

Approve Option 1

Note STEP progress to date and approve the commissioning of the STEP Data Platform so the procurement may be completed under officer delegated authority.

8. Reasons:

- Commissioning the STEP Data Platform will allow CoYC to fulfil the grant funding conditions.
- A Transport Data Platform Prototype has proven the concept and technical integrations work, removing a lot of technical risk.
- A Procurement exercise has been carried out, so contract costs are known.
- A feed of live transport Data from the Prototype has been used by the Government to track COVID travel patterns and has positively raised the profile of CoYC.
- The STEP Data Platform requires a robust industrial solution to ensure future support and reliability not supported with the Prototype.

## Background

9. In March 2018 CoYC was awarded £2.845M in National Productivity Investment Fund (NPIF) grant funding to carry out the Smart Transport Evolution Programme (STEP). The Department For Transport (DfT) are the sponsor and provide governance on grant conditions being met.

10. The STEP programme aims to deliver monitoring and analytical capability for real-time journey analysis and modelling across York and allow York to prepare for advances in urban travel such as Connected and Autonomous Vehicles.

11. Since award, using the grant funding, the programme has:



- Upgraded fibre and wireless communications at 40 sites including traffic signals and Variable Message Signs (VMS),
  - Upgraded 10 more traffic signal controllers to allow Network Monitoring Officers (NMOs) to manage the signals on Urban Traffic Control (UTC).
  - Upgraded a third of the City's Automatic Traffic Counters (ATCs) to report back vehicle data in real-time.
  - Built a Prototype Transport Data Platform as proof of concept.
  - Collected trips data from Roadside Interviews and aggregated information from mobile phone operators to build a baseline of trips made.
  - Recently delivered a new strategic transport model which can now be used for central government compliant transport assessments.
  - Deployed a real-time traffic model that forecasts 5-60 minutes ahead which can produce alerts for Network Monitoring Officers to make pre-emptive interventions.
  - Supported STEM events engaging young people in York with science, technology, engineering and maths.
  - The programme will shortly be delivering a Green Light Optimal Speed Advisory trial to the A59 and A1079, a service that sends real-time and future traffic signals conditions into smart phones and cars and advice of the most efficient speed to travel safely to get through on green.
12. In 2017 CoYC engaged with a transport systems integrating consultant to build a transport data repository. Originally built to support the CoYC Eboracum project, collecting journey time and flow data, it has been retained to prototype the ingestion and aggregation of different types of data required for STEP.
13. As the prototype was commissioned for the purposes of testing integrations and proof of concepts it is not supportable in a commercial or industrialised sense. If a replacement robust solution is not implemented,

the prototype will need to be turned off as it is not suitable for long term adoption.

14. Based on lessons learned from the prototype and incorporating industry best practice, a thorough technical specification was written and reviewed by stakeholders.
15. Key principles of design for the STEP Data Platform are scalability and flexibility so that future and unknown datatypes can easily be integrated such as air quality, cycle data, Connected and Autonomous Vehicle data, bus locations etc.
16. The approach chosen is 'Software as a Service' where an expert supplier will manage all technical aspects of running and updating the STEP Data Platform under tight Service Level Agreements.
17. The specification was put to market for a 7 year contract under the Open Tender procurement process.
18. Nine bids were received in total. In order to complete the award process a decision is required to commit funds from the STEP budget within the range of £400-£550K. The STEP budget has the funds available.

## **Consultation**

19. No public consultation has been held due to the extremely technical nature of the project.
20. Consultation with the Department for Transport has been carried out to ensure the project is on track and Data Platform proposals reflect their expectations from the grant funding.
21. Internal consultation has been held with appropriate stakeholders to ensure the systems and services implemented by the Data Platform are within legal and corporate expectations.
22. Summary of Consultees: The Department for Transport, Transport Board, Transport Systems Team, ICT Board, ICT Security, Business Intelligence, Legal Team, Procurement Team.

## Options

### 23. **Option 1 – Commission the STEP Data Platform**

24. If this Option is chosen a contractor will be appointed from the procurement exercise and work will begin migrating from the Prototype Data Platform to an industrialised STEP Data Platform, supported for 7 years.

### 25. **Option 2 – Do not commission the STEP Data Platform**

26. As per conditions in the grant funding, the funds cannot be used within other CoYC transport projects. A report would be written to the DfT explaining that the funds could not be spent. Use of the Prototype Data platform would be terminated at the end of the calendar year.

## Analysis

### 27. **Option 1 – Commission the STEP Transport Data Platform**

28. Estimated Capital Cost: are contained in the Confidential Annex C which is a report on the STEP Data Platform Award containing the financial information.

29. Estimated Revenue Cost: Covered in above capital costs for the seven year contract period.

### 30. Advantages

- Provides a robust Data Platform that will leverage best use out of the new real-time traffic model and value from the Prototype.
- Provides a fully supported transport data hub that unlocks siloed data from new and legacy systems that can then be shared with the public and 3<sup>rd</sup> parties via York Open Data and the National Access Platform.
- Gives CoYC a scalable and flexible platform for integrating with future transports data sources, such Connected and Autonomous Vehicles.
- The costs are fully covered by the NPIF grant funding, not from CoYC funding.

- Live feeds from the Prototype have already been warmly received by the government, commissioning the long term solutions puts CoYC in good stead for future such collaboration.
- Work can start quickly as much of the procurement work is already completed.
- Delivery will be expedient as learning from the Prototype has reduced much of the technical integration risk.

31. Disadvantages

- There is an ongoing revenue implication after the 7 year grant funded contract expires that would need sourcing should the STEP Data Platform be continued past this point.

32. **Option 2 – Do not commission the Transport Data Platform**

33. Estimated Capital Cost: None.

34. Estimated Revenue Cost: None.

35. Advantages

- None

36. Disadvantages

- The recently implemented real-time traffic model would lose much of its accuracy when the prototype is turned off.
- The grant funding sponsor (DfT) will be disappointed that a key element of the programme is not delivered and may wish for funding to be returned.
- The Council would be less prepared to support future digital transport systems such as connected and autonomous vehicles.

37. **Options already discounted**

Running the Transport Data Platform in-house has been discounted. Engaging with the stakeholders most capable of carrying out such work, ICT and Business Intelligence (BI) they have stated there is no

internal capacity or specific technical skills for STEP Data Platform core services in the short to mid-term.

## **Council Plan**

### 38. Getting around sustainably

The Transport Data Platform provides a central hub that can collect, process and visualise data so that CoYC traffic engineers can implement more informed changes. Further metrics will be available including but not limited to journey times, delays, estimated emissions and traffic volumes which will help the council monitor progress in this area of the council plan.

### 39. An open and effective council

The Transport Data Platform unlocks traffic data from sources around the city and allows the Council to publish new data sources to the York Open Data Platform and central Government National Access Platform where the public and third parties can view and download it.

## **Implications**

### 40. **Financial**

The costs of the commission can be contained within the overall DfT grant. A sum of £1.5m remains in the capital budget for the STEP programme. The funding body is satisfied that both the capital costs and ongoing maintenance costs are within the scope of the grant.

### 41. **Human Resources (HR)**

There are no Human Resources implications.

### 42. **One Planet Council / Equalities**

There are no Equalities implications.

### 43. **Legal**

CoYC Legal have reviewed the STEP Data Platform requirements and created an appropriate contract to be issued to an appointed provider.

The tender process to identify suitable candidates was carried out via an open tender procedure and governed by CoYC Procurement.

### 44. **Crime and Disorder**

There are no Crime and Disorder implications.

**45. Information Technology (IT)**

ICT and Business Intelligence are a key stakeholders in the commissioning of the STEP Data Platform, to this end they have been engaged throughout the scoping and procurement activities to date.

As the STEP Data Platform will be supported as a service by a third party provider, ongoing impact on ICT is expected to be minimal. Any costs for future support from ICT is being reviewed and it's anticipated the grant funding would cover this.

**46. Property**

There are no Property implications.

**47. Transport**

CoYC Transport teams are already benefitting from the outputs under STEP to date. Implementing the new STEP Data Platform will enrich the information available to officers but will require knowledge on how to use the system and interoperate the data correctly. Training for Transport officers on how to use the Data Platform is included with the tender submissions.

**Risk Management**

48. There is a risk that the commission could take longer than anticipated as there are some complex integrations between systems. STEP has a dedicated Agile & PRINCE2 trained project manager and weekly meetings with the successful contractor will be held to track progress and resolve issues. The successful deployment of the Prototype has removed much of the risk and code will be shared with the incumbent supplier.
49. As with all projects, costs are a variable that must be controlled. A tender process has already been carried out to remove the risk of erroneous estimates and as such, costs for the commission by each potential supplier are known. The appointed contractor for the Data Platform will be under contract to deliver to cost.
50. Project risks are recorded within the project risk register and managed by the project team.

## Contact Details

**Author:**

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**Transport Project Manager**  
**Transport Systems Team**  
**01904 55 4039**

**Chief Officer Responsible for the report:**

**Neil Ferris**  
**Director of Economy and Place**

**Report**  **Date** 14/06/2021  
**Approved**

**Specialist Implications Officer(s)** List information for all  
N/A

**Wards Affected:**

**All**

**For further information please contact the author of the report**

**Background Papers:**

**All relevant background papers must be listed here.**

**Annexes**

Annex A – Bid documentation for the Smart Transport Evolution Programme funding:

<https://www.york.gov.uk/downloads/download/35/smart-travel-evolution-programme-step>

Annex B – Notification of STEP award at Exec Decision session 15<sup>th</sup> March 2018 - <https://democracy.york.gov.uk/documents/s121935/Report%20-%20Final%20Capital%20Programme%20Budget.pdf>

Annex C – Confidential Paper - STEP Data Platform financials

**List of Abbreviations Used in this Report**

ATC – Automatic Traffic Counter(s)

CoYC – City of York Council

DfT – Department for Transport

ICT – The Councils Information Computing and Technology department  
NMO – Network Monitoring Officer  
NPIF – National Productivity Investment Fund  
STEP – Smart Transport Evolution Programme  
UTC – Urban Traffic Control  
VAS – Variable Message Sign(s)



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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