



Decision Session – Cabinet Member for 19 November 2012
Transport, Planning and Sustainability

Report of the Director of City and Environmental Services

CITY CENTRE FOOTSTREETS REVIEW - PART TWO
TIMES OF OPERATION, DAVYGATE TO CHURCH STREET ROUTE,
AND THE NESSGATE/SPURRIERGATE JUNCTION

Summary

1. The purpose of this report is to consider the options for:
 - Standardising and extending the hours of operation, and
 - Controlling vehicle use of the Davygate, St Sampson's Square and Church Street route during footstreet hours,
 - Further limiting the access in to the central area via the Nessgate / Spurriergate junction
2. It is important to note that these three issues can be considered in isolation and do not prejudice the other matters currently under investigation.

Recommendations

3. It is recommended that the Cabinet Member approves the following:
 - That an Experimental Traffic Regulation Order be introduced to extend and standardise the hours of operation for the footstreets to 10.30am to 5pm 7 days a week (except Stonegate which already has longer hours of operation).

Reason:

To help determine the overall level of benefits that standardising and extending the hours of operation would have on the city centre activities.

- That an Experimental Traffic Regulation Order be introduced prohibiting all vehicles from using Davygate during the footstreet hours of operation.

- That an Experimental Traffic Regulation Order be introduced amending the existing one way operation around St Sampson's Square.

Reason:

To determine the impact of implementing a restriction on through traffic movements in the heart of the footstreets area during its operating hours and to facilitate improved traffic flow around the square from the Church Street direction for green badge holders and other exemptions.

- That initial consultation is carried out regarding an outline concept of closing Spurriergate at its junction with Nessgate to all motor vehicles from the end of the footstreet hours of operation to 7am the following day (i.e. 10.30am to 7am the following day).

Reason:

To determine the impact of restricting access through the footstreets in the evenings, limiting the overnight access to properties on the southern approach to the city centre to just the Parliament Street / High Ousegate junction.

Background

4. Earlier reports on the review of the footstreets identified 5 key areas of interest to tackle:

- 1) Standardising the hours of operation,
- 2) Extending the hours of operation,
- 3) Vehicle access through the area by those with reduced personal mobility,
- 4) Expanding the area to include Fossgate and
- 5) Cycling in the footstreets.

This report focuses on the first of these 3 key issues and seeks to resolve the concerns surrounding use of the central area by increased numbers of vehicles (particularly through traffic and night time use), whilst still maintaining the ability to cater for essential services. Strengthening and extending the core hours of operation will facilitate improving the pedestrian experience in the footstreets area, lengthening the duration of stay / activity in the afternoon / early evening and strengthen the ability of the night time economy to expand.

5. Follow up reports on the footstreet review will aim to resolve issues around extending the boundary of the footstreets and cycling.
6. The public highway is for movement and there is no statutory duty requiring the Highway Authority to provide parking either on or off highway for any vehicle user. However the Equality Act 2010 introduced a public sector Equality Duty requiring public bodies to play their part in making society fairer by tackling discrimination and providing equality of opportunity for all. Hence, a Highway Authority should consider how different people are likely to be affected by new scheme proposals and due regard should be given to the effect they might have on those protected by this Duty and put forward for consideration, where practical, measures aimed at mitigating some of the consequences of implementing widespread access restrictions.

Questionnaire

7. During the summer a questionnaire was issued to all the properties in and around the footstreets area and to organisations representing different groups. Some of the questionnaires outcomes will form the basis of a report to a subsequent meeting. However key elements of the questionnaire dealt specifically with vehicle access during the footstreet hours and hours of operation.
8. The feedback from the returned questionnaires relating to the focus of this report (access, parking and hours of operation) is in Annex A and is discussed in the following sections.
9. In addition to the straight forward agree / disagree type of questions there was opportunity for other comments and observations to be made. Again these have been stripped out for this report and are shown in précis form in Annex B.

Extended and Standard Hours of Operation

10. With regards to the issue of extending and / or standardising the hours of operation both of these received support of 50% and 52% respectively (Q1 and Q2). However the extent of how far the hours of operation should be extended is less certain. The percentages given in Q2 Annex A on this matter are neither individual nor cumulative because some respondents agreed or disagreed with all options whilst others indicated a single preference. If the figures in the “don’t support” column are taken as the guide then it appears that approximately half the respondents do not support any of the suggested end hours of 4.30pm to 7pm put forward, even though 4.30pm is currently the end time on Saturdays. Hence it is reasonable to assume that they either are in favour of keeping the

existing end of footstreet hours or they would like them relaxing. Bearing this in mind and the percentages in support or have no opinion there would appear to be a fairly significant level, though clearly not a majority, of support for extending the hours of operation.

11. The question therefore for standardising the hours of operation are which of the three time periods currently in use should be settled on. The Sunday hours of Noon to 4pm would be a significant step backwards if used throughout the week, likewise the Monday to Friday hours of 11am to 4pm would compromise the current arrangements for Saturdays where pedestrians are accommodated 10.30am to 4.30pm. But clearly the Saturday hours if used throughout the week would be an extension, albeit a quite modest half hour at either end of the day, to the hours if selected as the standard hours of operation.
12. A bolder move, which does still have a good degree of support including some members of the Retail Forum, would be to extend the end of footstreet hours to 5pm. Whilst there may be a degree of resistance initially to the change it would perhaps also allow a greater degree of flexibility to try out revised ways of working. If this finish time were to be adopted it would be advisable to introduce it as an experiment at first rather than a permanent change because of the degree of reticence to change indicated in the questionnaire results.

Options - Extended and Standard Hours of Operation

13. **Option 1** - take no action.
This option does not tackle any aspect of simplifying the regulations or enhancing the pedestrian experience of the central area and is not therefore the recommended option.
14. **Option 2** - extend and standardise the hours of operation to 10.30am – 4.30pm Monday to Sunday.
This achieves standardising the hours of operation and extends the duration of the footstreets marginally. Whilst this option has merit it does little to open up possibilities for further enhancement for the footstreets, hence is not the recommended option.
15. **Option 3** - extend and standardise the hours of operation to 10.30am – 5pm Monday to Sunday.
This is the recommended option for the reasons outlined above in paragraph 12. It is also recommended to delegate authority to officers to extend, on a trial basis, activities that take place in the

highway such as pavement cafes to further enhance the special nature of the footstreets area.

Davygate, St Sampson's Square and Church Street Route

16. One of the issues under consideration in the footstreets review is the operation of the existing green permit scheme that allows those with the greatest mobility difficulty to enter and park along a route through the pedestrian zone during the footstreet hours.
17. The responses to the questionnaire (Annex A) on this issue demonstrate strong support for reviewing access and parking (Q1). However, it does also need to be said that of those responding to the questionnaire very few are holders of either Blue badges or Green permits (Q4), hence the views expressed are predominately from those with no or little difficulty with their own mobility. The responses to Q5 disappointingly do not show any strong preference for any of the options put forward in terms of permitting parking provision for Blue badge and Green permit holders.
18. People who have been issued a blue badge have an exemption nationally that allows the holder to park on a yellow line for up to 3 hours provided they don't cause an actual obstruction and / or there isn't a loading ban in place. The original footstreet arrangements provided two access arrangements for blue badge holders a) the Blake Street, St Helen's Square, Lendal loop and b) the Goodramgate, King's Square, Colliergate loop. To aid those people with such a severe mobility problem that they could not cover the distance from the two blue badge areas to the furthest parts of the footstreets zone the City of York developed its own permit scheme - the green permit - as a compromise to the original concept to try to overcome that difficulty. Those issued with a green permit are exempt from the access restriction and are allowed to enter Davygate, St. Sampson's Square and Church Street; then park up using the blue badge regulations for up to 3 hours. There are currently around 1500 green permits in circulation. Abuse of the existing access restriction along Davygate, St Sampson's Square and Church Street by vehicles (including Blue Badge holders) without a green permit can only be enforced by the Police.
19. A plan of the route in question is shown in Annex C along with an indication of the potential number of vehicles that could be parked (around 57 spaces in total) during the footstreet hours. Whilst access is allowed into the area from both directions it should be noted that because Davygate is a one way street there is only scope for drivers seeking (either illegally or by mistake) a city centre through route to do so from the Davygate direction. It is however

also acknowledged that some drivers do mistakenly travel the wrong way down Davygate from Church Street.

20. Bearing in mind the number of potential parking spaces, the higher number of green permits now issued and the difficulties around effective enforcement this route through the pedestrian zone has seriously compromised the original ethos of a vehicle free environment to a much greater extent than was envisaged. In addition, there has been a growth in the number and size of events taking place in the central area that has required greater use of the highway area to accommodate not only the activities but also the people attending which has led to greater conflict between pedestrians and vehicles.
21. The existing One Way and No Entry arrangements in place on the ground around St Sampson's Square are shown on the plan in Annex D However, the Traffic Regulation Order states the Davygate No Entry marked **Y** on the plan should be at the Feasegate junction. It is understood that this amendment was carried out quite a few years ago to resolve an ongoing maintenance problem without going through the correct legal procedure. Whilst this hasn't resulted in any legal challenges it has not resolved, rather just relocated from **X** to **Y**, the problem of drivers from the Church Street direction ending up at a point they are unable to proceed from and have little space to turn around in. It can be supposed that this situation may be contributing to some of the instances of drivers proceeding in the wrong direction in Davygate.

Surveys

22. In order to gain a picture of parked vehicle use a number of visits were made at varying times of the day and day of week to record a snap shot of the parking taking place. The results of these ad hoc surveys are shown in Annex E and indicate that a high proportion of the vehicles parked do not have a green permit. Although these surveys are not detailed and may not be entirely representative of what takes place throughout the year they do indicate that the number of vehicles parked with a green permit tends to be a minority (in some cases none of the cars parked were displaying a green permit) of the total number of cars parked along the route.
23. Additional observations were carried out in September during a period when the route around St Sampson's Square was closed that confirmed anecdotal perceptions from similar previous road closures that more on street parking than usual took place on: Duncombe Place, Lendal, College Street and Colliergate.

24. It should be noted however that this was also a time when the river was in high flood which did have an effect on traffic in the city therefore these observations can only really be seen as an indication rather than a quantified prediction. But it is fair to assume with a reasonable degree of confidence that by restricting further the number of spaces where cars could be parked on the route through the footstreets these vehicles will transfer to the next nearest parking opportunities.

Options - Davygate, St Sampson's Square and Church Street Route

25. The following options are put forward for consideration together with an outline of the likely implications on the operation of the footstreets and on those currently able to make legitimate use of the parking opportunity in Davygate, St Sampson's Square and Church Street.

26. **Option 4** - removal of the green permit scheme, but open up legitimate access along the route for all Blue badge holders.

This option simplifies the ongoing operation (and to a degree replicates the current situation) but would in time lead to an increase in traffic using the pedestrian zone and is not therefore the recommended option.

27. **Option 5** - close off the route completely for all vehicles during footstreet hours in the same manner as Parliament Street and Coney Street.

This achieves the greatest level of enhancement to the vehicle free environment in the footstreets, but doesn't take into account the needs of those with more severe mobility difficulties. However parking for Blue badge holders would still be in place on the outskirts of this route in Blake Street and Colliergate areas. For these reasons this is not the recommended option.

28. **Option 6a** - partially close off the route to all vehicles but allow access to St Sampson's Square via Church Street by Blue badge holders. In addition, because there is likely to be a greater demand for space from this direction it may become desirable to install a removable bollard at the Swinegate junction to prevent use of this area for parking.

This achieves a simplification of the administration of the of central area, cuts out the through traffic route, reduces traffic flows in Davygate but legitimises Blue Badge access right into Church Street and St Sampson's Square. Around 2/3 of the existing parking potential would be retained for use by disabled drivers. This tackles

the issues of concern, reduces confusion and an administrative burden that the authority is not obliged to provide.

29. **Option 6b** - partially close off the route to all vehicles but allow access to St Sampson's Sq via Church Street by green permit holders.

This is basically the same as option 6a, but the City Council would still have to administer a permit scheme for those considered to have the greatest level of mobility difficulties.

Both option 6a and 6b have merit but the recommended option is 6b as this limits the number of vehicles legally allowed in the area and if successful gives the greatest benefit to those with the greatest mobility impairment as originally intended.

30. **Option 7** - take no action and leave the current regulations in place.
31. This is not the recommended option because it does not address any of the issues raised.

Options - St Sampson's Square One way Arrangements

32. **Option 8** - take no action.

This option does not tackle the issue of vehicles entering the area being faced with having to make a 3 point turn in an area heavily used by pedestrians and is not therefore the recommended option.

33. **Option 9** - revise the one way flow to enable drivers to enter and leave the area easily (see Annex F).

This option tackles highway safety concerns and is the recommended option.

Spurriergate / Nessgate Junction

34. Although not a pedestrian zone at night, use of the central area by motor vehicles is considered to raise the level of conflict between the often large groups of pedestrians enjoying the city night life and drivers who are dropping off / picking up passengers or merely using the city centre as a through route. Limiting the ability to access properties for more than a few hours at a time can lead to a Public Enquiry, hence, it is important to maintain the ability to service and access premises within the city centre area but this does not mean that all routes have to be open for use.
35. There are 5 entry points to the central area (Blake Street, High Petergate, Goodramgate, High Ousegate and Spurriergate) and 3 exit points (Lendal, Colliergate and Parliament Street). Due to the one way systems in place there are many properties that would be prevented from being accessed or additional travel in the central

area if any these streets were more heavily restricted with the exception of the Spurriergate / Nessgate junction.

36. Following on from the consultation carried out in the central area a concept of further reducing the ability to use the city centre as a through route was raised which has merit and further investigation is considered desirable. As noted above the Nessgate / Spurriergate junction could be more heavily restricted in terms of access without it preventing access to properties, rather the access would have to be via another junction – Parliament St / High Ousegate being the most likely. Whilst there are apparent benefits to closing this route for additional hours in that it effectively cuts out the Ouse Bridge to Colliergate route as an option this proposal has not been put out to wider consideration.

Options- Spurriergate / Nessgate Junction

37. **Option 10** - take no action.

This option does not tackle any aspect of the issue of vehicles using the central area as a through route.

38. **Option 11** - carry out further investigation.

This option has the potential to help create a better environment for the city centre in the evening without preventing access to properties and is therefore the recommended option.

Consultation

39. Any changes to the current traffic management in the city centre will have to go through a formal Traffic Regulation Order process. There are two routes available:

Firstly, the permanent Traffic Regulation Order. This is the usual option and is put forward where there is a high degree of certainty as to the outcome in terms of managing traffic, the expectations of the travelling public and those living / working in the area. The minimum legal requirement for a permanent TRO proposal is they have to be advertised in the local press, giving 3 weeks to make a formal representation (York's current practise is to exceed to legal minimum requirements). Any objections made would be reported back to a council meeting for a decision on whether to proceed as planned or not.

Secondly, the Experimental Traffic Regulation Order (for 18 months maximum). This option is often used where there is a desire to try out regulations where there is a degree of uncertainty as to the outcome and where some changes may be considered desirable within a short time of the scheme being implemented in order to

resolve problems. Experimental orders are implemented without going through the objection period first, but any objections made during the first 6 months would have to be considered in much the same manner as for a permanent order and changes can be made to the scheme. At the end of the 18 month period the experimental order would either have to be made permanent or it would be removed and the previous restrictions would be reinstated.

40. There are also organisations that have to be formally advised of TRO proposals. Again, City of York Council current practise is to circulate information more widely than is required by law and it is considered in this case that all reasonable efforts should be made to ensure details are made available to groups in York with an active interest in the footstreets area.
41. Bearing in mind the nature of the proposals put forward in this report it is suggested that the experimental TRO route be used. This gives the authority the most flexibility and higher degree of certainty as to the longer term effect. It also allows users the opportunity to experience the proposed changes and, if problems are realised, construct a better informed representation during the experimental period.

Corporate Strategy

42. Considering this matter contributes to the corporate strategies of Thriving City, Inclusive City and City of Culture.

Implications

43.
 - **Financial** - There are no financial implications.
 - **Human Resources** - There are no HR implications.
 - **Equalities** - There are no equalities implications at present.
 - **Legal** - There are no legal implications.
 - **Crime and Disorder** - There are no crime and disorder implications.
 - **Sustainability** - There are no sustainability implications.
 - **Property** - There are no property implications.

Risk Management

44. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

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Report**Approved****Date** 19 November
2012**Wards Affected: Guildhall****All** **For further information please contact the author of the report**

- Annex A Questionnaire information
- Annex B Questionnaire comments and observations précis
- Annex C Plan of route
- Annex D St Sampson's Square one way and no entry arrangements
- Annex E Green permit / Blue badge ad hoc parking survey
- Annex F St Sampson's Square revised one way system

Questionnaire Information

• Q1

	Support	Don't support	No opinion
Extending the footstreets hours	90 (50%)	77 (43%)	12 (7%)
Reviewing parking for people with accessibility issues	124 (69%)	22 (12%)	31 (17%)
Reviewing access into the footstreets area for those with mobility issues	116 (64%)	27 (15%)	31 (17%)

• Q2a

	Support	Don't support	No opinion
Standardising hours of operation 7 days a week	94 (52%)	53 (29%)	20 (11%)
A 10.30am start to the footstreets	100 (56%)	57 (32%)	17 (9%)
A 4.30pm end to the footstreets	50 (28%)	82 (46%)	24 (13%)
A 5pm end to the footstreets	42 (23%)	94 (52%)	20 (11%)
A 6pm end to the footstreets	42 (23%)	91 (51%)	23 (13%)
A 7pm end to the footstreets	29 (16%)	101 (56%)	24 (13%)

ANNEX B

- Q4

	Yes	No
Do you currently have a disabled persons blue badge?	5 (3%)	171 (95%)
Do you currently have one of the green permits issued by CYC?	4 (2%)	170 (95%)
Have you used the shop mobility scheme	3 (2%)	165 (92%)

- Q5

	Support	Don't support	No opinion
Keep parking and access arrangements in the footstreets as now	63 (35%)	52 (29%)	56 (31%)
Restrict all blue badge and green permit parking to the outer edge of the footstreets	49 (27%)	60 (33%)	54 (30%)
Relocate the green permit holders away from Davygate, St Sampson's Square and Church St	36 (20%)	60 (33%)	65 (36%)
Remove all green permit and blue badge parking from the footstreets	48 (27%)	66 (37%)	53 (29%)

- Q6

	Agree	Don't agree	No opinion
Are there too many vehicles in the footstreets?	75 (42%)	62 (34%)	39 (22%)

**Extract of Footstreets Questionnaire Additional Comments Précis
in relation to Hours of Operation, Access and Disabled Parking**

**Q1 Are there any general observations you would like to make
about the operation of the footstreets?**

Loading related comments

- That space is available outside footstreet hours for loading.
- Deliveries are very difficult. The hours are manageable now.
- Measures to assist deliveries to the Shambles area
- Has to have deliveries every morning
- Access to businesses is needed
- There should be access for deliveries and parking during business hours
- Review access hours separately for vehicles over 7.5t
- Better control of delivery vehicles
- Footstreet hours are workable 10 to 4 only for deliveries to stores
- Delivery access is vital do not reduce this time slot
- Streets are regularly blocked by articulated vehicles
- Pedestrianisation will only work if access is fairly applied for deliveries
- Thought needs to be given to deliveries for local business
- Limit the weight/size of vehicles allowed in the city centre
- Deliveries and pedestrians don't mix
- Get the access restrictions wrong will cause difficulty or closure for some businesses
- Retailers selling large items require access before and after the restrictions come into force. Any extension would severely affect business
- Extending the footstreet hours is wrong - how will shops get deliveries
- Only deliveries should be allowed to take place before the footstreet hours disabled should be banned at this time.
- Existing hours are fine
- Already works well no need to extend the hours
- Extend the hours to 6pm
- Deliveries are already a problem and extending the times will make life more difficult
- Would not bring children into the city centre after the footstreet hours
- 11 to 4 works well and need the time for deliveries
- Businesses need morning deliveries
- More focus on assisting businesses to receive goods during the day
- The hours are restrictive enough, any further restrictions would have detrimental effect on our business

Blue Badge holder related comments

- Should be a total ban on traffic
- Abuse of blue badge
- Not a footstreet if disabled drivers are parked
- Disabled passengers should be dropped off and the car parked elsewhere
- Through traffic makes knowing where is a footstreet difficult
- Increase designated parking for disabled in car parks
- Disabled parking only allowed in wide streets
- Too many people ignore the hours of operation
- Not obvious when the restrictions are lifted
- Parking in the centre should be available for the disabled
- Delivery vehicles parking and cyclists on the footway is dangerous for pedestrians
- Disabled parking is abused and needs tougher control
- Too many disabled drivers in the centre
- Can only disabled York drivers be allowed to park in town
- If a street is closed to traffic it should be closed to everyone
- Disabled drivers should have the same restrictions
- Would like whole area to be traffic free
- Blue badges should only be allowed to park in certain areas
- Spoilt because traffic is allowed in keep all traffic out
- Access must be retained for those with mobility issues otherwise they become excluded.
- Too many cars for the number of people in busy streets
- Not a footstreet if disabled drivers are allowed in and if they can why can't cyclists
- Disabled parking preferably on perimeter of zone
- Unlimited parking by blue badge holders clutters up the streets
- Disabled badges abused

Other comments

- The regulations aren't clear
- Footstreets are a good idea but there are too many and they are for too long a time
- Standard time of operation would help
- All the Bars should be closed to traffic after 11am

Q2 Are there any comments or suggestions you'd like to make regarding the hours the footstreets operate or deliveries?

Comments relating to deliveries

- Needs to be equitable use of space and time for deliveries.
- The current arrangements work very well
- Same number of deliveries in a shorter time will cause chaos and increase danger to pedestrians
- A lot of deliveries in Coney Street up to 11am and its sometimes hard to park
- Need deliveries on a morning. Delivery times are already very tight
- Keep access to the Whip ma whop ma gate loading bay
- Better regulation of deliveries
- Don't make it difficult to receive deliveries, retail staff already work long unsocial hours
- Deliveries need to be allowed on a Sunday
- Reducing access for deliveries would be very detrimental to business
- Deliveries before 11am is fine
- Providing the times are known suppliers will be able to cope but need somewhere close by to deliver goods.
- As long as deliveries can get access anytime I have no issues
- Large expense for a business to employ staff to take deliveries out of shop hours
- Require access to business off street parking bay to make deliveries through the day
- Most deliveries can be made within the existing hours
- Only get deliveries up to 9am
- Normally get deliveries by 9am
- Early deliveries may be possible but streets are narrow
- Already difficult for deliveries before and after the footstreet hours
- Should be no loading during footstreet hours
- Keep to 11am otherwise couriers will be too early
- Too many deliveries take place after 4pm to the detriment of the environment and evening economies
- Always a rush to finish deliveries before 11am
- Essential for businesses to receive deliveries
- All deliveries to be finished by 11am

Comments relating to hours of operation

- Footstreet hours need to be as long as possible.
- Stricter control of vehicles in pedestrian hours.
- Reduce the footstreet hours in the Shambles 11am to 3pm
- Some streets should be closed 24/7
- The 11am cut off is more than adequate

- They are adequate as they are at the moment
 - The in rush of vehicles after 4pm causes problems for pedestrians
 - Keep as is
 - The streets should be pedestrianised until 6pm
 - Extending footstreet hours will cause congestion and increase business costs
 - Access needed before 10.30am but after that traffic free streets would help business
 - Present hours work well for business
 - The hours are restrictive enough, any further restrictions would have detrimental effect on our business
- Blue Badge holder related comments**
- Not a footstreet if disabled drivers park there.

Q4 Further off street parking improvements for blue badge holders are being planned. In your view, which other council managed car parks are in greatest need of more dedicated blue badge parking provision?

- None are in need of more dedicated parking
- Abuse of blue badges should be investigated.
- Unaware of Blue / Green permits
- Too many disabled privileges and they are abused
- There is no parking anywhere near St Helen's Square.
- Existing system is often abused
- More disabled spaces in Monk Bar car park
- Make spaces round St Sampson's Square easy to get out of and into the shops
- Car parks are too far away
- Shambles car park
- A space is needed in Whip ma whop ma gate
- There is adequate disabled parking
- Foss Bank and Castle car parks
- The disabled bays in Foss Bank are nearly always unused
- Acomb car park
- Duncombe Place and Blake Street
- Do not increase disabled parking
- Increase use of park and ride + mobility scheme
- Blue badge holders shouldn't be allowed to park in Fossgate
- Parking should be banned at the top of Fossgate
- More car parks should have provision so less drivers need to park in the pedestrian area

- Good idea
- Should be encouraged to use the car parks
- Increased spaces in car parks won't help all blue badge holders
- Library and Art Gallery
- More bays on street
- Drastic reduction in green permits needed
- The car parks are quite some distance from the shops for people with poor mobility
- Lord Mayor's Walk
- Nunnery Lane car park
- Monk Bar car park
- Blue badges out of the city walls in a car park

Q4 If you have limited mobility and don't currently use the shop mobility scheme please could you outline your reasons why you don't use this facility?

- Have my own scooter
- Would you put a mental patient on a scooter round York
- Didn't know it existed
- Blind / partial sighted blue badge holders can't use the shop mobility scheme
- Has own wheelchair
- Inconvenient to access Piccadilly from North side of City
- Not suitable for those attending evening functions

Q4 In terms of access to and around the city centre what do you consider to be a good example of design and / or facility that improves your ability to use the footstreets?

- Traffic restrictions
- No cars parked in the footstreets
- Okay as it is
- Likes footstreets because they make it easier and safer for pedestrians
- The loading bay at Whip-ma-whop-ma-gate is very useful
- No traffic
- Having consistent hours of operation
- The removal of all vehicles after 11am
- Remove all parking in the footstreets
- Standardise the hours
- The footstreets should remain as pedestrian only
- Pedestrianisation like Coney Street with no cars

Q4 Please outline any problems or areas of particular difficulty regarding access to, from and within the footstreets.

Delivery related comments

- Delivery vehicles in the city centre after the start of the pedestrian zone
- Hard for drivers to know the times of operation

Parking related comments

- Cars parked in Castlegate
- Stop all parking in Davygate
- Footstreets should have no vehicles in them
- No longer able to park close to favoured destinations to shop due to disability and the restrictions in place.
- Accesses being blocked by blue badge holder parking
- Problems arise from use of the area by blue badge holders
- Limited disabled parking and considerable distance from one side of the to the other

Q5 Are there any other comments / suggestions you would like to make regarding access for people with accessibility issues in the footstreets area?

- Priority must be given to the seriously immobile.
- Misuse of permit should result in it being withdrawn.
- All parking should be removed from the footstreets
- Remove all green badges
- The city centre is not all about people with accessibility issues
- More control of disabled parking needed
- Disabled people would become prisoners in their homes if they could not travel and park at their destination
- Happy with the current arrangements in Church Street
- Disabled views are very important to ensure all options are considered
- Keep cars out but have more scooters available
- Disabled cars left parked for hours on end
- Do not change anything
- Disabled parking needs to be provided but blocking footstreets is unacceptable
- Make special marked areas for disabled drivers
- Should not allow drivers into the pedestrian area
- York is not disabled friendly due to historic nature there should be free wheelchairs available for use
- If future disabled parking arrangements are ignored then all disabled parking privileges should be removed
- There should be disabled parking spaces in all areas
- Too much use of blue badge in cars

- Restricting access to the city centre for disabled would be unfair and schemes should be inclusive and welcoming
- Any vehicle in a pedestrian area is a potential hazard
- Leave current arrangements and provide more disabled parking bays
- Do not lessen current provision of access, it is restricted enough already
- Remove the distinction between blue and green badge holders
- Reduce the number of green permits
- If disabled prevented from parking they would be unable to use the streets and there would be an increase in the number of scooters which is a risk to partially sighted

Q6 Vehicle exemptions - Are there any other comments / suggestions you would like to make regarding exemptions?

- Vehicle movements need to be outside the footstreet hours
- Only emergency vehicles should have access
- Business owners should be allowed to unload for 5 minutes at any time
- Make the centre entirely car free, lorries for deliveries only early morning
- Stop the disabled parking – find a different solution
- Too many vehicles in the streets
- Disabled should be allowed to park if they have walking difficulties
- Need FedEx to be able to collect consignments daily
- Can't be a footstreet if vehicles are allowed in
- Apply restrictions more tightly to security vehicles

Q8 If you have concerns regarding pedestrian safety in the footstreets please outline them below

Hours of operation comments

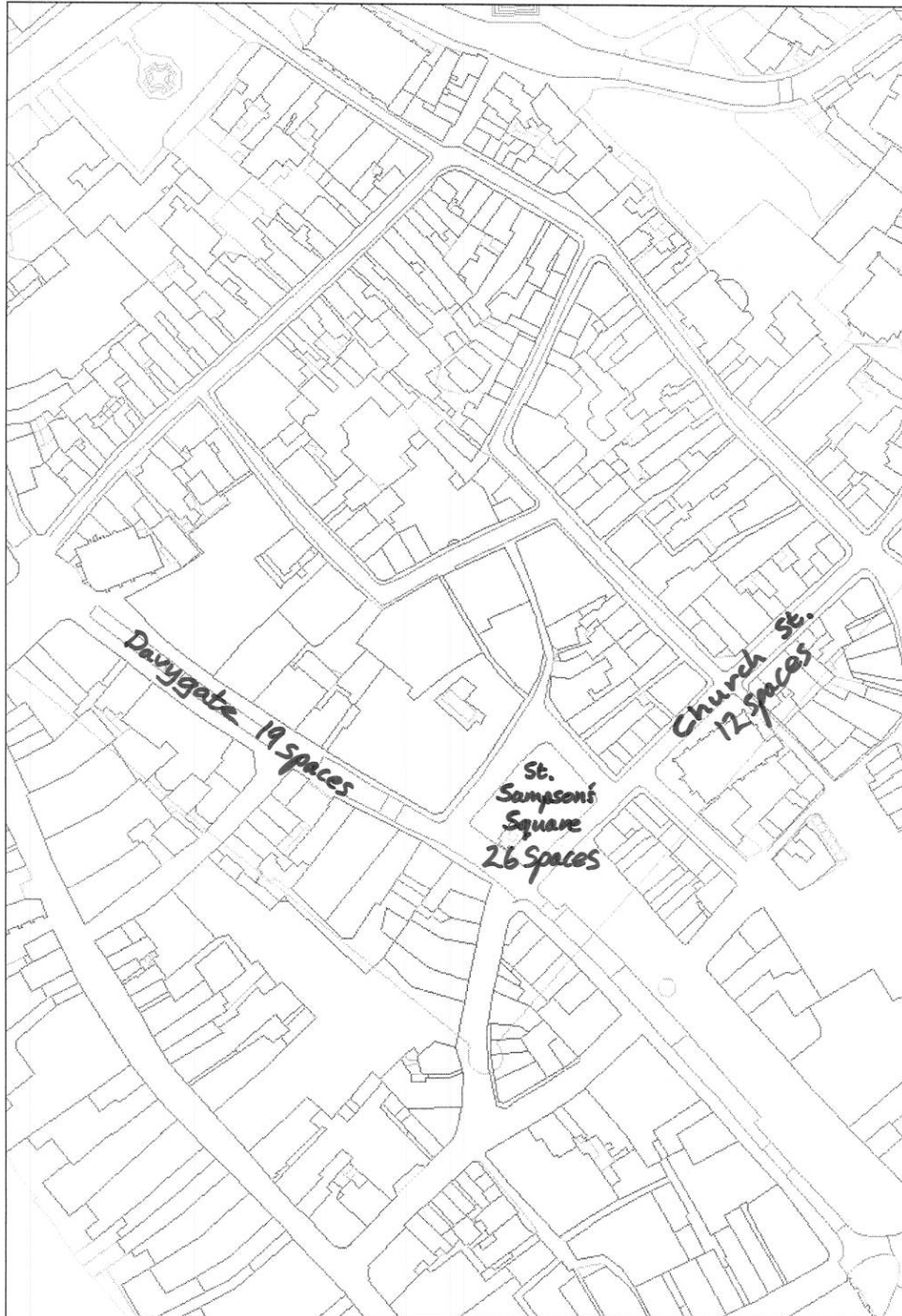
- Vehicle movement outside the restricted times
- Dangerous for pedestrians on fine days after 4pm – extend to 5.30pm
- Delivery vehicles in Coney Street before 11am can be a hazard
- Many believe that footstreets are 24/7 which increases risk
- Pedestrian safety is a problem after 4pm
- The varying hours cause confusion

Vehicles using the area during the footstreet hours comments

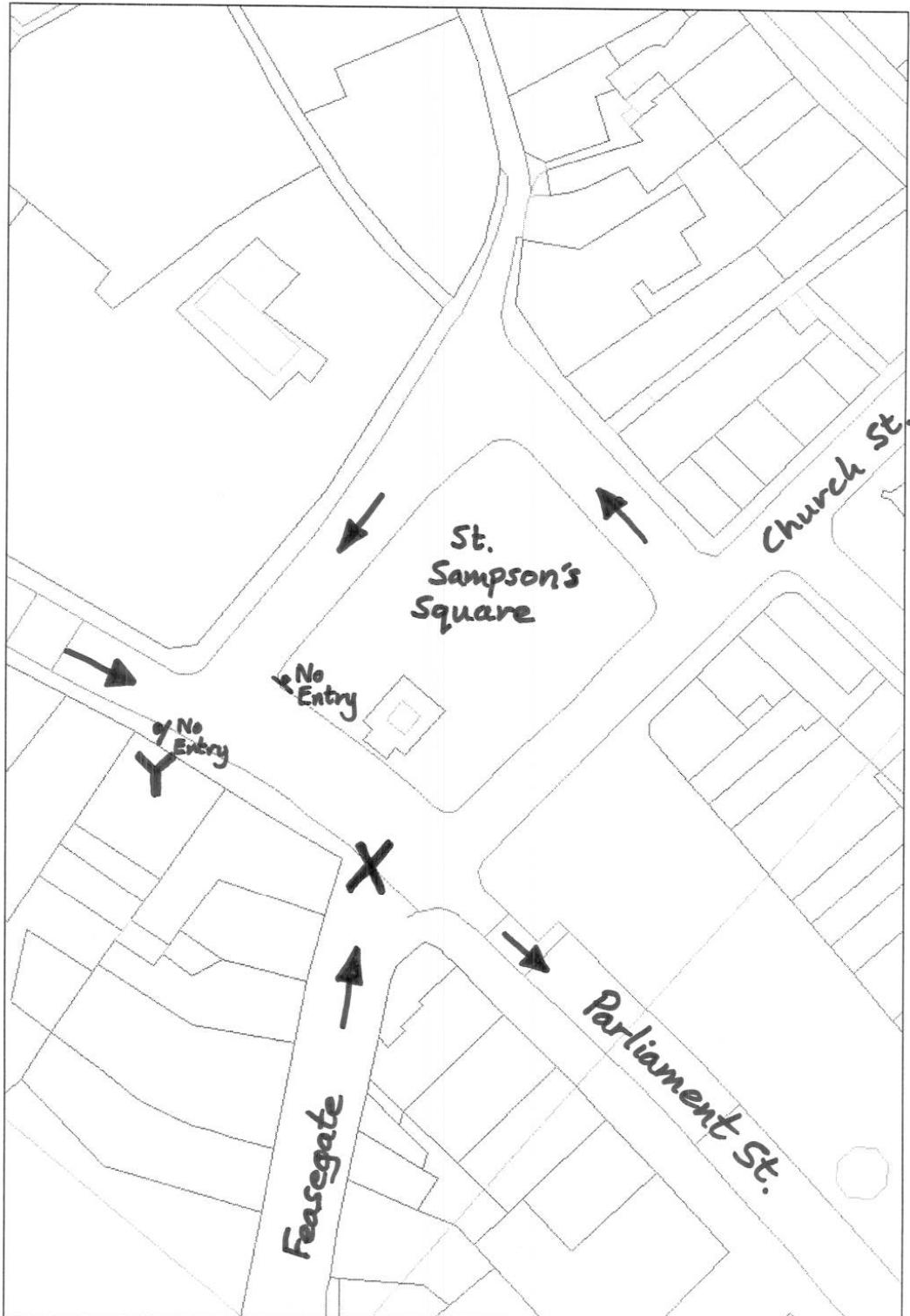
- Pedestrians should be able to use the streets safe from all vehicles.
- Too many vehicles allowed in the area
- Disabled drivers speeding in King's Square
- The streets are never fully pedestrianised - false sense of security
- Too many vehicles in the streets after pedestrian hours

Annex C

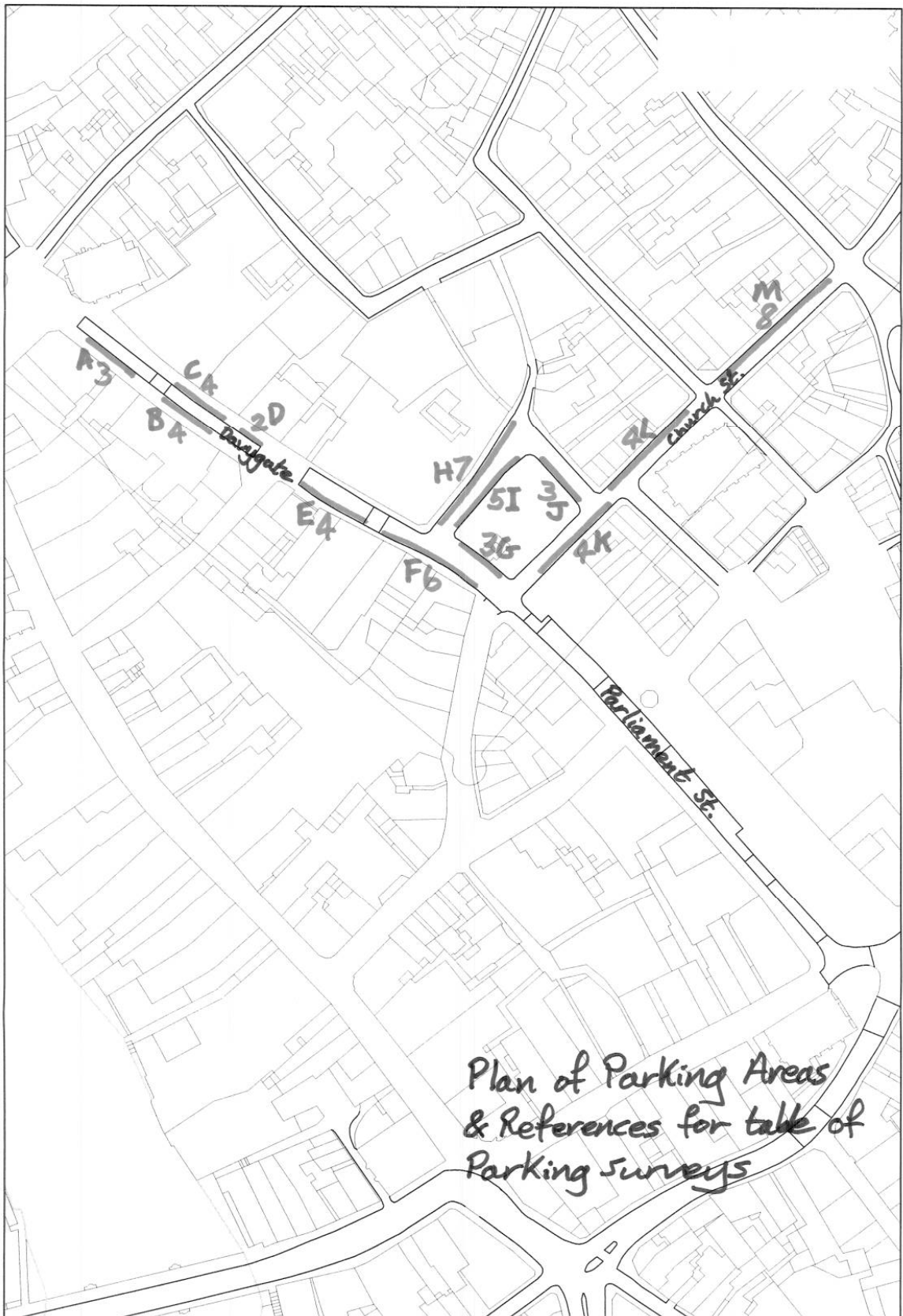
**Plan of Davygate, St Sampson's Square, Church St Route
Plus Indication of the Potential Number of Parking Spaces**



Annex D
St Sampson's Square One Way and No Entry Arrangements



Green Permit / Blue Badge ad hoc Parking Survey



		21/8 - 1.20pm		6/9 - noon		6/9 - 2.45pm		6/9 - 4.30pm		8/9 - 1.50pm	
		Green	Total	Green	Total	Green	Total	Green	Total	Green	Total
Davygate	A		1				1		2		
	B		1	1	1		2				
	C		1	1	1		1		1		
	D				1						
	E		1	1	2						
St. Sampson's Sq	F	1	6	2	2	2	4	1	3	1	2
	G	1	2	2	2						
	H	1	4	2	5	3	5		5		3
	I	1	1	1	3	1	5		4		
	J		2			1	2		2		
	K										
	L	2	2	1	1						
Church Street											
Total		6	21	9	18	7	20	1	18	1	5

		9/9 - 11.30am		9/9 - 1pm		Total	
		Green	Total	Green	Total	Green	Total
Davygate	A				1		1
	B		3		2		2
	C						
	D			1	2		2
	E						
St. Sampson's Sq	F			1	3		3
	G			1	1		1
	H		1	3	5		5
	I						
	J						
Church Street	K						
	L						
	M						
Total		0	4	6	14	6	14

St Sampson's Square Revised One Way System

