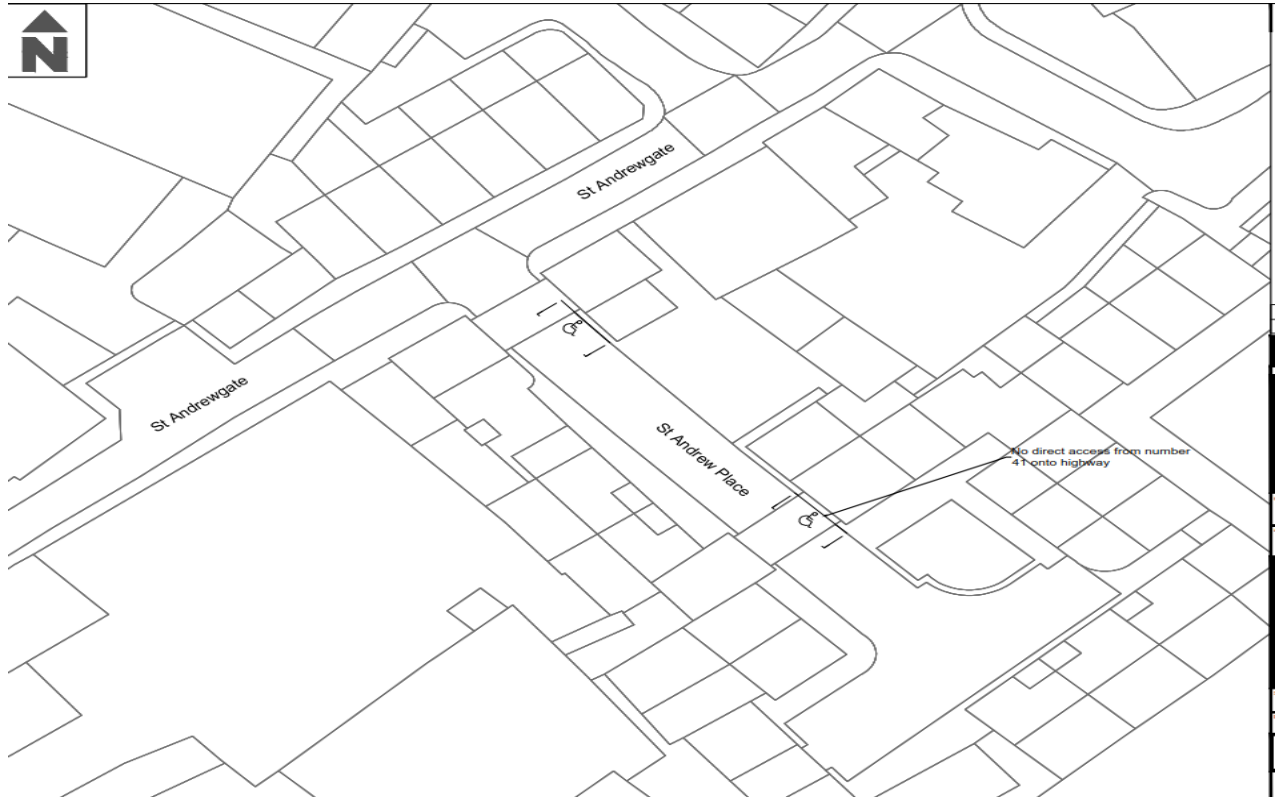


## Annex E - St Andrew Place



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).

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.