

## AGENDA SUPPLEMENT

### Executive

**To:** Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley, Waller and Widdowson

**Date:** Thursday, 13 January 2022

**Time:** 5.30 pm

**Venue:** Remote Meeting

The Agenda for the above meeting was published on **5 January 2022**. The attached additional documents have been published after the meeting at the request of the Chair:

**4. Public Participation** - written comments (Pages 1 - 24)

This agenda supplement was published on **26 January 2022**.

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Hello all.

I appreciate this is a very public issue as well as a particular subject I have no experience with, I don't have any friends or family in the Blue Badge criteria so please do educate me where possible.

I have been wondering though what better use there is for the Stonegate repaving budget, there's many different things to do but not all priorities.

I mocked up a route as an idea of thinking outside the box, have attached it; my curiosity is whether town can have a safe 1 way route (with contraflow cycling as a shared space) for blue badge parking which works equally and effectively for both cyclists & pedestrians.

It will mean some minor adjustments but nothing too bold or unfit for York's character, and addressing the vehicular terrorism issue at the same time it keeps cars in general away from the more crowded areas. This should mean no future costs of the obnoxious barriers currently hired at least for this part of town.

Replace the current bollards on Aldwalk & St Andrewgate with retractable ones, electronically controlled with key fobs that are linked to the users vehicle the same way the blue badge displays that info.

Badge Holders can enter the loop through Aldwalk: swipe fob at the Monkbar end and also by St Andrews Church (where parcel vans currently block the route), bollards lower, badge holder drives through each and cruise around to Colliergate. Parking could be outside Barnitts, it's already a 1 way street in that same direction.

Retractable locking bollards could be installed between Cafe Nero & Chocolate Story for various council vehicles / cash vans needing access leaving town but during footstreet hours they are raised in line with the potential anti terrorism issue.

Maybe it needs more thoughts and planning but there is no harm in putting an idea forwards. The St Andrewgate bollards behind Wagamama are already in consideration of being altered in width to accommodate cargo-trike access so this would tie in nicely, instead of widening one pair the whole lot of them could be updated to benefit this step forwards.

So replace the current bollards on Aldwalk & St Andrewgate with retractable ones, electronically controlled with key fobs that are linked to the users vehicle the same way the blue badge displays such info.

To clarify, the budget allocation for the suggestion should be what is currently earmarked for the Stonegate repaving, putting it to much more beneficial community use.

Regards,

Steve. (IndieGo Delivery)

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Current Bollards  
(to be retractable)

Anti-Clockwise Loop

New anti-terror  
Bollards

Disabled  
Parking



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No entry  
Mon - Fri  
7 am - 6 pm  
Saturday  
10.30 am - 4.30 pm  
Sunday  
12 noon - 4 pm



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# Hostile Vehicle Measures

Statement for Executive Meeting 13th January 2022



York Cycle Campaign asks that the council consider whether the installation of HVM barriers could provide an opportunity to also provide much needed cycle parking.

There are several off-the-shelf products on the market that combine a Sheffield type cycle stand with a bollard, achieving the required PAS 68 standard for HVMs. Using these bollards, where appropriate, would provide everyday functionality for a piece of street furniture which would otherwise hopefully never be used and without additional clutter detracting from the aesthetics and accessibility of the foot streets.

The proposed locations of the bollards around the city centre are also where additional cycle parking is needed, at the point where shoppers arrive at the foot streets and need a secure place to leave their cycles - without needing to push them through crowds to reach the current racks. This need is evident in the number of cycles chained to railings around the junction of Parliament Street and Picaddilly any weekend afternoon.

We also note the proposed location map of the fixed bollards on St. Andrewgate and Goodramgate are in the same location as the current bollards/temporary HVM barriers. In both locations these are immediately before popular cycle racks, meaning that to access the racks cyclists would have to pass through bollards.

Our understanding is that government guidance means HVM bollards should be no more than 1.2m apart, below the 1.5m required for wider cycles such as trikes to fit through. This means they would not be able reach the parking and it would be difficult for a dismounted cyclist to pass through the gap pushing their bike. We ask the council whether in these locations the arrangement of bollards and cycle parking can be considered so that racks are accessible without travelling through the barriers. If barrier arrangements can't be amended, we'd like assurances that the openable barriers will be usable in situations where wider cycles do need to access/egress the city centre - such as accessing cycle parking or when being used for cycle logistics.



*A HVM cycle stand product by landscaping company Marshalls*

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Submission to Council Executive meeting, 5.30pm, Thursday 13<sup>th</sup> January 2021.

From Diane Roworth, York Sight Loss Council , and Reverse the Ban, re-open York to Blue Badge Holders, and registered blind person.

Agenda item 8 – closing off the largest area of any city centre in Europe, to disabled people

### Flawed Equality Impact Assessment Annexe C

The Councils understanding of the purpose and use of an EIA is incomplete and as such, misleading.

An EIA should highlight issues affecting people with a protected characteristic, and alert officers and members to try to find alternative solutions (mitigations) to remove or minimise that impact.

City of York Councils EIA;s, and in particular this one, do not perform this function, and mislead those reading them into thinking that all that can be done to fulfil their responsibilities under the Equality Act, has been done.

By way of example, as far as I know, no EIA has identified that a system of staffed barriers, CCTV's and/or number plate recognition systems would enable blue badge holders to retain their ability to enter the foot streets, whilst providing secure HVM.

This also applies to North Yorkshire Police.

### Comments on This Equality Impact Assessment

#### Proposal

1.3 – stakeholders – this includes people with protected characteristics who will be discriminated against if this proposal is not modified

1.4 What results/outcomes do we want to achieve? What is missing here is 'a safe and secure city centre, which is truly accessible to all and contributes to our City Centre Vision by accommodating the needs of blue badge holders.

2.1 What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposals on Equality and Human Rights

There is no evidence that information received from the consultation exercises mentioned has made any difference to the decisions Executive have made. Information is always noted – but there is no evidence that any amendments, or solutions to take account of the impact, have ever been developed.

If all the evidence were published in 1 space, it would clearly show that there is little reason to exclude blue badge holders for example:-

Collision data – 16 accidents in 10 years – does not support exclusion.

Surveys of traffic and blue badge parking – when and where were these done? How have they been shared with disabled people and Council Executive members. When North Yorkshire Police think that there are over 7,000 blue badge holders in the city when there are only 4,000 – this brings into question the basis on which decisions have been made.

3.1 Gaps in information – a gap which has never been discussed is – what would need to be in place to allow blue badge holders to retain their ability to enter and park in the city centre. This gap remains, because the Council Executive do not want blue badge holders in the city and are determined to keep them out.

Medium and long term impact on stakeholders. The city becomes known as an exclusion zone for disabled people, it cannot include severely disabled people in its festivals, it portrays the medical model of disability to the outside world, rather than the social model of disability,

4.1 Likely Impact on people with a protected characteristic.

Age and Disability It is misleading to say that there is a very high positive impact by excluding blue badge holders. The number of blue badge holders entering the city centre on a daily basis is small and safety has been demonstrated as not being an issue due to the low number of accidents, and could, be further increased by a slower speed limit.

St Sampson Centre will be inaccessible to many people who cannot use Dial and Ride. Also, for those that can, it is only available at designated times and in designated areas and has to be booked well in advance. A person cannot use it at times of their choosing.

**SOME blind and partially sighted may benefit from a car free area, however, there are many who will no longer be able to take a taxi into the centre and will therefore be excluded from it.**

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**Impact on Human Rights** This ignores the excellent information provided to the City Council by its own Human Rights board, and the Human Rights City Network. Article 2 is the only article identified, whereas Human Rights articles

**Non discrimination** and **participation and inclusion** are another 2 articles which are highly relevant, and the Human Rights Board can further inform Executive if you are willing to listen to them.

**Step 5 – there are no suggestions here, such as researching options that do allow blue badge holders to enter the city centre.**

**Step 6 – No major changes. This identifies the officer’s reluctance to take seriously** the Equalities Act and Human Rights Act and also demonstrates that consultation exercises undertaken by the Council have been in name only. No alternatives have ever been presented, which demonstrates why this EIA and others demonstrate the Councils lack of understanding of their Equality duty, and failure to discharge is appropriately.

I ask that you defer the decision on this permanent barrier system and seek proposals that include ways of allowing blue badge holders to enter.

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Agenda Item 9

Comments of Cllr Fitzpatrick

As a Guildhall Ward Member, I am extremely disappointed that I am not allowed to speak at the Executive meeting on 13 January.

The points I would have made can be summarised as follows:

1. The traffic rat-running through the Groves has been a longstanding issue for residents.
2. Whilst in support of the consultation, I have been disappointed at the lack of updates or information provided to ward Cllrs from the Exec Member for Transport. Often having to hear about developments from the local media.
3. I welcome the decision made to continue the closures. It supports a wider aim for low traffic neighbourhoods.
4. I want to see residents who live next to the existing bollards be properly compensated for damage to their properties due to cars having to make sudden u-turns.
5. I want to see permanent bollards be less intrusive and consultation take place with the local community.
6. As Cllrs for the wider Guildhall and city centre area, Cllr Looker and I regret this is not part of a wider traffic plan. The Groves area will have a knock-on effect for streets like Clarence St, Haxby Road and Lord Mayor's Walk. Piecemeal traffic plans don't sort out the wider problems.

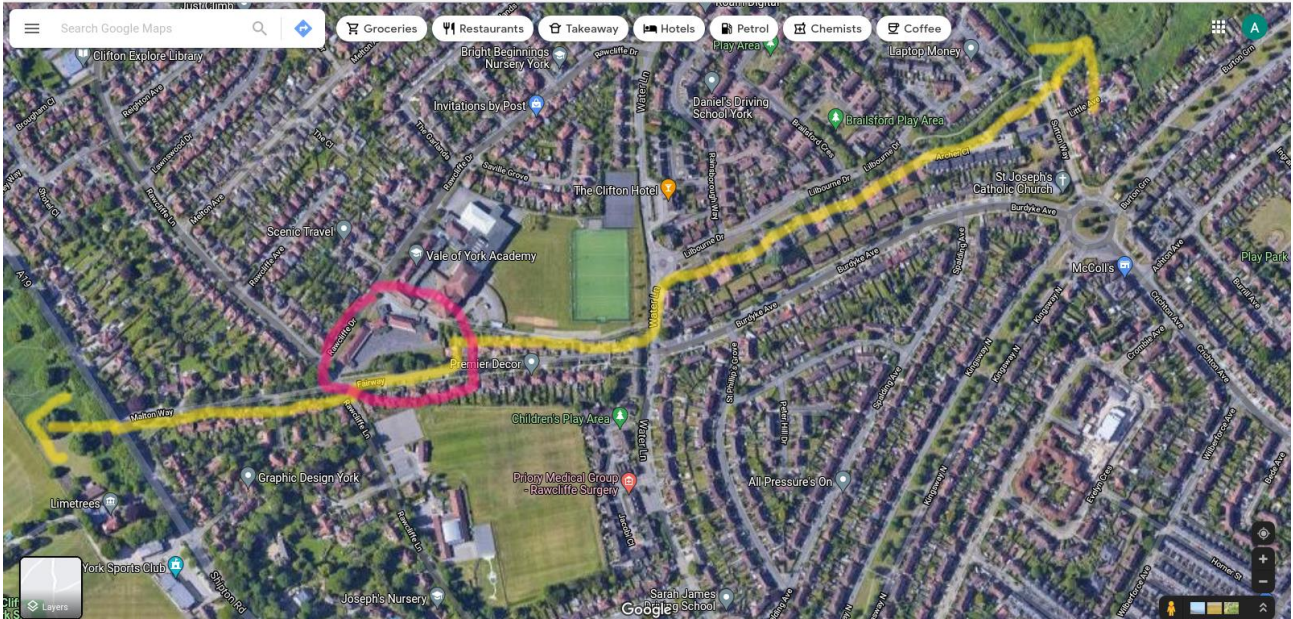
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Public contribution from local residents  
Item 12 Future Libraries Investment Programme – Clifton Without Junior School

## The Hedgehog Highway & Wildlife Corridor

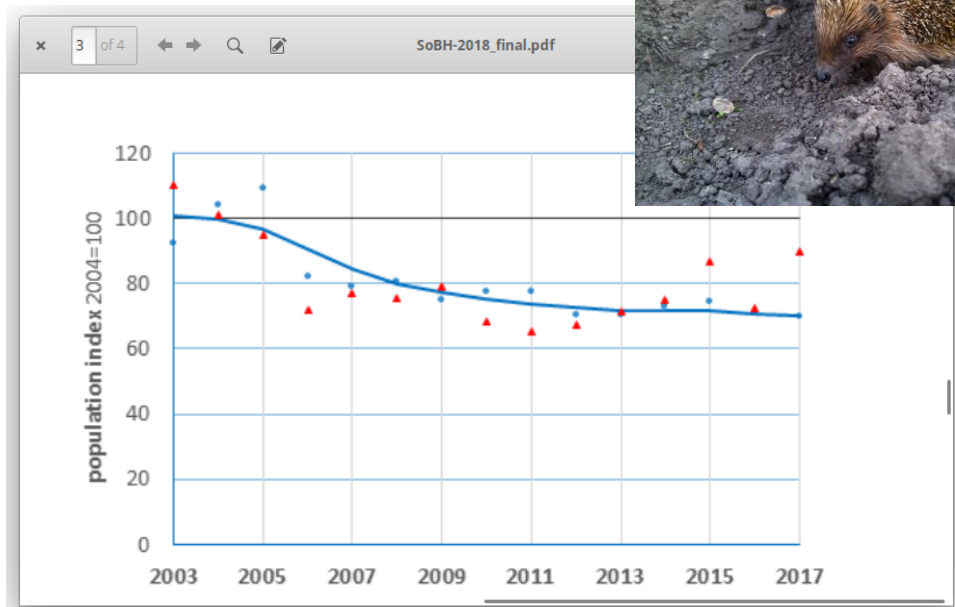
“As part of our conservation vision, we aim to:  
secure a better future for wildlife”

<https://www.york.gov.uk/open-spaces/nature-conservation>



Hedgehog Highway: Clifton Ings, Former Clifton Hospital Site, Malton Way, Clifton Without Junior School hedge, Fairway gardens/Vale of York Academy hedge, Lilbourne Drive, Bur Dyke, Clifton Backies. A chain is as strong as its weakest link.

UK hedgehog numbers have fallen from approximately 30 million in the 1950s to around 1 million today. The decline has slowed, but still continues.



Proportion of sites in PTES' Living with Mammals survey that detected hedgehogs. State of Britain's Hedgehogs, 2018. People's Trust for Endangered Species

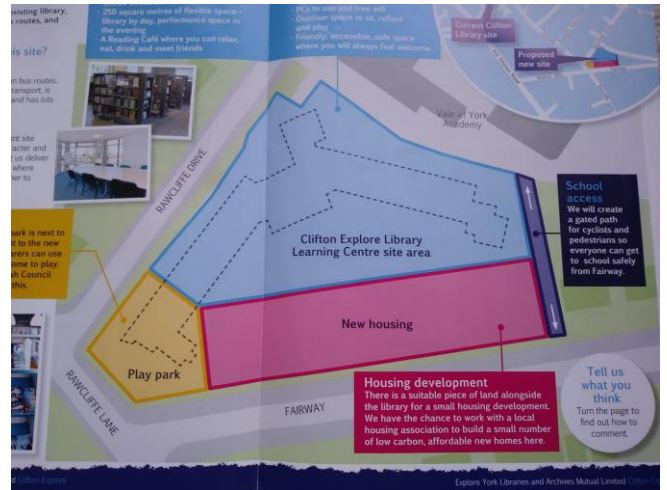
Public contribution from local residents  
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## The consultation process

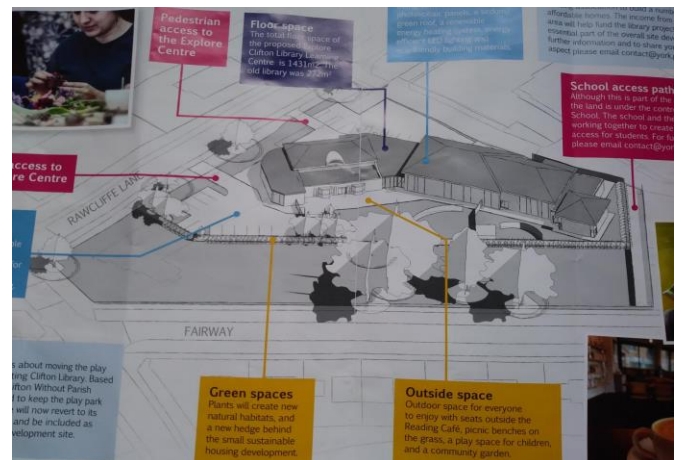
“We must continue being a listening council too, involving residents and communities in everything we do.”

<https://www.york.gov.uk/downloads/file/2132/council-plan-2019-to-2023>

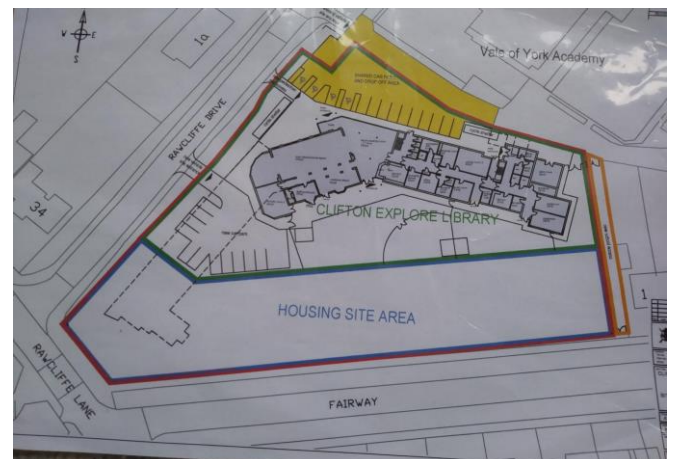
Please note how the parcel of land proposed for housing evolves through this consultation process – i.e. it doesn't



Phase 1 consultation, Summer 2021



Phase 2 consultation, November 2021



Executive Agenda Pack, January 2022



Public contribution from local residents  
Item 12 Future Libraries Investment Programme – Clifton Without Junior School

## There has to be a better way

Here is just one idea that local residents have discussed. I mocked it up with paper, pens, scissors, and glue on Wednesday afternoon. Note how the car park could be



shaded on hot summer days, the existing (protected) trees could contribute to the sensory garden and wildlife habitat areas, and the housing site is easier to develop because only 1 protected tree is within that site boundary.

York is proud of its place in the history of social housing. Let's co-design and co-create a better solution demonstrating best practice for the 21<sup>st</sup> Century.

Public contribution from local residents

Item 12 Future Libraries Investment Programme – Clifton Without Junior School

