



**Notice of a public meeting of
Customer and Corporate Services Scrutiny Management
Committee (Calling In)**

- To:** Councillors Crawshaw (Chair), Fenton (Vice-Chair), Baker, Hollyer, Musson, Norman, Orrell, Pearson and Rowley
- Date:** Monday, 6 December 2021
- Time:** 5.30 pm
- Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

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

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

2. Public Participation

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

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

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting please contact Democratic Services on the details at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission.

The meeting can be viewed live and on demand at www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 3. Minutes** (Pages 3 - 6)
To approve and sign the minutes of the meeting held on 25 January 2021.

- 4. Called-in Item: Strategic Reviews of City Centre Access and Council Car Parking** (Pages 7 - 130)
To consider two of the decisions made by the Executive on 18 November 2021 in relation to the above item, which have been called in by Councillors Kilbane, Looker and Melly in accordance with the Council's Constitution.

A cover report is attached setting out the reasons for the call-in and the remit and powers of the Customer & Corporate Services Scrutiny Management Committee (Calling-In) in relation to the call-in, together with the original report and relevant annexes, and the decisions of the Executive.

- 5. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democratic Services officer:

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

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Coronavirus protocols for attending Committee Meetings at West Offices

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Good ventilation is a key control point, therefore, all windows must remain open within the meeting room.

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you should follow government guidance. You are advised not to attend your meeting at West Offices.

Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend. Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://www.nhs.uk/conditions/coronavirus/covid-19/testing/rapid-lateral-flow-tests/), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/order-coronavirus-covid-19-rapid-lateral-flow-tests). Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

Guidelines for attending Meetings at West Offices

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- You may wish to wear a face covering to help protect those also attending.
- You should wear a face covering when entering West Offices.
- Visitors to enter West Offices by the customer entrance and Officers/Councillors to enter using the staff entrance only.
- Ensure your ID / visitors pass is clearly visible at all time.
- Regular handwashing is recommended.
- Use the touchless hand sanitiser units on entry and exit to the building and hand sanitiser within the Meeting room.
- Bring your own drink if required.
- Only use the designated toilets next to the Meeting room.

Developing symptoms whilst in West Offices

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- Make your way home immediately
- Avoid the use of public transport where possible
- Follow government guidance in relation to self-isolation.

You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

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City Of York Council

Committee Minutes

Meeting	Customer and Corporate Services Scrutiny Management Committee (Calling In)
Date	25 January 2021
Present	Councillors Crawshaw (Chair), Hunter, Hollyer, Kilbane, Mason, Musson, Pearson and Rowley
Apologies	Councillor Fenton

14. Declarations of Interest

Members were invited to declare at this point in the meeting any personal, disposable or pecuniary interests not included on their Register of Interests, which they might have in the business on the agenda. None were declared.

15. Public Participation

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

16. Minutes

Resolved: That the minutes of the meeting of the Committee held on 21 December 2020 be approved as a correct record, to be signed at a later date by the Chair.

17. Called-in Item: Make It York - Impact of Covid-19

Members considered a report which set out the reasons for the call-in of one of the decisions made by Executive on 15 December 2020 in respect of a guarantee for Make It York (MIY), along with the Committee's remit and powers in relation to the call-in.

The relevant decision was highlighted in the Decision Sheet at Annex 1 to the report. The original report to Executive was attached as Annex 2. The decision, which related to a letter of

guarantee of access to funding to MIY, had been called in by Cllrs Douglas, Lomas and Heaton for the following reasons:

- a) *The £1m guarantee over two years is an unacceptable financial risk to council taxpayers at a time when a new two year service level agreement (SLA) between City of York Council and Make it York is in the process of being drawn up and due to be agreed by March 2021;*
- b) *The 2021-2023 SLA may not include all existing functions so the £1m guarantee should be halted for a short period ensuring that if and when agreed, it reflects the level of Make it York's future council-commissioned activities;*

Under the provisions of the council's constitution and the requirements of Local Government Act 2000, the following options were available:

- A – not to refer the matter to Executive, in which case the original decision would be confirmed, or
- B - refer the matter to Executive with specific recommendations.

Prior to inviting Cllr Douglas to address the committee on behalf of the Calling-In Members, the Chair called for a short adjournment to the meeting to receive advice on the participation of 2 representatives from Make It York who had made themselves available to join the remote meeting but had not expressly been invited.

Following receipt of advice from the Monitoring Officer during the adjournment, the meeting resumed and the Monitoring Officer explained her advice to the Committee, suggesting that the Chair not invite the 2 MIY representatives to join the meeting in light of the business being primarily focussed upon a funding guarantee in their favour.

The Chair then invited Cllr Douglas to proceed. She then explained in more detail the reasons for the calling-in, and responded to questions put by Members. The Executive Members for Finance & Performance and Economy & Strategic Planning then outlined the reasons for the original decisions, and responded to Members' questions.

Officers then responded to questions which had been raised during the meeting, particularly in relation to the specific rationale for the proposed guarantee, how the sum had been arrived at and the implications of deferring the guarantee until March 2021.

Members went on to debate the options in full and to consider whether they wished to make any additional observations or recommendations arising from the call in.

A proposal to refer the decision on the proposed guarantee to access to funding back to the Executive for reconsideration was moved and seconded and it a named vote was taken as follows:

Councillor	Vote
Daubeney	Against
Hollyer	Against
Hunter	Against
Kilbane	For
Mason	Against
Musson	For
Pearson	Against
Rowley	For
Crawshaw (Chair)	For

The motion was lost by 5 votes to 4. A motion to endorse and reaffirm the original Executive decision was therefore moved and seconded. That being carried by 5 votes to 4.

A further proposal was then put by the Chair and seconded by Councillor Musson for enhanced monitoring arrangements of the Service Level Agreement (SLA) with MIY, as follows:

“In order to better ensure value for public money and full delivery of the contract between CYC and Make it York, this Committee recommends that Executive review and reform both the contract monitoring procedures carried out by CYC Officers and the MIY scrutiny functions carried out by Members.”

That motion being lost by 5 votes to 4, it was

Resolved: That the original decision made by the Executive at its meeting on 15 December 2020 in relation to the

proposed letter giving a guarantee of access to funding to Make It York, be re-affirmed.

Reason: To secure the future of Make It York.

Cllr J Crawshaw, Chair

[The meeting started at 5.30 pm and finished at 8.21 pm].



Customer and Corporate Services Scrutiny Management Committee (Calling In)

6 December 2021

Report of the Director of Governance

Called-in Item: **Strategic Reviews of City Centre Access and Council Car Parking**

Summary

1. This report sets out the reasons for the call-in of two of the decisions made by the Executive on 18 November 2021 in respect of the above item. The report also sets out the powers and role of the Customer and Corporate Services Scrutiny Management Committee (Calling-In) in dealing with the call-in.

Background

2. An extract from the Decision Sheet published after the Executive meeting on 18 November 2021 is attached as Annex A to this report. This sets out all the decisions taken on the called-in item, with the decisions that have been called in highlighted in bold. The original report to the Executive, together with the annexes relevant to the called-in decisions, is attached at Annex B.
3. Resolutions (iii) and (iv) on the Decision Sheet have been called in for review by the Customer and Corporate Services Scrutiny Management Committee (Calling-In) by Cllrs Melly, Kilbane and Looker, in accordance with the Constitutional requirements, for the following reasons:-
 - *the review failed to provide accurate data on parking use across council managed car parks over a reasonable period of time post lockdown, making strategic decisions on car park investment in the future premature;*
 - *a decision on whether or not to develop a new multi-storey car park at St George's Field was delayed to establish how people are using car parks following Covid lockdowns, yet this data was inadequate in the review report;*

- *the Executive's approach is solely asset-based, coming as it does long before the fourth Local Transport Plan has been drawn up and agreed, meaning strategic decision making on transport is completely absent;*
- *the review fails to factor in private car parking in reviewing York's parking activity and needs, other than to suggest any reduction in council car parks could result in private operators filling a supposed gap, without any supporting evidence.*

Consultation

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Calling-in meeting, as appropriate.

Options

5. The following options are available to the CCSMC (Calling-In) in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - a) To decide that there are no grounds to make specific recommendations to the Executive in respect of the decisions called in. If this option is chosen, the original decisions taken on the item at the Executive meeting on 18 November 2021 will be confirmed and will take effect from the date of the CCSMC (Calling-in) meeting; or
 - b) To make specific recommendations to the Executive on the decisions called in, in light of the reason given for post-decision call-in. If this option is chosen, the matter will be considered at a meeting of Executive (Calling-In).

Analysis

6. Members need to consider the reasons for the call-in and the original report to the Executive and form a view on whether there is a basis to make specific recommendations to the Executive in respect of the decisions called in.

Council Plan

7. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2019-23.

Implications

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

Risk Management

9. There are no risk management implications associated with the call in of this matter.

Recommendations

10. Members are asked to consider the reason for calling in these decisions and decide whether they wish to confirm the affected decisions or to refer it back for reconsideration and make specific recommendations to the Executive on the decisions called in.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact Details

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Director of Governance
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Report Approved



Date: 25/11/21

Wards Affected:

All

For further information please contact the author of the report

Annexes

Annex A – Extract from the Decision Sheet produced following the Executive meeting on 18 November 2021, setting out the decisions made on the called-in item.

Annex B – Report of the Corporate Director of Place to the Executive Meeting on 18 November 2021.

Executive**Thursday, 18 November 2021****Decisions****6. Strategic Reviews of City Centre Access and Council Car Parking**

Resolved: (i) That the Strategic Review of City Centre Access and associated Action Plan at Annex 1 to the report be approved, including the creation of an Access Officer post.

Reason: To agree a clear strategy for access to and through the city centre footstreets and approve the action plan (subject to the success of identified funding bids) to implement the improvements to access that have been developed through public and stakeholder engagement.

(ii) That the City Centre Access model set out in the Strategic Review of City Centre Access be approved as a key principle in Local Transport Plan 4.

Reason: To ensure the council's strategic priorities are aligned and consistent.

(iii) That the Strategic Review of Council Car Parking and associated Action Plan at Annex 2 be approved.

Reason: To allow the council to define and invest strategically in its priority car parks and to inform future decisions on which car parks could be used for alternatives uses should future parking demand decline through either market conditions or policy based decisions.

(iv) That it be noted that a future report on whether to re-commence the paused procurement of a contractor to build St George's Field MSCP will be brought to Executive as part

of a wider delivery update on the Castle Gateway project in February 2022.

Reason: To consider whether to proceed with St George's Field MSCP in light of the outcomes of the Strategic Review of Council Car Parking, a review of the business case, and the wider progress of the masterplan.

(v) That the Access Officer be asked to bring updates on the progress of implementing the Access Action Plan to the relevant portfolio holder for review.

Reason: To ensure that the progress of the plan is monitored.

(vi) That more opportunities be explored for blue badge parking on the edge of the footstreets.

Reason: To increase the availability of blue badge parking close to the city centre where possible.



Executive

18 November 2021

Report of the Corporate Director for Place
Portfolio of the Executive Members for Transport & Finance and
Performance

Strategic Reviews of City Centre Access and Council Car Parking

Summary

1. This report sets out the outcomes of the Strategic Review of City Centre Access and Council Car Parking that was commissioned by the Executive in November 2020. The review has been broken down in to two separate strategies which sit together as sister documents.
2. The review of access is based on extensive public and stakeholder engagement and proposes a clear strategy for how people and modes of transport travel to and through the city centre and sets out how access to and through the city centre footstreets can be improved for disabled people, delivery couriers, cyclists and residents.
3. The second review relates to council car parks and has two elements. The first is to identify where there are information gaps in car parking usage and provision that can be improved to guide future evidence based decision making in Local Transport Plan 4 about the role city wide car parking plays within our integrated transport system. The second is to create a hierarchy of council car parks to inform immediate investment decisions and how to respond should there be any future natural or policy driven decline in parking demand.
4. This cover report summarises the outcomes of both reviews and recommends that both are adopted by the council, as are the associated action plans to improve city centre access and parking, which includes the creation of an Access Officer post.
5. The decision regarding the procurement of a contractor for the new St George's Field multi-storey car park (MSCP) will be considered as part of a future delivery report on Castle Gateway which is due to be brought to

Executive in February, including consideration of the outcome of the parking review.

Recommendations

6. The Executive is asked to:

- 1) Approve the Strategic Review of City Centre Access and associated Action Plan (Annex 1), including the creation of an Access Officer post

Reason: *To agree a clear strategy for access to and through the city centre footstreets and approve the action plan (subject to the success of identified funding bids) to implement the improvements to access that have been developed through public and stakeholder engagement*

- 2) Approve the City Centre Access model set out in the Strategic Review of City Centre Access as a key principle in Local Transport Plan 4

Reason: To ensure the council's strategic priorities are aligned and consistent

- 3) Approve the Strategic Review of Council Car Parking and associated Action Plan (Annex 2)

Reason: *To allow the council to define and invest strategically in its priority car parks and to inform future decisions on which car parks could be used for alternatives uses should future parking demand decline through either market conditions or policy based decisions*

- 4) Note that a future report on whether to re-commence the paused procurement of a contractor to build St George's Field MSCP will be brought to Executive as part of a wider delivery update on the Castle Gateway project in February 2022

Reason: *To consider whether to proceed with St George's Field MSCP in light of the outcomes of the Strategic Review of Council Car Parking, a review of the business case, and the wider progress of the masterplan*

Background

7. In November 2020, Executive instructed officers to undertake a strategic review of the city centre access and parking, to be completed by summer 2021. The review was commissioned at the same time as the Executive's decision to commence the statutory consultation on extending the geography of the pedestrianised footstreet area - this is a separate decision that will be also considered by the Executive on the same agenda.
8. The main purpose of the access element of the review was to explore through public and stakeholder engagement how access could be improved to and through the footstreets - regardless of their geographical extent – with a particular focus on disabled people, cycling and e-scooters, deliveries, taxis and residents who live within the footstreets.
9. The parking review is linked to the above, in understanding and identifying improvements for disabled parking, but also has a separate purpose to improve evidence bases on the role of parking in the city and guiding immediate investment decisions. This was closely related to the decision by the council's Executive to pause the procurement of a construction contractor to build the new St George's Field multi-storey car park (MSCP) as part of the Castle Gateway regeneration masterplan until the impact of Covid on parking demand had become clear.
10. The purpose of the MSCP is to consolidate two large surface car parks in to a smaller more land efficient car park, reducing the overall number of spaces, moving car journeys outside the inner-ring road and allowing Castle Car Park and the remainder of St George's Field to be replaced with new public parks and event spaces. Whilst the MSCP received planning permission in January 2021 the Executive had decided to pause the procurement process until the impact of Covid on car parking demand had been understood and the review of car parking was complete to understand whether St George's Field was identified as a priority location for city centre car parking.
11. Both reviews are annexes to this report but the outcomes are summarised in the following sections.

Strategic Review of City Centre Access

12. The review followed the council's 'My' approach to public engagement that has been successfully pioneered on other projects and issues in the

city. This involved placing the public and stakeholders at the heart of understanding and defining the challenges, producing an open brief, establishing a draft vision, and then testing and refining that vision through further engagement.

13. The initial engagement ran across almost 12 months, using 3 surveys distributed online and to every household in York – with freepost return – in the council’s Our City publication. Whilst surveys play an important role in allowing a broad range of voices to participate, the cornerstone of the engagement approach has been workshops and insight meetings allowing the council to gain a deeper understanding of the access issues facing specific groups. During the summer of 2020 the council co-facilitated two online workshops and events with the York Disability Rights Forum. The events, which were signed by British Sign Language interpreters, were attended by 30 people. Officers also attended specific insight meetings with the disability rights forum, My Sight York, the Older People’s Advocacy Group and others with a combined membership of several thousand. In 2021, we then held a further seven targeted events to discuss the disabled access routes through the city centre, Shopmobility services, cycling and couriers, deliveries and taxis.
14. All of these events went in to producing an Open Brief (Annex 4) on the issues raised, capturing the wide range of views and feedback that were received. The draft recommendations and strategy were then based on that Open Brief and the findings of two independent reviews that considered York’s accessibility challenges. The final engagement on the draft recommendations received over 1,000 survey responses and 300 interactions on social media and helped to refine the final strategic review document. These responses are set out in Annex 5. In addition two independent reviews commissioned by the council and conducted in 2020 and 2021 by Disabled Motoring UK (Annex 6) and Martin Higgitt Associates (MHA) (Annex 7) explored a range of issues and helped guide the outcomes as set out in the strategy document.
15. The key issues raised can be summarised by audience:

Disabled access

16. Much of the engagement over disabled access has been dominated by the separate decision on the geography of the footstreets, and the issues relating to that are set out in the report that considers that decision. The engagement relating to the Strategic Review of City Centre Access focused on the issues that impact on access to and through the footstreets and how this can be improved.

17. The discussions highlighted a need for more benches to provide resting points in strategic locations, and that current accessible toilet provision is insufficient. There are significant challenges presented by poor quality and narrow pavements and footpaths in the city centre. Whilst pedestrianised areas do allow people to use the wider, smoother road surfaces there needs to be more dropped kerbs to allow people with mobility aids to get back on to pavements to access shops and services. Similarly outdoor seating for cafes needs clearly defined areas that don't spread out beyond their licenced area and block routes; tap rails for people with visual impairments to prevent trip hazards; and greater consideration of how people get back on to the pavement at either side.
18. Disabled residents use a variety of transport modes to reach the city centre, with buses being the most popular, and being particularly important for blind and partially sighted people. However, for many blue badge holders being able to park as close as possible to where they need to be is of primary importance. For others distance is less of an issue than the quality of the parking space, with the ability to safely unload their wheelchair or mobility aid, and the quality of access routes to their destination. Multi-storey car parks with single lifts are unpopular as if it is out of use then people cannot get back to their vehicle. For the people that use Shopmobility it is a very popular service, but wider awareness and demand is low, providing a real growth opportunity to improve the offer and increase the number of customers. The idea of an accessible land train/shuttle service was also raised.
19. There was a general consensus that there needs to be improved levels of up to date information on where blue badge holders can park in the city centre, where seats and toilets are located, and information to help people plan their journeys. It was also suggested that the council should employ an Access Officer to help educate those making decisions and responsible for services and projects so that accessibility is 'designed-in' to future initiatives.

Cycling, e-scooters and e-bikes

20. Cycling and e-scooters in the city centre remains a contentious issue amongst residents. While some cycle campaigners would like to see the restriction on cycling through the pedestrianised areas removed entirely, others have proposed a dedicated route through the footstreets to create a quicker route through the city centre. However, such spaces are unpopular with some residents, who feel that sharing pedestrianised spaces with cycles and e-scooters impacts on their perception of safety.

21. Cyclists, or potential cyclists, also feel perceptions of safety is a major barrier to increased cycling to the city centre, with roads like the inner ring road in particular deemed unsuitable if travelling with young children. The workshops also identified that safe and segregated cycle routes are welcome, but often require cyclists to navigate less-safe roads in order to reach them. Regardless of routes and exemptions, many residents believe that active travel to the city centre would increase with improved, secure cycle parking which responds to the variety of sizes, weights and wheelbases of modern bikes.

Deliveries

22. Traditional pallet based deliveries to city centre businesses broadly work well with the 10.30am start time for the footstreets, with a sufficient window for vehicles serving the city centre before it starts to get busy. However, WalkYork provided supporting feedback from a pedestrian's viewpoint, expressing frustration at delivery bottlenecks in the city centre, particularly the market, due to the large number of vehicles making it difficult to walk through the centre before 10.30am.
23. For some that rely on regular small scale deliveries to and from their business during the day there are challenges of being located in pedestrianised areas, and whilst delivery couriers are able to viably provide this service on foot it does result in pressure on loading bays at busy times. The biggest challenges relate to the increase in food deliveries during the pandemic, which has become part of the everyday business model of many food outlets. These are serviced by both vehicles and cycle couriers, although the large app based operators increasingly seek to incentivise vehicle deliveries due to their wider delivery reach.
24. Cycle couriers have asked for exemptions to be able to cycle in the pedestrianised areas in order to reduce delivery times and improve performance, although many of the problems outlined by couriers related to issues with the apps and wait times at pick up points that the council do not control. As noted in the cycling section there are also many residents who feel unsafe sharing these spaces with cyclists, particular cyclists who have an incentive to travel quickly. In response to the concerns a self-organised union of delivery cyclists have proposed signing up to code of conduct to reassure the public that they would use any exemption responsibly.
25. Delivery hubs for larger goods were proposed to avoid bottle necks in popular delivery points across the city centre. It was also referenced that

other cities are investing in cargo bikes and breaking deliveries into smaller, more regular deliveries, particularly to offices and small businesses. The dual use of loading bays with disabled parking in Duncombe Place was welcomed by couriers, but this contradicts the views of some blue badge holders who find the location dangerous or unavailable due to the high levels of delivery activity.

Taxis and private hire

26. Taxi drivers would like to see clearer signage indicating the location of taxi ranks. There was a shared opinion between both taxi and hackney carriage groups that there is insufficient space to park up during busy periods, particularly as certain areas are now shared spaces with delivery drivers and Blue Badge holders. This is exacerbated by a steep increase in food delivery drivers, especially in the shared areas of Duncombe Place.
27. Disabled residents expressed concern over the lack of taxi operators' understanding of accessibility and the availability of accessible vehicles. The council has been asked to consider establishing a forum between taxi operators and disabled groups to improve the taxi offer.
28. Based on the findings of the Open Brief a number of proposals were taken forward for a final round of public and stakeholder engagement to help refine the final recommendations in the strategic review. These proposals covered a number of themes:
 - whether the footstreet hours should run until 7pm in the evening to deliver the My City Centre vision of a family friendly early evening economy
 - whether the footstreet hours could start at 12 noon to during weekdays in the less busy period of the year to allow longer period of access for blue badge holders
 - creating further disabled bays in Duncombe Place/Blake Street
 - investing in the Shopmobility and Dial-&-Ride service, identifying users and additional locations, and the intention to expanded provision of mobility aids
 - a feasibility study for a dedicated EV shuttle service for disabled people and those with mobility issues

- providing additional seating at key points across the city centre, improving the availability and quality of disabled toilets, and improving poor quality pavements
- the aim for all city centre business deliveries being undertaken by ultra-low emission vehicles or cargo bikes by 2030
- that in principle cycling should not be permitted in the footstreets
- but whether there should be exemptions for people who use a cycle as a mobility aid or for cycle couriers
- improving existing city centre cycle routes, and investing in more secure cycle parking spaces

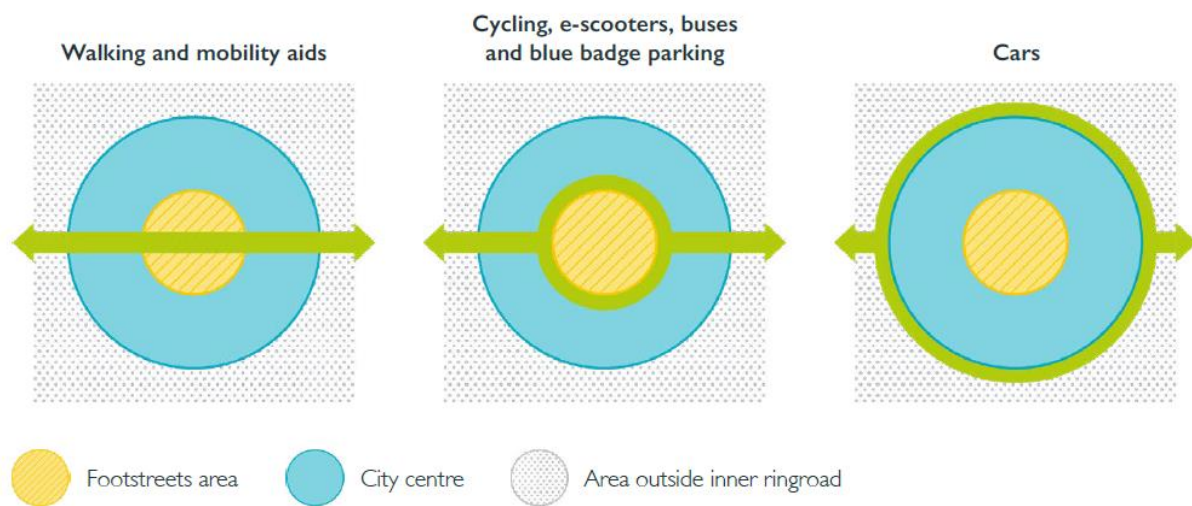
29. The response to this engagement is set out in detail in Annex 5. Overall the ideas which received the most support were; improving accessibility with better facilities for disabled people; that cycling, e-bikes and e-scooters should not be able to access the footstreets area during pedestrianised hours; working with cyclists to co-design secure cycle storage in key cycle park hubs; and all city centre business deliveries to be ultra-low emission vehicles (e.g electric vehicles) or cargo bike. Other ideas which received strong support were for trans-shipment hubs; working with cyclists to co-design improvements to the existing cycle routes around the edge of the footstreet area; and an EV shuttle service for disabled people.
30. There was far less certainty in the views around exemptions for different cycling groups. Around half of respondents were in favour and half against exemptions for disabled people who consider their cycle as a mobility aid, and for cargo bikes. There was less support for cycle courier exemptions, although more for allowing couriers after 5pm than them rather than an exemption all times.
31. In terms of footstreet hours, the My City Centre vision that is also considered at this Executive sets out a number of ambitions for the future of the city centre, including creating a family friendly mid-week early evening economy, spreading events across the city centre, and encouraging the outdoor café culture that has emerged in recent years in the footstreet areas. These were all well received during the engagement on that vision, and as a consequence the Strategic Review of City Centre Access engagement sought to test the proposal for the long term

footstreet hours to run until 7pm in the evening. This was well received, with only 23% of respondents stating their preference for the footstreet hours to end at 5pm. 44% supported them ending at 7pm, and 18% supported the hours ending even later. Based on this feedback, and to deliver the My City Centre vision, it is proposed that the long term footstreet hours should run until 7pm in the evening. Any changes to the footstreet hours would however require a future full statutory consultation to allow all views to be considered in making the decision.

Final recommendations

32. Having considered all of the above feedback an overarching guiding principle has developed to create a City Centre Access model on which the recommendations in the review are based. This centres on three key principles – that the footstreets is an area where people walk or use their mobility aids; that cyclist, e-scooters, buses and blue badge holders are encouraged to be within the city centre but to pass around or park on the edge of the footstreet area; and where people choose to use cars and vehicles rather than public transport they are encouraged to use, and park outside of, the inner ring road.

Figure 1 – City Centre Access model



33. The recommendations in the review are consistent with this City Centre Access model, which it is proposed will also be adopted for use in Local Transport Plan 4. The recommendations are as follows:

General recommendations

- As noted above once the Covid response has finished the footstreet hours should operate until 7pm in the evening
- A review of all existing footstreets exemptions will be undertaken as part of the design and implementation of the Hostile Vehicle Mitigation measures

Disabled access recommendations

- The creation of an Access Officer post
- Further dedicated disabled bays to be created wherever possible on the edge of the footstreets
- Investing in the Shopmobility and Dial-&-Ride services, to raise awareness of the service offer and ensuring this offer better meets the needs of a wider audience, and expanding the provision of mobility aids
- Work with Tier to explore the potential roll out of mobility aids at key points across the city
- Carry out a feasibility study for a dedicated EV shuttle service for disabled people and those with mobility issues
- Install additional seating at key points in the city centre to be identified with disabled groups
- Improve the availability and quality of disabled toilets by working with partners and businesses across the city
- Improve accessibility of key routes in to and through the city centre by investing in poor quality pavements and dropped kerbs
- Improve the information available on the services and facilities available to improve disabled access to the city centre, including those listed above
- Work with disabled people to identify two gold standard disabled car parks for upgrade
- Develop a York Standard for the quality of city centre streets and spaces with disabled groups

Cycling, e-scooters and e-bikes

- Confirm the existing position that cycling is not permitted in the footstreets during footstreet hours
- Improve existing city centre cycle routes (*subject to Active Travel Fund bid*)
- Invest in improving secure city centre cycle parking in strategic locations, including for adapted cycles (*subject to Active Travel Fund bid*)

Deliveries

- The aim is for all city centre business deliveries to be by ultra-low emission vehicles or cargo bikes by 2030
- Explore options for a trans-shipment hub for city centre (DEFRA funding secured)
- Work with the BID to continue to understand the evolving nature of food delivery businesses in the city centre

Taxis

- Clearer signage indicating location of taxi ranks
- Potential new evening rank on Piccadilly
- Facilitate a forum between taxi operators and disabled groups to improve the taxi offer

34. There are several key issues which were considered as part of the review but ultimately discounted at this stage. The first of these related to the starting time of the footstreet hours. Consideration was given to whether they could start later on weekday mornings at less busy times to allow an increased period for deliveries and blue badge parking. There were a mix of views, with 34% of respondents in favour and 44% against the proposal. Blue badge holders were more likely to agree with the proposal as it would give them longer to access the city centre by vehicle. However, at this stage there remains unresolved officer concerns as to how traffic regulations could allow the times to change regularly based on how busy the city centre is, and consequently it is not proposed to revise the morning start times at this stage.

35. The second was in response to a request from York Cycle Campaign to provide a new cycle route through the city centre via Parliament Street, Davygate and Blake Street. This proposal was also considered by MHA in their review (Annex 7) which looked at what would be required for this to be feasible. They concluded that a route could work with a dedicated contraflow cycle lane, pinch-points where the width of the road narrows, a suspension of the cycle lane during any events in Parliament Street, and cyclists being required to dismount during the busiest periods when there are high volumes of pedestrians.
36. Having considered their proposal officers are of the view that they are unworkable in practice without a complete redesign of the existing road network and public realm, and could only be considered should there be future plans and funding to redesign the whole of that area of the city and footstreets. It was also considered impractical to operate on the basis of cyclists judging the need to dismount when the route was too busy, which in effect is the pedestrianised footstreet hours, and how that would be enforced. The regular events programme for Parliament Street would also require frequent suspension of the cycle lane.
37. The other major areas that was considered but ultimately discounted was the proposal to trial exemptions for certain groups to allow them to cycle through the footstreets. This would have primarily extended to two groups, those with a disability who use a cycle as a mobility aid and cycle couriers. The public engagement reflected a mix of views on the subject, and we received personal testimony from respondents over the impact of sharing pedestrianised areas with cyclists, with particular concern over cycle couriers who have a vested interest in travelling quickly from location to location.
38. On balance these proposals were not included in the recommendations in the review at this stage. There were concerns over how the scheme would be enforced, requiring the development of a permit scheme for those with exemptions; that it would cause confusion as to whether cycling is permitted within the footstreets leading to an increase in the number of cyclists in the area; and during a period of flux where the geography of the footstreets and hours of operations are currently under review and change is the wrong time to trial any exemptions.
39. In terms of food cycle couriers there are also wider issues to understand about how the city centre will continue to develop in response to food deliveries. Whilst cycle couriers provide a vital service and are the preferred mode of sustainable delivery, food outlets are also serviced by vehicles, and major delivery operators often seek to incentivise those

deliveries due to the expanded reach of the offer. As a consequence the city centre operating as food delivery hub attracts more vehicle journeys and leads to significant pressure on pinch points on the edge of the footstreets such as Duncombe Place which are problematic.

40. Therefore it is proposed to keep this issue under review. The council will look to undertake further work with the BID and businesses to understand how the food delivery models are likely to develop and explore ways in which food deliveries, particularly from larger chains, can be facilitated outside of the footstreets and from locations that can be more easily accessed by cyclists and delivery drivers. In terms of disabled people who use their cycle as a mobility aid this will be explored further by the newly created Access Officer post to consider how a potential exemption scheme could work.

Action Plan

41. The review is accompanied by an Action Plan which sets out a series of recommendations to deliver the strategy; identifies the proposed or secured funding sources for delivery; who will be responsible for delivery; and the target date for completion. This provides a clear approach to improving city centre access and tangible outcomes.

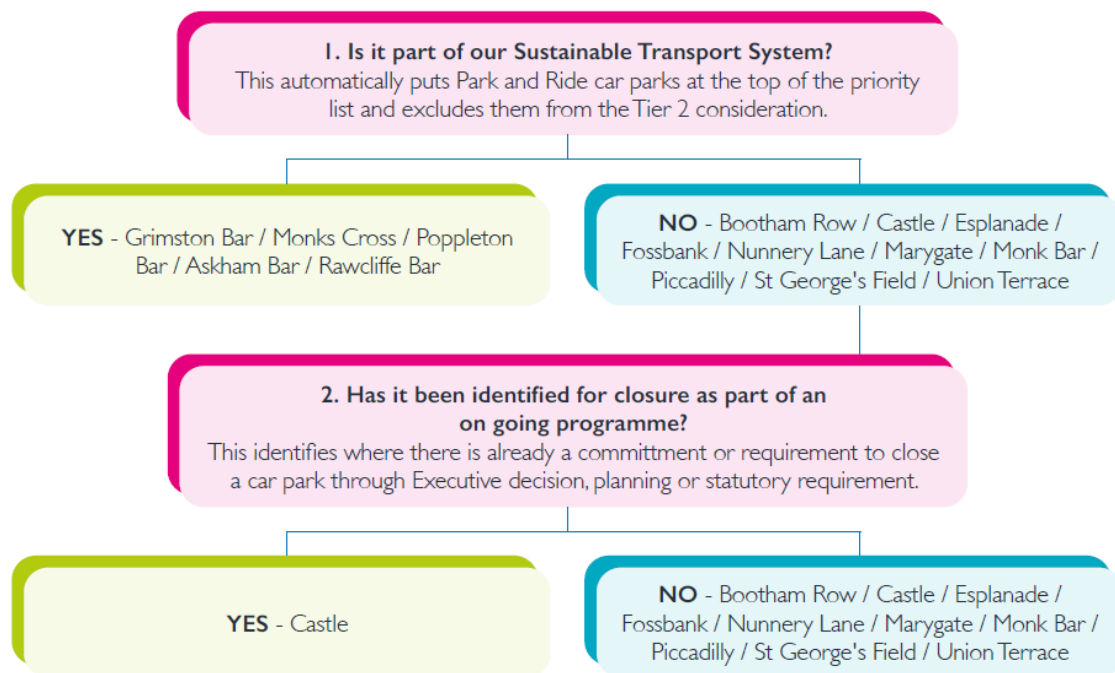
Strategic Review of Council Car Parking

42. The council's priority is for people to use sustainable modes of transport, but car parking also has a role to play in a successful city centre economy, in allowing the city centre to compete with out of town retail and other local centres that offer free or discounted car parking. As set out in the My City Centre vision, people and footfall are crucial to the ongoing economic and social success of the city centre, and for some cars will remain the preferred mode of transport.
43. The council has 19 car parks across the city, from the park and ride sites that are a key part of our sustainable transport network, to large car parks servicing the city centre, and small local car parks serving secondary centres. Collectively the car parks generate in the region of £7m each year, which is an important income stream in funding the wider services provided by the council.
44. It is important to note that the council cannot use its own car parks in isolation to influence car journeys. Should the city seek to take a future proactive approach to reducing car journeys through car parking it needs

to be determined through Local Transport Plan 4 and supported by appropriate planning policy. If the council tried to reduce car journeys through the closure of any of its car parks without this policy framework it could result in the private sector capitalising on the demand created by the reduced supply and responding with the building of new car parks.

45. Instead the review creates a hierarchy of council car parks that can be used to inform a strategy of how any potential future decline in parking demand is managed, and which council car parks should be prioritised for investment and improvements. This is achieved by creating a profile of each council car park and assessing them to compare and rank them in priority for investment. The assessment process has two stages. The first is to assess the car parks against Tier 1 Threshold questions. This process identifies which car parks should be automatically excluded from the hierarchy as they are already predetermined to remain as car parks (park and ride) or have already been identified for closure (Castle Car Park).

Figure 2 – How car parks assessed against Tier 1 Threshold questions



46. The second stage is to then assess the remaining car parks against Tier 2 Hierarchy questions, to rank and establish a hierarchy of the councils' car parks to guide future investment decisions. The Tier 2 questions run in order of importance from left to right on a matrix grid, to create a sequential ranking system aligned on the council's priorities.

Figure 3 – How car parks are assessed to create a matrix of car parks

Tier 2 / Hierarchy Questions								
4. Is it outside or accessed directly from the inner ring road?	5. Is it accessed through a residential area?	6. Does it have an alternative development use?	7. What is its estimated land value? (value per acre)	8. Current usage/current revenue generation based on revenue per space		9. Current surface and parking bay quality	10. Does car park currently have toilets?	11. Currently identified as part of longer term EV strategy
				Q2 2021/22	Q2 2019/20 2019/20 Income			
Yes	Yes	Yes	less than £1.5m	less than £2,000 / space		High	Yes	Yes
No	No	No	between £1.5m and £2.5m	between £2,000 and £4,000 / space		Medium	No	No
			more than £2.5m/acre	more than £4000 / space		Low		

Council car parking hierarchy

All the council car parks within the scope of the study and not excluded in the first stage have been assessed against the Tier 2 questions to create the hierarchy below. Working from the left each car park is determined under each question to either be a high priority or low priority for investment. By assessing question by question on a priority basis this allows the car parks to be ranked in order.

High priority for parking investment

Low priority for parking investment

47. The hierarchy is to be used as a tool to indicate priority car parks for investment and which car parks may be appropriate for alternative uses. This is not a definitive decision making tool. Any future decisions on investment or alternative uses would be subject to individual business cases and Executive decisions.
48. In descending order of importance the matrix assess:
- If the car park is outside or accessed directly from the inner-ring road (in line with strategies to reduce vehicles in the city centre)
 - Whether the location of the car park has a negative impact on surrounding residential communities
 - If it has an alternative development use that would reduce greenbelt pressure for residential or employment land
 - Its potential land value
 - The current level of car park occupancy and revenue generated
 - The existing quality of the car park
 - If it has toilet provision
 - If it has been identified as a priority for EV charging

49. Based on this assessment the following is the final hierarchy of council car parks:

Figure 4 – the hierarchy of council car parks

Tier 2 / Hierarchy Questions									
High priority for parking investment	4. Is it outside or accessed directly from the inner ring road?	5. Is it accessed through a residential area?	6. Does it have an alternative development use?	7. What is its estimated land value? (value per acre)	8. Current usage/current revenue generation based on revenue per space		9. Current surface and parking bay quality	10. Does car park currently have toilets?	11. Currently identified as part of longer term EV strategy
					Q2 2021/22	Q2 2019/20			
Low priority for parking investment	Yes	Yes	Yes	less than £1.5m	less than £2,000 / space		High	Yes	Yes
	No	No	No	between £1.5m and £2.5m	between £2,000 and £4,000 / space		Medium	No	No
				more than £2.5m/acre	more than £4000 / space		Low		
St George's Field	Yes	No	No	less than £1.5m	£4.2k / space	£3.8k / space	Medium	Yes	Yes
Nunnery Lane	Yes	No	No	less than £1.5m	£4.5k /space	£2.7k / space	Medium	Yes	Yes
Esplanade	Yes	No	No	less than £1.5m	£3.7k / space	£2.2k / space	Medium	No	No
Union Terrace	Yes	No	Yes	more than £2.5m /acre	£4.1k / space	£3.6k / space	Medium	Yes	Yes
Fossbank MSCP	Yes	No	Yes		£1.2k / space	£1.1k / space	Medium	No	No
Bootham Row	Yes	Yes	Yes	between £1.5m and £2m	£5.2k / space	£4.4k / space	Medium	No	Yes
Monk Bar	Yes	Yes	Yes	between £1.5m and £2.5m	£4.4k / space	£2.2k / space	Medium	No	Yes
Marygate	Yes	Yes	Yes	between £1.5m and £2.5m	£5.5k / space	£2k / space	Medium	No	Yes
Coppergate MSCP	No	No	Yes		£3.5k / space	£2.9k / space	Medium	Yes	No

50. This approach identifies that the council's car parks which are outside the inner ring road, have the lowest impact on our communities as they are not accessed through residential streets, and have no alternative development use and therefore low land value should be prioritised for investment. These car parks are Nunnery Lane, St George's Field and Esplanade.

51. In addition to the hierarchy of car parks the review makes a series of recommendations set out in the action plan:

- Undertake a business case to roll out pay on exit in high priority for investment car parks, including a review of detailed data collected and analysis from Marygate and Coppergate pay on exit to date
- Bring forward future rolling investment plan to improve high priority investment for car parks

- Reinststate vehicle counters and variable messaging signs which give real time updates on the number of available spaces to customers
- Explore the expansion of the BIDs Moving Insight data through LTP4 to cover car parks to provide an improved data set including where people have travelled from, their onward route on foot in the city centre, and spend once there
- Work with disabled groups to identify two car parks within the hierarchy for priority investment for improvement of disabled parking facilities and onward access routes in to the city centre
- Carry out a feasibility study with First on options for Park & Ride sites to become multi-functional hubs, providing overnight parking for city centre visitors and better inter-city bus links
- Continue the roll out of EV charging strategy across the council's car parks

52. During the public engagement on city centre access some disabled people identified that proximity to the city's pedestrianised footstreets was less important to them, and they would rather park in car parks with high standard disabled parking bays, better facilities, and high quality access routes in to the city centre. Whilst it is recommended car parks will undergo ongoing investment to improve the customer offer over time it was agreed that identifying two council car parks within the hierarchy for priority investment in improving both the facilities for disabled people and the access routes in to the city would help to improve York's access offer. These gold standard disabled access car parks would then be promoted to residents and visitors. It is important to note that this would not preclude those car parks from part closure or redevelopment in the future but that the disabled parking would need to be retained.

53. In discussion with York Disability Rights Forum it has been agreed that the disabled priority car parks should be identified in consultation with disabled people, and that this should follow the associated decisions relating to the footstreets considered in a separate item at November Executive. This is because the geography of the footstreets, and the decisions on where disabled people have exemptions to park within the city centre may impact on which car park location is most appropriate. Consequently it is recommended that officer's work with disabled people

to establish the methodology and define the priority car parks, with a future report to Executive to agree these car parks based on the outcome and consider the investment asks and funding routes available.

St George's Field MSCP

54. In October 2021 the Executive considered a full business case review of the Castle Gateway masterplan in light of the impact of Covid. Based on that review the Executive agreed to proceed with the delivery of the regeneration masterplan, procuring a contractor for Castle Mills and preparing a planning application for the high quality public realm to replace Castle Car Park and the Eye of York. However, at that stage due to uncertainty of the impacts of Covid on car parking and the ongoing considerations of the changes to city centre access, the decision was taken to pause the procurement of a contractor for the St George's Field MSCP until the summer of 2021. Subsequently the Executive commissioned the Strategic Review of Council Car Parking to help inform the decision as to whether to proceed.
55. The review establishes that car parking demand has returned to and exceeded pre-Covid levels, and has identified St George's Field as a priority car park given it is outside the inner-ring road, isn't accessed through residential streets, and has no alternative development value.
56. The decision as to whether to proceed with St George's Field will be brought back to a future Executive in February 2022, as part of a wider delivery report on the Castle Gateway. This will need to be considered at the same time as the decision to proceed with Castle Mills based on the tender price for that project. This was due to also be considered at this Executive, however it has been deferred as there has been a delay in the contractor providing the tender price due to current market uncertainty owing to Covid and Brexit. As such it is prudent to consider whether to proceed with St George's Field as part of that wider business case review.
57. Officers are aware that there is a separate piece of analysis that has been undertaken by the York Cycle Campaign and a local resident campaigning on the basis that the council should not proceed with the St George's Field MSCP. As noted earlier in the report the council review is based on creating a hierarchy of its own car parks to inform future investment decisions, and any decision relating to a specific car park will require its own business case and Executive approval. As set out above,

at this stage there is no decision being taken on whether to proceed with St George's Field.

Consultation

58. The Strategic Review of City Centre Access is the product of extensive public engagement that is set out in detail in the main body of this report. The report was also considered by Customer and Corporate Services Scrutiny Management Committee on Monday 8 November and made a number of recommendations to Executive. These will be shared with Executive as an agenda supplement.

Council Plan

59. This strategic reviews have strong links with the council plan:

Well Paid Jobs and an Inclusive Economy: Both reviews are important parts of helping to deliver the My City Centre vision in seeking to provide a vibrant city centre with good footfall at all times to support jobs and the economy.

Greener & Cleaner City: Both strategies set out a number of sustainable transport improvements, including the ambition for all city centre deliveries to be by ultra-low emission vehicles or cargo bike by 2030; a feasibility study in to a trans-shipment hub; improvements to cycle routes and parking; EV charging policies; and a strategy to manage any future natural or policy led reduction in car parking demand.

Good Health & Wellbeing: The Strategic Review of City Centre Access recommends a number of improvements to access in the city centre, particularly for disabled people, and investment in active transport.

Safe Communities & Culture for All: The Strategic Review of City Centre Access considers how access to all groups can be improved to the city centre and proposes a number of recommendations and funded projects to deliver the vision.

An Open and Effective Council: The Strategic Review of City Centre Access has been developed through an open, transparent, wide-ranging and inclusive engagement approach following the 'My' principles set out in the report.

Implications

60. The relevant implications are set out below:

- **Financial** - *The accompanying action plans to the strategic reviews detail the recommendations proposed and identifies the funding sources for each of the recommendations.*

In relation to the Strategic Review of City Centre Access the identified costs within the action plan are £1,085k of which £320k has been currently identified. The balance of £765k is dependent on the success of bids for external funding and or additional external funding awards.

Should the council be successful in its bids the funding will be added in to the capital programme to fund the associated schemes. Should the council be unsuccessful or receive lower values than required it will be necessary to review the levels of schemes that can be funded. Alternatively funds from other Transport programmes could be reprioritised to deliver these ambitions. Executive will be updated through the annual capital budget report and ongoing monitoring reports.

The Access Officer post will be funded from existing budgets.

In relation to the Strategic Review of Council Car Parking the majority of the plan details further officer work that is required to identify the improvements proposed and financial costs. Other measures are dependent on the success of funding bids or external grant funding. Further reports will need to be presented to Executive should further funding be required or to the Executive Member should they be funded from existing Highways and Transport budgets.

- **Human Resources (HR)** – *the report proposes the creation of a new Access Officer post which will require a job description to be produced and may require a recruitment process.*
- **Equalities** - *In line with the Equalities Act 2010 requirements an Equality Impact Assessment (Annex 3) has been produced for this report and will be required for any projects or decisions that arise from it to determine potential impacts and mitigation where individuals*

or groups with protected characteristics are identified. This will ensure that equality and diversity impacts are addressed through specific projects and programmes of work.

- **Legal** – *This report is eligible for call-in. There are no specific legal implications arising from this report.*
- **Crime and Disorder** – *considered to be no implications*
- **Information Technology (IT)** – *considered to be no implications*
- **Property** – *The property implications are covered within the report and car park values on a per acre basis have been provided on an indicative basis having regard to the prevailing property market. They are indicative only and full checks of services and legal encumbrances would also have to be undertaken which could have a possible bearing on land values should there be any future proposal to consider alternative land uses.*

Risk Management

61. The report proposes two key strategies for adoption. The Strategic Review of City Centre Access is the product of extensive engagement with the public and targeted engagement with groups who have a specific interest in access to the city centre. The review sets out a number of recommendations that seek to improve access in response to the issues raised in the engagement. Some of those groups had proposed further improvements that have not been taken forward following wider public engagement or consideration of the practical or technical constraints, and there may be disappointment amongst those that their preferences have not been realised. However, the recommendations have sought to balance the impact on all users and the strategy is a product of those balances and deliberations.
62. The Strategic Review of Council Car Parking is based on an assessment of the available data and the production of a matrix to create a hierarchy of council car parks. The review acknowledges that the data sets on council car parking could be improved, and sets out proposals to improve the evidence base to assist future city wide strategic decision making in LTP4. However, there is sufficient data to support the methodology that has been applied and it is a clear, robust and logical assessment of the council's car parks. It prioritises based on the sustainability of location

and minimising impact on residential communities, focuses on locations with no alternative development use that could reduce the demand on greenfield sites, or generate a high land value to offset lost parking revenue. Importantly it is only a tool to guide investment decisions. Any future decisions to invest or dispose of any council car park will require its own separate Executive decision.

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All

For further information please contact the author of the report

Background Papers:

Strategic Review of City Centre Access and Parking, Executive Member for Transport, April 2021

The future of the extended city centre footstreets, Executive, November 2020

Update on Castle Gateway and business case review, Executive, October 2020

Annexes

Annex 1 – Strategic Review of City Centre Access and Action Plan

Annex 2 – Strategic Review of Council Car Parking and Action Plan

Annex 2a – Annex 1 to the Strategic Review of Council Car Parking

Annex 3 – Equalities Impact Assessment for this report

Annex 4 – Open Brief

Annex 5 – Summary of engagement on the Strategic Review of City Centre
Access draft recommendations

Annex 6 – Independent Review of York’s Access offer – Disabled Motoring
UK

Annex 7 – Martin Higgitt Associates report

List of Abbreviations Used in this Report

EV charging – Electrical Vehicle charging

LTP4 – Local Transport Plan 4

MHA – Martin Higgitt Associates

MSCP – Multi-storey car park



Strategic Review of Council Car Parking

November 2021

Executive Summary

The Strategic Review of Council Car Parking has two primary purposes. The first is to provide an assessment of council owned car parks in the city and create a hierarchy of those car parks to inform and prioritise immediate investment decisions. The second is to identify information gaps in car parking usage that can be improved to guide future evidence based decision making in Local Transport Plan 4 about the city wide role of car parking in our integrated transport system.

The review establishes a hierarchy of council car parks to manage future parking demand, and which council car parks should be prioritised for investment and improvements. The approach identifies that the council's car parks which are outside the inner ring road, have the lowest impact on our residential communities, and have no viable alternative development use are the highest priority for investment. That is because they are the least likely to be closed should there be any future natural or policy driven decline in parking demand. **It is important to note that there is no suggestion at this point in time that any of the car parks are to close.**

It is important to note that the council cannot use its own car parks in isolation to influence car journeys. Should the city seek to take a future approach to reducing car journeys through car parking it needs to be determined through Local Transport Plan 4 and supported by appropriate planning policy. If the council tried to reduce car journeys through the closure of any of its car parks without this policy framework it could result in the private sector capitalising on the demand created by the reduced supply and responding with the building of new car parks.

In addition to establishing the hierarchy, the review includes a series of recommendations to improve the quality of evidence bases relating to council car parks; the customer experience; encouraging the use of the park and ride and electric vehicles; and working with disabled groups to identify two car parks within the hierarchy as priorities for investment in disabled parking bays, facilities and access routes in to the city centre.

Background

Whilst the council's priority is for people to use sustainable modes of transport, car parking also has a role to play in a successful city centre economy, in allowing the city centre to compete with out of town retail that offer free or discounted car parking. As set out in the My City Centre vision, people and footfall are crucial to the ongoing economic and social success of the city centre, and for some cars will remain the preferred mode of transport. It should be noted that a resident travelling to the city centre by car is not necessarily an additional vehicle journey – it may replace a longer car journey that would otherwise have taken place to a supermarket or out of town retail centre.

The council has 19 car parks across the city in addition to on street pay and display, from the park and ride sites that are a key part of our sustainable transport network, to large car parks servicing the city centre, and small local car parks serving secondary centres. Collectively the car parks generate £7m each year, which is an important income stream in funding the wider services provided by the council. Charging for car parking is not just about income generation, it is also an important tool in encouraging the use of public or active transport.

In addition to the council car parks there are many privately owned and operated car parks within and on the periphery of the city centre. Again whilst the council's preference is for people to use alternative modes of transport where people will park, the principle is that the council should be the parking provider of choice, enabling the revenue generated to be retained in the city and to support the provision of council services.

This review was commissioned in November 2020 by the Executive and the scope agreed in April 2021. The primary driver of the review is to improve the evidence bases to guide immediate council investment decisions in relation to its car parks, and on car parking usage to inform strategic transport decisions in the upcoming Local Transport Plan 4.

Review methodology

The main aim of the review of parking is to create a hierarchy of council car parks that can be used in the future to inform a strategy of how future parking demand is managed and which council car parks should be prioritised for investment and improvements.

There are four objectives identified in the review of council car parking:

- a.** Provide an improved evidence base for future decision making
- b.** Identify strategic priority council car parks for investment and retention should parking decline in the future
- c.** Optimise and future proof council car parks
- d.** Respond to disabled access parking requirements



Outcomes

Under each of these objectives are a number of outcomes:

a. Evidence Base

- Collate all the existing available data
- Identify and implement measures to improve future evidence base

b. Priority car park locations

- Provide a matrix for assessment of car parks using available data to produce a hierarchy of council car parks
- Assess car parks against the above matrix to create a hierarchy to target future investment

c. Optimise and future proof council car parks

- Improve customer experience and the quality of council car parks
- Review the pricing and payment options to allow flexibility based on demand and prioritisation
- Optimise capacity within council car parks and the revenue generation
- Target Electric Vehicle (EV) charging
- Maximise the use of the Park and Rides

d. Disabled access and parking

- Implement the Strategic Review of City Centre Access recommendations
- Implement improvements to the Shop-mobility service
- Identify gold standard accessibility car parks with disabled people and advocacy groups

It is important to note that the council cannot influence car journeys through its car parks in isolation. Should the city seek to take a future proactive approach to reducing car journeys through car parking it needs to be determined through Local Transport Plan 4 and supported by planning policies. If the council tried to reduce car journeys through the closure of any of its car parks without this it could result in the private sector capitalising on that demand and building new car parks, and the policy outcomes not necessarily being achieved.

Evidence Base

Outputs

- Collate all available data
- Identify and implement measures to improve future evidence base

The first step in the parking review was to identify and assess the existing evidence relating to the council's car parks, to allow an assessment of the car parks to be undertaken at this stage and identify where there are gaps in data collection and analysis that could be improved to aid future strategic decision making.

Using the data available, a profile of each car park was produced (annex 1) that set out the following:

- a. General information** – The actual number of spaces in each car park fluctuates over time as different uses are flexed in response to demand, such as cycle parking, disabled bays, EV charging. The numbers contained in this review are based on an in person count undertaken in October 2021 and reflect the position at that date.
- b. Parking Data** – to understand how well used the car park is, who it is typically used by, and how much revenue it generates
- c. Transport Information** – to understand the impact the car park location has on the transport network and the impact on the surrounding area and communities, location in relation to destination, and accessibility to and from the car park.
- d. Property Information** – to understand whether there is an alternative development use for the car park and its land value, and also to consider whether consolidating in to a smaller footprint multi-storey car park is possible with the remaining area developed or used for a different purpose.
- e. Electric Vehicle Charging** – based on the council's Electric Vehicle (EV) strategy 2020-2025, this section is to understand the role car parks can play in provide EV charging points in the city centre, particularly in relation to providing an alternative to on street charging for residents who live in terraced streets where installing EV charging is challenging.
- f. External Influences** – This section is to identify any other influences that should be considered that fall outside of the categories above. Although this is not a demand driven assessment, the expected increase in visitor numbers to the city from regeneration and development, such as to the world class public realm in the Castle Gateway Masterplan and York Central, and a significant increase in the number of hotel rooms and car free developments, has been taken in to consideration.

Each car park has a detailed profile in Annex 1, but the key facts are summarised on the following map.

Council car parks servicing the city centre

4. Bootham Row

0.4 acres
58 Standard Spaces
8 Disabled bays
£339k per year
£5.2k per space

5. Union Terrace

2.2 acres
145 Standard Spaces
13 Disabled bays
£484k per year
£4.1k per space

6. Monk Bar

1.5 acres
194 Standard Spaces
8 Disabled bays
£522k per year
£4.4k per space

7. Fossbank MSCP

1.7 acres
316 Standard Spaces
4 Disabled bays
£230k per year
£1.2k per space

Car park profiles:

- Annual revenue generation based on 2019/20
- Revenue per space based on Q2 2020/21

3. Marygate

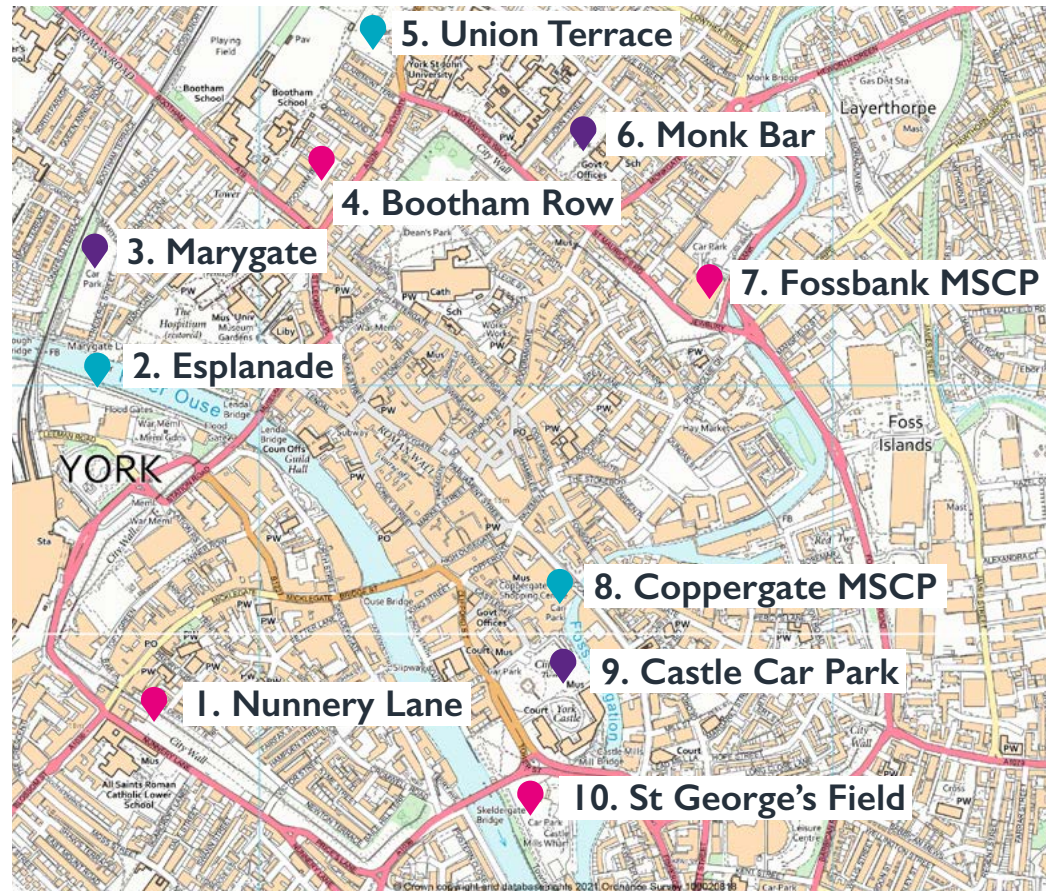
2.3 acres
312 Standard Spaces
11 Disabled bays
£655k per year
£5.5k per space

2. Esplanade

0.7 acres
75 Standard Spaces
5 Disabled bays
£153k per year
£3.7k per space

1. Nunnery Lane

1.2 acres
139 Standard Spaces
12 Disabled bays
£464k per year
£4.5k per space



8. Coppergate MSCP

1.1 acres
248 Standard Spaces
18 Disabled bays
£682k per year
£3.5k per space

9. Castle

1.6 acres
280 Standard Spaces
20 Disabled bays
£1,068k per year
£6.1k per space

10. St George's Field

2.2 acres
150 Standard Spaces
7 Disabled bays
£432k per year
£4.5k per space

Park and Ride car parks

Park and Ride Car Parks

The use of Park and Rides and other public transport remains the preferred means of accessing the city centre after walking and cycling.

EV strategy includes significant increase in charging points to be installed in the Park and Ride Sites. There are also ambitions to increase the role the Park and Ride sites in improving the inter-city connectivity by bus.



	Spaces
Askham Bar (P&R)	1100
Grimston Bar P&R)	920
Poppleton Bar (P&R)	600
Rawcliffe Bar (P&R)	1000
Monks Cross (P&R)	800
Designer Outlet (P&R)	600
Total P&R provision	5020

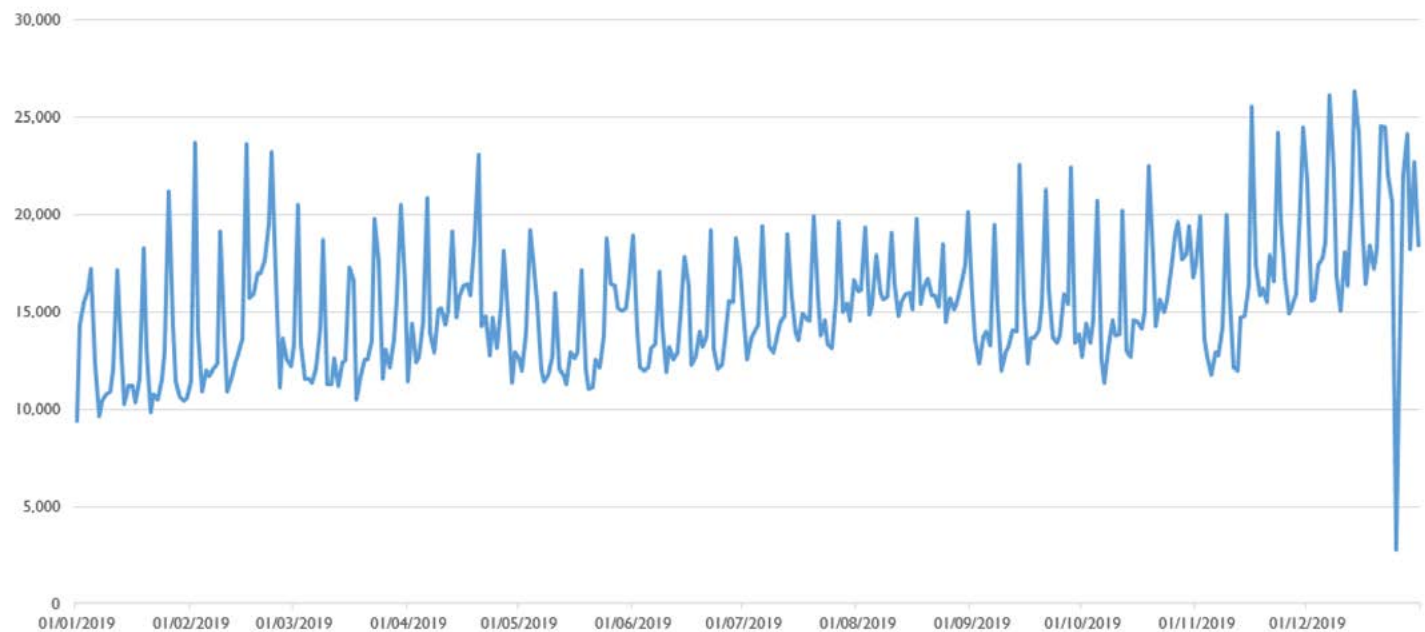
Council car park usage

A variety of mechanisms can be applied to assess usage of council car parks, though it is important to note that this is not currently a core metric analysed in its own right as part of the council's business intelligence or monitoring functions. As a result, data has not been available in a full and consistent manner over a meaningful period of time. There is information held on car park income, and car park usage has been analysed manually through CCTV since May 2020. Additionally, some count data is held in association with the management of live space information on city centre signage, and general city traffic levels are also monitored through automatic count infrastructure.

However, these do not provide a clear and consistent data set, and this could be improved. Automatic Number Plate Recognition infrastructure is planned at some car parks, and pay on exit recently installed at Marygate and Coppergate Centre car parks will assist by improving the availability of accurate information. The strategy sets out recommendations elsewhere to ensure improved information and monitoring of the council's car parking.

The current most accurate measure of car parking usage is the revenue that is generated. Analysis of these figures shows that parking demand fluctuates significantly during the year, with the council's car parks at high capacity at peak times during school holidays and the run up to the festive period, but then much quieter in other parts of the year and midweek. It is important that the capacity exists to meet those peak periods in supporting the city centre economy with sufficient car parking provision.

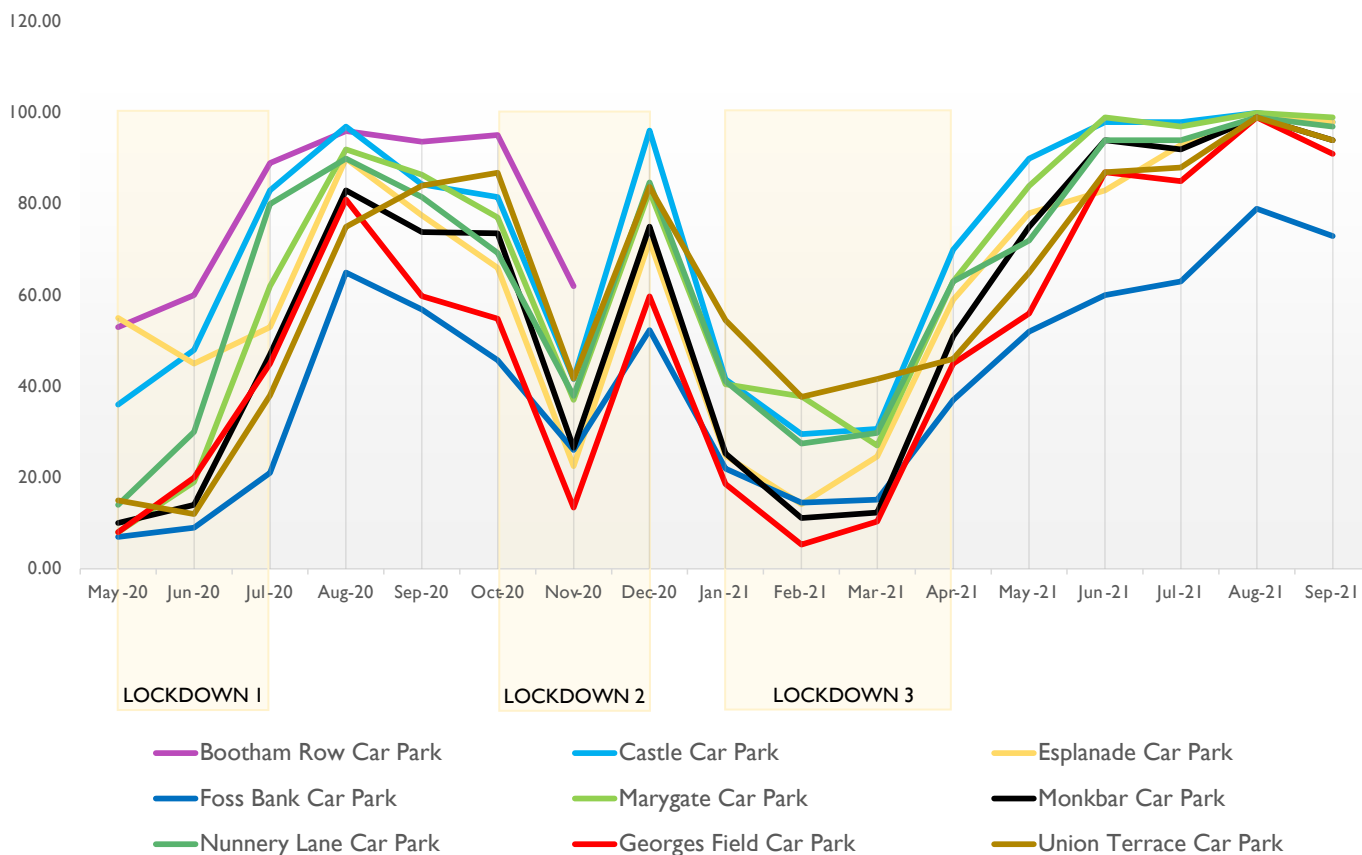
Car parking revenue by month



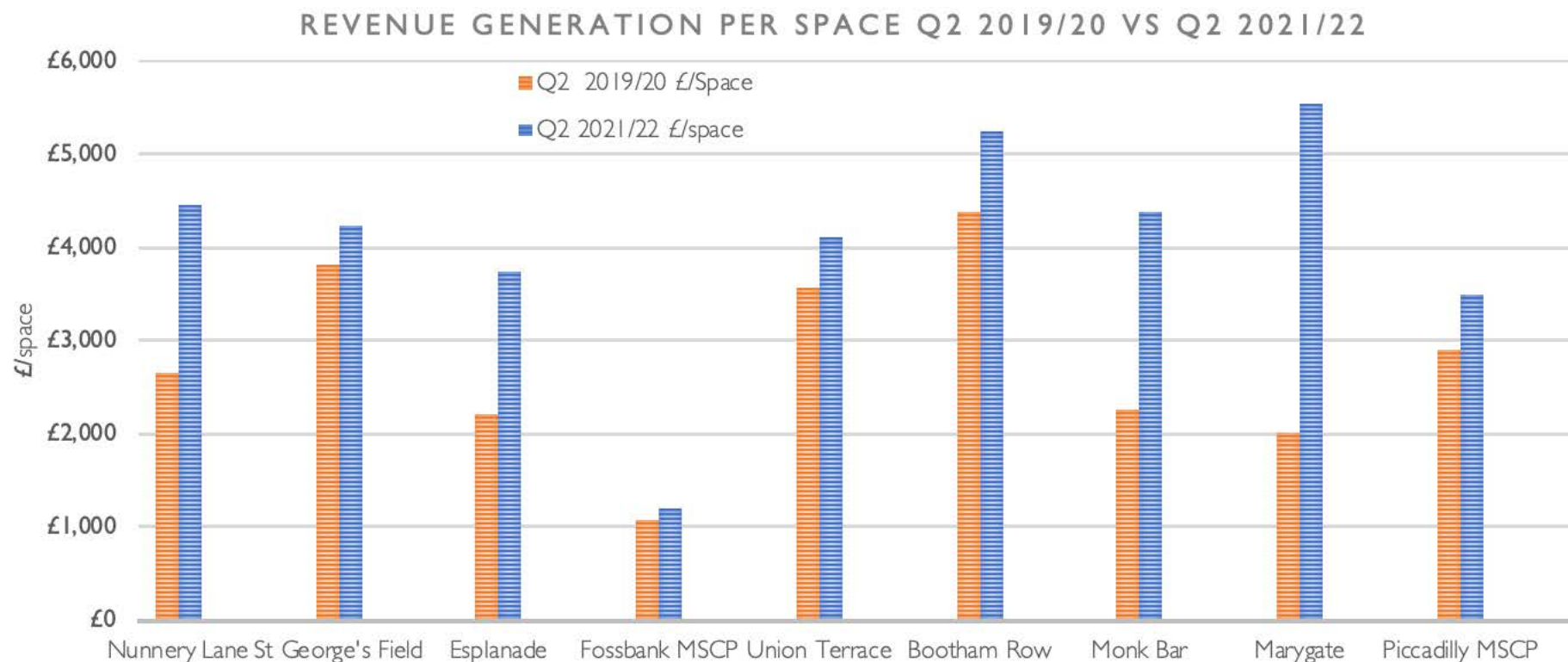
Impact of the pandemic on council car parks

The graph opposite illustrates the usage of a series of 9 council car parks in the city centre, established through the observation of CCTV footage by transport officers. This clearly illustrates both the impacts of the pandemic lockdowns on usage, and the fact that occupancy is now at or above the levels that existed pre-pandemic. Whilst the pandemic is still happening, and current behaviours may continue to fluctuate, the data clearly illustrates that demand for parking has returned, and the majority of the observed car parks are operating very close to capacity at peak times (and before we even enter the typically busiest November to December period).

Observed Average Peak Occupancy by Car Park (%) May 2020-Sept 2021



This view is reiterated in the additional information presented below, which shows revenue income exceeding pre-pandemic levels, with the revenue generated by each space in summer 2019 in orange, being compared with the revenue generated in summer 2021.



It should also be noted that the Rose Theatre was in place during July and August 2019, meaning that Piccadilly and St Georges Field car park incomes were actually higher than typical at that time, meaning the increased revenue in summer 2021 is notably high. The size of the increase at Marygate is however an anomaly as the new pay on exit parking system was experiencing operational issues, leading to revenue losses. It should also be noted that parking charges have increased slightly since 2019, but these would not account for the size of revenue increases, which clearly reflect the current high level of parking demand.

Hierarchy of council car parks

Outputs

- Provide a matrix for assessment of car parks using available data to produce a hierarchy
- Assess car parks to create that hierarchy to target future investment

Methodology

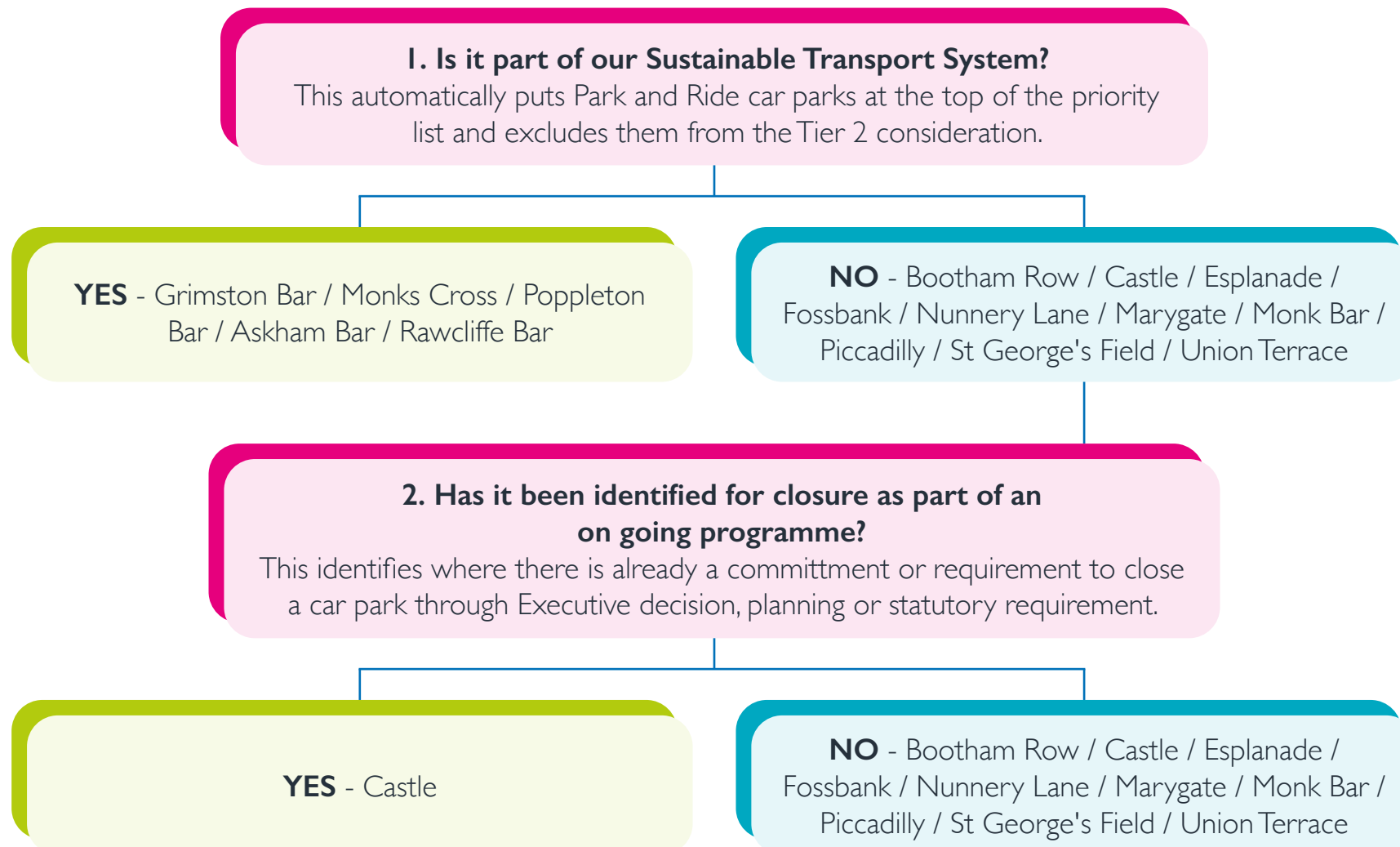
The primary purpose of the review is to use the available information to create a matrix to assess the council's car parks and place them within a hierarchy. This hierarchy will then be used to prioritise investment decisions, and ensure that any spend over and above general improvements and maintenance is focused on council car parks that are likely to remain as car parks should any natural or policy led decline in car parking demand occur.

Based on the information contained within each of the car park profiles, an assessment matrix was established to allow a comparison and ranking of the council's car parks. The assessment process has two stages. The first is to assess the car parks against Tier 1 or Threshold questions. This identifies which car parks should be automatically excluded from the hierarchy as they are already predetermined to remain as car parks (park and ride) or have already been identified for closure (Castle Car Park).

The second stage is to then assess the remaining car parks against Tier 2 or Hierarchy questions, to rank and establish a hierarchy of the councils' car parks to guide future investment decisions. The Tier 2 questions run in order of importance from left to right, to create a sequential ranking system aligned on the council's priorities.

The hierarchy is to be used as a tool to indicate priority car parks for investment and which car parks may be appropriate for alternative uses. This is not a definitive decision making tool. Any future decisions on investment or alternative uses would be subject to individual business cases and Executive decisions.

Tier 1/Threshold stage



Tier 2/Hierarchy stage

The Tier 2/Hierarchy questions are listed in order of importance, with questions to the left of the table having greater influence than those on the right. The questions are split into categories which are set out below:

a. The greatest influence is given to alignment to strategic priorities for the city centre and a sustainability/air quality measure. Questions 3 and 4 identify whether the car parks in the hierarchy align with the car free ambition to reduce the number of journeys in the city centre, the access model for the city centre in the Strategic Review of City Centre Access that determines vehicles should where possible use and park outside the inner-ring road, and indicate what impact the car park has on sustainability and air quality in residential areas:

3. Is it outside or accessed directly from the inner ring road?

4. Is it accessed through a residential area?

b. Questions 5 and 6 in the hierarchy identifies which car parks have an alternative development use and the land value of the car parks as a development asset. Those with an alternative development use that could contribute to the city's housing or employment demand are less likely to be retained as a car parks unless parking could be consolidated in to smaller more efficient footprint multi storeys. Those with no alternative development use of lower land values are more likely to remain as car parks.

5. Does it have an alternative development use?

6. What is its estimated land value? (value per hectare?)

*There are two locations where the council is the leaseholder only of the property, and therefore presents no land value to the council (Fossbank and Coppergate Centre). The land values are indicative only and final values would be subject to full checks of services and legal encumbrances. These would be included in any potential businesses cases informing future decisions.

c. Revenue generation is an important consideration in any future decision making given its role in funding wider council services. Current usage is also an indication of preference, ease of use, and the desirability of a location. (This is one area where data is currently limited and forms a recommendation for improvement). However this is not the highest priority as even if a car park is well used, if it does not meet over city strategic priorities it could still close, as evidenced by the future redevelopment of Castle Car Park in to new public realm.

7. Current usage/current revenue generation based on revenue per space

*Both the pre-Covid and current revenue per space figures have been included – Q2 2019/20 and Q2 2021/22
Only the pre-Covid annual revenue figure has been included due to the unpredictability of the rest of 2021/22

d. Questions 8 and 9 consider the costs of improving each of the car parks, this is assessed through the current surface and parking bay quality and whether the car park has existing toilet facilities. This is a lower priority as all car parks can be improved if they meet the wider strategic aims.

8. Current surface and parking bay quality

9. Does car park currently have toilets?

e. Finally, the hierarchy also considers the role each car park plays in delivering the current EV strategy 2020-2025 and whether there has been recent or planned EV installations.

10. Part of longer term EV strategy

Tier 2 / Hierarchy Questions

4. Is it outside or accessed directly from the inner ring road?	5. Is it accessed through a residential area?	6. Does it have an alternative development use?	7. What is its estimated land value? (value per acre)	8. Current usage/current revenue generation based on revenue per space		9. Current surface and parking bay quality	10. Does car park currently have toilets?	11. Currently identified as part of longer term EV strategy
				Q2 2021/22	Q2 2019/20 2019/20 Income			
Yes	Yes	Yes	less than £1.5m	less than £2,000 / space		High	Yes	Yes
No	No	No	between £1.5m and £2.5m	between £2,000 and £4,000 / space		Medium	No	No
			more than £2.5m/acre	more than £4000 / space		Low		

Council car parking hierarchy

All the council car parks within the scope of the study and not excluded in the first stage have been assessed against the Tier 2 questions to create the hierarchy below. Working from the left each car park is determined under each question to either be a high priority or low priority for investment. By assessing question by question on a priority basis this allows the car parks to be ranked in order.

High priority for parking investment

Low priority for parking investment

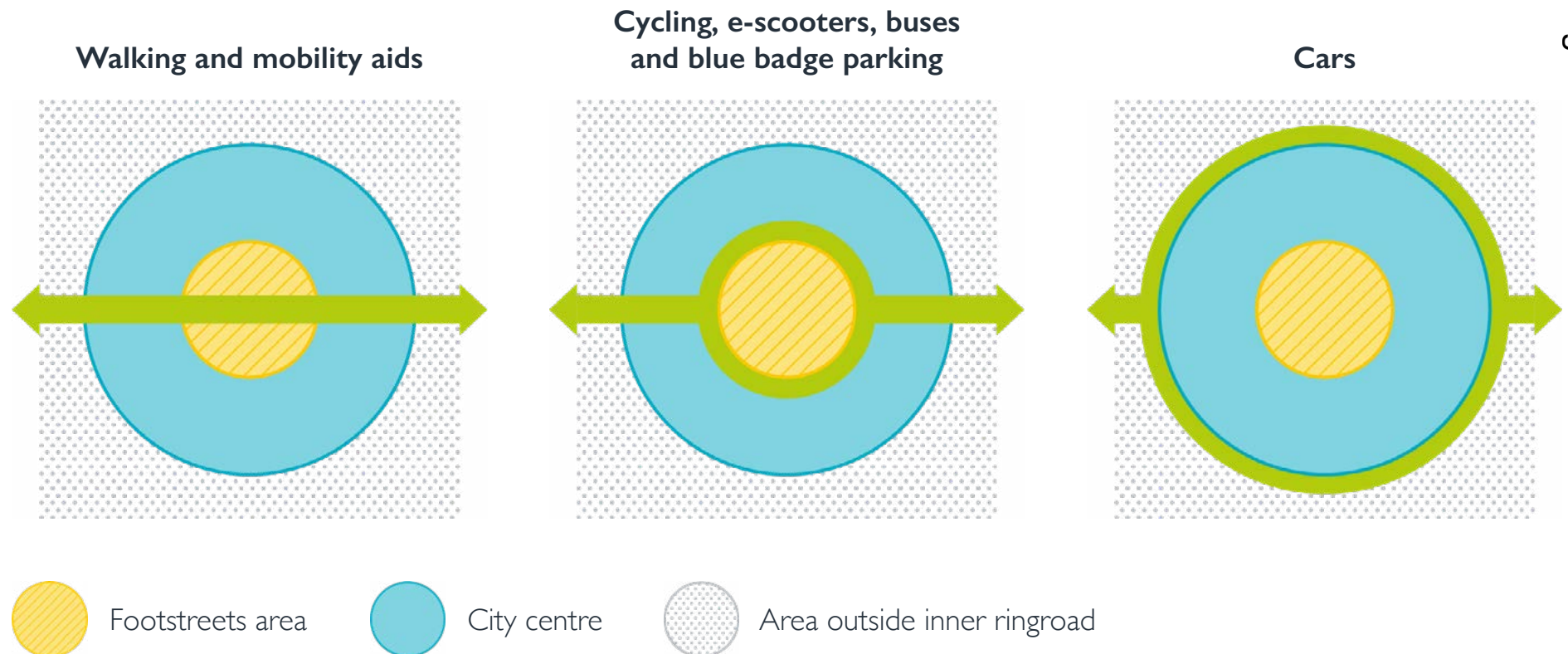
Tier 2 / Hierarchy Questions

High priority for parking investment	4. Is it outside or accessed directly from the inner ring road?	5. Is it accessed through a residential area?	6. Does it have an alternative development use?	7. What is its estimated land value? (value per acre)	8. Current usage/current revenue generation based on revenue per space		9. Current surface and parking bay quality	10. Does car park currently have toilets?	11. Currently identified as part of longer term EV strategy
					Q2 2021/22	Q2 2019/20			
Low priority for parking investment	Yes	Yes	Yes	less than £1.5m	less than £2,000 / space		High	Yes	Yes
	No	No	No	between £1.5m and £2.5m	between £2,000 and £4,000 / space		Medium	No	No
				more than £2.5m/acre	more than £4000 / space		Low		
St George's Field	Yes	No	No	less than £1.5m	£4.2k / space	£3.8k / space	Medium	Yes	Yes
Nunnery Lane	Yes	No	No	less than £1.5m	£4.5k /space	£2.7k / space	Medium	Yes	Yes
Esplanade	Yes	No	No	less than £1.5m	£3.7k / space	£2.2k / space	Medium	No	No
Union Terrace	Yes	No	Yes	more than £2.5m /acre	£4.1k / space	£3.6k / space	Medium	Yes	Yes
Fossbank MSCP	Yes	No	Yes		£1.2k / space	£1.1k / space	Medium	No	No
Bootham Row	Yes	Yes	Yes	between £1.5m and £2m	£5.2k / space	£4.4k / space	Medium	No	Yes
Monk Bar	Yes	Yes	Yes	between £1.5m and £2.5m	£4.4k / space	£2.2k / space	Medium	No	Yes
Marygate	Yes	Yes	Yes	between £1.5m and £2.5m	£5.5k / space	£2k / space	Medium	No	Yes
Coppergate MSCP	No	No	Yes		£3.5k / space	£2.9k / space	Medium	Yes	No

Analysis

This approach identifies that the council's car parks which are outside the inner ring road, have the lowest impact on our communities as they are not accessed through residential streets, have no alternative development use and therefore low land value, should be prioritised for investment. That is because they are the least likely to be closed should parking demand reduce. These car parks are Nunnery Lane, St George's Field and Esplanade.

This consistent with the accompanying Strategic Review of City Centre Access has established a model that is based on three key principles – that the footstreets is an area in which people can walk or use mobility aids; that cyclist, e-scooters, buses and blue badge holders are encouraged to be within the city centre but to pass around or park on the edge of the footstreets; and cars and vehicles are encouraged where possible to use and park outside the inner ring road.



As this is the founding approach on which the strategy is based this has been adopted as the priority principle in assessing council owned car parks. Where possible general parking provision should be located either outside or directly accessed from the inner ring road, to minimise the number of vehicles that access the city centre (although disabled car parking within the inner-ring road remains a key part of the approach). This is also consistent with the park > walk > visit strategy which was promoted in the One Year Transport and Place Strategy in response to Covid, where parking incentives only applied to car parks outside the inner ring road, and any future consideration of a car free city centre that was subject to a council motion in 2020.

It should be noted that within the City Centre Access model blue badge and disabled parking is encouraged within the city centre, and the Strategic Review of City Centre Access sets out measures to continue to increase disabled parking bays across the city centre and on the edge of the pedestrianised footstreets.

The car parks that are identified as lower priority for investment are those that may be considered for alternative uses in the future as they have the potential for alternative development use and a land value that could help offset the loss of parking revenue if they were to close. In some instances these car parks may be able to be developed in part if the demand reduces, whilst still retaining some car parking. It is again important to note that there is no suggestion at this point in time that any of the car parks are to close.

Improving council car parks

Recommendations:

Having assessed the existing evidence bases and car parks it has been identified that the following key improvements would allow an improved evidence base to guide wider strategic decisions in Local Transport Plan 4; improve the customer offer and experience in council car parks; and encourage the take up of ultra-low emission vehicles and use of the park and ride.

- **Undertake a business case to roll out pay on exit in high priority for investment car parks, including a review of detailed data collected and analysis from Marygate and Coppergate pay on exit to date**
- **Bring forward future rolling investment plan to improve high priority investment car parks**
- **Reinstate vehicle counters and variable messaging signs which give real time updates on the number of available spaces to customers**
- **Explore the expansion of the BIDs Moving Insight data through LTP4 to include car parks, which would provide an improved data set including where people have travelled from, their onward route on foot in the city centre, and spend once there**
- **Carry out a feasibility study with First on options for Park & Ride sites to become multi-functional hubs, providing overnight parking for city centre visitors and better inter-city bus links**
- **Continue the roll out of EV charging strategy across the council's car parks**

Disabled car parking

Recommendations:

During the public engagement on city centre access some disabled people identified that proximity to the city's pedestrianised footstreets was less important to them, and they would rather park in car parks with high standard parking bays, better facilities, and high quality access routes in to the city centre. Whilst all car parks will undergo ongoing investment to improve the customer offer it was agreed that identifying two council car parks within the hierarchy for priority investment in improving both the facilities for disabled people and the routes in to the city would help to improve York's access offer. These gold standard disabled access car parks could then be promoted to residents and visitors. It is important to note that this would not preclude those car parks from part closure or redevelopment in the future but the disabled parking would need to be retained.

In discussion with York Disability Rights Forum it was agreed that the disabled priority car parks should be identified in consultation with disabled people once decisions on the future geography of the footstreets have been taken as this may impact on which car park location is most appropriate. Consequently it is recommended that officer's work with disabled people to establish the methodology and define the priority car parks, with a future report to Executive to agree these car parks based on the outcome and consider the investment asks and funding routes available.

- **Work with disabled groups to identify two car parks within the hierarchy for priority investment for improvement of disabled parking facilities and onward access routes in to the city centre**

Action Plan

Recommendations and Requirements to implement	Budget already identified / Budget required	Funding Source	Action Owner	Timescales for delivery	Parking Review Objectives
<p>Undertake a business case for the wider roll out of pay on exit in high priority for investment car parks, including lessons learnt from Marygate and Coppergate.</p> <p>Include in the business case a review of detailed data collected and analysis undertaken from pay on exit to date to strengthen evidence base.</p>	Not required	Existing Parking Budget	Head of Transport	Summer 2022	<p>Improve evidence base</p> <p>Improve customer experience</p>
Bring forward future rolling investment plan to improve high priority investment car parks	Budget required	Business case to consider funding source	Head of Transport	Summer 2022	<p>Improve customer experience</p> <p>Improve car park quality</p>
Reinstate vehicle counters and variable messaging signs which give real time updates on the number of available spaces to customers	Budget required	Business case to consider funding source	Head of Transport	Subject to successful bid	Improve customer experience
Explore improved data sets through LTP4 to provide an improved data set including where people have travelled from, their onward route on foot in the city centre, and spend once there	£30,000	LTP 4 – Subject to business case for data	Head of Transport	March 2023	Improve evidence base

Recommendations and Requirements to implement	Budget already identified / Budget required	Funding Source	Action Owner	Timescales for delivery	Parking Review Objectives
Work with disabled groups to identify from the hierarchy for priority investment, two car parks for improved disabled parking facilities and improved onward access routes in to the city centre	Not required	Not required	Head of Regeneration & Economy/ Head of Transport	Summer 2022	Improve customer experience Improve car park quality Improve disabled access car parks
Implement improvements and promote the identified car parks	Budget required	Report back to Executive for a budget to implement recommendations	Head of Transport	March 2023	Improve customer experience Improve car park quality Improve disabled access car parks
Carry out a feasibility study with First on options for Park & Ride sites to become multi-functional hubs, providing overnight parking for city centre visitors and better inter-city bus links	Subject to funding bid	BSIP funding ask	Head of Transport		Improve customer experience Improve car park quality

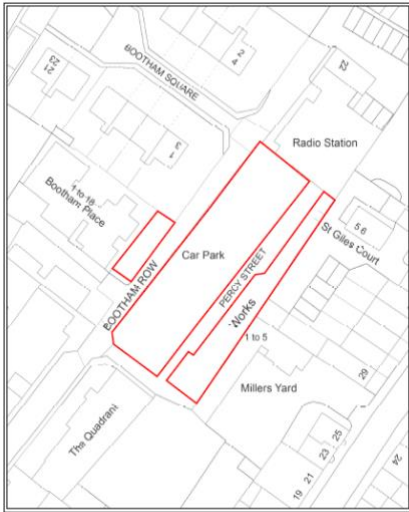
Recommendations and Requirements to implement	Budget already identified / Budget required	Funding Source	Action Owner	Timescales for delivery	Parking Review Objectives
Electric Vehicle Charging Points					
<p>Continue the roll out of the Electric Vehicle charging strategy across the council's car parks</p> <ul style="list-style-type: none"> • Union Terrace Hyper Hub (4 rapid and 4 ultra-rapid chargers planned - 2022) • Rawcliffe Bar P&R (50 planned - 2022) • Poppleton Bar P&R (4 rapid and 4 ultra-rapid chargers planned – by end of 2021) • Bishopthorpe Rd (2 rapid planned 2022) 	Already funded	Existing Transport budget	Head of Transport	2021-2023	Improve customer experience

Annex 1 to the Strategic Review of Council Car Parking



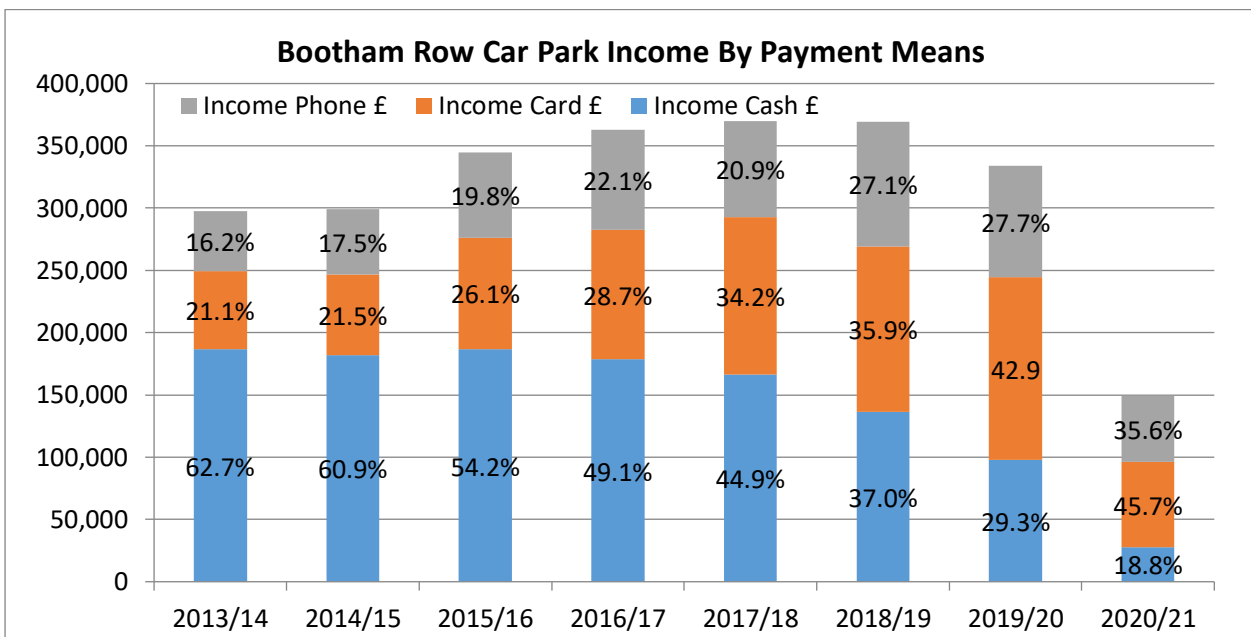
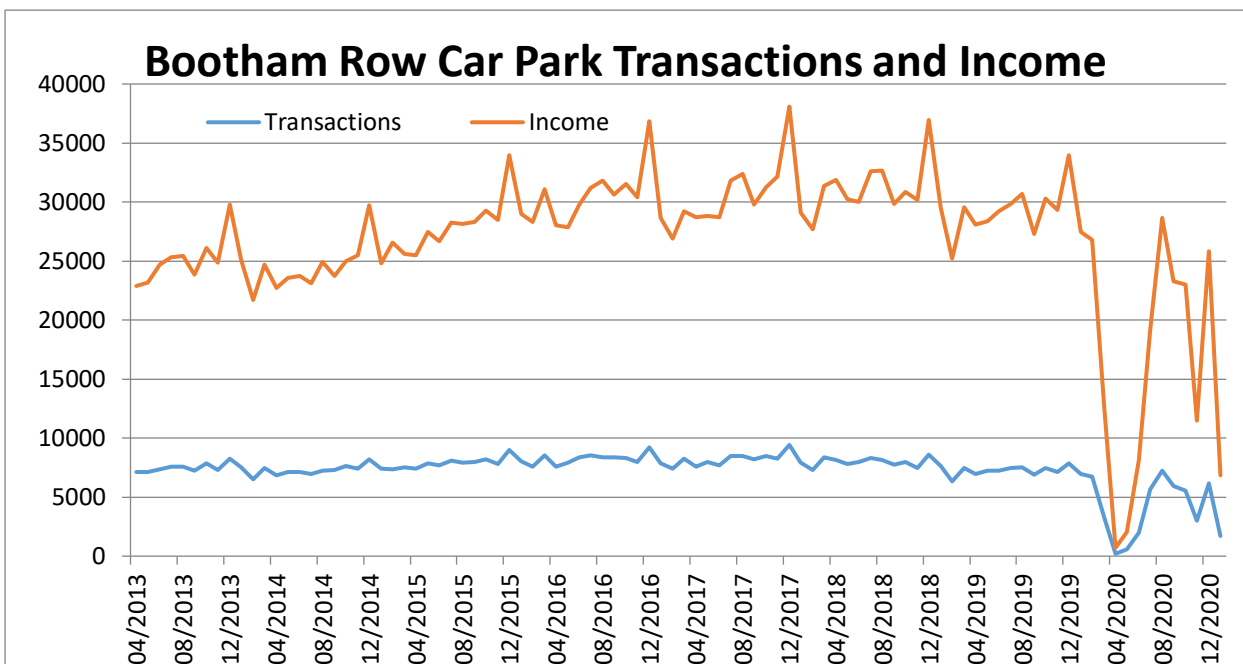
Contents

Bootham Row	3
Castle	8
Coppergate Multi-Storey	12
Esplanade	16
Fossbank Multi-Storey	21
Marygate	26
Monk Bar	31
Nunnery Lane	36
St George's Field	41
Union Terrace	46

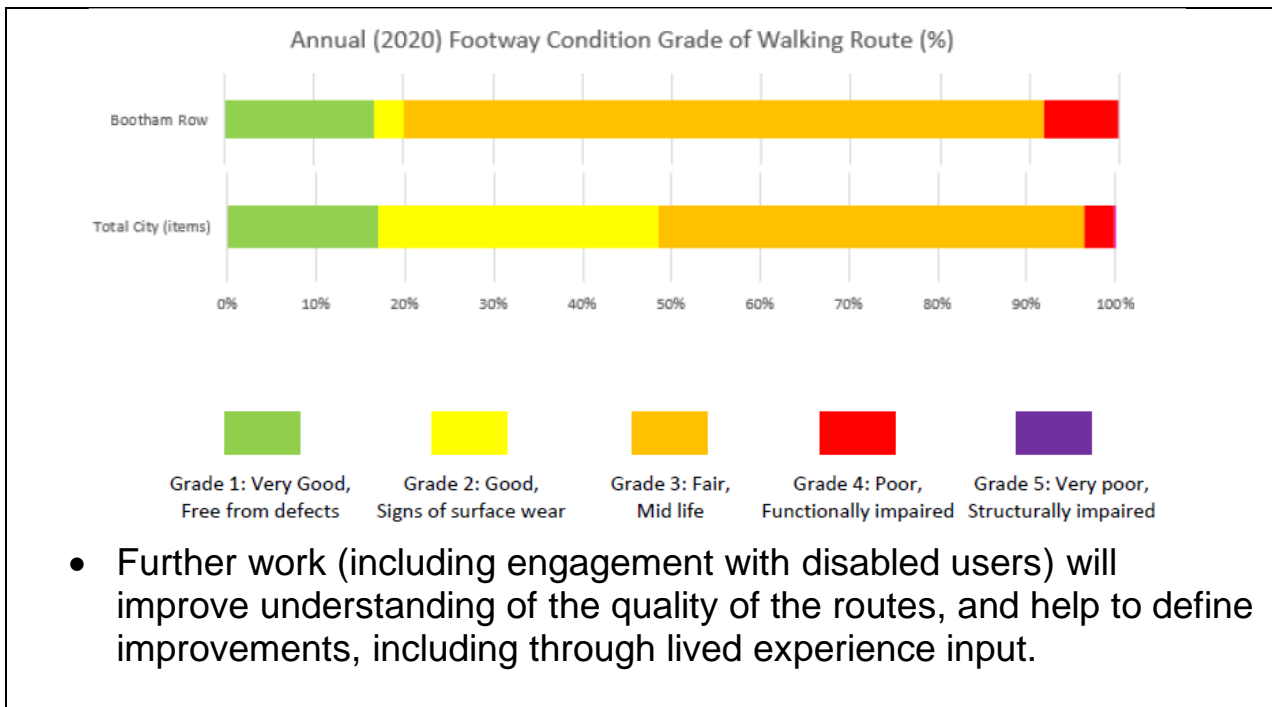
Car Park Profile:	Bootham Row	
Postcode	YO30 7BP	
Location	<p><i>On Bootham Row, off Bootham, close to its junction with Gillygate, half a mile from the city centre.</i></p> <p><i>Marygate car park and Union Terrace car park in close proximity.</i></p>	
Site Area (acres)	0.4	

General Information:	
Total Number of Spaces	72
Standard Spaces	58
Disabled Bays	8
EV charging spaces	6
Car Club Spaces	0
Coach Spaces	0
Tier Bays	2
Motorcycle Spaces	1
Toilets	None
Season Tickets Available	yes
Resident Contract Permit	no
Accreditation	yes
Operational Hours	24 hours
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, and RinGo
Evening Parking?	yes - 6.00pm to 8.00pm £3.00 (or free with a minster badge)
Overnight parking	yes
Maximum Stay	no
Height restrictions	no

Parking Data:	
Annual revenue generated per car park	£339,000 per annum (2019/20)
Annual revenue per space	£4,400 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes - an area of the car park is separated off on a long term lease to BBC Radio York
What investment or improvements would be need to provide a high quality car park?	Pay and Exit, increased LED lighting



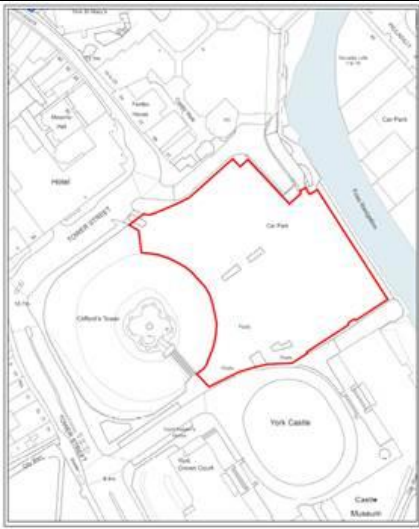
Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Bootham Row car park is surrounded by mainly residential development. It is accessed of Bootham via a narrow access route.</p> <p>The car park is well located for access to Gillygate shops, Exhibition Square, the theatre, and entry to the footstreets via High Peter gate.</p> <p>Current access for disabled users could be improved both on to Bootham and Gillygate. Additional seating on the route in to the city centre is also required to provide rest points. Although the car park does not have toilets, there are public toilets on St Leonard's Place on the route in to the footstreets.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 340 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third closest car park to the PSA in the assessment. • 6 existing seating facilities are provided, averaging 1 per 57 linear metres, and representing the best level of provision of the assessed car parks. • The assessed route to the PSA is considered to be reasonably safe at night, being largely well lit and populated, with the exception of the immediate routes from the car park. • Convenient and safe accessible crossings are provided to highway crossings on the assessed route • Existing footway condition on the assessed walking route is fair, with grade 1 commensurate with the wider city, but a higher proportion at grades 3 and 4, none is grade 5 (very poor): 	



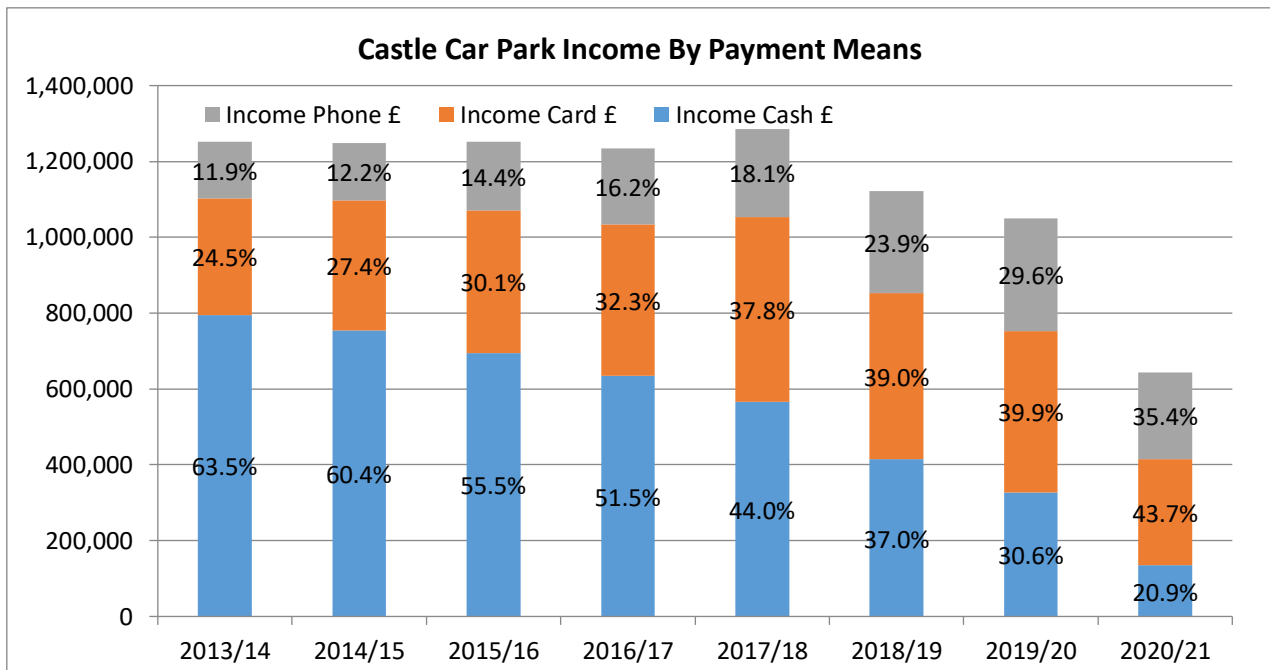
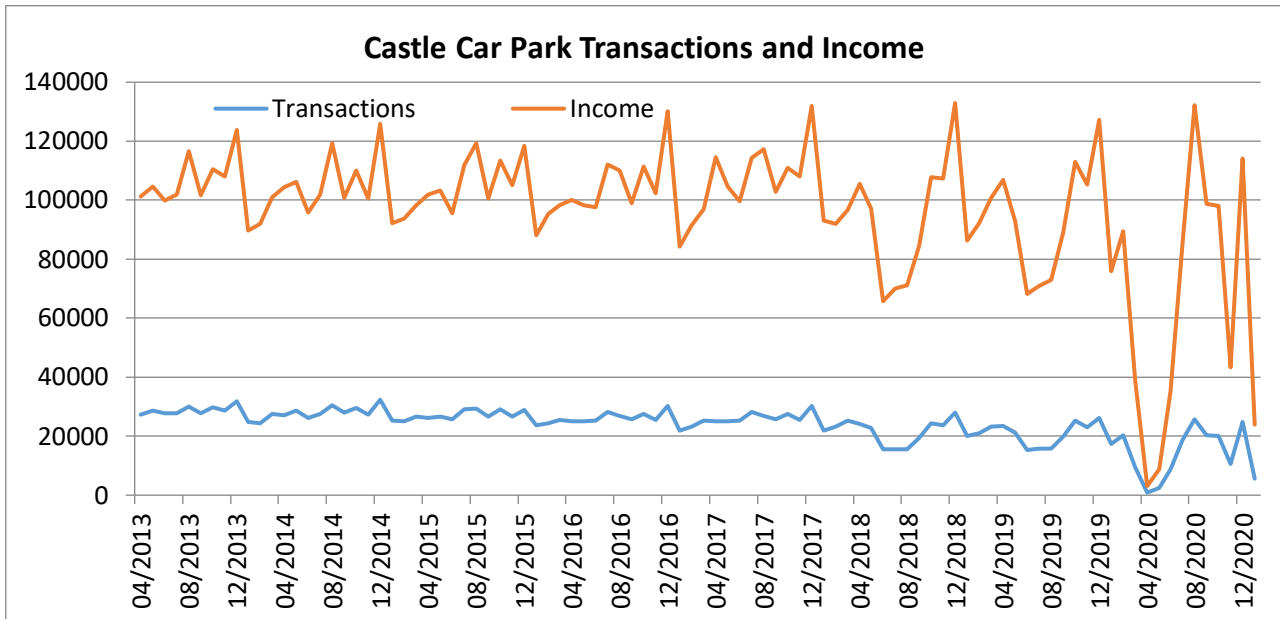
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>There is potential for residential development on the site, although this would be subject to the rights of access detailed below. There have been neighbouring residential schemes in recent years. There could also be potential to retain the ground floor car park, and develop apartments above.</p>
<p>What known site constraints are there?</p>	<p>The site is surrounded by a mixture of commercial premises (shops on Bootham) and residential property. Council properties and BBC have rights of access (part leased to BBC on a short term lease) through part of the car park which is adopted highway (runs through the middle of the site). Within a conservation area.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>No - The site is considered to be too constrained to facilitate a multi-storey car park.</p>
<p>What is the potential value of the site?</p>	<p>Between £1.5m and £2m (indicative value)</p>

Is there or has there been market interest in the site?	Not for the whole site. There has been interest from neighbouring developers for peripheral areas.
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EV Charging:	
Number and type of EV charging spaces	6 fast charge
Date of installation or upgrade	Apr-21
Any planned future upgrades installation, including and timescales	Bootham Row has recently been upgraded - any further upgrades will be based on future demand
Usage	30 charging events per space per month
Revenue generation per space?	Gross £92 per space per month + standard parking revenue. Site Gross £6,624 per year. Forecast 20% increase per year.
<p>Bootham Row car park is on the network of city centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall and Clifton wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	Castle		
Postcode	YO1 9SA		
Location	Off Tower Street, to the rear of Clifford's Tower in the city centre		
Site Area (acres)	1.6		
General Information:			
Total Number of Spaces	302		
Standard Spaces	280		
Disabled Bays	20		
EV charging spaces	2		
Car Club Spaces	0		
Coach Spaces	0		
Tier Bays	0		
Motorcycle Spaces	0		
Toilets	There are no toilets in Castle car park, but there are public toilets adjacent on Castle Walk, including an accessible toilet		
Season Tickets Available	yes		
Resident Contract Permit	no		
Accreditation	yes		
Operational Hours	24 hour		
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo		
Evening Parking?	Yes – 6.00pm - 8.00pm £3.00 charge (or free with a minster badge)		
Overnight parking	yes		
Maximum Stay	no		
Height restrictions	no		

Parking Data:	
Annual revenue generated per car park	£1,624,000 per annum (2019/20)
Annual revenue per space	£5,100 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No



Transport Information:

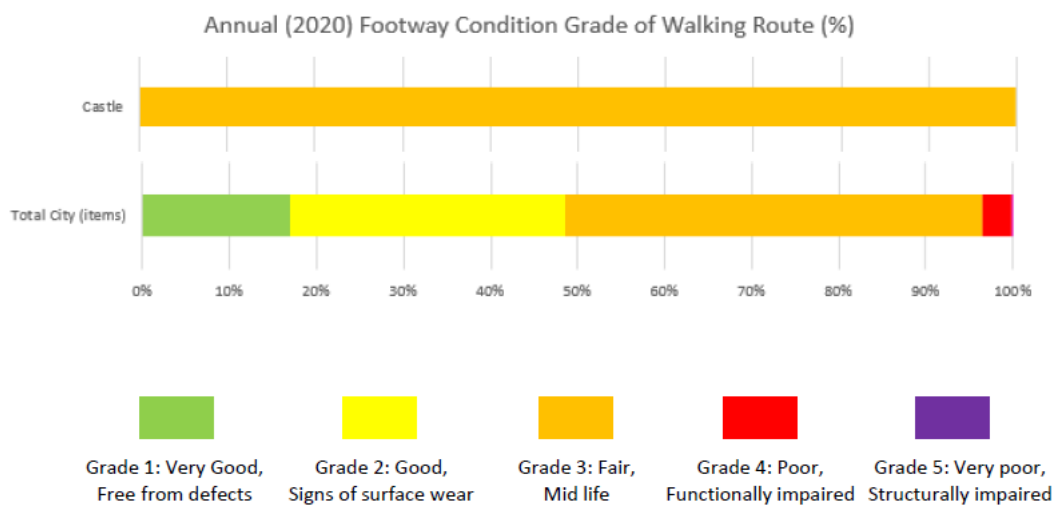
Is this car park outside of, or accessed from the inner ring road?	Yes
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Castle car park is accessed off Tower Street to the rear of Cliffords Tower and gives good local access to the footstreets area and city centre amenities.

Current access for disabled users could be improved through surface conditions improvement and additional dropped kerb provision at key locations, improved accessible parking bay layout, and enhanced signage provision. All of the above noting that in the longer term the plans are to repurpose this space.

City Centre Access Route Assessment

- The carpark is located some 50 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the second closest car park to the PSA in the assessment.
- No existing seating facilities are provided to the assessed route.
- The assessed route to the PSA is considered to be **slightly unsafe** at night, an initial component being on the less well lit and populated Castlegate.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, due to it being a very short route, all of the footway is graded as 3: Fair. None is grade 5 (very poor):



- Further work (including engagement with disabled users) could improve understanding of the quality of the routes, and help to define improvements in the short term, including through lived experience input.

Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>No, due to the heritage significance of the area, this site is unlikely to be developed out in its entirety. The Castle Gateway masterplan, approved by the Executive in 2018 identifies the site as an area of world class public realm and event space.</p>
<p>What known site constraints are there?</p>	<p>Bounded by Clifford's Tower, Castle Museum, Coppergate Shopping Centre and River Foss. In close proximity to flood zones from River Foss and Ouse.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Unlikely to secure planning for a multi-storey car park due to the historical significance of the site.</p>
<p>What is the potential value of the site?</p>	<p>Less than £1.5m per acre</p>
<p>Is there or has there been market interest in the site?</p>	<p>No</p>

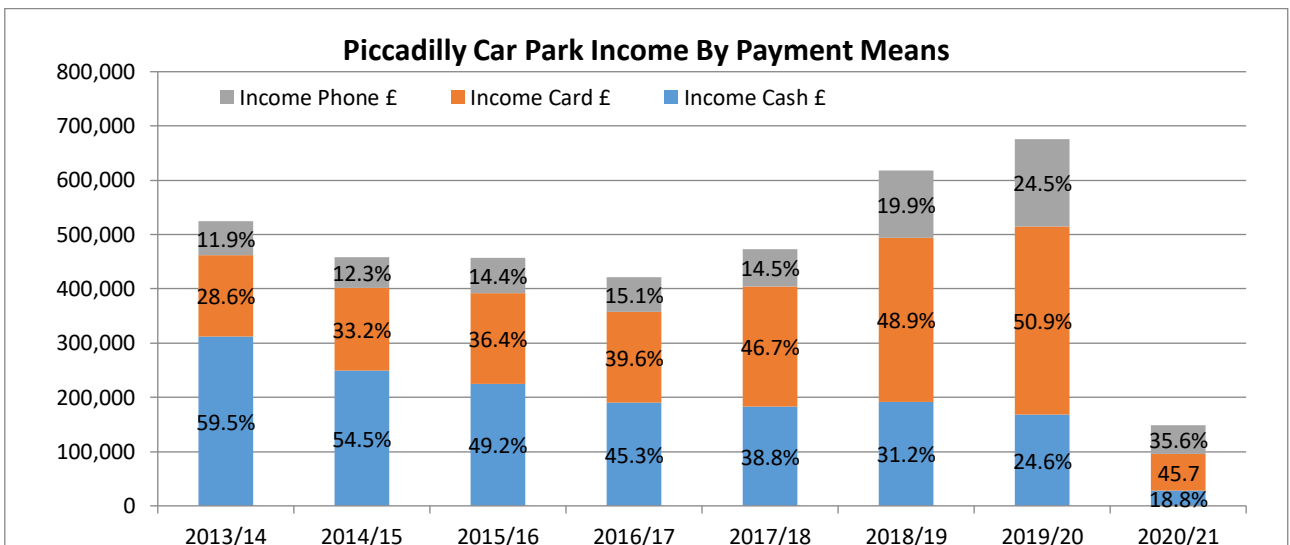
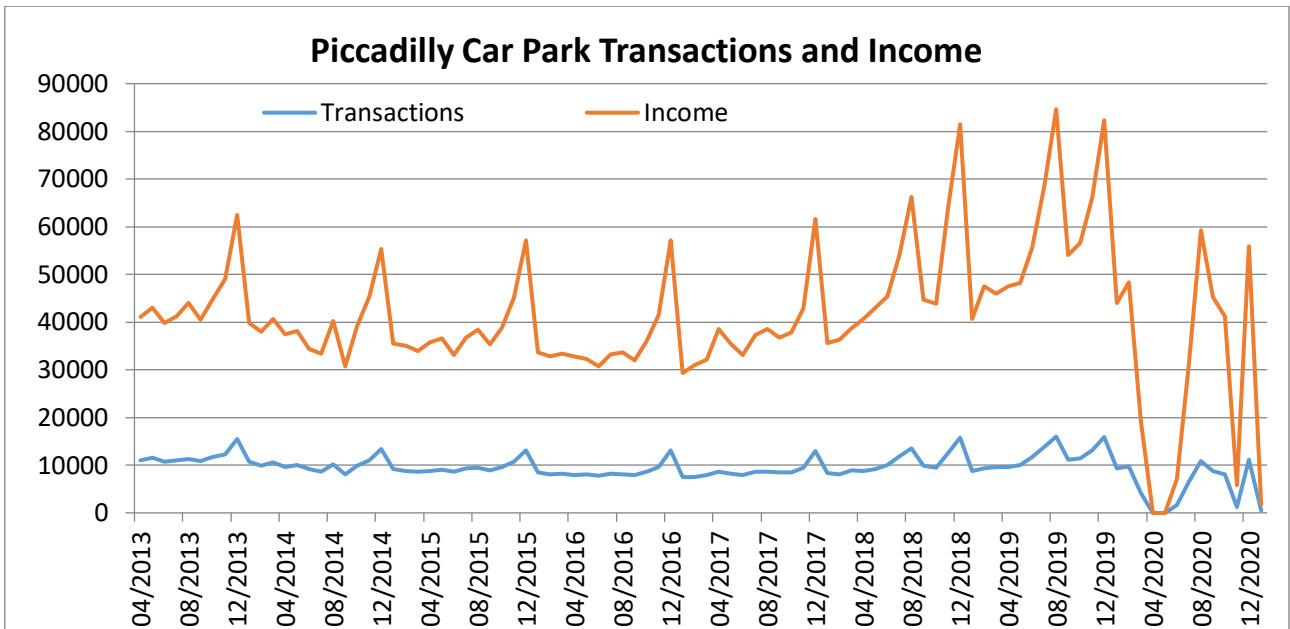
EV Charging:	
<p>Number and type of EV charging spaces</p>	<p>2 fast chargers</p>
<p>Date of installation or upgrade</p>	<p>2013</p>
<p>Any planned future upgrades installation, including and timescales</p>	<p>Due to the car park being identified for closure to facilitate the creation of new event space and public realm, there are no planned upgrades to the EV provision.</p>
<p>Usage</p>	<p>n/a</p>
<p>Revenue generation per space?</p>	<p>n/a</p>

Car Park Profile:	Coppergate Multi-Storey	
Postcode	YO1 9NX	
Location	<p><i>On Piccadilly in the city centre.</i></p> <p><i>Castle and St George's Field pars are in close proximity.</i></p>	
Site Area (acres)	1.1	

General Information:

Total Number of Spaces	276
Standard Spaces	248
Disabled Bays	18
EV charging spaces	10
Car Club Spaces	0
Coach Spaces	0
Tier Bays	0
Motorcycle Spaces	0
Toilets	Toilets are provided in the shopping centre
Season Tickets Available	yes
Resident Contract Permit	no
Accreditation	yes
Operational Hours	8.00am – 9.00pm
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card and RingGo
Evening Parking	Up to 8.30pm as car park closes at 9pm 6.00pm to 8.00pm £3.00 (of free with a minster badge)
Overnight parking	Yes – but cars will be locked in

Maximum Stay	no
Height restrictions	yes
Parking Data:	
Annual revenue generated per car park	£682,000 per annum (2019/20)
Annual revenue per space	£2,900 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Shopmobility have their own spaces leased from City of York Council
What investment or improvements would be needed to provide a high quality car park?	Cosmetic improvements required to improve quality of the car park. Improved LED lighting and CCTV also required. Increased LED lighting



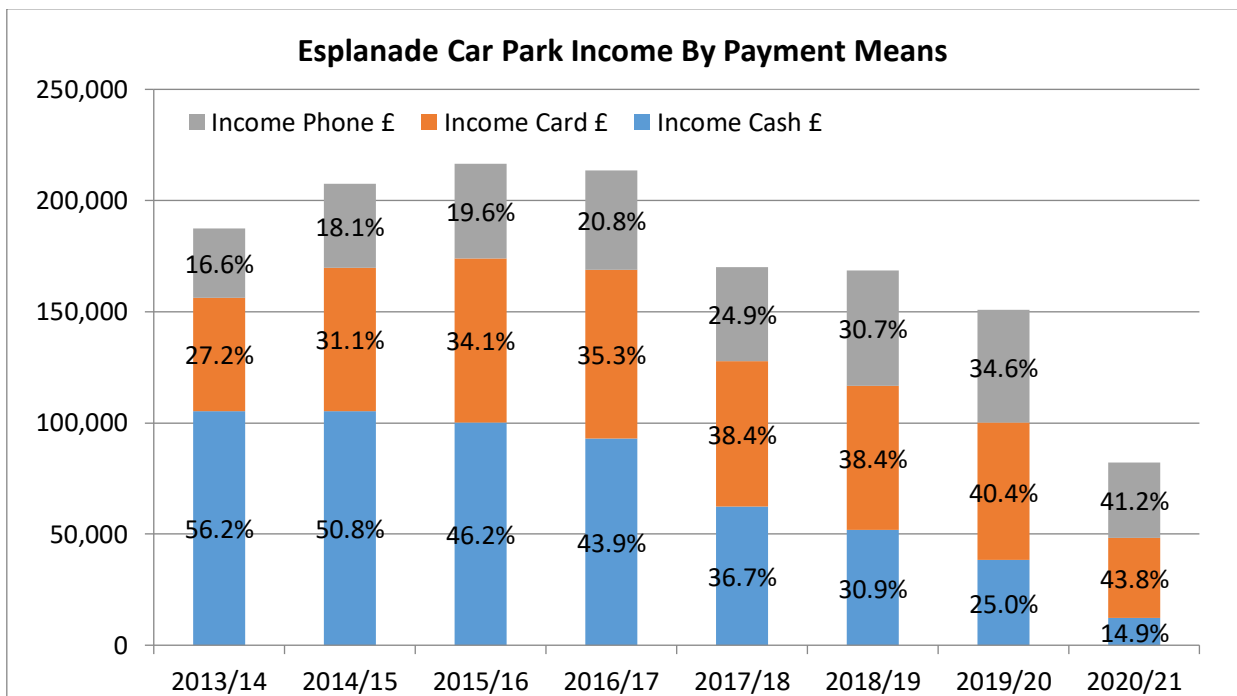
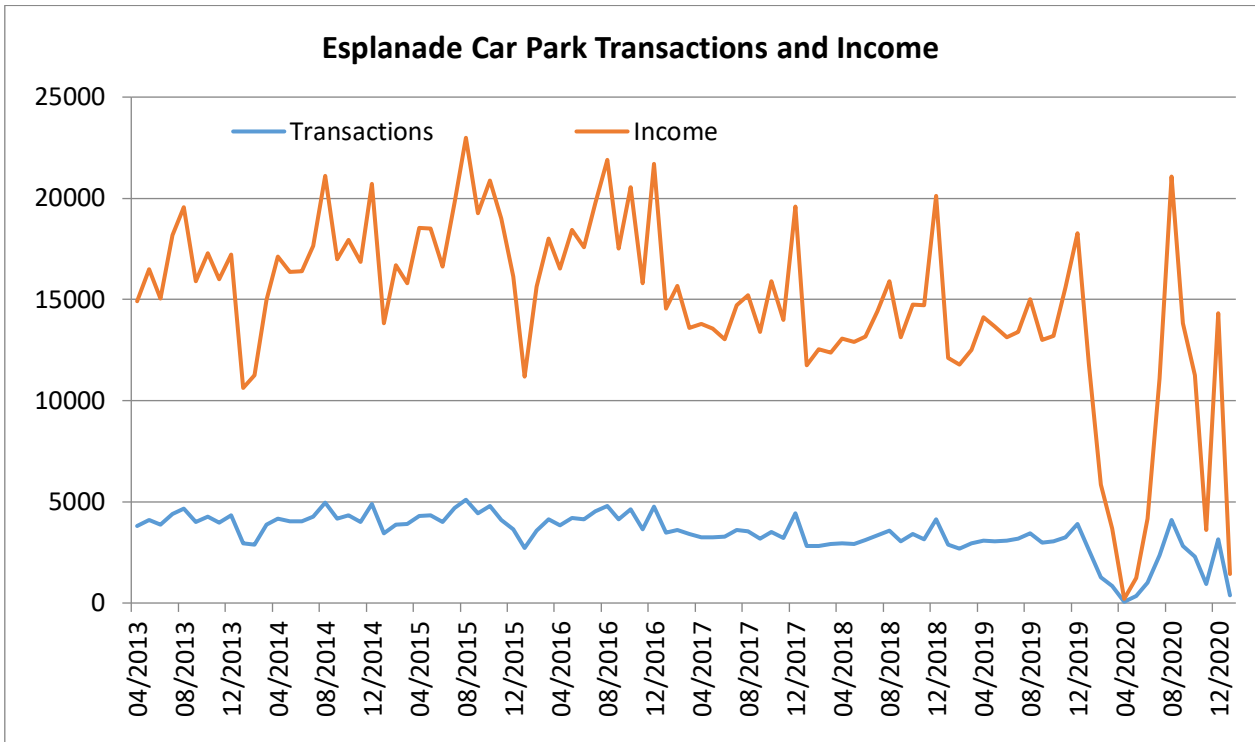
Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	No
<p>Coppergate multi-storey car park is built in to the Coppergate Shopping centre, accessed from Piccadilly. It is surrounded by predominantly commercial uses with some residential in the area.</p> <p>The car park is in the city centre in close proximity to the main footstreet area, as well as a number of cultural attractions including Castle Museum, Clifford's Tower, the Jorvik Viking Centre and Fairfax House.</p> <p>Due to its location in the city centre and close proximity to a range of destinations, the Coppergate carpark is well placed to provide disabled access in to the city centre. However, current access routes from the car park do require improvement to enable more people to use this car park, particularly those with mobility issues. The improvements identified include increasing the provision of dropped kerbs, additional seating on the routes in to the city centre (Piccadilly and Coppergate). As the car park is a multi-storey, without ground floor parking, those with mobility issues are reliant on the lift for access.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located within the Primary Shopping Area - the closest to the PSA across the assessed car parks. • Existing seating facilities were not assessed, since the car park is within the PSA. • The safety of the location was not assessed, since the car park is within the PSA. • Highway crossings were not assessed, since the car park is within the PSA. • Existing footway condition was not assessed, since the car park is within the PSA • Further work (including engagement with disabled users) will improve understanding of the quality of the location, and help to define improvements, including through lived experience input. 	

Property Information:

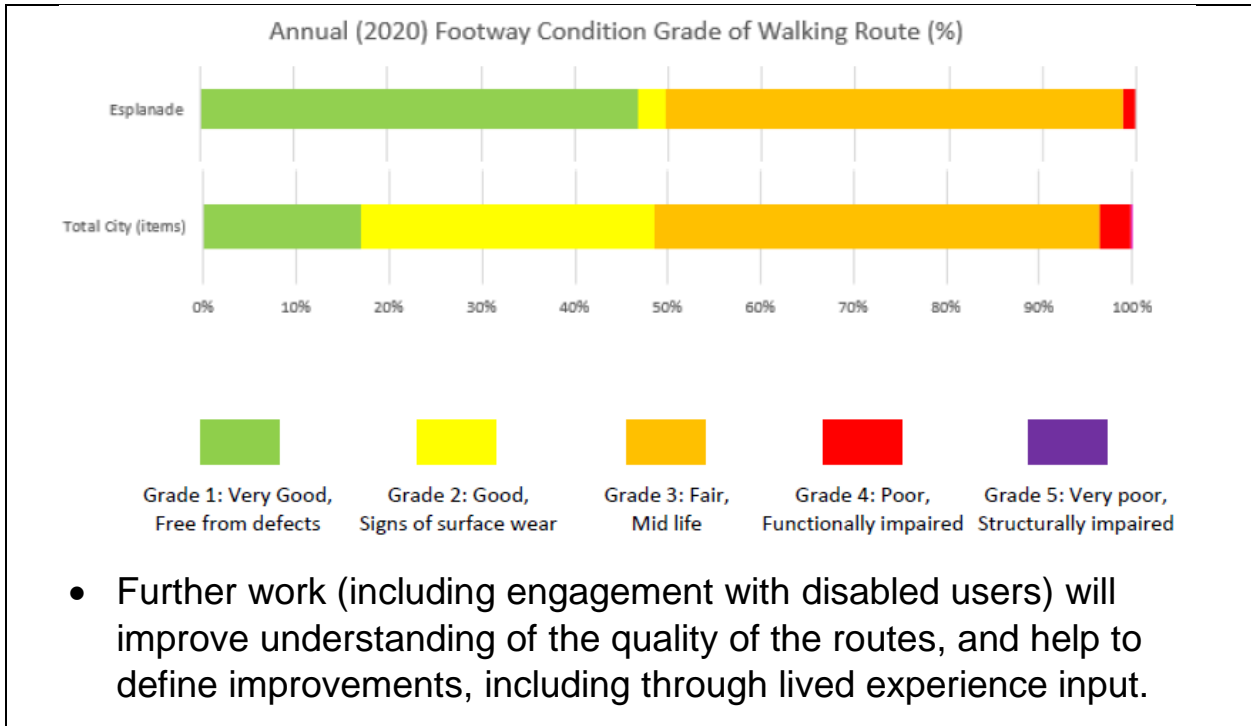
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>This car park does have the potential for development, however due to it being physically located within the Coppergate Centre, incorporating both built forms would need to be considered, requiring a holistic scheme.</p>
<p>What known site constraints are there?</p>	<p>This car park is integral to the Coppergate Centre. The Council's lease is limited to that of the car park, so future development would be tied to the commercial lease arrangements of the Coppergate Centre. The car park is located on the edge of the River Foss.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Yes - The site could facilitate a smaller footprint multi storey, subject to the development of a wider scheme that incorporated the Coppergate Centre. This would be subject to planning approval.</p>
<p>What is the potential value of the site?</p>	<p>As the council is a leaseholder for the property, there is no land value to the council.</p>
<p>Is there or has there been market interest in the site?</p>	<p>There has been interest in people looking to invest in the Coppergate Centre.</p>

EV Charging:	
<p>Number and type of EV charging spaces</p>	<p>None - Coppergate car park is not currently part of the city's strategy for the provision of EV charging.</p>
<p>Date of installation or upgrade</p>	<p>n/a</p>
<p>Any planned future upgrades installation, including and timescales</p>	<p>No</p>
<p>Usage</p>	<p>n/a</p>
<p>Revenue generation per space?</p>	<p>n/a</p>

Parking Data:	
Annual revenue generated per car park	£153,000 per annum (2019/20)
Annual revenue per space	£2,200 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes – Some used by City of York Council



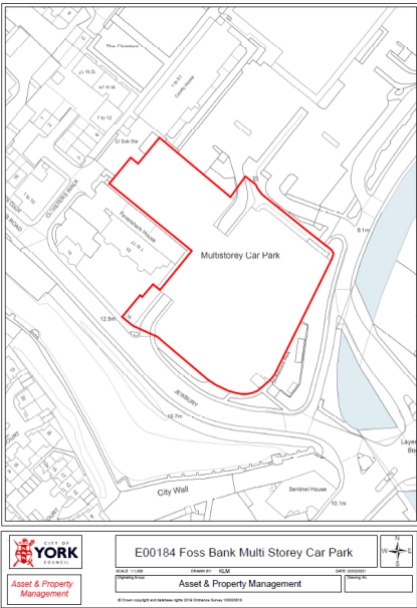
Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Esplanade car park is accessed from Station Rise/ Leeman Road via a short unadopted stretch of highway adjacent to Westgate Apartments and the riverside War Memorial Garden.</p> <p>The car park is well located for access to the riverside, memorial gardens and Scarborough Bridge, though is a little distant from the core city centre and its facilities and amenities.</p> <p>Current access for disabled users could be improved by improving access to the car park by removing steps, creating access routes to surrounding footway network, and providing seating to routes to the city centre. Although the car park does not have toilets, there are accessible public facilities at the rail station (accepting this requires travelling away from the city centre), and Rougier Street.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 450 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – middling in terms of proximity to the PSA across the assessed car parks. • 4 existing seating facilities are provided to the assessed route, representing a theoretical 112m on average per seating facility – toward the middle of the assessed suite of car parks • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit and populated beyond the initial link to Station Rise. • Convenient and safe accessible crossings are provided to highway crossings on the assessed route • Existing footway condition on the assessed walking route is good, with almost half being grade 1: Very Good, and half Grade 3: Fair. None is grade 5 (very poor): 	



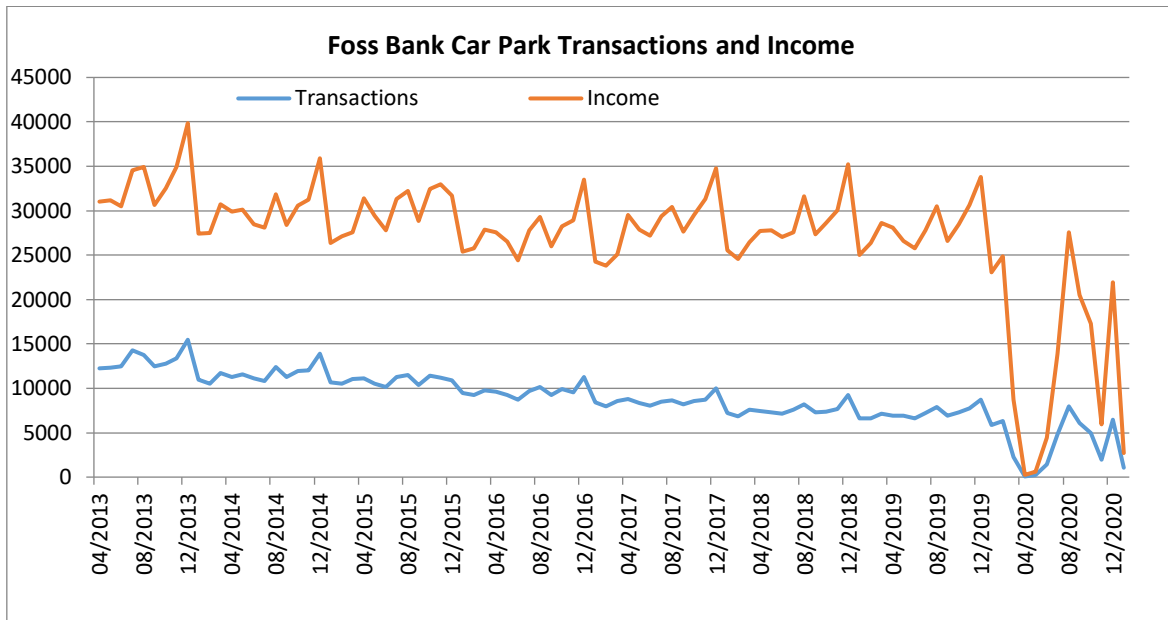
Property Information:	
<p style="text-align: center;">Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p style="text-align: center;">This site does have development potential if it formed part of a wider proposal with any future plans for the Royal Mail site.</p> <p>However, this site has a number of site constraints as identified below.</p>
<p style="text-align: center;">What known site constraints are there?</p>	<p>Car park is within the active flood plain and not protected by flood defences. Positioned between river and Royal Mail buildings. Royal Mail have a right of way across the site. Long and narrow site. Within Conservation Area. Presence of Westgate apartments would necessitate in rights of light being reserved in any development on this site prohibiting comprehensive development of such. However, if the neighbouring Royal Mail site was redeveloped, this could form part of a wider scheme.</p>

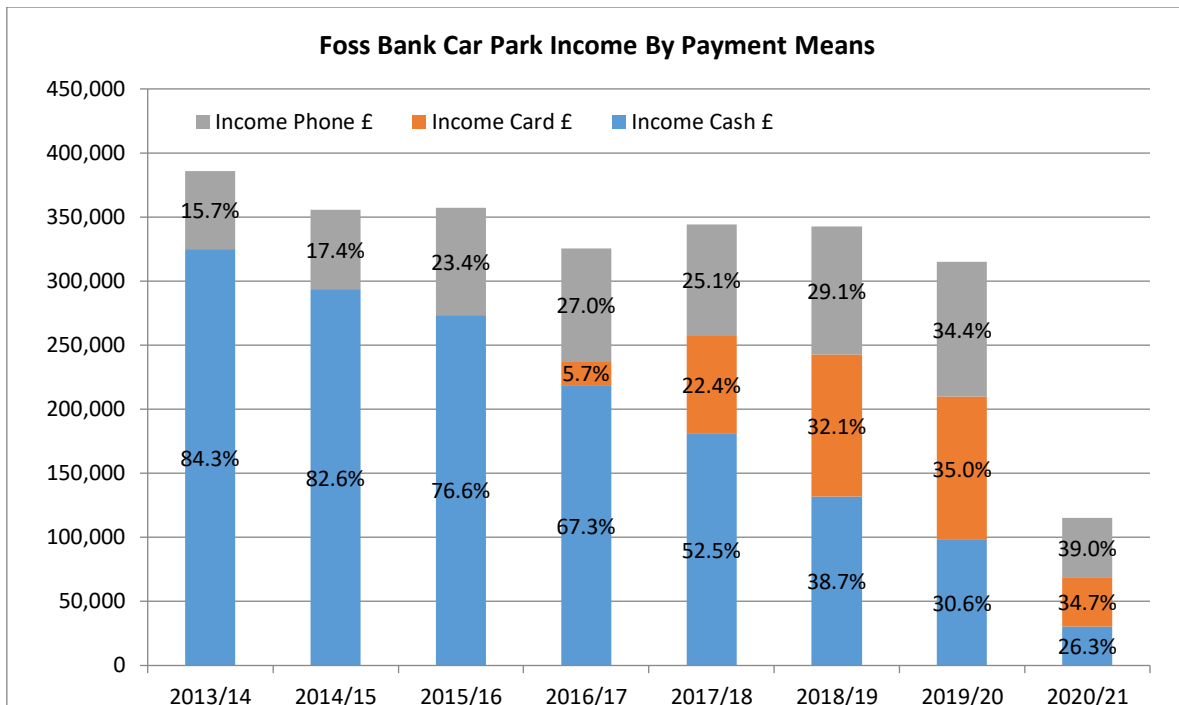
Could the site facilitate a smaller footprint multi storey?	No – given the site constraints above
What is the potential value of the site?	Less than £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

EV Charging:	
Number and type of EV charging spaces	There are no EV charge points located in Esplanade car park.
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	n/a
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Fossbank Multi-Storey	
Postcode	YO31 7PL	
Location	<i>At the junction of Foss Bank and Jewbury, within 10 mins walking distance of the city centre</i>	
Site Area (acres)	1.7	
General Information:		
Total Number of Spaces	320	
Standard Spaces	316	
Disabled Bays	4	
EV charging spaces	0	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	0	
Motorcycle Spaces	1	
Toilets	There are no toilets in Foss Bank car park	
Season Tickets Available	yes	
Resident Contract Permit	no	
Accreditation	yes	
Operational Hours	8.00am - 8.00pm	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo	
Evening Parking?	Until 8.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	Yes – but key fob required to access after 8pm	
Maximum Stay	yes	
Height restrictions	yes	

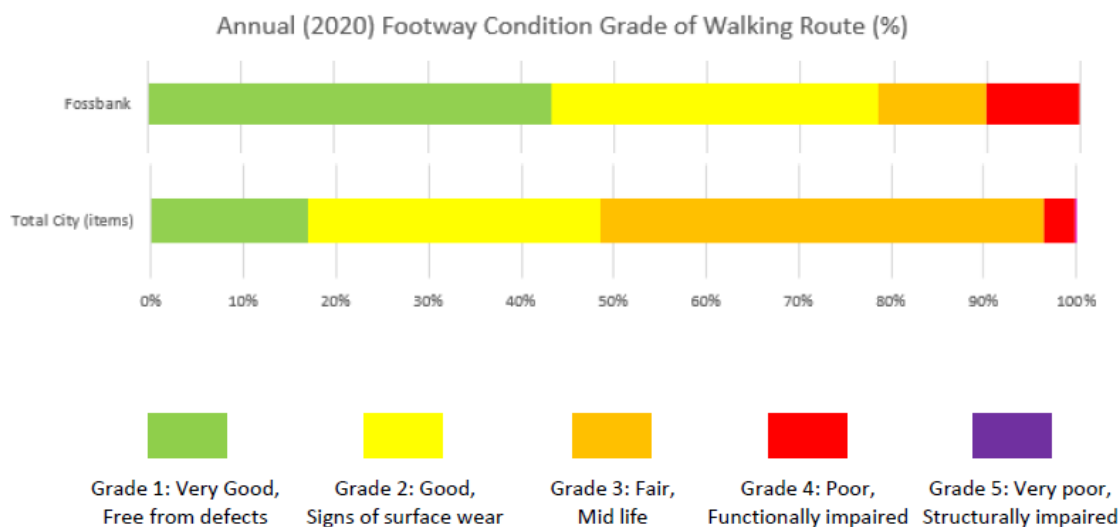
Parking Data:	
Annual revenue generated per car park	£320,000 per annum (2019/20)
Annual revenue per space	£1,100 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	See graphs below (2013-2021)
Are any of the spaces long term let to businesses?	Yes
What investment or improvements would be need to provide a high quality car park?	Pay & Exit, cosmetic improvements to improve quality of setting, improved LED lighting and provision of more extensive CCTV.





Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Foss Bank Multi-Storey car park is accessed directly from the Inner Ring Road at the junction of Foss Bank & Jewbury.</p> <p>The car park is quite peripheral, and severed from the footstreets core, but provides access into the minster quarter and independent retail via Goodramgate.</p> <p>Access for disabled users from Fossbank is extremely challenging. Provision of benches on the route into the city centre would have some beneficial impact.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> The carpark is located some 380 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – middling in terms of accessing the PSA across the assessed car parks. 	

- No existing seating facilities are currently provided to the assessed route.
- The assessed route to the PSA is considered to be **reasonably safe** at night, the route being well lit but initial elements to the Inner Ring Road less well populated by pedestrians than other parts of the City.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **good**, with a significant proportion being grade 1: Very Good or 2: Good, and less than average at grades 3 or 4. None is grade 5 (very poor):




- Further work (including engagement with disabled users) could improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

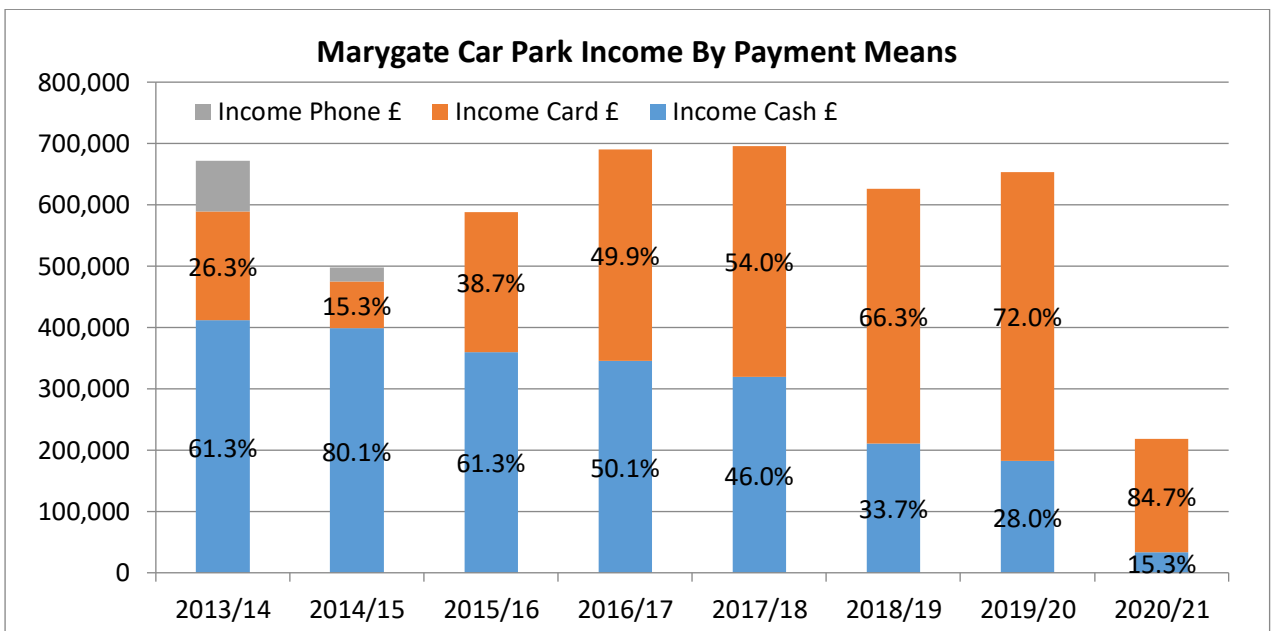
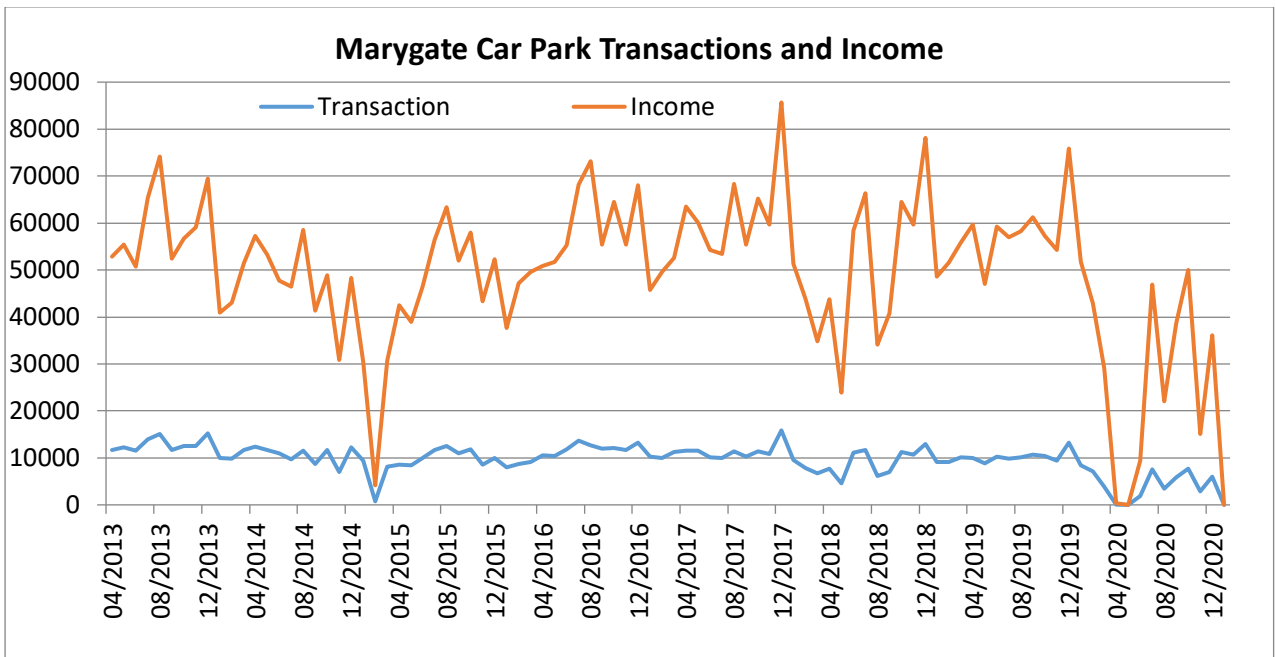
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes – this site has development potential. The site would be suitable for residential or commercial. The scale of scheme could depend on the neighbouring sites and any proposals coming forward.</p>

What known site constraints are there?	CYC has a long leasehold interest only limited to the use of the car park so we ourselves cannot redevelop. Adjoins Sainsbury's site. Built on a Jewish burial ground.
Could the site facilitate a smaller footprint multi storey?	This car park is already a multi storey.
What is the potential value of the site?	As noted above, we do not have an unencumbered freehold to the site which would allow the Council to dispose.
Is there or has there been market interest in the site?	Yes

EV Charging:	
Number and type of EV charging spaces	There are no public use EV charge points located in Fossbank car park. There are 4 fast chargers for City of York Council Fleet only.
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	n/a
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Marygate	 <p>The map shows the car park area outlined in red, situated between Frederic Street to the west and Bootham Row to the east. It is located in the Marygate area of York, near the city centre.</p>
Postcode	YO30 7DT	
Location	Frederic Street, off Marygate, within 10 mins walking distance of the city centre. Bootham Row car park is in close proximity.	
Site Area (acres)	2.3	
General Information:		
Total Number of Spaces	339	
Standard Spaces	312	
Disabled Bays	11	
EV charging spaces	16	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	1	
Motorcycle Spaces	0	
Toilets	None	
Season Tickets Available	yes	
Resident Contract Permit	yes	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card, RinGo	
Evening Parking	yes - 6.00pm to 8.00pm £3.00 (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	

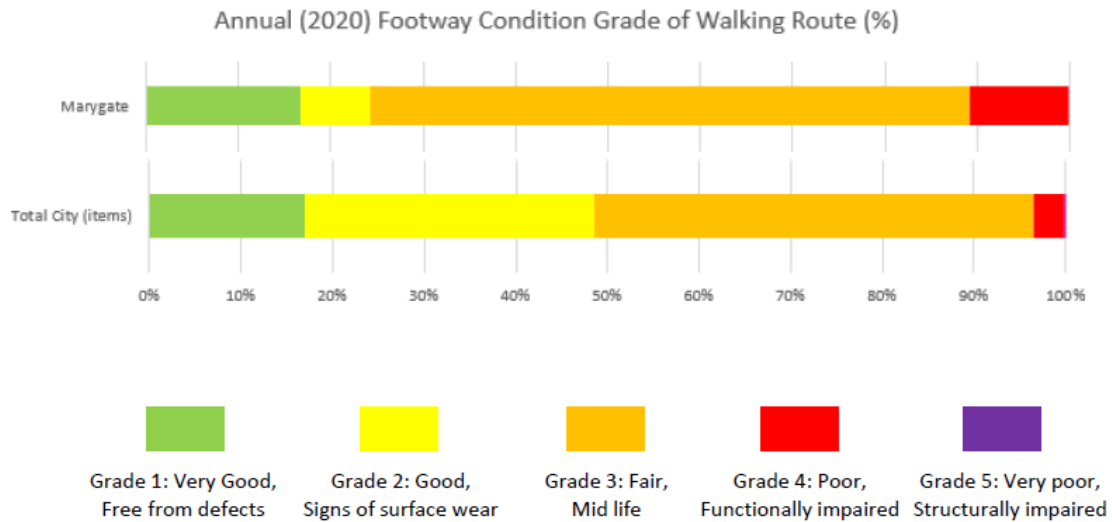
Parking Data:	
Annual revenue generated per car park	£654,000 per annum (2019/20)
Annual revenue per space	£2,000 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Increased LED lighting and pedestrian permeability



Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Marygate car park is surrounded by mainly residential development, with access to the car park being via a narrow residential street.</p> <p>The car park is well located for access to Museum Gardens, the riverside and on to the city centre. The car park is also well located to access Scarborough bridge, the Railway Station beyond, and the forthcoming York Central development.</p> <p>Marygate car park is too remote from the city centre to be a primary car park for disabled access to the city centre. However, recent improvements to the car park layout and surfacing provide a good quality accessible parking for those for whom distance is less of an issue.</p> <p>Current access from the car park does require improvement to enable more people to use this car park, particularly those with mobility issues. The improvements identified include increasing the provision of dropped kerbs, additional seating on the route in to the city centre, and better pedestrian permeability out of the car park.</p> <p>Marygate car park does not have toilets. The nearest toilets would be the train station, or the public toilets on St Leonard's Place.</p> <p>City Centre Access Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 750 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the most distant car park to the PSA in the assessment. More direct routes along the riverside and through Museum Gardens would reduce this to 463m, making it one of the more proximate car parks in the assessment, though these routes are not accessible to all users and at all times of the day and year. • 7 existing seating facilities are provided to the assessed route, averaging 1 per 107 linear metres, and representing a reasonable level of theoretical provision when assessed relatively across the suite of car parks. • The assessed route to the PSA is considered to be slightly unsafe at night, a large portion being on the less well lit and 	

populated Marygate, though the rest is largely well lit and populated.

- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, with the proportion at grade 1 commensurate with the wider city, but a higher proportion at grades 3 and 4. None is grade 5 (very poor):




- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

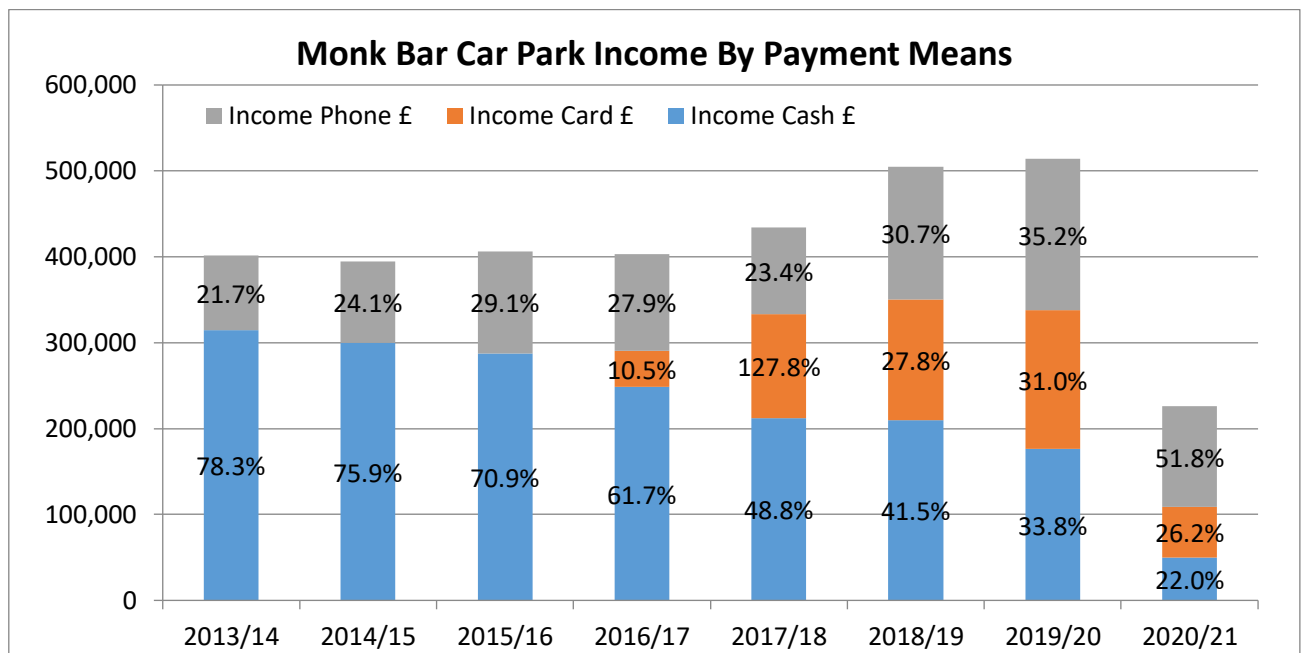
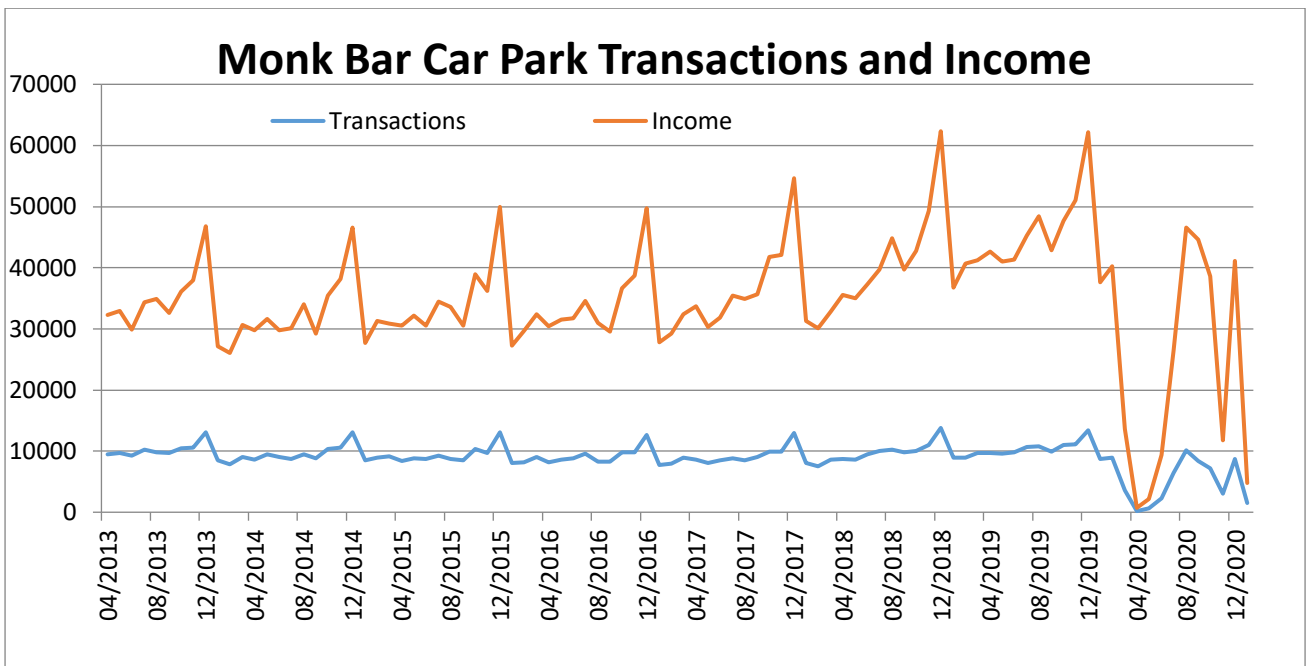
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Prime residential development site. Given the size of the site a scheme could incorporate part green space, shop mobility and facilities. Given proximity of York St Johns, would likely appeal to developers of student accommodation. Other commercial uses could be accommodated but unlikely to attain the values of residential development.</p>

What known site constraints are there?	Car park is within flood zone 2/3. In close proximity to the train line which runs along the back of the site. Within a residential area - buildings to three sides, differing heights/scale of property. Other nearby streets are restricted residents permit parking. Used by Shoppers, tourists (day and night) - theatre goers. The largest CYC city centre car park. High value residential area. The site is in a Conservation area.
Could the site facilitate a smaller footprint multi storey?	Yes - The site could facilitate a smaller footprint multi storey. This would be subject to planning approval.
What is the potential value of the site?	Between £1.5m and £2.5m (indicative value)
Is there or has there been market interest in the site?	Not in recent times.

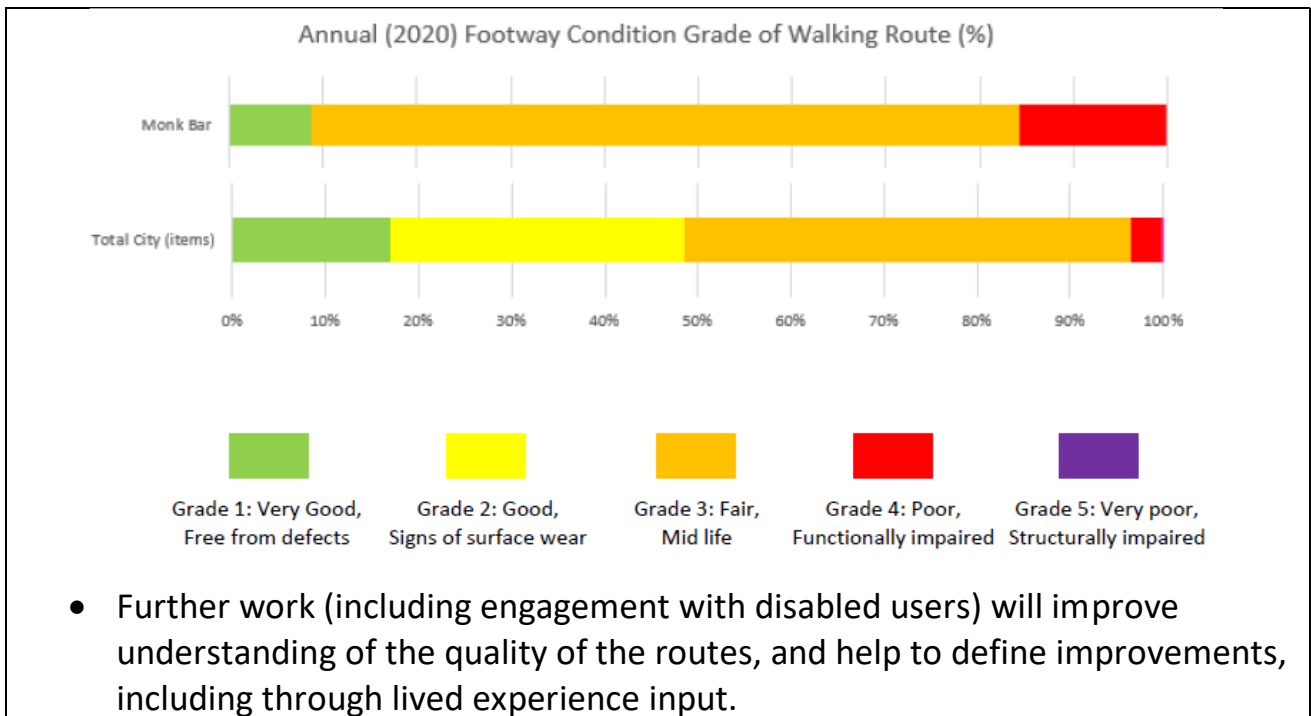
EV Charging:	
Number and type of EV charging spaces	18 fast charge
Date of installation or upgrade	Summer-21
Any planned future upgrades installation, including and timescales	Marygate has recently been upgraded - any further upgrades will be based on future demand
Usage	This is a new site - usage information is not yet available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £19,872 per year. Forecast 20% increase per year.
<p>Marygate car park is one of the network of city centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Clifton, Holgate and Micklegate wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	Monk Bar	
Postcode	YO31 7QR	
Location	<p><i>St John's Street, off Lord Mayor's Walk, close to Monk Bar</i></p> <p><i>Foss Bank and Union Terrace car parks are in close proximity..</i></p>	
Site Area (acres)	1.5	
General Information:		
Total Number of Spaces	214	
Standard Spaces	194	
Disabled Bays	8	
EV charging spaces	12	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	0	
Motorcycle Spaces	1	
Toilets	There are no toilets Monk Bar car park.	
Season Tickets Available	yes	
Resident Contract Permit	yes	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card & RingGo	
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	

Parking Data:	
Annual revenue generated per car park	£522,000 per annum (2019/20)
Annual revenue per space	£2,200 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, resurfacing and re-lining of bays, Increased LED lighting



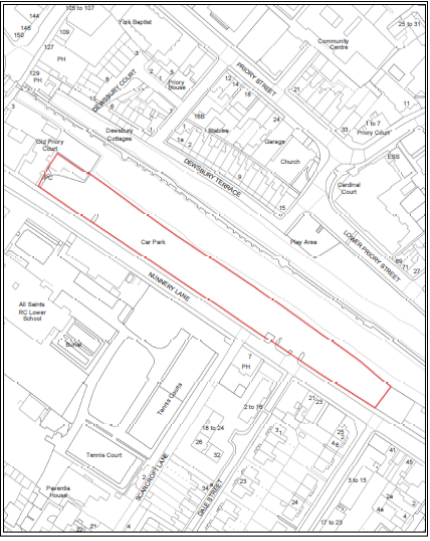
Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Monk Bar car park is located off Lord Mayor's Walk, with vehicular access via a narrow route through a residential area.</p> <p>Monk bar car park is located just outside the inner ring road to the north of the city centre. The car park is a short distance from the edge of the footstreets.</p> <p>The pedestrian route from the car park requires improvement to be more accessible. This includes seating for rest points, widening of pedestrian access and the route, removing barriers in the route and providing additional drop kerbs. Improvements along Monkgate and Goodramgate would also be required to ensure a fully accessible route through to the footstreets.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 300 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third closest to the PSA across the assessed car parks. • No existing seating facilities are currently provided to the assessed route. • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit and populated, with the exception of very initial links to the inner ring road. • Convenient and safe accessible crossings are provided to highway crossings on the assessed route • Existing footway condition on the assessed walking route is reasonably fair, with the majority rated at grade 3: Fair, and a higher proportion than average (around 16%) at grade 4: Poor. None is grade 5 (very poor): 	



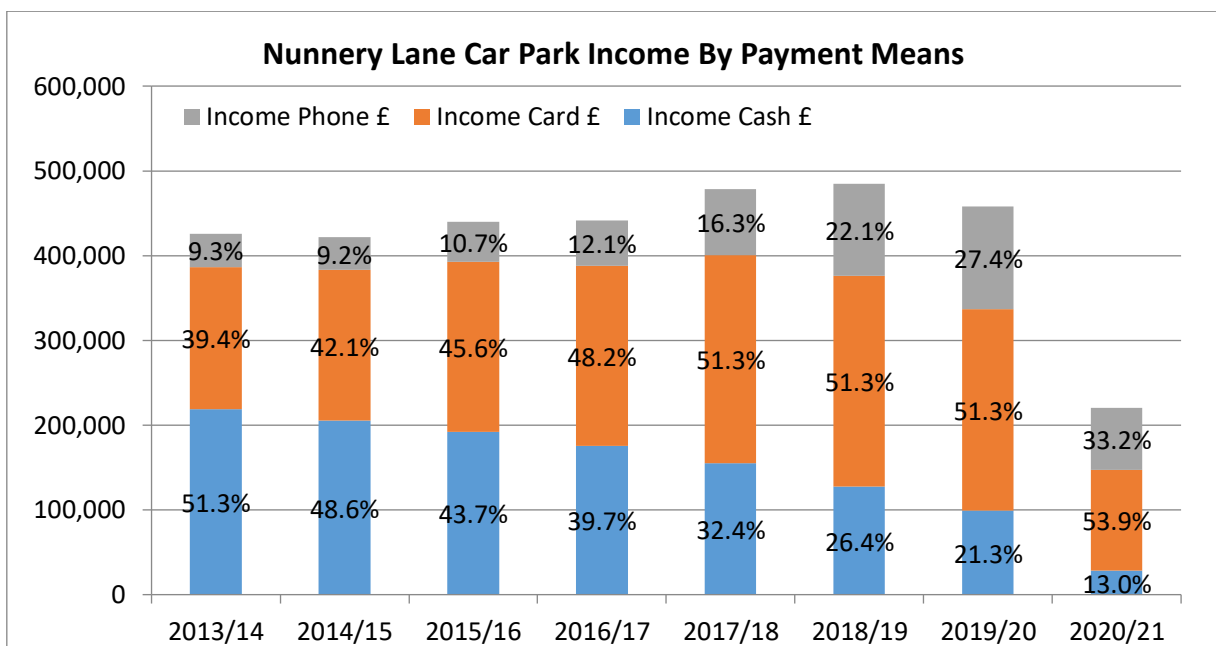
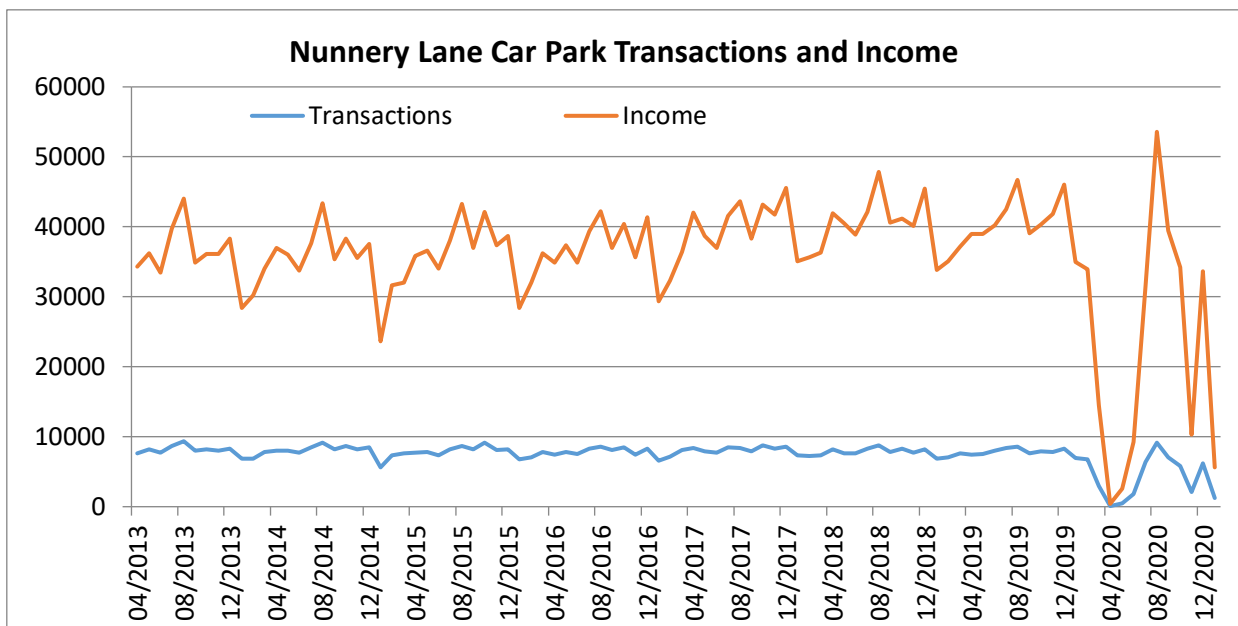
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes, this site has development potential, particularly residential as it is mostly surrounded by residential uses currently.</p> <p>Given close proximity of York St Johns, this site would also likely appeal to developers of student accommodation.</p> <p>Adjacent Government uses could potentially be brought into a larger scheme but the presence of St Wilfrid's primary school would possibly limit this and have to be taken into account. The area was formerly residential but was cleared as part of slum clearance.</p>
<p>What known site constraints are there?</p>	<p>Accessed via John Street, a narrow residential road. Residential property to two sides. Former slum clearance site. Primary School, DWP building and NHS health centre adjacent. Edge of Conservation Area.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Potentially – although would require further investigation given tight access constraints and</p>

	proximity of other buildings. This would also be subject to planning approval.
What is the potential value of the site?	Between £1.5m and £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

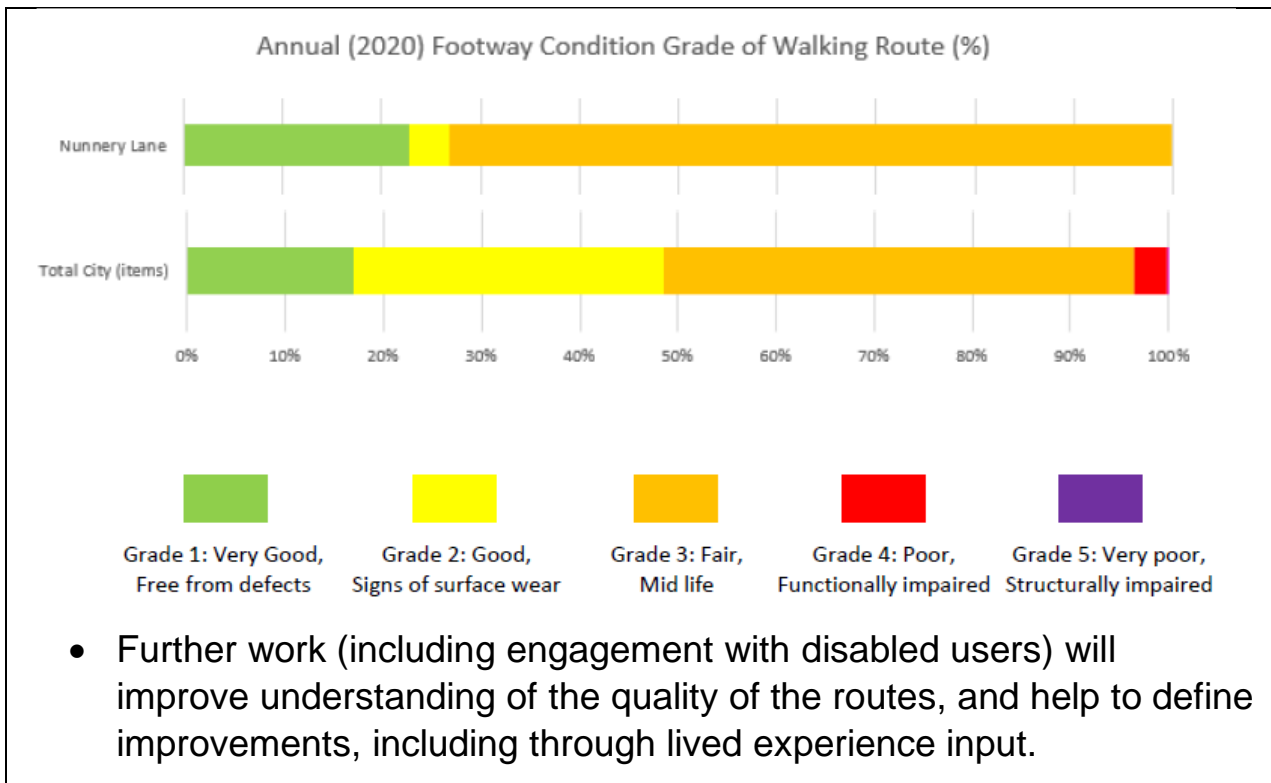
EV Charging:	
Number and type of EV charging spaces	12 fast charge
Date of installation or upgrade	Installed Autumn 2021
Any planned future upgrades installation, including and timescales	Installation currently in process, any future upgrades based on demand
Usage	Information is not yet available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £13,248 per year. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Heworth and Clifton wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	<i>Nunnery Lane</i>		 <p>E00042 Nunnery Lane Car Park</p> <p>Asset & Property Management</p>
Postcode	YO23 1AA		
Location	<i>On Nunnery Lane, close to its junction with Blossom Street and Micklegate Bar.</i>		
Site Area (acres)	1.2		
General Information:			
Total Number of Spaces	171		
Standard Spaces	139		
Disabled Bays	12		
EV charging spaces	20		
Car Club Spaces	12		
Coach Spaces	0		
Tier Bays	1		
Motorcycle Spaces	3		
Toilets	There are toilets in Nunnery Lane car park, including an accessible toilet		
Season Tickets Available	yes		
Resident Contract Permit	yes		
Accreditation	yes		
Operational Hours	24 hours		
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card & RingGo		
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)		
Overnight parking	yes		
Maximum Stay	no		
Height restrictions	yes		

Parking Data:	
Annual revenue generated per car park	£464,000 per annum (2019/20)
Annual revenue per space	£2,700 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes – to City Car Club
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, re-lining and re-configuration of bays e.g. herringbone design to improve vehicle access, Increased LED lighting



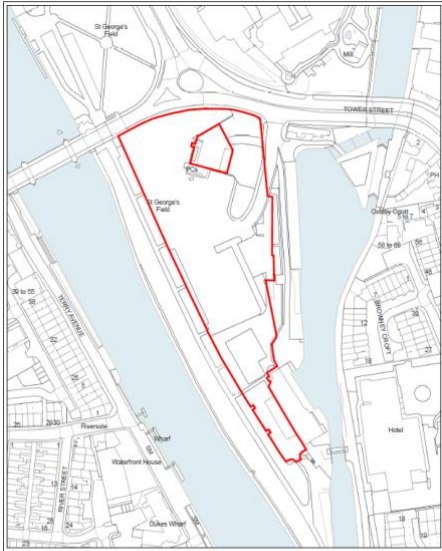
Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p style="text-align: center;">Nunnery Lane car park just inside the inner ring road, accessed of Nunnery Lane.</p> <p>The car park is well located for access to commercial uses and services on Micklegate and Blossom Street, but is some distance from the core city centre, and the Micklegate route has a significant incline.</p> <p>The topography of Micklegate will render the car park less useful as a hub for accessing the city centre for some disabled users. Additional seating on the route to the city could provide rest points. The car park has toilets, including an accessible toilet, but provision could be improved further.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 650 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the second most distant from the PSA across the assessed car parks. • 1 existing seating facility is currently provided to the assessed route - a low level of provision. • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit and populated. The topography of the route is adverse to some user groups. • Convenient and safe accessible crossings are provided to highway crossings on the assessed route • Existing footway condition on the assessed walking route is fair, with the majority rated at grade 3: Fair, and a higher proportion than average at grade 1: Very Good. None is grade 5 (very poor): 	



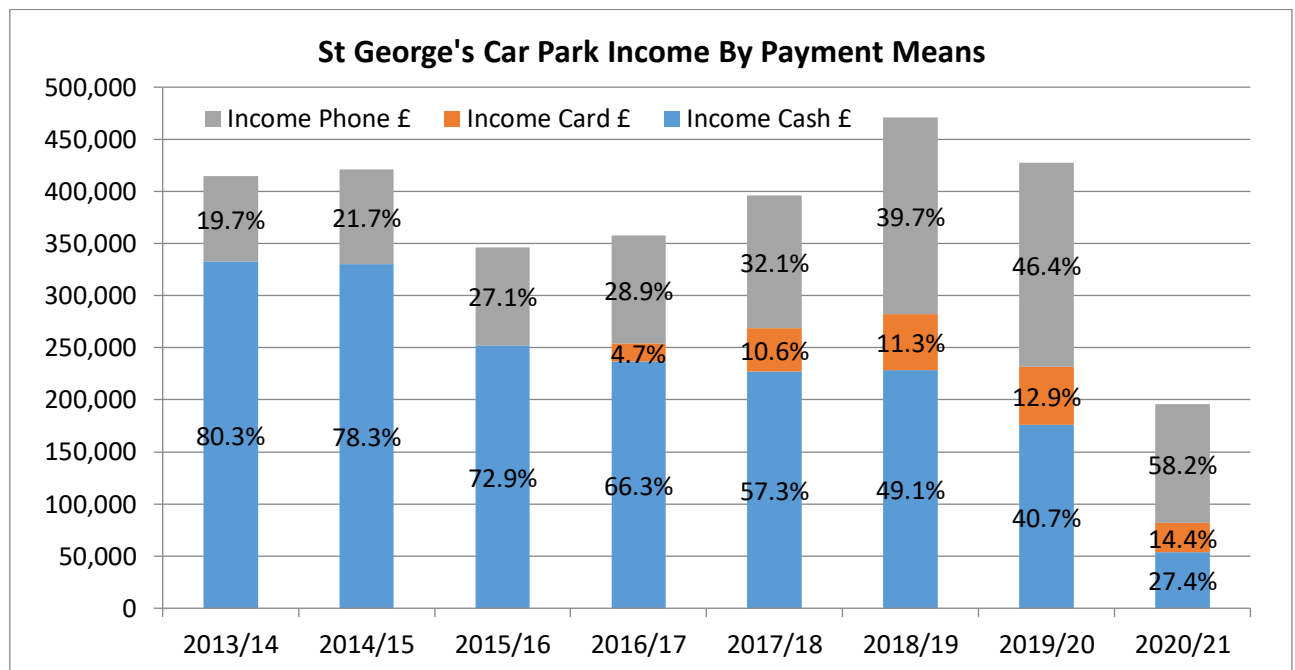
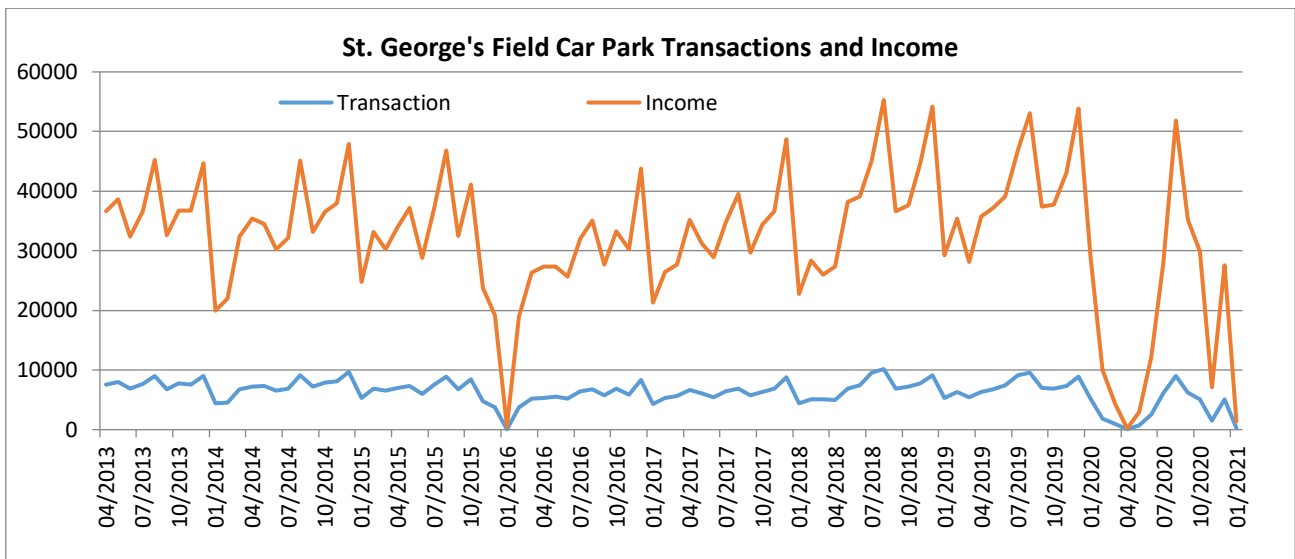
Property Information:	
Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i>	No, this site is unlikely to be developed as the car park currently provides an open vista of the City Walls. A scheme is unlikely to secure planning due to the heritage impact.
What known site constraints are there?	Only CYC car park to the west of the city centre within Inner Ring Road. On a long, thin and sloping site. Directly adjoins Scheduled Ancient Monument. Within a conservation area in a very prominent location.
Could the site facilitate a smaller footprint multi storey?	No – given the proximity to the City Walls
What is the potential value of the site?	Less than £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

EV Charging:

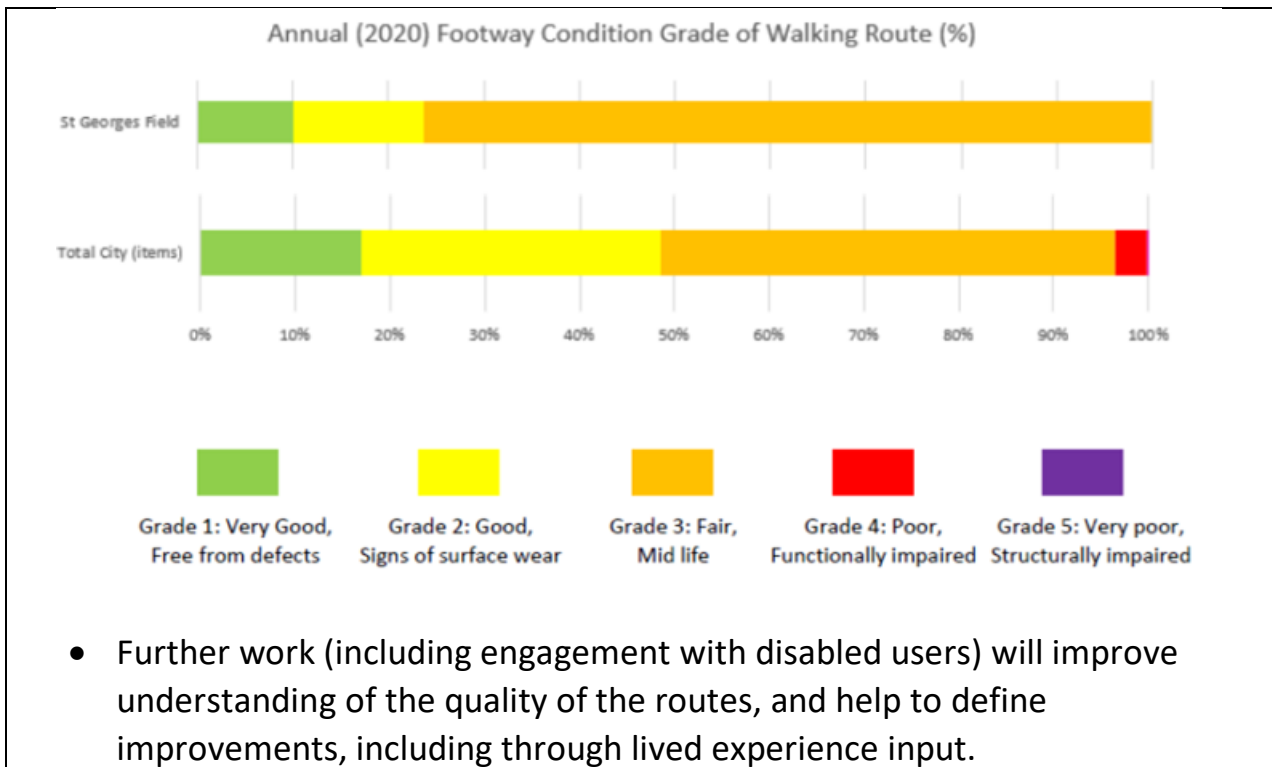
Number and type of EV charging spaces	For public use - 4 Fast and 1 Rapid chargers For use by the Car Club - 6 fast charge
Date of installation or upgrade	Installed Autumn 2021
Any planned future upgrades installation, including and timescales	Installation currently in process, any future upgrades based on demand
Usage	Well used and provides City Centre Rapid which is strategically important
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £13,140 per year inc Rapid. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Micklegate, Fishergate, Holgate, Guildhall and Clifton wards. The Rapid charger is strategically important providing Rapid charging for residents in the City Centre area - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	St George's Field		
Postcode	YO10 4AB		
Location	<i>St George's Field car park and coach park, between the Foss and the Ouse, off Tower Street</i>		
Site Area (acres)	1.6		
General Information:			
Total Number of Spaces	157		
Standard Spaces	150		
Disabled Bays	7		
EV charging spaces	0		
Car Club Spaces	0		
Coach Spaces	27		
Tier Bays	0		
Motorcycle Spaces	0		
Toilets	There are toilets in St George's Field car park, including an accessible toilet		
Season Tickets Available	yes		
Resident Contract Permit	yes		
Accreditation	yes		
Operational Hours	24 hour		
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo		
Evening Parking?	Yes – 6.00pm - 8.00pm £3.00 charge (or free with a minster badge)		
Overnight parking	yes		
Maximum Stay	no		
Height restrictions	no		

Parking Data:	
Annual revenue generated per car park	£432,000 per annum (2019/20)
Annual revenue per space	£3,800 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	See graphs below (2013-2021)
Are any of the spaces long term let to businesses?	No




Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>St George's Field car park is accessed by vehicle via a left turn only from the inner ring road, just before the junction with Bishopgate Street.</p> <p>The main pedestrian access in to the city centre from the car park is under Skeldergate Bridge and either through Tower Gardens or along the riverside. Pedestrian access is also facilitated via a crossing point on the inner ring road, although this is slightly further round and does not provide a direct route.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 490 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the sixth most distant from the PSA across the assessed car parks. • No existing seating facilities are currently provided to the assessed route. • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes initially. • Convenient and safe accessible crossings are largely provided to highway crossings on the assessed route. Tower Street is less well provided for. • Existing footway condition on the assessed walking route is fair, with the majority rated at grade 3: Fair, and a lower proportion than average at grades 1 & 2. None is grades 4 (poor) or 5 (very poor): 	

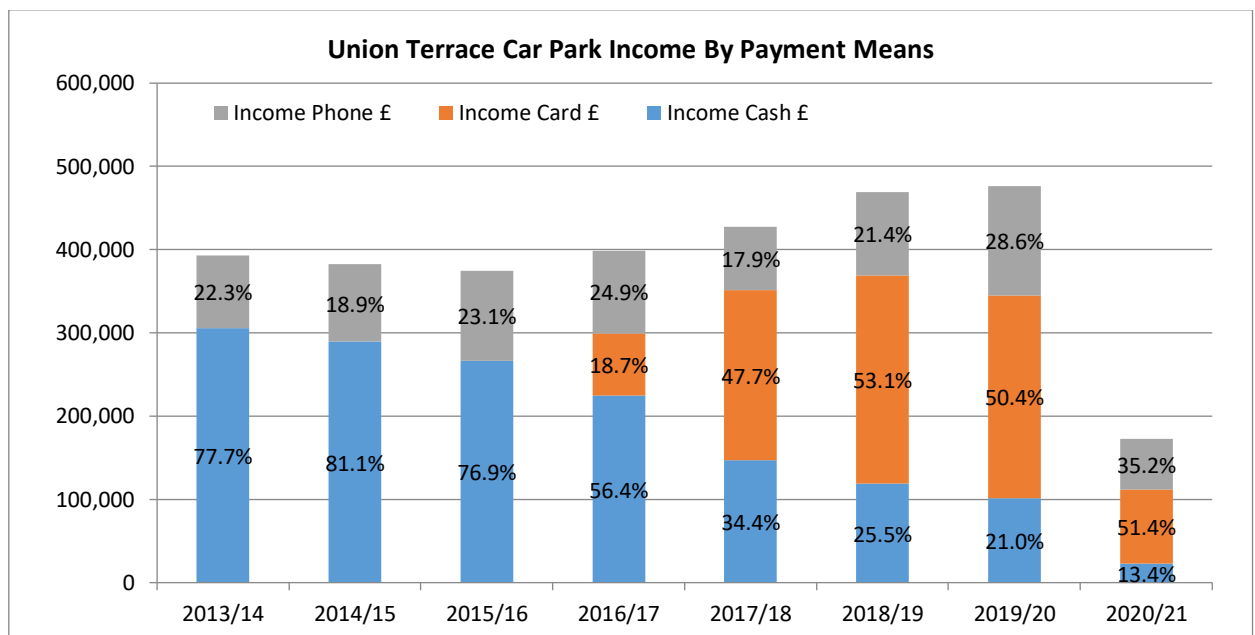
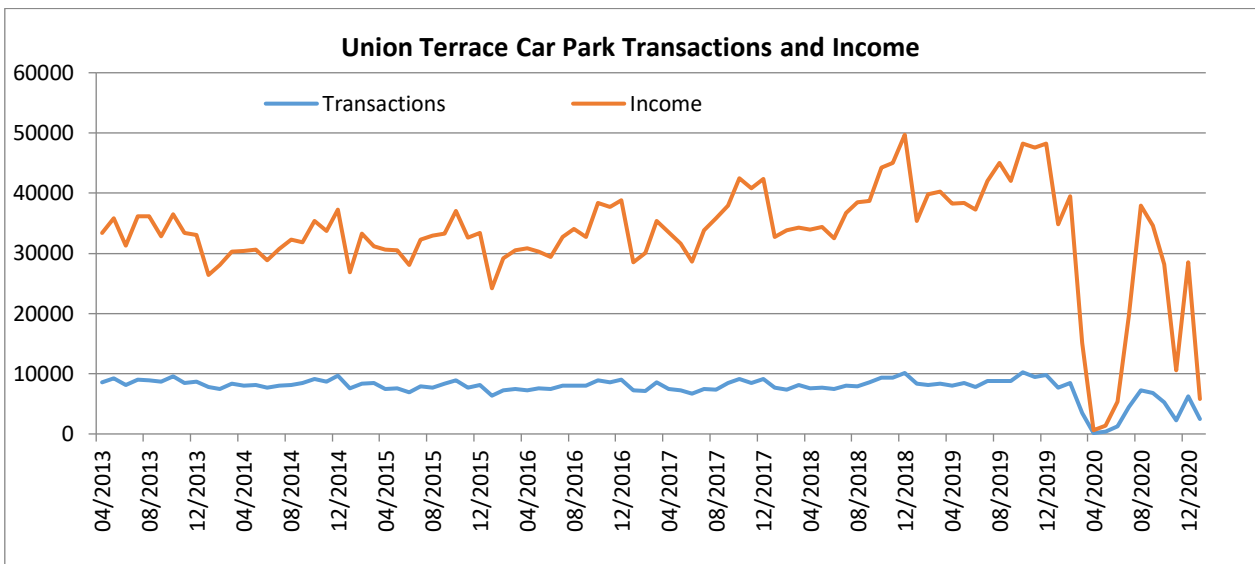


Property Information:	
Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i>	No, due this site being a functional floodplain, there is no commercial or residential potential on the site. The Castle Gateway masterplan, approved by the Executive in 2018 identifies the site as the most appropriate location in the area for replacement of some of the lost car parking spaces from the closure of Castle car park.
What known site constraints are there?	Functional floodplain – and regularly floods.
Could the site facilitate a smaller footprint multi storey?	Yes – This is what is proposed, and has a planning permission in place, as part of the Castle Gateway Masterplan.
What is the potential value of the site?	Less than £1.5m per acre
Is there or has there been market interest in the site?	No

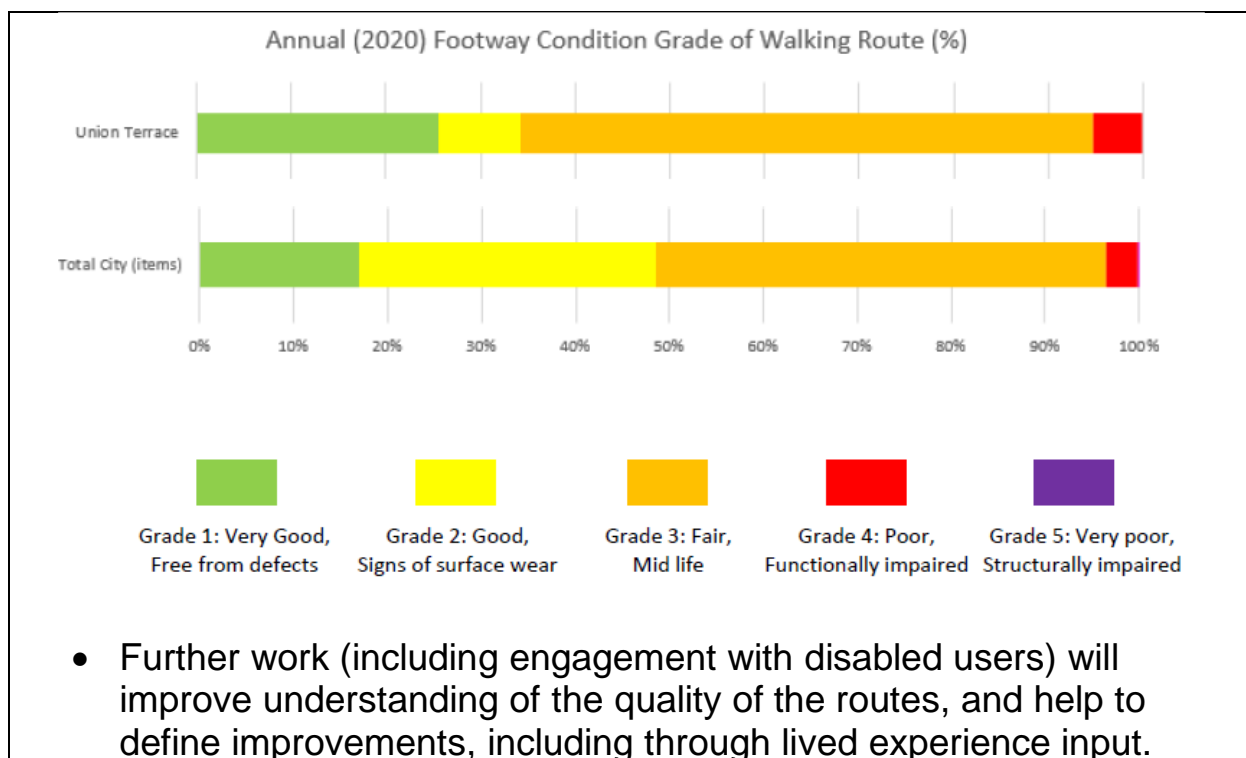
EV Charging:	
Number and type of EV charging spaces	None
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	Due to the car park regularly flooding, there are no EV chargers planned for this car park. The proposed multi-storey car park, which forms part of the longer term EV strategy for the city, includes EV charges above the ground floor level.
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Union Terrace	
Postcode	YO31 7ES	
Location	Off Clarence Street, within 15 minutes walk of the city centre. Bootham Row and Monk Bar car parks are in close proximity.	
Site Area (acres)	2.2	
General Information:		
Total Number of Spaces	160	
Standard Spaces	145	
Disabled Bays	13	
EV charging spaces	2	
Car Club Spaces	2	
Coach Spaces	35	
Tier Bays	1	
Motorcycle Spaces	1	
Toilets	There are toilets at Union Terrace, including accessible toilets.	
Season Tickets Available	yes	
Resident Contract Permit	yes	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card only, RingGo	
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	
Parking Data:		

Annual revenue generated per car park	£484,000 per annum (2019/20)
Annual revenue per space	£3,600 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	<i>See graphs below (2013-2021)</i>
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, re-lining of bays, Increased LED lighting



Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Union Terrace is located on Clarence Street, a main route linking Haxby Road and Wigginton Road to the inner ring road.</p> <p>The car park is surrounded by a mix of residential and commercial development, with York St John's university in close proximity.</p> <p>Vehicular access to the car park is directly off Clarence street.</p> <p>The car park is well located for access to the University, Gillygate and on the city centre. The city centre can be accessed via either Gillygate or Lord Mayors Walk. It has been identified that improved signage from the car park would be useful for visitors to orientate themselves</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 610 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third most distant from the PSA across the assessed car parks. • 9 existing seating facilities are currently provided to the assessed route – the second best level of provision across the suite of assessed car parks, and equating to a theoretical 67m per seat. • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes in its initial stretches. • Convenient and safe accessible crossings are provided to highway crossings on the assessed route. • Existing footway condition on the assessed walking route is fair, with the majority rated at grade 3: Fair, and a higher proportion than average at grades 1: Very Good, and 4: Poor. None is grade 5 (very poor): 	



Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes, this site is a prime location for a residential or education development scheme. Given the size of the site there could be opportunity for a mix of uses on the site including potentially incorporating part green space, shop mobility and facilities.</p> <p>Given proximity of York St John University, this site would likely appeal to developers of student accommodation as well as to York St John themselves for academic space.</p> <p>Other commercial uses could be accommodated but unlikely to attain the values of residential development.</p>
<p>What known site constraints are there?</p>	<p>In close proximity to York St John University, Bootham School and York District Hospital. Coach park and drop off for tourists which also provides trade for the nearby shops. Demand for car parking in that location is high. Surrounding built form to moderate height and scale.</p>

Could the site facilitate a smaller footprint multi storey?	Yes - The site could facilitate a smaller footprint multi storey. This would be subject to planning approval.
What is the potential value of the site?	More than £2.5m per acre (indicative value)
Is there or has there been market interest in the site?	Yes

EV Charging:	
Number and type of EV charging spaces	2 fast charge
Date of installation or upgrade	Installed in 2013
Any planned future upgrades installation, including and timescales	Site will be upgraded in 2022 with 8 Fast spaces and (subject to planning) a HyperHub - which provides 4 Rapid and 4 Ultra Rapid chargers
Usage	Information is not available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £8,832 per year + HyperHub estimated at £15,000 per year. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Clifton, Heworth, Micklegate and Holgate wards. In addition this site is delivering a strategically important HyperHub - of the three HyperHub sites, this is the only City Centre one. HyperHubs are a critical part of the Public Charging Strategy and a City Centre HyperHub is a critical part of the HyperHub plan. - https://www.york.gov.uk/EVChargingStrategy</p>	

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Economy and Place		
Service Area:	Regeneration		
Name of the proposal :	Strategic Review of City Centre Access and Council Car Parking		
Lead officer:	Andy Kerr		
Date assessment completed:	04/11/2021		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Katie Peeke-Vout	Regeneration Project Manager	City of York Council	Regeneration
Andy Kerr	Head of Regeneration and Economy	City of York Council	Regeneration, economy, housing
Heidi Lehane	Senior Solicitor	City of York Council	Legal Services

Step 1 – Aims and intended outcomes

<p>1.1</p>	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p><i>As set out in the My City Centre vision, people are crucial to the ongoing economic and social success of the city centre. The purpose of the Strategic Reviews of City Centre Access and Council Car Parking is to improve access to the city centre to continue to support the economic and social vibrancy of the city centre.</i></p> <p><i>The Strategic Reviews of City Centre Access and Council Car Parking has been undertaken in conjunction with the creation of the My City Centre Vision and the recommendations contained in the both strategies' positively contribute to the aspirations set out in the long term vision for the city centre.</i></p> <p><i>The aim of the review of city centre access is to explore through public and stakeholder engagement how access can be improved to and through the city centre and the pedestrian footstreet area, with a particular focus on disabled people, cycling and e-scooters, deliveries, taxis and residents who live within the footstreets.</i></p> <p>The aim of the review of the council's car parking is to create a hierarchy that identifies priority car parks for investment and informs future decision making.</p> <p>Both elements of the Strategic Review undertaken have accompanying action plans, the recommendations of which this EIA assesses.</p> <p>The two reviews are intrinsically linked, particularly in the role car parks have in improving access to the city centre for disabled people. During the public engagement on city centre access some disabled people identified that proximity to the city's pedestrianised footstreets was less important to them, and they would rather park in car parks with high standard disabled parking bays, better facilities, and high quality access routes in to the city centre. The review of council car parking has drawn on the city centre access review engagement to inform the action plan.</p>

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>Equality Act 2010, which aims to protect people from discrimination in the workplace and in wider society. The Act includes a Public Sector Equality Duty, which requires public bodies to consider how their decisions and policies affect people with protected characteristics. The public body also should have evidence to show how it has done this. It also requires that public bodies have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. The Equality Act 2010 covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.</p> <p>The Blue Badge scheme: rights and responsibilities in England (www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england)</p>

1.3	<p>Who are the stakeholders and what are their interests?</p>
	<p><i>All current and potential future users of the city centre are stakeholders in this review of city centre access. This includes residents, visitors, businesses, and people travelling through the city centre.</i></p> <p><i>A number of people and representative groups who were identified as key stakeholders were targeted through direct engagement. These groups are those particularly impacted by the city centre's pedestrianised footstreet area. It should be noted that the Strategic Reviews are separate to other decisions on the geography of the footstreet areas, instead it is focused on how access to and through the footstreets could be improved.</i></p> <p><i>Proposals have been put forward by various groups and individuals through previous engagement and the first phase carried out as part of this access review. These proposals have been considered from a technical perspective, but also through targeted engagement with those who will likely be impacted by these proposals. The majority of the proposals in the action plan provide new and additional measures to improve the situation for those affected groups</i></p> <p><i>This includes Cyclists and cycling groups who use the routes in to and around the city centre.</i></p> <p><i>Disabled people, and the groups that represent and advocate the views and rights of these individuals.</i></p> <p><i>City Centre business both from the perspective of those benefitting from the additional space created through the extended footstreets and those that have been impacted negatively such as delivery/courier businesses and employees, and businesses who rely on these services.</i></p> <p><i>City Centre residents are also stakeholders as any changes to access and measure proposed will affect their access to their homes as well as the environment in which they live.</i></p>

<p>1.4</p>	<p>What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>
	<p><u>Well Paid Jobs and an Inclusive Economy</u>: Both reviews are important parts of helping to deliver the My City Centre vision in seeking to provide a vibrant city centre with good footfall at all times to support jobs and the economy.</p> <p><u>Greener & Cleaner City</u>: Both strategies set out a number of sustainable transport improvements, including the ambition for all city centre deliveries to be by ultra-low emission vehicles or cargo bike by 2030; a feasibility study in to a trans-shipment hub; improvements to cycle routes and parking; EV charging policies; and a strategy to manage any future natural or policy led reduction in car parking demand.</p> <p><u>Good Health & Wellbeing</u>: The Strategic Review of City Centre Access recommends a number of improvements to access in the city centre, particularly for disabled people, and investment in active transport.</p> <p><u>Safe Communities & Culture for All</u>: The Strategic Review of City Centre Access considers how access to all groups can be improved to the city centre and proposes a number of recommendations and funded projects to deliver the vision.</p> <p><u>An Open and Effective Council</u>: The Strategic Review of City Centre Access has been developed through an open, transparent, wide-ranging and inclusive engagement approach following the ‘My’ principles set out in the report.</p>

Step 2 – Gathering the information and feedback

2.1	<p>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>
<p>Source of data/ supporting evidence</p>	<p>Reason for using</p>
<p><i>Extensive community and stakeholder engagement carried out directly related to this review.</i></p>	<p>Strategic Review of City Centre Access Engagement</p> <p>The review followed the council’s ‘My’ approach to public engagement that places the public and stakeholders at the heart of understanding and defining challenges, producing an open brief, establishing a draft vision, and then testing and refining that vision through further engagement.</p> <p>The initial engagement:</p> <ul style="list-style-type: none"> • Ran for 12 months, included 3 surveys distributed online and to every household in York – with freepost return – in the council’s Our City publication. • The council co-facilitated two online workshops and events with the York Disability Rights Forum in the summer of 2020 and were signed by British Sign Language interpreters and attended by 30 people. • Officers attended specific insight meetings with York Disability Rights Forum, My Sight York, the Older People’s Advocacy Group and others with a combined membership of several thousand. • In 2021 there were a further seven targeted events to discuss the disabled access routes through the city centre, Shopmobility services, cycling and couriers, deliveries and taxis.

	<p>All of these events went in to producing an Open Brief (a separate annex to the report) on the issues raised. The draft recommendations and strategy were then based on that Open Brief and the findings of two independent reviews that considered York’s accessibility challenges. The final engagement on the draft recommendations received over 1,000 survey responses and 300 interactions on social media and helped to refine the final strategic review document.</p>
<p><i>Drawing on the extensive community and stakeholder engagement that has been undertaken since 2020</i></p>	<p>My City Centre engagement – was an ongoing engagement with residents, businesses and special interest groups. This was an open discussion approach around what the city centre could look like in the future and was again based on a multi-platform approach to engagement with face to face workshops (pre-covid), online session, questionnaires, live Facebook panel Q&A, and social media interactions.</p> <p>City Centre Access Project (<i>relating to the Hostile Vehicle Mitigation</i>) - The extent of the footstreet area has been subject to ongoing discussions for a number of years as part of the City Centre Access project in part in response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This led to the approval of a first phase of hostile vehicle mitigation measures for the existing permanent footstreet area, but with potential future phases to expand the area of protection.</p> <p>Temporary Covid measures – When the temporary Covid measures were introduced, the Council engaged with approx. 450 individuals as well as advocacy groups representing thousands of people with disabilities and/or reduced mobility across the city. An open community brief detailed the main themes and challenges which these changes sought to address, and the summary of conversations with the city’s businesses and representative groups. The principles of the footstreets extension was broadly supported by a majority of respondents to the citywide survey, which was also reflected in the support from residents identifying themselves as disabled. There are tangible benefits for many, in particular blind and partially sighted people, children, and older people. However, the desire from many for footstreets and spaces to be vehicle free is in contrast to Blue Badge holders’ request for vehicular access to the pedestrianised area. These objections were articulated in a petition signed by 1,093 people, including 501 York residents, calling for the reversal of the changes.</p>
<p><i>Independent Reports</i></p>	<p>Two independent reviews commissioned by the council and conducted in 2020 and 2021 by Disabled Motoring UK and Martin Higgett Associates which explored a range of issues and helped guide the outcomes as set out in the strategy document.</p>

York Open Data, Council corporate datasets	Inform hierarchy of council car parking - namely parking data
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Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
	Gaps in data or knowledge	Action to deal with this
	<i>Further feasibility work required for some of the proposed mitigation measures</i>	<i>Further feasibility work, consultation with affected groups and detailed design will be required for some of the proposals included in the Active Travel Fund bid, which aims to secure funding to improve disabled access routes into and around the city centre.</i>
	<i>Medium and long term impact on stakeholders</i>	<i>Review of new and emerging technology solutions which could potentially enable a review of restrictions or offer different access solutions in the future.</i> <i>Continuous monitoring and engagement with stakeholders to understand the medium and long term impacts of the changes and identify further changes and potential adjustments.</i>
	<i>There has been significant behaviour change relating to modes of transport and city centre usage as a result of Covid. Due to still being in the midst of the pandemic, it is uncertain what the “new normal” will look like for individual and corporate behaviour.</i>	<i>Recommendations in both the Strategic Reviews of City Centre Access and Council Car Parking Strategy commit to continue to build evidence bases to inform future decision making and to continue engagement with stakeholders to understand emerging needs once behaviours settle in to a “new normal”.</i>

	<i>extended to 7pm would mean they could not park in these areas until later than pre-pandemic. However, as noted above the impact on these blue badge holders would be considered in full as part of a separate statutory consultation and Equalities Impact Assessment which included consideration of the Human Rights Act 1998 that would accompany any changes to permanent footstreet hours.</i>		
Gender	<i>No differential impact identified.</i> <i>Although no differential impact identified, the engagement showed that females are significantly more likely to support the improvement of facilities (ie toilets) in the city centre, suggesting that the proposed improvement to facilities available will have a particularly positive impact for females.</i>	Positive	Low
Gender Reassignment	<i>No differential impact identified.</i>		
Marriage and civil partnership	<i>No differential impact identified.</i>		
Pregnancy and maternity	<i>The proposals have been identified as having a positive impact on pregnancy and maternity when considering the potential impact on women who may experience pregnancy related mobility impairments, especially in later stages of pregnancy.</i> <i>The improvements to access services, access routes, improved facilities and increased provision of benches across the city centre may have a positive impact on women who may</i>	Positive	Low

	<p><i>experience pregnancy related mobility issues. The improvements may also positively impact on parents and carers of younger children in pushchairs through improved routes and facilities.</i></p> <p>Positive impacts – <i>As evidenced by the consultation responses, some people living with a disability benefit from the reduction in the number of vehicles and cycles accessing the footstreet area, making it a safer environment for all users. Adopting the City Centre Access model outlined in the strategy which reaffirms the restriction of cycling and e-scooters from being in the footstreets whilst improving cycle parking and routes on the edge of the area would provide a safer environment for mothers, fathers and carers of young children young children.</i></p>		
Race	<i>No differential impact anticipated</i>		
Religion and belief	<p><i>The proposals have been identified as having a positive impact on access to places of worship in the footstreet area for people who live with reduced mobility or a disability.</i></p> <p><i>The recommendations identified in the strategy provide a range of different access improvements to the city centre. These access improvements to the city centre are also improvements that support access to places of worship in the city centre St Sampson’s Centre (Church Street), The Holy Trinity Church (Goodramgate), St Helen’s Church (Stonegate), and St Martin le Grand (Coney Street).</i></p>	Positive	Low

Sexual orientation	<i>No differential impact anticipated</i>		
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	<p><i>The proposals have been identified as having a positive impact carers. This includes carers of disabled people, people with mobility issues, children and adults.</i></p> <p><i>The positive impacts for carers mirror those identified above under Disability, Age, and Pregnancy and Maternity.</i></p> <p>Negative: <i>As noted earlier a change to 7pm from the 5pm pre-covid permanent footstreet hours would impact on some blue badge holders who used to park in the footstreets, and by extension may impact on their carers at those times.</i></p>	<p>Positive</p> <p>Negative</p>	<p>Medium</p> <p>Low</p>
Low income groups	<p>Mixed: <i>Improved access to the city through route improvements and improved access to facilities could have a positive impact on low income groups with limited mobility. Improving access to leisure and employment opportunities in the city centre.</i></p> <p><i>Some of the services identified that support access to the city centre through the provision of mobility aids and transport require incur a cost to the user. This could preclude low income groups from accessing these services. The cost of using these services is kept to a minimum.</i></p>	Neutral	Low

Veterans, Armed Forces Community	<i>No differential impact anticipated</i>		
Other			
Impact on human rights:			
List any human rights impacted.	<p><i>Article 8 of the Human Rights Act 1998 - right to respect for private and family life</i> <i>This Convention Right is broad and covers a person's right to develop your personal identity and to forge friendships and other relationships. This includes a right to participate in essential economic, social, cultural and leisure activities.</i></p> <p><i>The Strategic Reviews reflect significant commitments that improve access to the city centre for disabled people, whilst noting that some blue badge holders may be negatively impacted by any future formal change to later footstreet hours.</i></p>		

Use the following guidance to inform your responses:

Indicate:

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

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

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

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
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The positive impacts identified in this Equalities Impact Assessment are the product of significant engagement to design solutions that improve access to the city centre and identified investment streams to deliver them. As in any exercise there may be further ideas and requests from those engaged but not all can be delivered due to technical or budget constraints.

In terms of negative impacts, the only identified impact is on some blue badge holders should a formal decision be taken to enact the proposed permanent change to the footstreet hours. However, this will require further consideration of the impact, a statutory consultation and separate Equalities Impact Assessment to consider this in detail.

Some of the proposals may have a legal requirement for consultation, as well as the need for other consents, approvals or legal processes. The requirements for each specific proposal will need to be carefully considered with the Council's legal team to ensure decisions relating to them are properly made.

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
<ul style="list-style-type: none">- No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.- Adjust the proposal – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations.- Continue with the proposal (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty- Stop and remove the proposal – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed. <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	

Option selected	Conclusions/justification
<i>No major change to the proposal</i>	<p><i>The proposals are considered to have a significant positive impact on access to the city centre, with clear actions identified to continue to improve access to the city centre for all.</i></p> <p><i>Where known or potential negative impact is identified, this is balanced by the range of measures being proposed so ensure that there are improvements for all. Further work is identified to continue to explore additional services or access improvements through ongoing engagement with the identified stakeholder groups.</i></p>

Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
<i>This report identifies that 7pm is the preferred time for the footstreets to re-open.</i>	<i>Any approval to proceed with changing the footstreet hours will require a statutory consultation and its own EIA.</i>	<i>Head of Transport</i>	<i>Decision yet to be taken</i>

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	<i>The impacts of the proposals will continue to be monitored through the following activities:</i> <ul style="list-style-type: none">• <i>Ongoing liaison with key disabled groups through the Access Officer (once appointed – subject to approval)</i>• <i>The creation of a York Standard will increase awareness across all stakeholders the barriers to accessing the city centre and establish a city wide commitment to continued improvement</i>• <i>Ongoing engagement with the business community in the city centre through representative groups such as the BID</i>

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