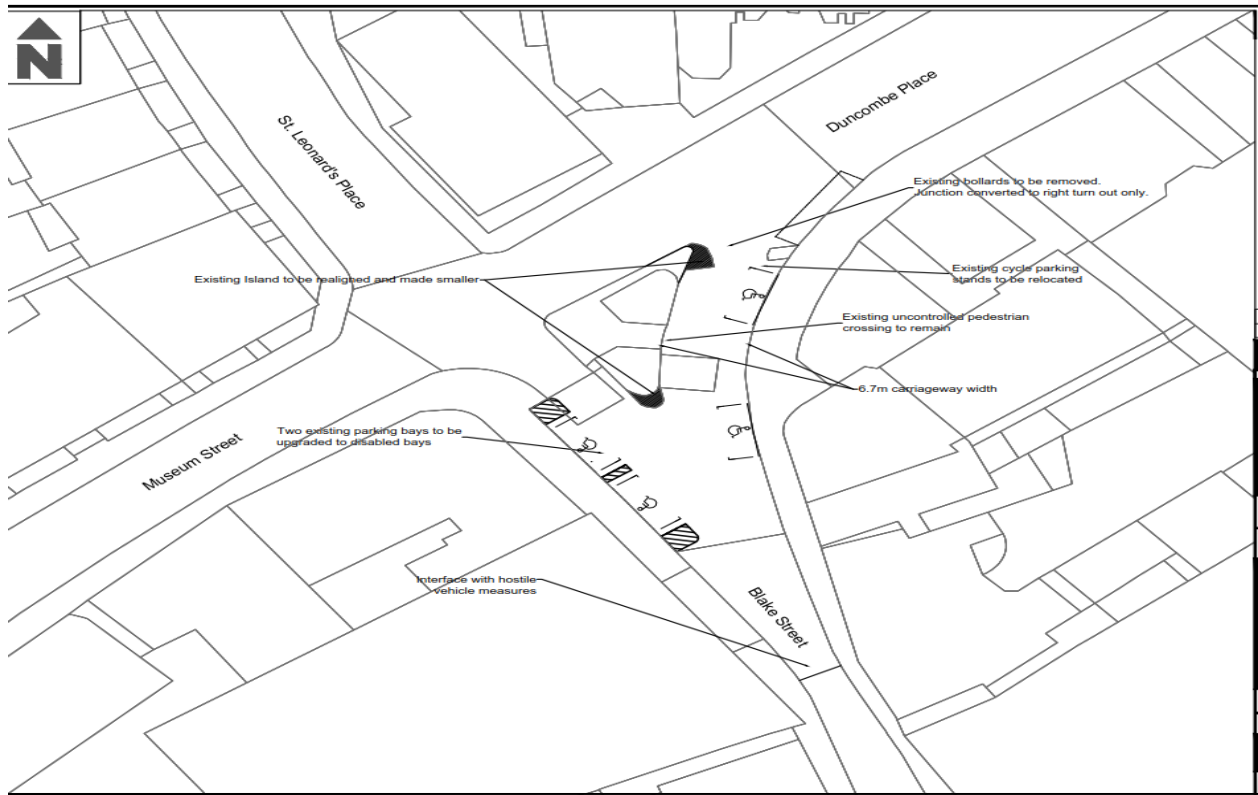


Annex B - Junction of Blake Street/Duncombe Place



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

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

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

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

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

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

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

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

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

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

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